

WHAT WE HEARD REPORT

Proposed Mississauga Official Plan 2051 Open House

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As the next step in the Official Plan (OP) Review process, City staff recently released the consolidated draft Mississauga Official Plan 2051 (MOP 2051). This document includes and considers the feedback and comments received from the public and public agencies throughout the entire Official Plan Review process. Following its release, a virtual **Open House Meeting was held on February 27, 2024 from 6:00–8:00p.m.** The meeting provided the public and councillors in attendance (Councillor Steven Dasko (Ward 1), Councillor Alvin Tedjo (Ward 2), Councillor Chris Fonseca (Ward 3), Councillor Carolyn Parrish (Ward 5), Councillor Matt Mahoney (Ward 8), Councillor Martin Reid (Ward 9), and Councillor Brad Butt (Ward 11)) with high level information on key policy changes throughout the document. At this meeting, approximately 170 persons were in attendance.



During the virtual session, Ben Phillips, Manager of the OP Review team, led a presentation, which was followed by a question and answer (Q&A) period. City staff were available during this time to respond to any queries and comments from the public regarding the draft document.

What We Heard

Summary of Feedback

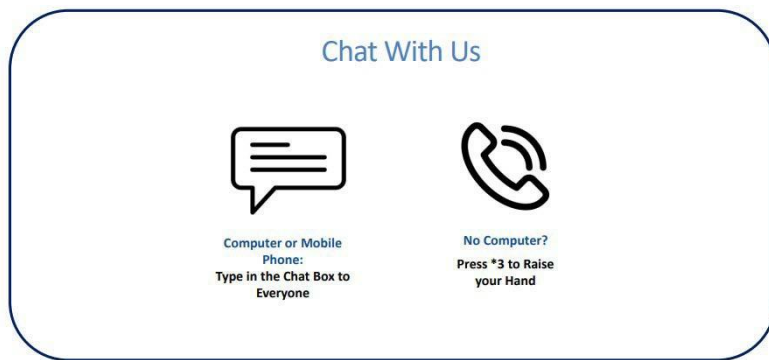


Figure 1: Ways participants could ask questions/comment during the virtual Open House

Throughout the presentation and during the Q&A period, questions and comments were posed via the online chat. No questions or comments came in through the phone. In total, there were 74 questions, 54 of which were answered. There were also 5 comments which have been noted. Official Plan staff responses to questions asked by attendees have been summarized and grouped thematically according to the general intent of the discussion, but not in a verbatim manner.

Should you require further information, please contact Amina Menkad, Project Lead at: official.plan@mississauga.ca

HOUSING

In Table 5-1 of the Plan, why is the target for housing units in forms other than detached and semi-detached limited to 50%?

How is the Plan addressing the need for a diversity of homes, i.e. multi-generational homes, accessibility, aging populations, international students, etc.?

The policy found in Table 5-1 is a direct reference to the Region of Peel's targets, which the City is required to conform to. The targets are however more applicable to Brampton and Caledon. Currently, about 75% of new housing in Mississauga is in the form of higher density development. That trend is expected to continue, and policies have been put in place to encourage focused development along transit nodes.

The Plan requires that a wide range of housing options be provided for specific populations, such as seniors, students and those desiring to live in multi-generational homes. The Plan has also been changed to permit more flexibility for new infill housing in neighbourhoods. This includes fourplexes, garden suites and townhouses.



Garden Suite



Two-Storey
Garden Suite



Garage
Conversion



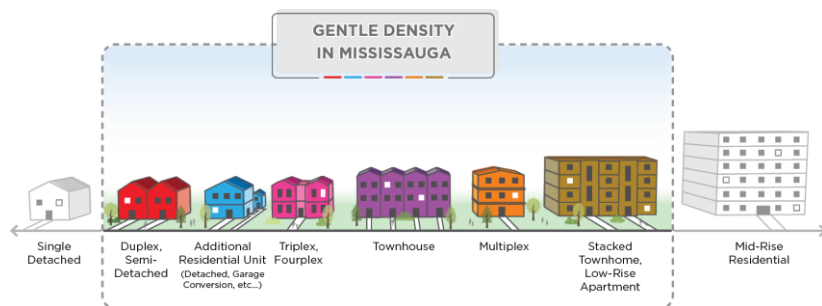
Fourplex

Figure 2: The diversity of possible housing options in Mississauga

NEIGHBOURHOODS

What provisions does the Plan include to preserve the integrity of existing residential subdivisions, if any?

The new Official Plan focuses on allowing more flexibility and more housing options in neighbourhoods across the city rather than preserving exactly what is there now. Council changed Official Plan and zoning requirements in late 2023 to permit up to four (4) units in existing homes, as well as garden suites, so this increased flexibility is already underway. At the same time, the new Official Plan requires new housing and land uses to be compatible with neighbourhoods.



GENTLE DENSITY

It is clear that the City is interested in facilitating gentle densification, but areas (i.e. Meadowvale Village) with GFA restrictions are very limiting and prevent the very densification that is necessary. What is the City doing to remove barriers?

Meadowvale Village is Ontario's first heritage conservation district that has specific policies around it. Proposed changes to those homes have to go to the Heritage Advisory Committee. Nevertheless, the gentle density policies covered in the presentation on the OP apply to Meadowvale Village and other Mississauga neighbourhoods. They increase housing options and flexibility across the City.

Figure 3: Gentle density is the concept of increasing the diversity of housing options in Mississauga

AFFORDABLE HOUSING

To prioritize affordable housing, which policy changes in this plan will improve the process of zoning and application processes?

The biggest changes are clear height, density and land use requirements for growth around transit stations and the introduction of flexible residential land use designations across neighbourhoods that permit a variety of housing as long as it does not exceed 3 storeys.

POPULATION TRENDS

The plan indicates Mississauga is seeing a population decline. However, data (i.e., rents) indicates a high level of competition for housing. How does the data corollate with the population decline? Can you please elaborate on why this is?

The overall population of Mississauga has been almost the same over the past 10 years but there has been a decline in population in most of the older low-rise neighbourhoods. This decline has been offset by new residents and new housing in growth areas such as our Downtown.

BUILT FORM

Are there any changes to mid-rise guidelines, specifically angular planes and shadow studies for new projects?

The proposed new Official Plan has updated policies regarding transitions between buildings of different heights and the general use of a 45 degree angular plane as one way to achieve appropriate transitions. Sun and shadow studies may be required to determine the impacts of development proposals over four storeys. The terms of reference for these studies are on the City's website.

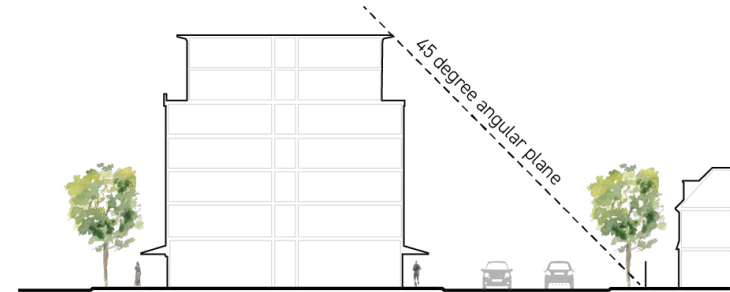


Figure 4: Angular planes allow for more gradual transitions between low-rise neighbourhoods to adjacent higher rise developments, while enhancing the pedestrian environment.

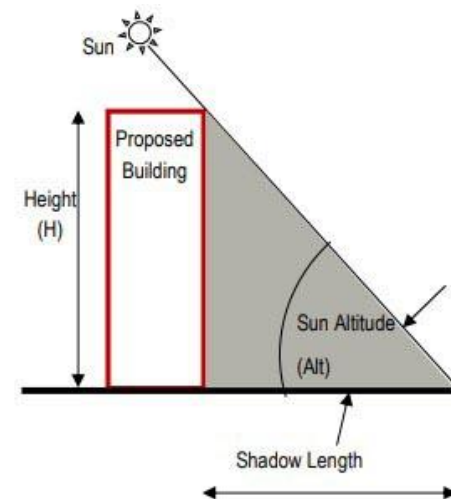


Figure 5: Shadow studies help illustrate the impact of the proposed development to the surrounding context regarding illumination from the sun and access to daylight.

ENVIRONMENT AND CONSERVATION

What constitutes the Green System in Mississauga and how much land does it represent?

What strategies does the City have in place to maintain the tree population on both public and private lands?

In Mississauga we have adopted a system approach to protecting our natural environment. All public and privately owned green space, which includes open spaces and water bodies, is referred to as the green system. They are considered as the most fragile features and therefore have different levels of protections within the Official Plan. We try to be as protective of the green system as possible.

The Green System in Mississauga consists of the Natural Heritage System, Natural Hazard Lands, the Urban Forest and Parks and Open Spaces. The City has nearly 3,000 ha of community parks, destination parks and greenlands itself.

This number continues to grow as we identify the need, based on growth and demand, regarding access to these facilities within the City.

We are also exploring connections to our built environment in terms of green roofs and low impact development that incorporate green elements with our development. This will, to certain extents, be part of a supportive network towards a green system.

In terms of tree canopy, there are new policies in the Official Plan requiring the protection, enhancement, restoration and expansion of the existing tree canopy.



Figure 6: Jack Darling Memorial Park is a waterfront park that provides both active and passive recreational spaces.

TRANSPORTATION

What is a Complete Street and why are cycling lanes so important?

Complete Streets look at integrating other modes of transportation into our streets. In the past, streets have really been about moving cars and maximizing the number of car lanes. Through Complete Streets, we are considering the need to move people through other modes of transportation, whether walking, biking, and or taking transit rather than just relying on single occupancy vehicles. Therefore, we need to improve sidewalks and cycling infrastructure that are safe and integrated into our streets where feasible.

The new Official Plan has a detailed definition and a whole section on Complete Streets where it speaks to elevating the safety and mobility of all users, particularly users that are walking, biking and/or taking transit.

As Mississauga continues to grow, we need to have other options for individuals. Cycling lanes in particular provide different ways of getting around the City and as we look to expand them, we need to ensure they are safe and connected across the city.



Figure 7: Multi-modal transportation is a primary feature of complete streets, as shown in this demonstration.

MAJOR TRANSIT STATION AREAS

Could you please reconcile the statement that the OP is a high-level plan but the schedules show height caps as low as 2 storeys in MTSAs? Shouldn't height be regulated in zoning, not the Official Plan?

Will height limitations stated in Local Area Plans be maintained? If not, how high can buildings be approved in Major Transit Areas?

The Official Plan has both high level policies and specific policies. The Planning Act allows our Official Plan to mandate maximum heights around transit stations, which have been approved by Council.

Official Plans are living documents and the Planning Act allows for revisions to heights and densities. There are additional regulations for lands within major transit station areas that limit changes to maximum heights, but Council still has the authority to revise these.

TRANSPORTATION, TRANSIT & ACTIVE TRANSPORTATION

How does the Plan address intercity connections?

The transportation chapter has an introduction that notes interconnectivity both within our communities and also externally to other communities, other rail corridors, the airport and beyond. It also looks at both active transportation connections as well as transit connections. The introductory policies speak to providing an inclusive, efficient and accessible transportation system for all transportation modes.

PARKING

There is mention that commercial shopping areas would generally be preserved for the communities that rely on them. However, many of the surface parking stays empty, is there consideration for redevelopment?

When lands are redeveloped, parking areas are often locations for new buildings. We encourage underground parking in an effort to reduce surface parking as much as possible.

EMPLOYMENT LAND, OFFICE AND RETAIL MARKET

Some time back the City contracted an "Employment Land, Office and Retail Market Analysis" as part of the OP Review. What is the status of this analysis and its public availability for consideration?

The Study has recently begun and will be completed this year. It will be made available to the public.

PLANNING FRAMEWORK

What is the status of the Regional governance changes and how their Official Plan will impact our Official Plan?

Does the Official Plan include milestone dates?

Bill 23 has changed parts of the Planning Act but some changes have not come into force yet and we do not know when this will happen. This includes the Region of Peel losing its planning authority over the City of Mississauga at some point in the future. Ultimately, legislation says that the Region of Peel's Official Plan will no longer be in effect but will be deemed to become part of Mississauga's Official Plan. The City would then undertake a consolidation review to formally integrate Mississauga's and the Region of Peel's Official Plan documents.

We are mandated by the province to provide a 30-year long term plan to the year 2051. Specific population and employment targets are to be planned for through land use and density policies to 2051.

FEDERAL REGULATIONS

Given that the OP review began in 2019, pre-Covid and prior to new federal immigration increases, how did you pivot to include those changes?

City staff have ensured the new Official Plan is consistent and conforms to the latest provincial and Region of Peel requirements for accommodating population and employment targets.

Additional Comments & Next Steps

ADDITIONAL COMMENTS

In addition to questions, comments were made regarding the topics of transit, transportation and building heights. Some remarks addressed the concern around transportation infrastructure to support areas of new development, the supply of transit services as well as the affirmation of mid-rise building height caps.

NEXT STEPS

This feedback will be used to inform the final refinements of policies prior to the official release of the new Mississauga Official Plan 2051. **The Statutory Public Meeting for the Mississauga Official Plan will take place on March 18th, 2024 at 6:00 p.m. at Planning and Development Committee** where further comments and deputations will be received. The OP Review team will continue working on finalizing MOP 2051. A final version will be made available to the public in Q2 of 2024.



Do you have any questions about the proposed
Mississauga Official Plan 2051 Policies?

Visit: www.mississauga.ca/officialplan

Or email: Amina Menkad, Project Lead at
official.plan@mississauga.ca



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