

Suggested Modifications to Implement the Planning Act, Provincial Planning Statement, 2024 and Provincial Plans

Item	OP Policy Number	Comments/Concerns	Related Provincial Ministries	Reference to Planning Act, PPS 2024 or Provincial Plan Section or Policy	Requests for Additional Information and Recommended Policy Revisions	City of Mississauga Response to Comment and/or Changes Made to Policy
1	1.4	<p>Section 1.4 describes the hierarchy of policy and legislation to which the Mississauga OP must conform, including the Metrolinx 2041 Regional Transportation Plan (RTP) as described in subsection 1.4.6.</p> <p>Metrolinx is currently working to update the 2041 RTP to bring it into conformity with the Connecting the GGH: A Transportation Plan for the Greater Golden Horseshoe (“GGH Transportation Plan”). The 2051 RTP is anticipated to be released in 2025.</p> <p>Given the connection of the RTP to the GGH Transportation Plan, it is recommended that subsection 1.4.6 be revised to clarify the relationship between the two plans.</p>	MTO	Connecting the GGH: A Transportation Plan for the Greater Golden Horseshoe	<p>It is recommended that the following be added as a new 1.4.6 Greater Golden Horseshoe Transportation Plan:</p> <p><b><i>Connecting the GGH: A Transportation Plan for the Greater Golden Horseshoe (‘GGH Transportation Plan’) was released by the Province in March 2022. The GGH Transportation Plan provides a 30-year vision for mobility in the region with new infrastructure, better services and policy directions for all modes of transportation to align on-going and future investments by the province and other transportation providers.</i></b></p> <p><b><i>The GGH Transportation Plan includes several transportation policies and projects with implications for the City of Mississauga, including future transit projects, future capacity expansions, and an integrated, multimodal Strategic Goods Movement Network of key corridors, facilities and connections for supporting freight movement across the GGH region.</i></b></p>	<p>Slightly re-worded to fit the chapter, and added under heading 1.4.5</p> <p>Since there is an expected 2051 RTP and to ensure the new OP stays current section 1.4.6 was updated to remove reference to 2041 RTP, but keep the reference to the RTP in general.</p>

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					<p>It is recommended that the current 1.4.6 be revised to as 1.4.7 Regional Transit Plan and to add the following at the end of the first paragraph:</p> <p><b><i>...Under the Metrolinx Act, 2006, the Metrolinx RTP is required to conform with the GGH Transportation Plan.</i></b></p>	
2	2.4	<p>Planning authorities are required to take an agricultural systems approach based on provincial guidance. The agricultural system is defined as a system comprised of a group of inter-connected elements that collectively create a viable, thriving agri-food sector. It has two components: a) An agricultural land base and b) An agri-food network which includes agricultural operations, infrastructure, services, and assets important to the viability of the agri-food sector.</p> <p>Based on Mississauga's land base, focus should be provided on how the city can recognize and support the agri-food network.</p>	OMAFA	PPS 4.3.1.1	<p>It is recommended that the agricultural systems approach is addressed by adding the following guiding principle for land use:</p> <p><b><i>Mississauga will use an agricultural system approach, and support and foster the long-term economic prosperity and productive capacity of the agri-food network. The agricultural system is comprised of a group of inter-connected elements that collectively create a viable, thriving agri-food sector. The agri-food network is a component of the agricultural system that includes elements important to the viability of the agri-food sector such as regional infrastructure and transportation networks; agricultural operations including primary processing;</i></b></p>	<p><b>Added to 2.4:</b> <i>“Mississauga will use an agricultural system approach, and support and foster the long-term economic prosperity and productive capacity of the agri-food network.”</i></p> <p><b>Added to 4.4:</b> <i>The agricultural system is comprised of a group of inter-connected elements that collectively create a viable, thriving agri-food sector. The agri-food network is a component of the agricultural system that includes elements important to the viability of the agri-food sector such as regional infrastructure and transportation networks; agricultural</i></p>

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					<b><i>agricultural services, farm markets, and distributors; and vibrant, agriculture-supportive communities. This includes providing opportunities for Urban Agriculture within the City.</i></b>	<i>operations including primary processing; agricultural services, farm markets, and distributors; and vibrant, agriculture-supportive communities. This includes providing opportunities for Urban Agriculture within the City.</i>  The City has an Urban Agriculture Strategy that was developed in 2022 that speaks further to urban agriculture activities - <a href="#">LINK</a>
3	2.5	Only Section 12 – Downtown Core supports local food options, including access to urban agriculture and farmers’ markets. Local food production and urban agriculture should be a plan-wide objective to align with the PPS, which encourages municipalities to support local food, facilitate urban agriculture and foster a robust agri-food network.	OMAFA	PPS 4.3.1.1, 4.3.6.1	It is recommended that a new strategic action (2.5.X) be added promoting opportunities to enhance urban agriculture and access to healthy and locally grown food and agricultural products.	The strategic actions outlined in 2.5 are the fundamental pillars guiding the OP. Chapter 2 has been revised to add urban agriculture as a guiding principle. This comment is more appropriately located in Chapter 4 and additions have been made to this chapter as noted in the above comment.

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4	3.2.5	<p>Draft policy 3.2.5 sets out certain actions that the City will undertake in directing growth to 2051 (as set out in Table 3-1) or beyond 2051.</p> <p>Under policy 2.1.3 of the PPS, municipalities are required to plan for a time horizon of at least 20 years and not more than 30 years. Exceptions to this include planning for infrastructure, public service facilities, strategic growth areas, and employment areas.</p> <p>This draft policy should be revised to clearly state where exceptions to the planning horizon apply, consistent with the PPS.</p>	MMAH	PPS 2.1.3	<p>It is recommended that the draft policy be revised as follows:</p> <p>3.2.5 In directing growth, <del>either</del> as per Table 3-<del>or beyond 2051</del>, Mississauga will:</p> <ul style="list-style-type: none"><li>a. ensure that the City’s natural, environmental, and cultural</li><li>b. resources are maintained for present and future generations. ensure that <i>development</i> is mixed use, compact, and transit and active transportation supportive, in appropriate locations, to provide a range of local live/work opportunities.</li><li>c. permit a range of housing options within low-rise residential Neighbourhoods.</li><li>d. Protect the economic vitality of <i>employment areas</i> to allow for a diversity of employment uses.</li></ul> <p><b><u>Planning for infrastructure, public service facilities, strategic growth areas and employment areas may extend beyond the 2051 planning horizon.</u></b></p>	This change has been implemented in policy 3.2.5.

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5	3.2.9	This draft policy should address efficient provision and financing of municipal services to support growth and development. This would be consistent with sections 3.1 and 3.6 of the PPS, which requires infrastructure to be planned and provided in a manner that is feasible and financially viable.	Peel	PPS 3.1, 3.6	It is recommended that the draft policy be revised as follows: 3.2.9 The City will collaborate with <i>infrastructure</i> providers to develop and maintain <i>infrastructure</i> plans and establish phasing priorities that support growth within <i>Strategic Growth Areas</i> . <b><i>These should address and incorporate issues such as timing and efficient provision and financing of necessary municipal services, and fiscal impacts to the municipality. Where an approved development master plan is not already in place, the City will consider developing staging and sequencing plans that provide for the orderly, fiscally responsible and efficient progression of development that is coordinated with infrastructure plans.</i></b>	This change has been implemented in policy 3.2.9.
6	4.2.8	This draft policy encourages retrofitting of existing buildings and development sites for energy efficiency but it could also address how these retrofits will improve climate resilience.	MECP	PPS 2.9	It is recommended that this draft policy be revised as follows: 4.2.8 Mississauga will encourage the retrofitting of existing buildings and the development of sites to be more environmentally sustainable and energy efficient, <b><i>incorporating adaptation measures (or features) to enhance resilience to climate change impacts.</i></b>	This change has been implemented in policy 4.2.8.

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7	4.3.4.17, 4.4	Draft policy 4.3.4.17 permits small-scale urban agriculture and agriculture-related uses adjacent to valley lands and watercourses, subject to certain criteria. Permissions for these uses could be expanded to the entire Green System to increase opportunities on public and private lands for urban agriculture.	OMAFA	PPS 4.3.6.1	<p>It is recommended that this draft policy be revised as follows:</p> <p><b><i>4.3.4.17 Urban Agriculture may be permitted within the Green System where demonstrated that there will be no negative impact on natural heritage and hazard features, and ecological function in accordance with the policies of this Plan.</i></b></p> <p><del>4.3.4.17 Small scale urban agriculture and urban agriculture related uses may be permitted adjacent to valleylands and watercourses where demonstrated that there will be no negative impact on these features and ecological function in accordance with the policies of this Plan. Consider further discussion in section 4.4.</del></p>	Revised policy 4.3.4.17 as follows: Urban agriculture may be permitted within the Green System where demonstrated that there will be no <i>negative impact</i> on natural heritage and hazard features, and <i>ecological function</i> in accordance with the policies of this Plan, and to the satisfaction of the City and the appropriate conservation authority.
8	4.3.4.20	Draft policy 4.3.4.20 permits existing, expanded or new infrastructure within the Greenbelt Urban River Valleys, if it supports the needs of the city's projected growth, economic development and Natural Heritage System policies. This draft policy should also clearly indicate a requirement to conform with the Greenbelt Plan.	MMAH	Greenbelt Plan 6.2.3	<p>It is recommended that this draft policy be revised as follows:</p> <p>4.3.4.20 Within Urban River Valley lands, the City will permit existing, expanded or new <i>infrastructure</i> that is subject to, and approved under the <i>Environmental Assessment Act</i>, or which receives a similar approval, if it supports the needs of the city's projected growth, economic development and Natural Heritage System policies, <b><u>and conforms with the Urban River Valley policies of the Greenbelt</u></b></p>	Revised policy 4.3.4.20 as recommended

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					<u>Plan.</u>	
9	4.3	<p>Section 4.3 of the draft OP describes the Green System as consisting of the Natural Heritage System, Natural Hazard Lands, the Urban Forest, and Parks and Open Spaces.</p> <p>To better align with the PPS requirements of section 4.2 to identify a water resource system, the City should describe components of the City's water resource system and its relationship to the Green System and Natural Heritage System.</p>	Peel	PPS 4.2	<p>It is recommended that the introduction of section 4.3 is expanded to reference and describe the water systems approach identified in the PPS to manage water resources.</p> <p>It is also recommended that the City include a new policy to define the components of the water resource system and consider identifying the components conceptually on a schedule similar to the natural heritage systems mapping or combine the identification of the natural heritage system and water resource system on one schedule.</p>	<p>Maps showing ROP Schedules A2, A3, A6 to added to Ch.4</p> <p>Added the following explanation of the water resource system and connection to the green system in policy 4.3.1  <i>"Components of the water resource system, including ground water features, surface water features (such as shorelines), natural heritage features and hydrologic functions, contribute to the functioning of the entire Green System."</i></p>
10	4.4.21	Draft policy 4.4.21 provides direction on development in floodplains. This draft policy should incorporate PPS policy 5.2.5 to clarify the provincial approvals process for Special Policy Areas where future planning may result in a modification or change to a Special Policy Area.	MNR	PPS 5.2.5	<p>It is recommended that the draft policy be revised as follows:  4.3.4.21 Development in <i>flood plains</i> will be subject to the one-zone concept, except where a <i>special policy area</i> or two-zone <i>flood plain</i> management concept has been approved. <b><i>The designation of a Special Policy Area, and any change or modification to the official plan policies, land use designations or boundaries applying to Special Policy Area lands, must be approved by the Ministers of Municipal Affairs and Housing and</i></b></p>	Updated policy 4.3.4.21 as recommended.



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					<i>Natural Resources prior to the approval authority approving such changes or modifications.</i>	
11	4.4, 4.4.1	<p>The PPS, 2024 defines “urban agriculture” as food production in settlement areas, whether it is for personal consumption, commercial sale, education, or therapy. Examples include, but are not limited to, vertical agriculture facilities, community gardens, greenhouses, and rooftop gardens.</p> <p>Consider expanding the list of uses under the urban agricultural practices in order to facilitate more opportunities to meet the PPS, 2024 definition of “urban agriculture”.</p>	OMAFA	PPS 4.3.6.1 PPS definition of “urban agriculture”	<p>It is recommended that the draft policies be revised as follows:</p> <p>4.4 Urban Agriculture Urban agriculture connects with many pressing issues of our time. These issues include food insecurity, loss of biodiversity and pollinators, threats to public health, inequality and climate change. While growing food in the city is only one of many solutions to these issues, it remains one of the most accessible and creative. actions individuals can undertake. Mississauga supports a variety of urban agricultural practices that allow access to freshly grown local produce, supports the surrounding agricultural community, enhances local food security, reduces the energy costs associated with transporting food great distances and achieves a more resilient community <b><i>and contributes to the agri-food network. Urban agriculture means food production in settlement areas, whether it is for personal consumption, commercial sale, education, or therapy.</i></b></p> <p>4.4.1 Mississauga supports, <b><i>however not</i></b></p>	<ul style="list-style-type: none"><li>- Modified policy 4.4 as recommended</li><li>- Updated 4.4.1 as recommended</li><li>- Added d. vertical agricultural activities and e. greenhouses urban farms to the list.</li></ul>



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					<i>limited to</i> , the following urban agricultural practices: a. urban gardening; b. community gardening; and c. the creation of rooftop gardens <b>d. vertical agricultural facilities</b> <b>e. greenhouses urban farms**</b>	
12	4.5.1.4	The PPS, 2024 policy 4.2.1. e) 1. requires planning authorities to protect all municipal drinking water supplies and designated vulnerable areas. This draft policy is missing explicit reference to “designated vulnerable areas.”	MECP	PPS 4.2.1. e) 1.	It is recommended that the draft policy be revised as follows: 4.5.2.4 Proposals for development and site alteration will incorporate appropriate restrictions to protect municipal drinking water supplies <b>and designated vulnerable areas</b> , and to protect, improve and restore vulnerable surface and groundwater, sensitive surface water features, sensitive groundwater features, key hydrologic features and key hydrologic areas, and their functions.	Added “and designated vulnerable areas” to policy 4.5.2.4
13	4.8	Section 4.8 sets up policies for land use compatibility. To ensure consistency with section 3.5 of the PPS, avoiding incompatible land use in the first place should be a principle in this section.	MECP	PPS 3.5	Section 4.8 should include policies that clearly indicate avoidance of incompatible land uses as a first principle. Where avoidance is not possible, potential land use conflicts shall be minimized and mitigated.	4.8 – Land Use Compatibility – section updated to include a first principle policy that sensitive land uses shall be planned and developed to avoid located adjacent to existing major facilities (s.4.8.1).
14	4.13	Section 4.13 identifies policies respecting development within the Pearson Airport Operating Area. To ensure consistency	MMAH	PPS 3.4.2 c)	It is recommended that a new policy be inserted following 4.13.2.3, stating: <b><u>4.13.2.4 Land uses which may cause a</u></b>	Added to 4.8.5 as it is more appropriate to be included in the land use compatibility section.

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		with policy 3.4.2 c) of the PPS, a new policy should be included in this section stating that land uses which may cause a potential aviation safety hazard are prohibited.			<u>potential aviation safety hazard are prohibited.</u>	
15	4.13.2.7, Map 4-1	Map 4-1 identifies “exception areas” within the Airport Operating Area. It is unclear if the exception areas are below the NEF/NEP 35.	MECP	PPS 3.4.2 MECP Environmental Noise Guideline – Stationary and Transportation – Approval and Planning	Overlay the NEF/NEP noise contours onto the Map 4-1 exception areas to confirm that exception areas are below NEF/NEP 35.	Updated Map 4-1 to show NEF/NEP 35 contours and added to Chapter 4.  Per s.3.4.2.b of the PPS, 2024 ‘infilling of residential and other sensitive uses in areas above 30 NEF/NEP only if it has been demonstrated that there will be no negative impacts on the long-term function of the <i>airport</i> ’. This is the same policy found in the PPS 2020 in s.1.6.9.2.b. In MOP 2051, Chapter 4 – Sustaining the Natural Environment, s.4.13.2.7 allows infill/redevelopment in these exception areas (hatched areas shown on map 4-1), subject to noise studies. These noise studies should demonstrate that the noise will not be excessive and can be mitigated (s.4.13.2.8). The City’s MOPA 67 brought in these policies several years ago with the full support of the GTAA and the Region of Peel. The Region of Peel’s Official Plan, approved by the Province in November 2022, also includes similar policies in s.5.10.37.11 in relation to directing local

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						municipalities to define the areas for exceptions to redevelopment and demonstrating there will be no negative impacts on the functioning of the airport.
16	5.3.3, 5.3.3.1, 5.3.3.2, 5.3.3.10	The PPS, 2024 mandates that municipalities establish and implement minimum targets for providing affordable housing to low- and moderate-income households. While the draft OP emphasizes affordable housing, it doesn't specify minimum targets for affordable housing provision across all new developments. Instead, it focuses on strategies like Inclusionary Zoning, which is currently limited to Protected Major Transit Station Areas.	MMAH	PPS 2.2.1. a)	The OP should incorporate clear, measurable minimum targets for affordable housing units applicable to all new residential developments, to align with the PPS, 2024 requirements.	Policy 5.2.4 has been reworded to clearly provide the current housing targets for affordable housing within the City of Mississauga.
17	6.2.11	For consistency with the <i>Ontario Heritage Act</i> , the description of the Heritage Register should specify the Clerk's responsibility for maintaining it and allow for the Register to include properties other than those assessed for cultural heritage value or interest and recommended for protection.	MCM	<i>Ontario Heritage Act</i> 27	6.2.11 <b><i>The Clerk of the City of Mississauga will maintain a Heritage Register of <b>Properties</b> property that should be conserved as cultural heritage resources, including properties that have been designated under Part IV and V of the Ontario Heritage Act, and properties that have not been or cannot be designated but that Council considers to be of cultural heritage value or interest.</i></b> The cultural heritage resources in the Heritage Register will <b>may</b> be assessed based on their design	This change has been implemented in policy 6.2.11.

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					or physical value, historical or associative value, contextual value and archaeological significance.	
18	6.2.23	Draft policy 6.2.23 requires the City to “consider and promote archaeological management plans and cultural plans”. While it is understood that this policy was drafted under consideration of the PPS, 2020 which encourages planning authorities to do the same, it is unclear what “consider” and “promote” would mean in the context of a municipal OP. This draft policy is recommended to be revised to be align with PPS, 2024, which encourages planning authorities to “develop and implement archaeological management plans.” Further, given that Mississauga is in the process of developing an Archaeological Management Plan, a stronger and more specific policy referring to it is recommended.	MCM	PPS 4.6.4 (a)	It is recommended that this draft policy be revised as follows:  <del>6.2.23 Mississauga will consider and promote archaeological management plans and cultural plans in conserving cultural heritage and archaeological resources.</del> <b>Mississauga will develop and implement an Archaeological Management Plan to set detailed policy for the conservation of archaeological resources and to assist in the determination of archaeological potential.</b>	This change has been implemented in Policy 6.2.23.
19	6.5	The definition of “archaeological site” provided in the second paragraph of the preamble to section 6.5 should be aligned with the definition in Ontario Regulation 170/04 under the <i>Ontario Heritage Act</i> .	MCM	O. Reg. 170/04	It is recommended that this draft policy be revised as follows: 6.5 ...An archaeological site is <b>any property that contains an artifact or any other physical evidence</b> <del>a defined location of material remains of past human</del>	This change has been implemented in policy 6.5.

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					life use and activities <b><i>activity that is of cultural heritage value or interest....</i></b>	
20	6.5.1	The PPS, 2024 definition of “development” excludes infrastructure-related works, while the definition of “site alteration” makes no such exclusion. For this reason, the phrasing “completed in advance of development” in draft policy 6.5.1 creates uncertainty as to whether the policy applies to infrastructure-related site alteration. Additionally, the draft policy should indicate how the need for archaeological assessment would be determined for a given property.	MCM	PPS 4.6.2, 6.0	It is recommended that this draft policy be revised as follows: 6.5.1 Development and <i>site alteration</i> shall not be permitted on lands containing <i>archaeological resources</i> or <i>areas of archaeological potential</i> unless <i>significant archaeological resources</i> have been conserved. An <i>Archaeological Assessment</i> is required to determine archaeological potential on development properties, <b><i>subject to Provincial screening criteria or an Archaeological Management Plan if adopted, and is to be</i></b> completed in advance of development <b><i>or municipal works.</i></b>	This change has been implemented in policy 6.5.1.
21	6.5.1 to 6.5.4	The inclusion of these policies within section 6.5 could lead to them being misinterpreted as applying only to defined archaeological protection areas.	MCM	PPS 4.6.2	Move these policies to section 6.4 on archaeological resources.	This change has been implemented.
22	7.5.1.	The Province-Wide Cycling Network (PWCN) (which can be found <a href="#">here</a> ) is encouraged to be acknowledged in the OP policies to ensure that local segments of the network are promoted and considered in future planning.	MTO	<a href="#">Province Wide Cycling Network</a> ; PPS 3.2.3, 3.9.1	It is recommended a new policy be added to section 7.5.1 to acknowledge the PWCN: <b><i>7.5.X Mississauga will work with the appropriate Provincial ministries or agencies and adjacent municipalities to ensure, as much as possible, the integration of the local active</i></b>	Policy 7.5.1.6 has been added.

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					<b><i>transportation network with the Province-Wide Cycling Network and existing or planned facilities on lands under other jurisdictions.</i></b>	
23	7.8	Within Section 8.7 – Goods Movement of the in- effect OP, policy 8.7.8 states that “Mississauga will work with the Province and Region to Coordinate and optimize system of moving goods”. This policy appears to have removed in the draft OP. It is recommended that policy 8.7.8 of the in- effect OP be carried over to the new OP to be more explicit and stress the important of major goods movement facilities and corridors, in alignment with the PPS.	MTO	PPS 3.3.2	<p>It is recommended that policy 8.7.8 be carried over and added to Section 7.8 – Goods Movement of the draft OP as a new policy:</p> <p><b><i>7.8.X Mississauga will work with the Province and Region to coordinate and optimize systems of moving goods.</i></b></p> <p>Alternatively, a new policy in section 7.8 of the draft OP could be added which state:  <b><i>7.8.X Mississauga will work with neighboring municipalities, Peel Region, Metrolinx, the Province and other agencies as appropriate to identify a goods movement network that integrates and aligns with Provincial, Regional, and Municipal plans.</i></b></p>	Policy 7.8.6 has been added.
24	7.8.2 and 7.8.5	It is encouraged that the City acknowledge and plan for local segments of the Strategic Goods Movement Network (SGMN), as identified in Map 6: of Connecting the GGH: A Transportation Plan for the Greater Golden Horseshoe. The SGMN included in the GGH Transportation Plan identifies a	MTO	PPS 3.3.2  Connecting the GGH, Map 6: Current, planned and conceptual Strategic	<p>It is recommended that draft policy 7.8.2 be revised as follows:</p> <p>7.8.2 Activities generating substantial truck traffic will be encouraged to locate near or adjacent to provincial highways and arterial streets, <b><i>including segments of the Strategic</i></b></p>	Updated policy 7.8.2 as recommended.

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		coordinated goods movement network. It has been developed to guide municipalities on implementing the provincial policies related to planning for employment near major goods movement facilities and corridors (i.e. PPS, 2024 policy 2.8.2.2), and planning for infrastructure to support growth (i.e. PPS, 2024 policy 3.1.1).		Goods Movement Network elements	<b><i>Goods Movement Network identified in Connecting the GGH: A Transportation Plan for the Greater Golden Horseshoe.</i></b>  Additionally, it is recommended that draft policy 7.8.5 be revised as follows: 7.8.5 Mississauga will support <i>primary truck routes and local segments of the Greater Golden Horseshoe Strategic Goods Movement Network</i> through street design.	
25	9.3	Many industrial uses (e.g. food processors, warehousing, mechanical services, etc.) can be considered part of the agri-food network. This may also include urban agricultural uses such as vertical agricultural facilities and green houses.	OMAFA	N/A	It is recommended that the first paragraph to the preamble of section 9.3 be revised to the following: 9.3 Industrial uses include manufacturing, assembling, processing, fabricating, research and development, warehousing, distributing, and wholesaling, and sales and service accessory to these uses. <b><i>Some types of urban agriculture, such as vertical agricultural facilities and greenhouses, may be considered an industrial use.</i></b> Film studios are also considered an industrial use...	Updated section 9.3 as recommended.
26	9.3.10	This draft policy is recommended to be revised to align with PPS policy 4.5.2.4 which requires mineral aggregate operations to be protected from development and activities that would preclude or hinder their operations or which would be incompatible for reasons	Peel	PPS 4.5.2.4	It is recommended that this draft policy be revised as follows: 9.3.10 Prior to the consideration of <i>development</i> proposals within the area of influence of quarry operations, it will be demonstrated to the satisfaction of the City, that there will be no adverse	Updated policy 9.3.10 as recommended.



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		of public health, public safety or environmental impact.			impacts that would make it incompatible with the quarry operation so as not <b>to preclude</b> or hinder the continued use of the quarry <b>or which would be incompatible for reasons of public health, public safety or environmental impact.</b>	
27	10.2.1	Community gardening should be permitted in almost all land use designations. However, consider permitting urban agriculture more generally, as defined in the PPS, 2024, which includes community gardening and beyond.	OMAFA	PPS 4.3.1.1, 4.3.6.1	It is recommended that this draft policy be revised as follows:  10.2.1 The following uses will be permitted in all land use designations, except Greenlands unless specifically allowed:  <del>b. community gardening</del> <b>urban agriculture</b>	10.2.1.b - Removed “community gardening” and changed to “urban agriculture”
28	11.5.5	Policy 11.3.5 was previously drafted to require City-initiated flood studies and the construction of recommended mitigation to be completed “to the satisfaction of the City and the conservation authority,” however this safeguard language has been removed in the current draft policy.	Peel	N/A	Clarification is requested on why this safeguard language has been removed.	Language has been added to policy 11.5.5
29	15.13.2.20	This draft policy is recommended to be revised to be consistent with policies 3.3.1 and 3.3.3 of the PPS regarding planned corridor protection and to additionally include reference to the Highway 413 Focused Analysis Area, which overlaps with the Northwest	ENERGY / MTO	PPS 3.3.1, 3.3.3	15.13.2.20 <b>The Highway 413 Focused Analysis Area (‘FAA’) and the Northwest Greater Toronto Area Transmission Corridor Study Narrowed Area of Interest (‘NAI’) will be planned for and protected.</b> Development applications within the <del>Northwest Greater</del>	Language has been added to policy 15.13.2.20

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		Greater Toronto Transmission Corridor Study Narrowed Area of Interest in this area. This draft policy is also recommended to be revised to use correct/updated terminology (e.g., ‘Northwest Greater Toronto Area Identification Study Area’ should be referred to as the ‘Northwest Greater Toronto Area Transmission Corridor Study Narrowed Area of Interest’).			<del>Toronto Area Identification Study Area</del> <b>FAA and NAI will <i>shall</i> not preclude or predetermine any further planning and/or implementation of the Study Area <b>Highway 413 and the Northwest GTA Transmission Corridor Study.</b> <b><i>Proposed developments within the FAA and NAI that could preclude or negatively affect the use of the FAA and NAI for the purpose(s) for which it was identified will not be permitted.</i></b> The Study Area <b>FAA and NAI</b> has <b>have</b> been established by the Province of Ontario <b>Ministry of Transportation, and the Independent Electricity System Operator and the Ministry of Energy and Electrification, respectively.</b> and replaces the now cancelled Greater Toronto West Corridor.</b>	
30	Glossary	MTO and ENERGY are planning and protecting for the Highway 413 Focused Analysis Area and the Northwest GTA Transmission Corridor Study Narrowed Area of Interest, respectively.  No definition of ‘planned corridors’ is provided in the Glossary.	ENERGY / MTO	PPS 3.3.1, 3.3.3 PPS definition of “planned corridors”	It is recommended that “planned corridors” be added as a defined term in the list of ‘Provincial Policy Terms’.	The term “planned corridors” is not mentioned in the Official Plan which is why this term is not included in the list of Provincial Policy Terms.
31	Glossary	The definition of “waste” in the Glossary is from the Part V of the Environmental Protection Act, and should be revised to reflect the term as defined in the Act.	Peel	<i>Environmental Protection Act</i>	It is recommended that the term “Waste” be revised as follows:  Waste includes ashes, garbage, refuse,	This change has been implemented in the term “Waste” in the Glossary.

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					domestic <i>waste</i> , industrial <i>waste</i> or municipal refuse, and such other <i>wastes</i> as may be designated under the <del><i>Environmental Assessment Act</i></del> . <b><i>Environmental Protection Act</i></b> .	
32	Schedule 1	The Dixie Employment Area on Schedule 1 does not appear to align with Regional OP Schedule E-4 mapping.	MMAH	N/A	Please update the mapping to align with Regional OP Schedule E- 4.	<p>As part of the new Official Plan review process, the City will be revoking the Regional OP and maintaining the Employment Area as shown on schedule 1 until an area-specific City initiated study is finalized. The City is undertaking a land use compatibility study and is working on developing an air model for the area based on existing surrounding emitters. The study will inform the new boundary of employment area and identify areas with potential for sensitive uses if any. This is important from a consistency standpoint with PPS 2024 2.8.1 and in accordance with provincial compatibility requirements, as the area is adjacent to existing industrial and manufacturing uses.</p> <p>Lands are also subject to ongoing legal proceedings that will better inform the appropriate uses.</p>

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33	Schedules 1, 8	Draft Schedules 1 and 8 do not appear to identify Lisgar Station (407-3), which is identified in Regional OP Schedule E-5 as a planned major transit station.	Peel / MMAH	N/A	Draft Schedules 1 and 8 should identify Lisgar Station as a planned major transit station.	Schedules 1 and 4 have been updated to include the Lisgar Station. The station (407-3) is already noted on Schedule 8.
34	Schedule 2	Schedule 2 depicts provincially and regionally significant Areas of Natural and Scientific Interest (ANSI's) as red icons on the map. The use of icons instead of the feature boundaries makes it difficult to determine the extent of the features and location of the features within the Natural Heritage System. In addition, some of the features are labelled with names while others are not.	MNR	N/A	It is recommended that the City review the mapping available for Areas of Natural and Scientific Interest (ANSI's) in MNR's Geospatial Ontario (formerly Land Information Ontario (LIO)) for potential incorporation of the existing feature boundaries into the mapping on Schedule 2. Consistency in the naming of the features (label all or none) would also make the mapping clearer.	Map 4-1 was added to Chapter 4 showing the Provincially and Regionally significant ANSIs using the <a href="#">MNR Geospatial Ontario mapping</a> .
35	Schedule 2	The area labelled as "Cawthra Woods" is depicted as a regionally significant ANSI on Schedule 2. This area is incorrectly labelled and has not been designated as a provincially or regionally significant ANSI by MNR.	MNR	N/A	It is recommended that the City update the mapping to remove the ANSI designation shown on the map for the Cawthra Woods area.	<a href="#">MNR GeoHub ANSI mapping</a> identifies Cawthra Woods as a Provincially Significant ANSI (ClassSubType #77) and is labelled to reflect this classification.
36	Schedule 3	Schedule 3 should identify the provincial highway network as well as local segments of the Strategic Goods Movement Network (SGMN), as depicted in Map 6: of Connecting the GGH: A Transportation Plan for the Greater Golden Horseshoe, to ensure that provincial goods movement corridors are	MTO	PPS 3.2.1, 3.3.2 Connecting the GGH, Map 6: Current, planned and conceptual Strategic Goods Movement	Please label the provincial highway network in the Schedule 3 legend and depict all local segments of the SGMN.	Map 7-1 now depicts the provincial highway network and all local sections of the SGMN.

Item	OP Policy Number	Comments/Concerns	Related Provincial Ministries	Reference to Planning Act, PPS 2024 or Provincial Plan Section or Policy	Requests for Additional Information and Recommended Policy Revisions	City of Mississauga Response to Comment and/or Changes Made to Policy
		promoted and planned for in future development.		Network elements		
37	Schedules 3, 7, 7A	Schedules 3, 7 and 7A do not identify the Highway 413 Focused Analysis Area and the Northwest Greater Toronto Area Transmission Corridor Study Narrowed Area of Interest. This risks the integrity of the planned corridors, and is thus inconsistent with the PPS 2024.	ENERGY / MTO	PPS 3.3.1, 3.3.3	Add Highway 413 Focused Analysis Area and Northwest Greater Toronto Area Transmission Corridor Study Narrowed Area of Interest to Schedules 3, 7 and 7A.	Schedules 3, 7 and 7a have been updated with the Highway 413 Focused Analysis Area and the Northwest Greater Toronto Area Transmission Corridor Study Narrowed Area of Interest.
38	Schedule 4	<p>The following projects is recommended to be depicted in Schedule 4, as identified in Map 5 of Connecting the GGH: A Draft Transportation Plan for the Greater Golden Horseshoe.</p> <p><b>1) The future Ontario Line Loop Connection (Kipling – Pearson – Highway 404 – Eglinton)</b></p> <p>The Ontario Line Loop is a conceptual route which is subject to future studies, approvals, and funding. This project would be a higher order transit line, connecting the top of the Ontario Line and the TTC Line 2 subway with Richmond Hill Centre and Pearson Airport.</p> <p><b>2) The East-West Cross- Regional Connection</b> The East-West Cross-</p>	MTO	Connecting the GGH: A Transportation Plan for the Greater Golden Horseshoe, Map 5: Current, planned and conceptual future transit infrastructure and services	Please depict the conceptual future Ontario Line Loop and East- West Cross-Regional Connection projects in Schedule 4. The projects should be labelled as Conceptual / New Higher Order Transit Connection.	As the Ontario Line Loop and East-West Cross-Regional Connection projects are still conceptual, the System Planning Office, System Planning Branch, IPPD of the MTO was unable to provide detailed mapping for us to include on Schedule 4. Currently, the publicly available mapping is too pixelated.

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		<p>Regional Connection is a conceptual higher order transit connection across the top of Toronto that would connect existing and planned GO Rail, LRTs, and subways between Burlington and Oshawa.</p> <p>Metrolinx is currently updating the 2041 Regional Transportation Plan, including integrating new projects from the GGH transportation plan. The updated 2051 Regional Transportation Plan may expand planning details to further define these future higher order transit connections.</p>				
39	Schedule 5	Local segments of the Province-Wide Cycling Network (PWCN) that run through the municipality is recommended to be depicted on Schedule 5.	MTO	<a href="#">Province Wide Cycling Network</a> ; PPS 3.1.4, 3.9.1	Please depict all local segments of the PWCN in Schedule 5.	Schedule 5 has been updated with all local segments of the PWCN.
40	All applicable sections, tables, and figures	Both the Hazel McCallion LRT and Hurontario LRT are referenced in the draft OP. Please ensure that the line is referenced as Hazel McCallion LRT throughout. Should the City wish to provide context on the name change from Hurontario LRT to Hazel McCallion LRT, it is recommended to do so only once, when the LRT is first referenced in the document.	MTO	N/A	When Hazel McCallion LRT is first referenced in the document, which appears to be under section 7.4, it is recommended to provide a reference to the previous LRT name: “the Hazel McCallion Light Rail Transit (LRT) line, previously named Hurontario LRT...”. All references to the LRT after the first mention should be consistently Hazel McCallion LRT. This includes all body text, figure captions, and tables (e.g. Table 11-1).	This change has been implemented in all mentions of the Hurontario LRT.

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41	General	MTO and ENERGY are planning and protecting for the Highway 413 Focused Analysis Area and the Northwest GTA Transmission Corridor Study Narrowed Area of Interest, respectively. The draft OP does not contain any policies protecting for planned corridors.	ENERGY	PPS 3.3.1, 3.3.3	<p>To be consistent with policies 3.3.1 and 3.3.3 of the PPS, the draft OP should include policies explicitly protecting for the Highway 413 Focused Analysis Area and the Northwest Greater Toronto Area Transmission Corridor Study Narrowed Area of Interest.</p> <p>It is recommended that the draft OP include a new policy that require the City to plan for and protect corridors and rights-of-way for infrastructure facilities to meet current and projected needs and to prohibit development in planned corridors that could preclude or negatively affect the use of the corridor for the purpose(s) for which it was identified.</p>	Language has been added to policy 15.13.2.20
42	General	The term “alternative and renewable energy systems” should be italicized and defined in the Glossary to be consistent with PPS terms and definitions. Additionally, the term “transit-supportive” is sometimes italicized in the draft OP. The italicization should be consistent to provide reference to the PPS definition of “transit- supportive.”	Peel / MMAH	PPS definition of “alternative energy systems”, “renewable energy systems”, “transit-supportive”	<p>“Alternative and renewable energy” should be italicized and defined in the Glossary.</p> <p>“Transit-supportive” should be italicized consistently throughout the draft OP.</p>	<p>The terms “alternative energy system” and “renewable energy system” have been added to the list of defined PPS terms and italicized throughout the Official Plan (see section 4.9, policies 4.9.1, 14.2.4.5.2, 14.2.8.10.1 and 17.158.25).</p> <p>A definition of “alternative energy” has also been added to the Glossary and italicized throughout the OP</p> <p>“Transit-supportive” has been italicized throughout the OP as well.</p>



## Region of Peel Comments: City of Mississauga Official Plan (January 2025 Draft) – Regional Interests Review

Number	Regional Interest	Policy Section, Name and Number (if applicable)	Policy Number (if applicable)	Comment	City of Mississauga Responses
1.	Housing Service Manager	5.2 New Housing Supply Objectives	5.2.1	<p>Regarding the removal of the requirement for a Housing Assessment report for applications of 50 units or more (Region of Peel Official Plan [RPOP] policy 5.9.11) that requires applicants to demonstrate how an application is consistent with housing objectives and contributes to housing targets:</p> <p>If the housing assessment is not required, the expectation is that the City of Mississauga will assess and circulate each application to ensure that Peel staff have an opportunity to explore affordable housing options and partnerships in absence of a housing assessment from the applicant.</p> <p>Suggest that policy be revised to require that applicants demonstrate how the application meets City housing objectives and policies and contributes towards housing targets. This is suggested to be met through existing requirements such as a planning justification report.</p>	<p>All development applications are still to be circulated to the Region of Peel for review.</p> <p>The Terms of Reference for Planning Justification Reports (PJR) will be updated to include an assessment of the housing goals and targets for the proposed development.</p>
2.	Waste Management	4.12 Waste Management	4.12.3	Convenient access for waste collection vehicles should not be limited to food and organic waste.	Removed reference to “food and organic” from policy 4.12.3.
3.	Waste Management	8.6 Buildings and Site Development	8.6.4.7	<p>Suggest the following change (in underline):</p> <p>8.6.4.7 Service, loading and waste storage areas should be internal to the building or located at the rear of the building, <u>ensuring that their design complies with the latest version of Region of Peel's Waste Collection Design Standards Manual</u> and is screened from public realm.</p>	The OP policies in this section are intended to provide guidance to developments. Generalized language is utilized in other sections of the OP to reference applicable standards.
4.	Waste Management	17 Special Sites	17.84.1	As the North Sheridan Landfill closed in 1980, the 25 year period has been exceeded. Therefore paragraph c. can be deleted.	Bullet c. was deleted.
5.	Waste Management	4.12 Waste Management	New Policy/General Comment	The City of Mississauga could further help inform purchases and decisions made by the City by implementing an internal policy for sustainable procurement of projects and goods. A new policy in the Mississauga Official Plan (MOP) could be established or language could be added to include using materials from local and regional diversion programs in City-funded projects.	Comments noted.
6.	Waste Management	4.12 Waste Management	4.12.3 and 4.12.4	In order to be eligible for waste collection from the Region of Peel, the City of Mississauga should consider specifying Peel's Waste Collection Design Standards Manual, rather than using generalized language such as applicable waste standards.	Generalized language was utilized in reference to this manual and any other standards that may be applicable. Specific reference to the Manual is provided to applicants during pre-application meetings.
7.	Waste Management	4.12 Waste Management	New Policy	A new policy on waste reduction in construction could be established to develop specifications for collaborating with developers and contractors to use materials from waste diversion programs.	Policy 4.12.5 speaks to promoting the reduction of waste generated through construction.

Number	Regional Interest	Policy Section, Name and Number (if applicable)	Policy Number (if applicable)	Comment	City of Mississauga Responses
8.	Waste Management	4.12 Waste Management	4.12.6	Consideration should be given to Ontario's Food and Organic Waste: Policy Statement Section 6.1 which states that "Municipalities and other planning authorities should protect existing and planned resource recovery systems from incompatible uses and plan for new systems, where appropriate, to meet projected needs."	Comments noted.
9.	Waste Management	4.12 Waste Management	New Policy/General Comment	Consider a new policy to explore options to address waste generated by the Industrial, Commercial and Institutional (ICI) waste industries. Additionally, the City of Mississauga should take into consideration that the provincial government's A Made-in-Ontario Environmental Plan is looking to consult on the ICI waste reform framework to improve the current waste diversion activities within this sector.	Suggestion noted. Policy 4.12.1 speaks to reducing waste specifically in private sector operations.
10.	Waste Management	4.12 Waste Management	4.12.1	Suggest the following change (in underline) to include all waste sources within the City of Mississauga:  4.12.1 Mississauga will manage <u>waste, including</u> City operational waste in a sustainable manner, including supporting and promoting reduction, reuse and recycling of waste in private and public sector operations.	Revised policy as suggested.
11.	Waste Management	19 Glossary	Waste definition	Under the Mississauga Official Plan Defined Terms located in the Glossary, the definition of Waste includes ashes, garbage, refuse, domestic waste, industrial waste or municipal refuse, and such other wastes as may be designated under the Environmental Assessment Act. Consider adding a note that this definition is from the Environmental Protection Act.	Completed. References the Environmental Protection Act.
12.	Public Health/Health Services	18.4 Development Applications	18.4.8	To assist with the review and evaluation of Health assessments and development applications, Peel staff look forward to tracking the scores of completed health assessments.  Consider adding a policy to suggest that the City will continue to report on the scores of their health assessment (Healthy By Design Questionnaire) to City Council on development applications:  <u>Suggested language: A Health Assessment, in accordance with the Healthy Development Framework, will be reported to City Council in conjunction with Peel Public Health.</u>	Recommendation Reports for development applications are intended to report on all aspects of the development, including the health assessment.
13.	Housing Service Manager	General Comment	General Comment 5.2.3 b. 5.3.1.3 5.3.2.2 10.2.5.2 12.7.4 12.7.11 14.2.1.5.7 14.2.5.5.2 14.2.6.5.7	Consider replacing instances of "special needs housing", "special needs" and "specific needs" with "additional needs housing" or "additional needs" to align with the definition in the <i>PPS, 2024</i> .	Revised terminology to "Additional Needs Housing" as defined in the <i>PPS, 2024</i> .

Number	Regional Interest	Policy Section, Name and Number (if applicable)	Policy Number (if applicable)	Comment	City of Mississauga Responses
			14.2.9.5.2 14.2.10.5.7 14.2.11.5.7 17.120.2 c. 18.7.2. g.		
14.	Housing Service Manager	10.2 General Land Use	10.2.1	<p>It is understood that City of Mississauga considers transitional housing as a component of community infrastructure as it is consistent with the Mississauga Official Plan's (MOP) goal of providing diverse and accessible housing to meet social and health needs. It is therefore understood that transitional housing is permitted in all land use designations as part of the community infrastructure definition.</p> <p>What is the status of the City's zoning by-law review and will the understanding above be reflected in zoning by-laws?</p>	Transitional housing is permitted in all land use designations. Conformity of the Zoning By-law to the Official Plan will be considered following approval of the Official Plan.
15.	Housing Service Manager	5.0 Housing Choices and Affordable Homes	New Policy	<p>Recommend a new policy that permits service manager affordable housing projects and partnerships with non-profits in all zones or designations.</p> <p>Suggested language: <u>The City will support the Peel Housing Corporation and the Region of Peel as the Service Manager for housing in the provision of housing. No amendment to this Plan or to the City's Zoning By-law will be required on lands owned by the Peel Housing Corporation, Service Manager, or any successor agency on a temporary or permanent basis.</u></p>	Policy 5.3.3.6 addresses this comment as the City commits to supporting non-profit housing providers by undertaking city-initiated zoning by-law amendments to pre-zone lands in an effort to meet housing needs.
16.	Housing Service Manager	5.0 Housing Choices and Affordable Homes	New Policy/General Comment	<p>Appreciate that the City has adopted recommendations from the Mayor's Housing Task Force that reduce or exempt certain types of housing from fees and charges. Suggest a new policy or language that commits the City to an ongoing or periodic review of fee or charge deferrals and exemptions or reductions for alternative housing types, affordable housing, publicly-funded market housing, and community and supportive housing to better facilitate the development of these types of housing.</p>	This comment is addressed by policy 5.2.7 which speaks to collaborating with the Region to explore offering incentives to support affordable and purpose-built rental housing, which could include some of the suggested items noted.
17.	Housing Service Manager	5.3 Achieving the Housing Supply Objectives	5.3.3.1	<p>Suggest amending this policy to explicitly encourage special needs (now additional needs) housing and social housing (referred to as community housing) in locations with convenient access to planned infrastructure (i.e., transit), amenities, and social services, as per policy 5.9.46 of the RPOP.</p>	Policy 5.3.3.1 indicates that Mississauga will encourage the Region to provide social housing in appropriate locations. Appropriate locations could include areas with access to transit, community infrastructure, and services to serve the community.

Number	Regional Interest	Policy Section, Name and Number (if applicable)	Policy Number (if applicable)	Comment	City of Mississauga Responses
18.	Housing Service Manager	5.0 Housing Choices and Affordable Homes	New Policy/General Comment	Suggest a new policy or additional language that encourages the consideration of alternative development and design standards and exemptions for affordable and non-market housing such as reduced setbacks, narrower lot sizes, reduced parking standards, and on street parking management (RPOP policy 5.9.24) and review of requirements and exemptions for minimum distance and maximum number of boarding houses, group homes, lodging houses, rooming houses and other alternative housing types (RPOP policy 5.9.47).	This comment is covered in policy 5.3.3.4 as it relates to applying design solutions that support housing affordability while maintaining appropriate functional, sustainable, and aesthetic quality.
19.	Housing Service Manager	5.0 Housing Choices and Affordable Homes	New Policy/General Comment	Suggest a new policy or additional language that directs the evaluation of activities that support the Service Manager's ten year plan, such as reviewing priorities, implementation plans, housing needs assessments, and planning for community and supportive housing. This reflects language in RPOP policies 5.9.12 and 6.3.14 and responds to policy direction in PPS, 2024 policy section 2.2.1.	This comment is addressed by policies 5.2.9, 5.3.1.4, and 5.3.3.2 which speak to implementing, monitoring, and evaluating the housing objectives of both the Region and the Province.
20.	Early Years and Child Care Service Manager	8.7 Community Infrastructure	8.7.6/General Comment	Suggest a new policy or additional language that commits the City to review policies and procedures to facilitate the co-location or development of community infrastructure (including but not limited to early years programs and licensed child care centres) within new and existing developments, such as potential barriers in zoning by-law restrictions, parking requirements, and the need for purpose-built and accessible spaces.	Policies 12.6.11, 13.3.1.1, 13.1.1.14, and 14.1.1.11 speak to encouraging partnerships and collaborations to develop community infrastructure within a building with other uses.
21.	Early Years and Child Care Service Manager	General Comment	General Comment	To align with language used in the Child Care and Early Years Act, 2014, references to “day care” or “daycare” should be replaced with “licensed child care” or “child care”.	The City's Zoning By-law defines Day Care as “a building, structure or part thereof, with or without an outdoor play area, used for temporary care which does not exceed 12 consecutive hours in one day, of more than five persons. Care may be provided for children, seniors and/or disabled persons.” The definition is broad and encompasses a variety of populations that utilize day cares.
22.	Housing Service Manager	19. Glossary	Low and Moderate Income Households definition	Definitions of low and moderate income households typically categorize moderate-income households as households with income between the 40th and 60th income percentiles. The definition of Low and Moderate Income Households in the glossary appears to define moderate income households as households with income within the 30th to 60th income percentiles. Is the City opting for a definition of moderate-income households to include the 30th income percentile?	In accordance with the City's Inclusionary Zoning definitions, the reference to the 30 <sup>th</sup> and 60 <sup>th</sup> income percentiles are to ensure that the 30 <sup>th</sup> to 40 <sup>th</sup> percentile is captured in the definition for Moderate Income Households.

Number	Regional Interest	Policy Section, Name and Number (if applicable)	Policy Number (if applicable)	Comment	City of Mississauga Responses
23.	Transportation (Regional Roads)	7.3 Complete Streets	7.3.4 Preamble	<p>7.3.4. Preamble - "The Region is in the process of updating the road classifications under the Transportation Master Plan (TMP) update":</p> <p>It is understood that the Mississauga Complete Streets Study and Guide was completed in consultation with Peel Region.</p> <p>Need clarification on how RPOP policy 5.10.36.2 is addressed under MOP Section 7.3.4 Street Classification System, and Policy 7.3.1.2.</p> <p>Need clarification on how RPOP policy 7.10.16 is addressed under MOP Section 7.3.4. The Industrial Connectors are in the Regional Road Characterization Study (2013) as per wording in the Policy.</p> <p>Add clarification that access to Regional Roads must conform to the Regional Road Characterization Study as amended from time to time (including Regional access control by-law).</p>	<p>The City is working with the Region on the updates to the Region's TMP.</p> <p>ROP policy 5.10.36.2 is implemented through various policies in MOP Chapter 7. Policy 7.3.1.1 directs the City to use a complete streets approach in the planning, design, rehabilitation, and maintenance of new and existing streets, prioritizing road safety. MOP policy 7.3.2.3 also speaks broadly to how the multi-modal transportation network will be developed and maintained through the policies of MOP.</p> <p>References to specific studies and by-laws are being removed from the Official Plan.</p>
24.	Transportation (Regional Roads)	7.8 Goods Movement	New Policy	Suggest adding a policy to design and accommodate Long Combination Vehicles (LCVs) on primary truck routes and arterial roads, in employment areas, near inter-modal facilities, 400 series highways and the airport.	This comment is more appropriately addressed through the City's Transportation Master Plan (TMP).
25.	Transportation (Regional Roads)	Schedules	Schedule 3	As per Schedule 5 - Long Term Road Network from Mississauga's 2022 Official Plan, the segment of Dixie Road, north of Lakeshore Road to just south of South Service Road, is classified as a 'Regional Major Collector (Scenic Route)'. Peel Region does not have a 'Scenic Route' classification, therefore, the new nomenclature on the draft Schedule 3, 'Region of Peel Scenic Route' appears to be inaccurate since this portion is a regional road. Please confirm if this should be changed to 'Region of Peel Arterial' (i.e., remove the dashed green Region of Peel Scenic Route classification).	Dixie Road has been identified as a Scenic Route for many years and through multiple past official plan documents. The reference to Dixie Road as a scenic route will be carried forward to the new Official Plan given its scenic attributes that warrant specific policies.
26.	Transportation (Regional Roads)	7.8 Goods Movement	General Comment	Consider integrating modern goods movement trends and policies into this section, such as strategies related to increased residential deliveries, suggest policies related to community delivery hubs, space for safe delivery truck loading including off-peak deliveries, curbside management, encouraging the use of smaller delivery vehicles, neighbourhood loading zones, parcel delivery lockers, and consolidated grocery pick-up and drop locations near transit.	Policy 7.8.8 is intended to capture ROP policy 5.10.38.3 to support and promote broader efficiencies in the goods movement network.
27.	Transportation (Regional Roads)	7.8 Goods Movement	Map 7-1	Consider adding and enhancing the strategic goods movement network as its own schedule, which could include additional goods movement-related information including prohibitions and other goods movement related programs (e.g. special delivery zones, off peak deliveries, locations of delivery hubs, etc.)	Map 7-1 in Chapter 7 demonstrates the goods movement network and regional connections.

Number	Regional Interest	Policy Section, Name and Number (if applicable)	Policy Number (if applicable)	Comment	City of Mississauga Responses
28.	Transportation (Regional Roads)	19. Glossary	New Definition	Consider adding "Transit Supportive" to the Glossary as previously recommended in the February 2024 draft MOP.	"Transit-supportive" is a defined term in the 2024 PPS. The term is listed in the MOP glossary as a Provincial Policy Term and is italicized to reflect the use of the PPS 2024 definition
29.	Transportation (Regional Roads)	7.3 Complete Streets	7.3.1.2	Consider incorporating detail of how primary truck routes (stated in Policy 7.3.1.2 e.) fit into the context of a complete street network. There is no mention of goods movement or primary truck routes within other sections under 7.3.	Policies under Section 7.8 (Goods Movement) speak to the relationship between goods movement, primary truck routes, and other forms of transportation. For example, MOP 2051 policy 7.8.4 directs the establishment of denser street grids to support active transportation connections.
30.	Transportation (Regional Roads)	General Comment	General Comment	Consider recommending opportunities for new or improved highway interchanges within the transportation policy sections.	Suggestion is noted. No new policies have been added at this time.
31.	Water and Wastewater	3.2 Growth Forecast	3.2.7	Suggest the following change (in strikeout and underline) to better align with RPOP policy 5.6.20.11:  3.2.7 Development proposals may be refused if existing or planned servicing and/or infrastructure are inadequate to support the additional population and employment growth that would be generated. Alternatively, development proposals may be phased to <del>coordinate</del> <u>in coordination with service and infrastructure providers and infrastructure master plans</u> for the provision of services and infrastructure.	Changes made to policy 3.2.7.
32.	Water and Wastewater	3.2 Growth Forecast	3.2.9	Suggest the following change (in underline) to ensure alignment with RPOP policy 5.5.6:  3.2.9 The City will collaborate with infrastructure and service providers to develop and maintain servicing and infrastructure <u>master plans</u> and establish phasing priorities <u>which incorporate the timing, efficient provision and financing of services and infrastructure</u> that support sustainable growth within Strategic Growth Areas.	Changes made to policy 3.2.9.
33.	Water and Wastewater	3.2 Growth Forecast	New Policy/General Comment (3.2.6, 3.2.7, 11.3.3.2, 11.3.3.4, and 11.3.8.1)	Suggest adding a policy or additional language under Section 3.2 to align with RPOP policy 6.5.3 which is an important tool for allowing developments in certain high growth areas with servicing capacity issues to advance Official Plan Amendments (OPAs) and Zoning By-Law Amendment (ZBA) approval. For example, this policy is being used in Port Credit for developments where a holding provision is being added which requires servicing agreements as a stop gap until the Region's wastewater capital projects are completed. This new policy would align with RPOP policy 6.5.3 and could also be referenced in other policies such as 11.3.3.2, 11.3.3.4, and 11.3.8.1.	Policies such as 3.2.6, 3.2.7 and 3.2.9 cover this comment.



Number	Regional Interest	Policy Section, Name and Number (if applicable)	Policy Number (if applicable)	Comment	City of Mississauga Responses
34.	Water and Wastewater	Schedules	PMTSA Schedules 8e, 8f, 8g, 8i, 8k, 8L, 8n, 8q	Modifications were made to Protected Major Transit Station Areas (PMTSAs) max heights in various schedules increasing permitted max heights. As an infrastructure provider, Peel is requesting revised population and employment forecasts reflecting the revised max heights, especially in schedules 8i, 8k and 8L where significant increases are being proposed over large areas, to evaluate infrastructure feasibility and inform Peel's ongoing review of its water and wastewater master planning.	The request has been noted.
35.	Water and Wastewater	11.3 Protected Major Transit Station Areas	11.3.8.1	Suggest the following change (in underline):  11.3.8.1 Development will be phased to ensure appropriate transportation and municipal servicing infrastructure along with community services and facilities are available to service development. Development is to progress in a financially responsible and environmentally sustainable manner and cannot proceed until infrastructure services such as water, wastewater, and transportation are available. An evaluation or study may be required to demonstrate that there is sufficient infrastructure and servicing capacity for a Major Transit Station Area and if there isn't sufficient capacity, a servicing strategy shall be completed to the to the satisfaction of the City <u>and the Region of Peel</u> .	Where Regional services are involved, the City will circulate submitted studies to the Region for review and input.
36.	Water and Wastewater	11.3 Protected Major Transit Station Areas	11.3.3.4 f.	Suggest the following change (in underline) for clarification:  11.3.3.4 f. Sufficient existing or planned capacity of <u>the Region of Peel and City of Mississauga's</u> infrastructure and services.	The term "infrastructure and services" includes City and Regional services.
37.	Water and Wastewater	11.3 Protected Major Transit Station Areas	New Policy (11.3.3.4 g.)	Suggest a new policy in accordance with already established Strategic Growth Areas policies (Policy 11.3.8.1). The suggestion below reflects wording from MOP Policy 11.3.3.2:  <u>11.3.3.4 g. phasing of development is in accordance with the timing and delivery of infrastructure and services.</u>	The term "sufficient existing or planned capacity" includes timing considerations/phasing.
38.	Water and Wastewater	11.3 Protected Major Transit Station Areas	11.3.3.4 a.	This policy may have a significant impact on the planned servicing capacity outside of MTSAs, in conjunction with other revised MTSA policies. Can the city provide some context on how the anticipated growth in this area is being considered with short term forecasts and servicing capacity? More specific criteria on a) 'proposed land use is permitted' would be helpful in determining the scale of impact on Regional services and master plans.	As indicated throughout the Plan, adequate services and infrastructure are needed for development to proceed. Rezoning applications will still be required and servicing matters will continue to be evaluated as part of the development application process.
39.	Water and Wastewater	18.4 Development Applications	18.4.8	Suggest additions (in underline) to the list in 18.4.8:  Add " <u>functional servicing report</u> " in accordance with RPOP policy 7.4.11.4 and " <u>phasing plan</u> " as required throughout the MOP.	Functional Storm Drainage Report is included in this list which is the same as a Functional Servicing Report.



Number	Regional Interest	Policy Section, Name and Number (if applicable)	Policy Number (if applicable)	Comment	City of Mississauga Responses
40.	Water and Wastewater	18.2 Monitoring	New Policy (18.2.4)	<p>To conform with <i>PPS, 2024</i> 6.2.1 (a), (d), (g), suggest a new policy to monitor and provide service and infrastructure providers with updated population and employment numbers to inform and update, where possible, servicing and infrastructure master plans.</p> <p>Suggested language: <u>Mississauga will regularly monitor and coordinate population and employment growth forecasts with service and infrastructure providers to inform servicing and infrastructure plans.</u></p>	The recommended wording is operational in nature. Policies such as 3.2.6, 3.2.7 and 3.2.9 cover this.
41.	Water and Wastewater	18.19 Infrastructure and Utilities	18.19.6	This policy references "Mississauga will maintain and establish programs for renewal of infrastructure and utilities". This is unclear as Peel has an asset management group in water and wastewater. Is 18.19.6 referring to municipal infrastructure only?	The policy speaks to infrastructure that the City oversees.
42.	Transportation (Regional Roads)	7.3 Complete Streets	7.3.2	<p>Request to include RPOP policies that detail the ability to obtain additional lands within 245 meters of an intersection to accommodate future auxiliary turning lanes, multi-use pathway or transit-related improvements as well as the ability to reduce ROW requirements under special circumstances in which long term requirements are not compromised.</p> <p>Referenced policies from the RPOP that should be included into the Mississauga Official Plan are the following (7.10.10, 7.10.13, 7.10.14, and 7.10.15).</p> <p><u>7.10.10 - Reduce the right-of-way requirements, as shown on Schedule F-3, for a specific road section where special circumstances warrant and long-term requirements are not compromised.</u></p> <p><u>7.10.13 - Within 245 metres of any intersection of a Regional road intersection (on either side of the intersection, and starting at the centre line of the intersection), protect an additional 5.5 metres over that identified on Schedule F-3 for a single left turn configuration, right turn lanes, multi-use path or transit-related improvements. Intersection right-of-way requirements shall be confirmed by a Transportation Impact Assessment and/or functional design acceptable to the Region.</u></p> <p><u>7.10.14 - Within 245 metres of any intersection of a Regional road intersection (on either side of the intersection, starting at the centre line of the intersection), protect an additional 9 metres over that identified on Schedule F-3 for a dual left turn configuration, right turn lanes, multi use path or transit-related improvements. Intersection right-of-way requirements shall be confirmed by a Transportation Impact Assessment and/or functional design acceptable to the Region.</u></p>	<p>Responses to each ROP policy are provided below:</p> <ul style="list-style-type: none"> <li>- ROP policy 7.10.10 is reflected in MOP policy 7.3.2.6, which notes that minor adjustments to the right-of-way widths may be made without amendment to the Plan, subject to the City being satisfied that the role and function of such streets are maintained.</li> <li>- ROP policy 7.10.13 and ROP policy 7.10.15 are intended to be reflected in MOP policy 7.3.2.3. Sub-policy b refers to designated right-of-way widths under the jurisdiction of Mississauga, Toronto, and Peel.</li> <li>- ROP policy 7.10.14 is referenced in part in the Implementation Chapter of MOP, where a TIS is required as part of a complete application. Reference to the Region of Peel has previously been added to MOP policy 7.3.2.3 e.</li> </ul>

Number	Regional Interest	Policy Section, Name and Number (if applicable)	Policy Number (if applicable)	Comment	City of Mississauga Responses
				7.10.15 - <u>Protect the designated Regional road rights-of-way, as shown on Schedule F-3, to accommodate future road widenings and improvements consistent with Section 7.10 of this Plan.</u>	
43.	Transportation (Regional Roads)	Schedules	Schedule 6: Designated Right-of-Way Widths	Consider adding the lane widths for the ramps at the intersection of Cawthra Rd & Dundas St E as well as the intersection of Dixie Rd & QEW, as depicted in the Region's OP, Schedule F.	No edits have been made at this time.
44.	Water and Wastewater	11.3 Protected Major Transit Station Areas	11.3.3.2 h.	Policy should require comprehensive servicing studies as part of all development applications in PMTSAs. Development approvals should be contingent upon confirmation of adequate water and wastewater servicing to avoid premature intensification without necessary infrastructure.	Policy 18.4.8 lists all studies that can be required to deem an application complete. It specifically indicates that required studies are dependent on the type of application, location and adequacy of services and must be satisfactory to relevant public agencies. Also see policy 3.2.7.
45.	Water and Wastewater	11.2 Transit Communities - General	11.2.5	Policy should specify that all PMTSAs servicing plans must align with the Region of Peel's Water and Wastewater Master Plan and any identified infrastructure gaps should be addressed before development approvals. This coordination is critical to ensuring that planned transit-supportive densities do not exceed available or planned servicing capacity.	Please refer to comments for item 44 above.
46.	Water and Wastewater	3.2 Growth Forecast	3.2 - Preamble - 2nd paragraph	Suggest the following change (in underline) for clarification:  Directing growth to Strategic Growth Areas with existing or planned <u>water and wastewater infrastructure</u> and higher order transit service and enhancing opportunities for walking and cycling. It will also allow for competitive alternatives to vehicular travel, which will reduce our greenhouse gas emissions, minimize impacts on our environment and promote public health.	This preamble is general in nature. Policies that follow clarify that there must be adequate infrastructure or development proposals may be refused (see policy 3.2.7).
47.	Water and Wastewater	12.6 Downtown Core - General	12.6.8	Suggest the following change (in underline) for clarification:  12.6.8 Development will be phased in accordance with the provision of community infrastructure servicing to support growth <u>in accordance with the Region of Peel and City of Mississauga Planned infrastructure.</u>	Per previous comments, policies 3.2.6, 3.2.7 and 3.2.9 cover this. Also see Policy 18.4.8.

Number	Regional Interest	Policy Section, Name and Number (if applicable)	Policy Number (if applicable)	Comment	City of Mississauga Responses
48.	Water and Wastewater	18.19 Infrastructure and Utilities	18.19.6	<p>Suggest the following change (in underline) for clarification:</p> <p>18.19.6 Mississauga will maintain and establish programs for renewal of <u>City of Mississauga</u> infrastructure and utilities. In doing so, Mississauga will ensure that the capital cost, maintenance cost and environmental impact are minimized. Opportunities for reusing pre-existing infrastructure and utilities for new purposes will be encouraged.</p>	It is implied that the establishment of programs are for City of Mississauga infrastructure and utilities. No changes made.
49.	Water and Wastewater	18.19 Infrastructure and Utilities	New Policy	<p>Suggest adding a policy to ensure development conforms with the Region of Peel water and wastewater standards and guidelines.</p> <p>Suggested language: <u>The design and construction of Regional infrastructure must conform to the Region of Peel infrastructure standards and guidelines.</u></p>	Per previous comments, policies 3.2.6, 3.2.7 and 3.2.9 cover this. Also see policy 18.4.8.

## Toronto and Region Conservation Authority (TRCA) Comments: City of Mississauga Official Plan (January 2025)

Number	Page Number	Policy Number	Comment	City of Mississauga Responses
1.	4-2	4.1	To align with the PPS (2024), and the language contained in the OP, consider replacing 'expanding' with 'restoring' in the second paragraph, (1st sentence) and in the first paragraph on page 4-4, to reflect the restorative and mitigative approaches needed for natural hazards and features within the City of Mississauga's urban watersheds.	Change made to restoring
2.	4-6	4.3	Please include flood plain, valley corridors, valley slope, and shoreline to the examples of Natural Hazard Lands in Figure 4.3.	Revised figure to rivers and streams, flood plain, shoreline, valleylands
3.	4-21	4.3.4.23	Further to policy 4.3.4.23 that permits minor works where historic development exists in the flood plain, please add a policy to prohibit certain uses for consistency with Section 5.2.6 of the PPS (2024), i.e., "a) an institutional use including hospitals, long-term care homes, retirement homes, preschools, school nurseries, day cares and schools; b) an essential emergency service such as that provided by fire, police, and ambulance stations and electrical substations; or c) uses associated with the disposal, manufacture, treatment or storage of hazardous substances."	Policy 4.3.4.7 prohibits development and site alteration within Hazardous Lands.
4.	4-27	4.5.2	Consider adding to the first paragraph or to Section 4's Introduction, that the water resource system, natural hazard lands, and the natural system described in Section 4.3, are integrated and complementary systems important to protect and restore in order to improve watershed health and help prepare for the impacts of a changing climate.	Section 4.3.1 was updated to include wording related to the water resource system to identify the features that make up this system. Section 4.5.2 discusses the ground water and surface water sources which form part of the complex water resources system.
5.	4-27	4.5.2.2	Further to OP policies 4.5.2.2, 4.5.2.3 and 4.5.2.4, to align with section 4.2.3 and 5.2.4 of the PPS, please add that watershed plans will also inform stormwater management (including LID/GI implementation), natural hazard management, and climate adaptation planning.	Policies 4.5.2.3 and 4.5.2.4 make reference to protecting surface water features which include stormwater as defined in 4.5.2.
6.	5-7	5.3.2	Existing lots or dwellings within natural hazard lands should be prohibited or restricted from development and intensification. Further, Zoning By-law schedules are not always reflective of current natural hazard land mapping. As such, please add a policy to prohibit ARUs within natural hazard lands as determined by the applicable conservation authority, especially if the existing unit being added to is already in flood/erosion prone areas.	No changes made. Requires further discussion on whether to prohibit ARUs within Natural Hazard Lands.

Number	Page Number	Policy Number	Comment	City of Mississauga Responses
7.	5-7	5.3.2.6	Further to the above, we recognize that the policies in section 4.3.4 speak to historic development and minor works in hazardous lands, however, minor works is not a defined term and there is no connection between the policies permitting ARUs and the policies contained in section 4.3.4. Please reference the prohibitive and restrictive policies for development within natural hazard lands (flooding and erosion) in the policies permitting ARUs.	No changes made. Requires further discussion on development within Natural Hazard Lands.
8.	11-5	11.3.1.3.f	Please add to policy 11.3.1.3 f. to state, "...and being consistent with the natural hazard lands policies contained in section 4.3.4 of this Plan."	Reference is made to Natural Hazards which is a defined term in the OP. No changes made.
9.	11-12 and 11-13	Map 11-1 and 11.5	Please identify the limits of the Special Policy Area (SPA) on this map and add a policy to this section that references how the SPA policies in the OP prevail in the SPA and add reference to these policy sections (Applewood 129 and Dixie 132 Special Sites).	The new Official Plan aims to reduce redundancies in the policies and references back to other policy sections.
10.	11-14	11.5.5	We recommend revising the policy as follows, "Intensification and development on lands within the regulatory storm flood plain that poses an unacceptable risk, will not be permitted prior to the completion of City-initiated flood studies and the construction of recommended mitigation and remediation requirements to the satisfaction of the City and conservation authority.	Revised policy 11.5.5 to "recommended mitigation and remediation requirements, to the satisfaction of the City and the Conservation Authority".
11.	16-13	16.8	Please revise the paragraph in this section as follows, "The Dixie Employment Area has lands that are within a regulatory flood plain. The policies for lands within the regulatory flood plain are in Section 4.3.4 Natural Hazard Lands of this Plan. Some of the lands within the regulatory flood plain are within two provincially approved <b>Special Policy Areas (SPA)</b> . The SPA policies are located in Chapter 17, Special Sites (Applewood 129 and Dixie 132), of this Plan.	The new Official Plan aims to reduce redundancies in the policies and references back to other policy sections.
12.	16-13	16.8	Please include the SPA definition from the PPS in the OP Glossary.	The definition for SPA (Special Policy Area) is taken from the PPS, 2024 and is italicized to reflect that it is a Provincial Policy Term.
13.	15-18	15.9.2.2	We note that the referenced land area is located within a regulatory flood plain. Please add a bullet (e) to policy 15.9.2.2 referencing the prohibitive and restrictive policies for development within natural hazard lands (flooding) within this area.	The new Official Plan aims to reduce redundancies in the policies and references back to other policy sections.
14.	15-19	15.9.2.7.c.	Please add the word "Authorities" to reference the correct Act, the Conservation Authorities Act.	Added Authorities - now Conservation Authorities Act

Number	Page Number	Policy Number	Comment	City of Mississauga Responses
15.	15-20	15.9.2.8.d.(i-iii)	For consistency with Section 5.2.6.a) of the PPS (2024), please revise the policy to ensure all of the prohibited uses are included ie:; "a) an institutional use including hospitals, long-term care homes, retirement homes, preschools, school nurseries, day cares and schools; b) an essential emergency service such as that provided by fire, police, and ambulance stations and electrical substations; or c) uses associated with the disposal, manufacture, treatment or storage of hazardous substances."	Added long-term care homes, retirement homes, daycares to the list of prohibited uses. Otherwise, all the uses listed in the PPS 2024 are included in this list.
16.	15-20	15.9.2.10	Please remove "Executive Committee" from the introductory clause of this policy and please revise policy 15.9.2.10 b. by replacing "fill regulation area" with "regulated area".	Removed Executive Committee. Replaced "fill regulation area" with "regulated area"
17.	17-94	Site 129, 17.129.2.f.ii.(b)	To align with Section 5.2.6.a) of the PPS (2024), we recommend daycares are also included as a sensitive use prohibited within natural hazard lands. TRCA provides this comment recognizing that we have been engaged by the City in their comprehensive SPA review and update process in accordance with provincial procedures and the PPS. Therefore, TRCA recommends that the City consult with the Province regarding any changes to the OP policies, OP land use designations or boundaries of the SPA, as per section 5.2.5 a) of the PPS.	The Special Policy Area policies are read in conjunction with the overall policies of the Official Plan.
18.	17-96	17.129	Please revise policy 17.132.1.a. to indicate that the site is situated within a Special Policy Area and the regulatory flood plain.	The new Official Plan aims to reduce redundancies in the policies and references back to other policy sections.
19.	17-96	17.132.1.	The statement in paragraph 3 is incorrect. Please revise as follows, "Site 132 is a Special Policy Area designated by the Ministers of Municipal Affairs and Housing and Natural Resources in consultation with Toronto and Region Conservation Authority (TRCA)."	Modified to "and in consultation with".
20.	17-97	Site 132, Paragraph 3 f. ii. (b)	To align with Section 5.2.6.a) of the PPS (2024), we recommend daycares are also included as a sensitive use prohibited within natural hazard lands.	Added daycares.
21.			TRCA provides the above comments recognizing that we have been engaged by the City in their comprehensive SPA review and update process in accordance with provincial procedures and the PPS. Therefore, TRCA recommends that the City consult with the Province regarding any changes to the OP policies, OP land use designations or boundaries of the SPA, as per section 5.2.5 a) of the PPS.	Recommendation noted.

Number	Page Number	Policy Number	Comment	City of Mississauga Responses
22.		19	Please provide a definition for the term Greenlands to be clear on the features and natural hazards contained within this designation.	Policy 10.2.3 identifies the land uses permitted on lands designated Greenlands and are generally associated with natural hazards and/or natural areas where development is restricted to protect people and property from damage and to provide for the protection, enhancement and restoration of the Natural Heritage System.
23.		19	Please include the SPA definition from the PPS in the OP Glossary.	The definition for SPA (Special Policy Area) is taken from the PPS, 2024 and is italicized to reflect that it is a Provincial Policy Term.
24.		Schedule 2	In response to City's Comment #118 (in 'Response to Comments Matrix') - The City asked that TRCA provide mapping developed for the Etobicoke Creek Watershed Plan (ECWP) so that the City can update the OP/Schedules. Please see the link provided. Should you have any questions on the data please contact TRCA staff.  <a href="https://trca-camaps.opendata.arcgis.com/datasets/91c4d7e368cc4f7d87449dd7e70784c3_0/explorer">https://trca-camaps.opendata.arcgis.com/datasets/91c4d7e368cc4f7d87449dd7e70784c3_0/explorer</a>	Comment noted. Due to time constraints, the schedule will be updated through future amendments.
25.		Schedule 2, Schedule 7D and Schedule 7K	Please identify and label the Two Zone to be consistent with how it is referenced in section 15.9.2 of the OP.	Suggestion noted. The two-zone concept is shown on Schedule 2 for illustration purposes, and in detail on Maps 15-9 and 13-6.2 where the scale is larger and the applicable policies are found.
26.		Schedule 7K	We note that hatching on the Schedule only identifies part of the Dixie SPA and does not identify the Applewood SPA. Please label Dundas Street East and Dixie Road on the Schedule 7K and fully delineate the Dixie and Applewood SPAs in accordance with Chapter 17 Special Site maps for 129 and 132.	Schedules 1, 7 and 7K were updated to delineate the Applewood Special Policy Area (SPA) and labelled and hatched same to coincide with the Dixie SPA.
27.		Schedule 7K	We note that the land use designation has changed in the Dixie SPA, however, Section 5.2.5.a) of the PPS states, "Any change or modification to the official plan policies, land use designations or boundaries applying to Special Policy Area lands, must be approved by the Ministers of Municipal Affairs and Housing and Natural Resources and Forestry prior to the approval authority approving such changes or modifications." TRCA has been engaged by the City in their comprehensive SPA review and update process in accordance with provincial procedures and the PPS. Therefore, TRCA recommends that the City consult with the Province regarding any changes to the OP policies, OP land use designations or boundaries of the SPA, as per section 5.2.5 a) of the PPS.	Suggestion noted.