

City of Mississauga Corporate Report



<p>Date: June 4, 2025</p> <p>To: Chair and Members of Planning and Development Committee</p>	<p>Originator's files: BL.01-PAR</p>
<p>From: Andrew Whittemore, M.U.R.P., Commissioner of Planning & Building</p>	<p>Meeting date: June 23, 2025</p>

Subject

PUBLIC MEETING INFORMATION/RECOMMENDATION REPORT (ALL WARDS)

Proposed Amendments to Zoning By-law 0225-2007 for Parking Matters

File: BL.01-PAR

Recommendation

That the proposed amendments to Zoning By-law 0225-2007, as detailed in Appendix 1 of the report dated June 4, 2025 from the Commissioner of Planning and Building, be approved in accordance with the following:

1. That the implementing zoning by-law amendment be enacted at a future City Council meeting.
2. That notwithstanding planning protocol, that this report regarding the proposed amendments to Zoning By-law 0225-2007, for various parking matters be considered both the public meeting and a combined information/recommendation report.

Executive Summary

- Mississauga is committed to key city-building priorities such as supporting jobs and businesses, encouraging affordable housing, and creating an inclusive City.
- Several City-initiated amendments to the Zoning By-law are being proposed to help achieve these priorities, including the elimination of parking requirements in the Streetsville Business Improvement Area (BIA) and for affordable housing developments, removing administrative barriers for shopping malls, and ensuring that accessible parking requirements align with Provincial direction.
- Staff will continue with parking reviews for the Clarkson Village and Port Credit BIAs, and

will report back to Planning and Development Committee in late 2025.

Background

Parking is a complex topic for municipalities, residents, businesses and residential developers. It is sometimes viewed as an amenity or even necessity. In other instances, it is viewed as encouraging suburban, car-oriented communities, a barrier to providing affordable housing and a cost to local businesses. Increasingly, municipalities are reviewing their parking standards to reflect the modern needs of urban contexts, while in the face of a housing affordability crisis and increasing stress on businesses in the Province.

Inclusionary zoning (IZ) is a tool that municipalities can use to require affordable housing units to be included in residential developments in Protected Major Transit Station Areas (MTSAs). To increase the viability of IZ and other residential development and encourage transit usage, the Province prohibited municipalities from requiring a minimum number of parking spaces in Protected MTSAs. However, outside of Protected MTSAs, parking minimums still apply for affordable housing.

Recognizing this barrier, the City of Mississauga's Mayor's Housing Task Force Report included a recommendation to eliminate or reduce parking minimums for affordable housing. In addition, on November 13, 2024, Council directed staff to bring forward a report with recommendations on eliminating parking minimums for supportive and affordable housing projects.

On May 29, 2024, Councillor Butt requested that staff review parking requirements in Business Improvement Areas (BIAs), recognizing that parking variances and payment in lieu of parking (PIL) fees are burdensome to small businesses.

The purpose of this report is to provide recommendations to address Council directions outlined above. Other proposed amendments have been included regarding shopping malls and accessible parking.

Comments

The following discussion provides an overview of the recommendations and rationale of the proposed amendments. For a detailed explanation of all proposed amendments, see Appendix 1.

PROPOSED ZONING BY-LAW AMENDMENTS

Public Authority Dwelling Units and Non-Profit Units

Public authority dwelling units operated by a public authority (e.g. Region of Peel) or a non-profit housing provider in a rental apartment or retirement building are subject to lower parking

requirements in the City's Zoning By-law. However, minimum parking requirements can still be a barrier to developing such projects. When these providers are required to obtain minor variances or PIL agreements, this costs time and financial resources which could otherwise be going towards their goal of providing housing to those in need.

The City's newly adopted Mississauga Official Plan (MOP) 2051 describes housing affordability as a critical priority and directs the City to maximize every opportunity to secure affordable housing. To achieve housing that is suitable for everyone's needs, this must include housing that is affordable to a range of low and moderate income households.

To provide flexibility to affordable housing providers, staff are recommending that the minimum parking rate for public authority dwelling units and non-profit units be reduced to 0.0 spaces per unit. It should be noted that the proposed amendment does not prevent affordable housing providers from providing parking for their developments. Instead, this parking rate will allow flexibility to provide the amount of parking spaces appropriate for the anticipated needs of their staff, visitors and future residents.

As mentioned above, developments that are subject to IZ in Protected MTSA's already benefit from no parking minimums. The proposed amendment would provide a consistent parking approach for affordable housing developments across the City.

Streetsville Business Improvement Area (BIA)

The Streetsville BIA commercial core is an example of a nineteenth century commercial street with buildings close to the street. This area contains commercial streets that are vibrant, walkable, and transit-supportive. Council has also designated it as a Heritage Conservation District as numerous heritage designated properties exist in the area.

However, this context pre-dates car-oriented development and modern parking requirements that have been introduced into the Zoning By-law. As a result, some properties in the commercial core have minimal or no parking spaces and need relief for parking variances and/or PIL whenever there is a change in use. This burden is usually the responsibility of new business owners.

Streetsville is identified as a Planned MTSA as shown on Schedule 1 of MOP 2051. MTSA's without delineated boundaries are referred to as Planned MTSA's. In the future, the City will delineate the boundaries of the Planned MTSA and determine the associated minimum densities, number of residents and jobs, permitted uses and building heights through City-initiated amendments. It is anticipated that most of the commercial strip along Queen Street South will be located in the future Protected MTSA and therefore the City will be prohibited from requiring these properties to provide parking.

Staff are proposing to eliminate parking minimums for the properties outlined in Appendix 3 for both non-residential and residential uses. This is appropriate because parking should not be a

barrier to maintaining Streetsville's heritage mainstreet character. Small businesses contribute to the vibrancy of the commercial core, and the proposed amendment would eliminate the requirement of parking variances and/or PIL. Further, once delineated, the Streetsville Protected MTSA will automatically have minimum parking requirements eliminated.

Introduction of "Retail Centre" Definition

Across the City there are several traditional, indoor shopping malls. Presently, new businesses are required to obtain a Zoning Certificate of Occupancy prior to a building permit or business license being issued. The purpose of this application is to confirm that the proposed use is in compliance with all applicable zoning regulations, most commonly being parking requirements.

For shopping malls, this can be a cumbersome process, as tenancies frequently change with minimal impacts to parking demand. In addition, some of the shopping malls are already located in a Protected MTSA, meaning that there are no minimum parking requirements. Therefore, the requirement for each change in business to obtain a Zoning Certificate of Occupancy has limited benefit.

Staff are proposing to amend the Zoning By-law to introduce a definition of "Retail Centre" and permit the use on certain properties, limited to the following:

- Square One (100 City Centre Dr)
- Westdale Mall (1151 Dundas St W)
- Dixie Outlet Mall (1250 Burnhamthorpe Rd)
- South Common Centre (2150 Burnhamthorpe Rd W)
- Sheridan Centre (2225 Erin Mills Pkwy)
- Erin Mills Town Centre (2650-2690 Erin Centre Blvd, 5100 Erin Mills Pkwy)
- Central Parkway Mall (377 Burnhamthorpe Rd E)
- Rockwood Mall (4035-4141 Dixie Rd)
- Westwood Mall (7205 Goreway Dr)
- Meadowvale Town Centre (6677 Meadowvale Town Centre Cir)

As a result of this amendment, Retail Centres will need to obtain only one initial Zoning Certificate of Occupancy for the entire shopping mall. By reducing the number of certificates required, this will reduce costs and start up times for new businesses. Additionally, the introduction of this definition will eliminate parking variances for the sites that are outside of a Protected MTSA, as a flat parking rate would apply to the whole shopping mall, regardless of change in businesses.

Accessible Parking Requirements for Provided Parking Spaces

Accessible parking spaces are regulated by the *Accessibility for Ontarians with Disabilities Act*, 2005 (AODA), with specific details provided in Ontario Regulation 191/11: Integrated Accessibility Standards (O. Reg 191/11). O. Reg 191/11 bases the minimum accessible parking spaces on "provided" parking spaces on a site, as opposed to the "required" parking spaces.

The City's Zoning By-law calculates a minimum number of accessible parking spaces based on the number of "required" parking spaces. This can result in instances where a proposed development meets the City's zoning requirements, but not AODA.

Staff are proposing to update the Zoning By-law to require accessible parking spaces based on the "provided" parking on a property to align with AODA.

FUTURE PARKING STUDIES FOR BIAs

The boundaries of the Clarkson GO and the Port Credit GO Protected MTSA's have already been delineated. In both the Clarkson Village and Port Credit BIAs, there are many properties that are outside the boundaries of the Protected MTSA's and therefore are still subject to parking requirements. Staff are currently reviewing parking requirements for those BIAs and will report back on this parking review in Q4 of 2025.

Through consultation with the local Councillors, the Malton and Cooksville BIAs do not require any review of parking requirements.

Engagement and Consultation

Staff have consulted with the Streetsville BIA and provided details of the proposed amendments, including the properties to be included in the proposed amendment. In addition, the proposed amendments for accessible parking were presented to the City's Accessibility Advisory Committee.

Planning Analysis Summary

LAND USE POLICIES AND REGULATIONS

A detailed Planning Analysis of the applicable land use policies and regulations can be found in Appendix 2.

Financial Impact

There are no financial impacts resulting from the recommendations in this report.

Conclusion

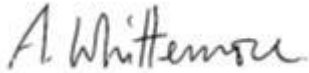
The proposed zoning by-law amendments are acceptable from a planning perspective and should be approved as they will ensure that parking requirements in the Zoning By-law are appropriate and support the City's goals of supporting existing businesses, increasing housing options and creating an accessible city.

Attachments

Appendix 1: Proposed Zoning By-law Amendments

Appendix 2: Detailed Planning Analysis

Appendix 3: Properties Subject to Reduced Parking Requirements in Streetsville BIA



Andrew Whitemore, M.U.R.P., Commissioner of Planning & Building

Prepared by: Kelsey Martin, Planner

Proposed Zoning By-law Amendments

#	SECTION	PROPOSED REVISION	COMMENT/EXPLANATION
Part 1: Administration, Interpretation and Enforcement			
1.2	Definitions	Add a definition for “Retail Centre” to be a building or structure containing three or more commercial uses that includes common areas for pedestrian travel.	This new definition will clarify which commercial developments in the city are considered to be a “Retail Centre”.
1.2	Definitions	Amending the defined term “Enclosed Pedestrian Mall” to “Enclosed Pedestrian Walkway”.	Renaming “Enclosed Pedestrian Mall” to “Enclosed Pedestrian Walkway” will clarify that the term refers to the common area used for pedestrian travel within a Retail Centre, rather than the shopping mall itself.
Part 2: General Provisions			
2.1.9.17	Table 2.1.9.17	Add Table 2.1.9.17 which permits retail centres in the C2, C3, C3-56, H-CC1-3, H-CC1, CC1, CC1-2 zones and for the properties identified in Schedule 2.1.9.17.	Identify which zones permit Retail Centres.
2.1.9.17	Schedule 2.1.9.17	Add Schedules 2.1.9.17 which is a map of all identified Retail Centres across the City.	Identify all Retail Centres which are permitted by the Zoning By-law.
Part 3: Parking, Loading, Stacking Lane and Bicycle Parking Regulations			
3.1.1.10	Article 3.1.1.10—Retail Centre	Delete Sentence 3.1.1.10.1.	Remove outdated definition and parking requirements for “Retail Centre”, as this information is available in Part 1 – Definitions and Part 3—Parking, Loading, Stacking Lane and Bicycle Parking Regulations.

3.1.2.1	Table 3.1.2.1— Required Number of Off-Street Parking Spaces for Residential Uses	Amend parking requirements for public authority dwelling units in Precincts 2, 3 and 4 to be 0.0 spaces per unit.	Remove parking requirements for public authority dwelling units in order to remove barriers for affordable housing developments.
3.1.3.1	Article 3.1.3.1 – Required Number of Accessible Parking Spaces	Replace the word “required” with the word “provided” in Column A, Line 1.0 and Column B, Line 1.0.	The required number of accessible parking spaces shall be based on total number of parking spaces provided, not the total number required by the zoning by-law.
Part 13: Zoning Maps			
13	39E	Include certain lands identified on Appendix 3 of the Corporate Report in Parking Precinct 1.	Certain lands in the Streetsville Business Improvement Area are proposed to be included in Precinct 1, which has a minimum parking rate of 0.0 spaces.

Note: In addition to the regulations listed, other minor and technical variations to the implementing by-law may also apply, including changes that may take place before the by-law is passed by Council.

Information/Recommendation Report
Detailed Planning Analysis
City Initiated Zoning By-law Amendment

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1. Summary of Applicable Policies, Regulations and Proposed Amendments

The Planning Act requires that Mississauga Official Plan be consistent with the Provincial Planning Statement and conform with the applicable provincial plans. The policy and regulatory documents that affect these proposed amendments have been reviewed and summarized in the sections below.

Only key policies relevant to the proposed amendments have been included. The summary tables listed in the subsections below should be considered a general summary of the intent of the policies and should not be considered exhaustive. The proposed amendments have been evaluated based on these policies.

Policy Document	Legislative Authority/Applicability	Key Policies
Provincial Planning Statement (PPS) (2024)	<p>The Provincial Planning Statement (2024) provides policy direction on matters of provincial interest related to land use planning and development.</p> <p>Zoning and development permit by-laws should facilitate opportunities for an appropriate range and mix of housing options. (PPS 2024 Ch. 1)</p> <p>Building Homes, Sustaining Strong and Competitive Communities (PPS 2024 Ch. 2)</p> <p>Official plans shall identify provincial interests and set out appropriate land use designations and policies (PPS 2024 Policy 6.1)</p> <p>Planning authorities' role to keep zoning by-laws up to date with their official plans and the PPS (PPS 2024 Policy 6.6)</p>	<p>Increase the supply and mix of <i>housing options</i>, addressing the full range of housing affordability needs; prioritizing compact and transit-supportive design to support access to housing, quality employment, services and recreation. (PPS 2024 Ch. 1)</p> <p>Planning authorities should support the achievement of complete communities by:</p> <ul style="list-style-type: none"> a) accommodating an appropriate range and mix of land uses, housing options, transportation options with multimodal access, employment, public service facilities and other institutional uses. b) improving accessibility for people of all ages and abilities by addressing land use barriers which restrict their full participation in society; and c) improving social equity and overall quality of life for people of all ages, abilities, and incomes, including equity-deserving groups (PPS 2024 2.1.6)

		<p>Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected needs of current and future residents of the regional market area by permitting and facilitating all housing options to meet the social, health, economic and well-being requirements of current and future residents, including additional needs housing and needs arising from demographic changes and employment opportunities (PPS 2024 2.2.1 b))</p> <p>Land use patterns within settlement areas should be based on densities and a mix of land uses which efficiently use land and resources; optimize existing and planned infrastructure and public service facilities; support active transportation; and are transit supportive. (PPS 2024 2.3.1.2)</p> <p>To support the achievement of complete communities, a range and mix of housing options, intensification and more mixed-use development, strategic growth areas should be planned:</p> <ul style="list-style-type: none"> a) to accommodate significant population and employment growth; b) as focal areas for education, commercial, recreational, and cultural uses; c) to accommodate and support the transit network and provide connection points for inter-and intra-regional transit; and d) to support <i>affordable</i>, accessible, and equitable housing. (PPS 2024 2.4.1.2) <p>Planning authorities shall plan to reduce greenhouse gas emissions and prepare for the impacts of a changing climate by achieving compact, transit-supportive, and complete communities and promoting green infrastructure, low impact development, and active transportation. (PPS 2024 2.9.1.d)</p>
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Mississauga Official Plan (in-effect)

The policies of Mississauga Official Plan (MOP) implement provincial directions for growth. MOP is generally consistent with the PPS 2024 and conforms with the Greenbelt Plan and Parkway Belt West Plan. An Official Plan Review was recently conducted and Mississauga Official Plan 2051 was adopted by City Council on April 16, 2025 (see below).

As of July 1, 2024, the Region of Peel's Official Plan (ROP) has been deemed to form part of an official plan of Mississauga.

The proposed City-initiated Zoning By-law amendments do not require an amendment to Mississauga Official Plan (MOP).

Relevant Mississauga Official Plan (in-effect) Policies

The following policies are applicable in the review of the proposed city initiated zoning by-law amendments. In some cases, the description of the general intent summarizes multiple policies.

	General Intent
Chapter 1 Introduction	<p>Strategic Plan: Developing a Transit Oriented City Relevant Strategic Goals:</p> <ul style="list-style-type: none"> • Direct Growth <p>Strategic Plan: Ensuring Youth, Older Adults and New Immigrants Thrive Relevant Strategic Goals:</p> <ul style="list-style-type: none"> • Ensure Affordability and Accessibility <p>Strategic Plan: Completing Our Neighbourhoods Relevant Strategic Goals:</p> <ul style="list-style-type: none"> • Develop Walkable, Connected Neighbourhoods • Build Vibrant Communities • Provide Mobility Choices • Nurture "Villages"
Chapter 4 Vision	<p>Mississauga will provide a range of mobility options (e.g., walking, cycling, transit, vehicular) for people of all ages and abilities by connecting people with places through coordinated land use, urban design and transportation planning efforts. (Section 4.4.5)</p> <p>Mississauga will plan for a wide range of housing, jobs and community infrastructure resources so that they are available to meet the daily needs of the community through all stages of life. (Section 4.4.6)</p>

	<p>Mississauga will support the creation of distinct, vibrant and complete communities by building beautifully designed and inspiring environments that contribute to a sense of community identity, cultural expression and inclusiveness. (Section 4.4.7)</p> <p>Mississauga will direct growth by focusing on locations that will be supported by planned and higher order transit, higher density, pedestrian oriented development and community infrastructure, services and facilities. (Section 4.5 – Direct Growth)</p> <p>Mississauga will complete communities by promoting an urban form and development that supports public health and active living. (Section 4.5 – Complete Communities)</p> <p>Mississauga will create a multi-modal city by: developing and promoting an efficient, safe and accessible transportation system for all users; promoting a transportation network that connects nodes with a range of transportation modes, to reduce dependency on cars for local trips; promoting transit as a priority for moving people; and implementing a viable and safe active transportation network for cyclists and pedestrians of all abilities. (Section 4.5 - Create a Multi-Modal City)</p> <p>Mississauga will build a desirable urban form by creating vibrant mixed use communities. (Section 4.5 - Build a Desirable Urban Form)</p> <p>Mississauga will foster a strong economy by continuing to support existing businesses and attract a diverse range of new employment opportunities, supporting existing and future office, industrial, institutional and commercial businesses. (Section 4.5 – Foster a Strong Economy)</p>
Chapter 5 Direct Growth	<p>The City Structure is the basis of the following urban hierarchy:</p> <ul style="list-style-type: none"> Community Nodes will provide for a similar mix of uses as in Major Nodes, but with lower densities and heights (Section 5.3 – City Structure) <p>Community Nodes includes Streetsville (Sections 5.3.3.1)</p> <p>Community Nodes are Intensification Areas (5.3.3.3)</p> <p>Community Nodes will be served by frequent transit services that provide city wide connections. Some Community Nodes will also be served by higher order transit facilities, which provide connections to neighbouring municipalities. (5.3.3.12)</p> <p>Community Nodes will be developed to support and encourage active transportation as a mode of transportation. (5.3.3.13)</p>

<p>Chapter 6 Value the Environment</p>	<p>Mississauga will consider the impacts of climate change that may increase risks to the city. Mississauga will develop policies on climate change that will:</p> <ul style="list-style-type: none"> a. promote development and land use patterns that conserve and enhance biodiversity and consider the impacts of a changing climate; and, b. promote and protect green infrastructure (Section 6.1.11) <p>Mississauga will build communities that are environmentally sustainable and encourage sustainable ways of living. (Section 6.2.2)</p> <p>Mississauga will require development proposals to address the management of stormwater using stormwater best management practices. (Section 6.2.7)</p> <p>To improve air quality, Mississauga will:</p> <ul style="list-style-type: none"> a. promote the use of alternative modes of transportation such as transit, cycling and walking; b. give preference to compact, mixed use and transit oriented development that reduces car dependency; c. direct growth to Intensification Areas; d. encourage a balance of housing and jobs that provide opportunities for shorter commutes and active transportation modes (Section 6.5.1)
<p>Chapter 7 Complete Communities</p>	<p>In order to create a complete community and develop a built environment supportive of public health, the City will encourage compact, mixed use development that reduces travel needs by integrating residential, commercial, employment, community, and recreational land uses. (Section 7.1.3a)</p> <p>When making planning decisions, Mississauga will identify, maintain and enhance the distinct identities of local communities by having regard for the built environment, natural or heritage features, and culture of the area. (7.1.10)</p> <p>Mississauga will provide opportunities for: a. the development of a range of housing choices in terms of type, tenure and price; b. the production of a variety of affordable dwelling types for both the ownership and rental markets; and c. the production of housing for those with special needs, such as housing for the elderly and shelters. (7.2.2)</p> <p>When making planning decisions, Mississauga will ensure that housing is provided in a manner that fully implements the intent of the Provincial and Regional housing policies. (7.2.3)</p> <p>Mississauga will consider the contribution that can be made to current housing needs by housing programs of other levels of government and will seek to maximize the use of those programs that meet the City's housing objectives. (7.2.6)</p>

	<p>Mississauga will directly assist all levels of government in the provision of rental housing by: a. supporting the efforts of the Region and other local not for profit housing organizations in providing low and moderate income rental housing and accommodation for those with special needs; b. assisting the development of new rental units through the promotion of, and participation in, programs aimed at producing rental housing; and c. supporting the preservation of the rental housing stock. (7.2.7)</p> <p>The provision of housing that meets the needs of young adults, older adults and families will be encouraged in the Downtown, Major Nodes and Community Nodes. (7.2.9)</p> <p>Mississauga will encourage the Region to provide social housing in appropriate locations to meet the needs of the local population. (7.2.10)</p> <p>Heritage Conservation Districts will be designated by the City in accordance with the Ontario Heritage Act and the following criteria: a. most of the structures or heritage elements, in a grouping, that have a unique character and reflect some aspect of the heritage of the community or are of historic, architectural, natural, or cultural significance; or b. an environment that should be preserved because of its cultural heritage, cultural landscape, or scenic significance. (7.5.3.1)</p>
Chapter 8 Create a Multi-Modal City	<p>Mississauga will strive to create a transportation system that reduces dependence on non-renewable resources. (Section 8.1.4)</p> <p>Mississauga will encourage the shared use of parking and allow off-site parking, where appropriate. (8.4.2)</p> <p>Consideration will be given to reducing off-street parking requirements for development to reflect levels of vehicle ownership and usage, and as a means of encouraging the greater use of transit, cycling and walking. (Section 8.4.3)</p> <p>Within Intensification Areas, Mississauga will consider reducing minimum parking requirements to reflect transit service levels. (Section 8.4.7a)</p> <p>Development within and adjacent to Neighbourhoods will mitigate parking impacts on the residential use. (8.4.11)</p> <p>Mississauga will discourage parking in neighbourhoods on local streets for non-residential purposes. (8.4.12)</p>
Chapter 11 General Land Use Designations	<p>The use and development of land will reflect all components of the Urban System: The Green System; City Structure and Corridors. Part Three is organized by the elements of the City Structure, as shown on Schedule 1b: Urban System - City Structure. These elements are:</p> <ul style="list-style-type: none"> • Community Nodes (11.1)

Chapter 14 Community Nodes	<p>There are nine Community Node Character Areas in Mississauga:</p> <ul style="list-style-type: none"> Streetsville (14.1) <p>Development will be compatible with and enhance the village character of Streetsville as a distinct established community by integrating with the surrounding area. (14.10.1.1)</p> <p>Queen Street South will remain the focus of the commercial core within the Streetsville Community Node. (14.10.1.3)</p> <p>The following will apply to lands designated Mixed Use: integrated parking opportunities, which may include rear lane access to combined parking areas and the development of private pay parking lots, will be encouraged where appropriate. (14.10.1.9)</p> <p>The placement of parking areas to the rear of buildings and the consolidation of driveways will be encouraged along principal street frontages in the Streetsville Community Node to increase the area available for planting and public amenity. (14.10.1.10)</p> <p>The City will continue to encourage and promote better utilization of the existing and future parking inventory through discussions with the members of the Streetsville Business Improvement Area (BIA), with a goal of developing a self-sufficient parking operation through measures such as parking charges. (14.10.5.3)</p>
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Former Region of Peel Official Plan Policies	<p>To provide a diversity of complete healthy communities for those living and working in Peel Region, offering a wide range and mix of housing, employment, and recreational and cultural activities. These communities will be served and connected by a multi-modal transportation system and provide an efficient use of land, public services, finances and infrastructure, while respecting the natural environment, hazards and resources, and the characteristics of existing communities in Peel. (ROP 5.2)</p> <p>Promote the integration of land use planning, growth management, transit-supportive development, intensification, and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs. (ROP 5.4.7)</p> <p>To support planning for complete communities in Peel that are compact, well-designed, transit-supportive, offer transportation choices, include a diverse mix of land uses, accommodate people at all stages of life and have an appropriate mix of housing, a good range of jobs, high quality open space, and easy access to retail and services to meet daily needs. (ROP 5.4.8)</p> <p>To achieve an urban structure, form and densities which are pedestrian-friendly and transit-supportive. (ROP 5.6.4)</p> <p>The Strategic Growth Areas identified on Schedule E-2 of this Plan, are priority areas for intensification and higher densities to make efficient use of land and infrastructure. Directing new development to these areas provides a focus for investment in transit as well as infrastructure and public service facilities to support growth in a compact urban form with a range and mix of employment opportunities and housing options and densities. These areas will be vibrant urban places for living, working, shopping, entertainment, culture, and enhanced destinations for mobility. (ROP 5.6.17)</p> <p>The Strategic Growth Areas identified in the Region of Peel Official Plan establish a hierarchy for which the highest densities and scale of development will be directed:</p> <ol style="list-style-type: none"> 1. Urban Growth Centres 2. Major Transit Station Areas 3. Nodes/Centres 4. Intensification Corridors (ROP 5.6.17) <p>Encourage the local municipalities to implement strategies for Strategic Growth Areas that include as-of-right zoning, streamlined approvals of development, community planning permit system, affordable housing, inclusionary zoning, and other applicable tools. (ROP 5.6.17.12)</p> <p>Major Transit Station Areas will be planned to create a compact urban form with a diverse mix of land uses, varied housing types, tenures, and affordability, employment, and amenities in close proximity that supports existing and planned transit and active transportation infrastructure. (ROP 5.6.19)</p>
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	<p>To make housing available for diverse populations, including the provision of accessible housing and appropriate support services. (ROP 5.9.5)</p> <p>To consider barriers to housing, including social and economic factors. (ROP 5.9.6)</p> <p>Collaborate with the local municipalities to explore opportunities to prioritize planning approvals for affordable housing developments. (ROP 5.9.22)</p> <p>Collaborate with local municipalities, developers, and non-profit organizations on the administration of affordable housing units, including the administration of units secured through Inclusionary Zoning as per Policies 5.9.39 and 5.9.40, to support long-term affordability. (ROP 5.9.23)</p> <p>Encourage the local municipalities to consider alternative development and design standards for affordable housing development including reduced setbacks, narrower lot sizes, reduced parking standards, and on street parking management. (ROP 5.9.24)</p> <p>To provide affordable and accessible transportation for persons with disabilities. (ROP 5.10.40.1)</p>
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Mississauga Official Plan 2051

The policies of Mississauga Official Plan 2051 (MOP 2051) implement provincial directions for growth which focuses, amongst others, climate change; protection of natural heritage; increasing housing supply and affordability; and, creating a multi-modal city with less reliance on driving with the planning horizon to 2051.

MOP 2051 was adopted by Council on April 16, 2025 on the basis that its policies are consistent with the Provincial Planning Statement, 2024. The document has been sent to the Minister of Municipal Affairs and Housing for approval.

Relevant Mississauga Official Plan 2051 Policies

The proposed City-initiated Zoning By-law amendments have been reviewed against the MOP 2051.

The following policies are applicable in the review of the proposed city initiated zoning by-law amendments. In some cases, the description of the general intent summarizes multiple policies.

	General Intent
Chapter 1 Introduction	<p>Strategic Plan:</p> <ul style="list-style-type: none"> • Move: Develop a Transit Oriented City • Connect: Complete Our Communities
Chapter 2 Vision	<p>Housing and Community Infrastructure: Mississauga will contain healthy, equitable, vibrant communities that provide existing and future residents with housing options responding to their needs. These options will include a greater diversity of housing types, living arrangements and tenure for individuals of all ages, abilities and social statuses. Achieving increased housing affordability and inclusion will be prioritized. (2.5.3)</p> <p>Transportation: Mississauga's expected future growth and its existing traffic congestion provide the urgency for increasing people's travel options and permitting a broader range of land uses closer to where people live. People will be prioritized over cars. (2.5.5)</p> <p>The City Structure organizes the city into functional areas to establish the framework for planning policies that will guide development. (3.3)</p> <p>The Strategic Growth Areas are the City's priority areas targeted to accommodate most of its future growth and development and to make efficient use of land and infrastructure. (3.3.1)</p> <p>Strategic Growth Areas in Mississauga comprise the following areas as shown in Map 3-1 and Schedule 1: City Structure:</p> <ul style="list-style-type: none"> • Growth Nodes will generally provide for a mix of population and employment uses at densities and heights less than the Downtown Core and Growth Centres but greater than elsewhere in the city. <p>Growth Nodes will comprise of the following Character Areas:</p> <ul style="list-style-type: none"> • Streetsville (3.3.1.1)

Chapter 5 Housing Choices and Affordable Homes	<p>As Mississauga continues to grow, a broad range of housing options and tenures will be necessary to fulfill the increasing demand. Housing affordability within the city is a critical priority. The City, through this Plan as well as a range of strategies and programs, will maximize every opportunity to secure affordable housing.</p> <p>To achieve housing unit targets that are suitable for everyone's needs, a wide range of housing must include but not be limited to:</p> <ul style="list-style-type: none"> • housing that is affordable to a range of low- and moderate- income households (5.1) <p>The City will plan for an appropriate range and mix of housing options and densities that contributes to achieving the following housing targets:</p> <ol style="list-style-type: none"> 1. 30 percent of all new housing units are affordable housing (rental and Ownership), of which 50 percent of all affordable housing units are encouraged to be affordable to low-income households. The majority of units affordable to low-income households are anticipated to be rental and will include units such as subsidized housing, supportive housing, emergency shelter beds, and transitional housing. (5.2.4.1) <p>The City will explore tools and programs to maximize the opportunity for existing buildings or land, redevelopment, and new development to improve and retain rental units and support the creation of new rental units. (5.2.5)</p>
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Chapter 7 Getting Around our Communities	<p>Getting around and meeting daily needs in the city will be easier as Mississauga continues to focus on creating compact, complete communities that are well connected by sustainable transportation modes. This Plan has a greater focus on integrating a mix of uses within Major Transit Station Areas, including housing, employment, shops, and community amenities. (7.2)</p> <p>As Mississauga continues to grow and develop, less land will be devoted to vehicular parking, particularly within Strategic Growth Areas. (7.6)</p> <p>Mississauga will encourage the shared use of parking and allow off-site parking, where appropriate. (7.6.2)</p> <p>Consideration will be given to reducing off-street parking requirements for development to reflect demand, and as a means of encouraging the greater use of transit, cycling and walking, subject to, among other matters:</p> <ul style="list-style-type: none"> a. access to transit; b. level of transit service; c. traffic generation; d. impact on the surrounding area; e. Transportation Demand Management (TDM) initiatives; f. satisfactory parking justification and/or parking utilization study (PUS); g. shared parking agreement; and h. payment-in-lieu (PIL) of parking. (7.6.3) <p>Mississauga may require or consider receiving a cash payment-in-lieu (PIL) of all, or part, of the zoning by-law requirements for parking, having regard for:</p> <ul style="list-style-type: none"> a. the objectives of municipal parking strategies; b. the advancement of environmental, design, transportation or economic development objectives and policies of this plan; c. the presence of site constraints that prevent the provision of the required number of on-site parking spaces; d. property use that is not considered overdevelopment; and e. areas where municipal parking facilities are available or planned and the existing parking supply within proximity of the subject site can accommodate the on-site parking deficiency. (7.6.4) <p>In situations where a significant number of required parking spaces are being provided through payment-in-lieu (PIL), in an area where limited or no municipal parking facilities are available, Mississauga will have regard for:</p> <ul style="list-style-type: none"> a. an identified municipal interest in providing public parking facilities in the area; b. the timing for the delivery of the municipal parking facilities; c. the adequacy of alternatives to on-site parking until municipal parking facilities are delivered; d. the effect the on-site parking deficiency would have on the viability of the site and the impact on the surrounding area; and
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	<p>e. the number of spaces proposed to be considered for payment-in-lieu (PIL) as it relates to the magnitude of municipal interest. (7.6.5)</p> <p>Within Strategic Growth Areas, Mississauga will give consideration to:</p> <ul style="list-style-type: none"> a. limiting surface parking by requiring a portion be provided within structured parking facilities; b. requiring structured parking facilities to be underground, where viable; c. proactively maximizing on-street public parking in appropriate locations; d. coordinating parking initiatives with transportation demand management (TDM) programs in order to effectively link other modes of transportation with parking and other related issues in a comprehensive manner; and e. requiring parking phasing and implementation plans that, among other matters, will include a surface parking reduction strategy that will ensure the layout of the parking lot and buildings will allow for future development (7.6.8).
<p>Chapter 8 Well Designed Healthy Communities</p>	<p>Within Strategic Growth Areas, an urban form that promotes a diverse mix of uses and supports pedestrian movement, transit and active transportation modes will be required. (8.2.2)</p> <p>Urban form will support the creation of an efficient multimodal transportation system that encourages a greater utilization of transit and active transportation modes. (8.2.9)</p> <p>Mississauga will develop a sustainable city pattern that supports complete communities by directing most growth to Strategic Growth Areas. The pattern will be marked by a greater mixture of land uses in a more compact form of development that is integrated with a multimodal transportation system. (8.3)</p> <p>Mississauga is home to a diverse community of residents, visitors and employees. This community includes individuals with a wide range of abilities. In order to foster inclusivity, the city's built environment must be designed to be usable by all people, to the greatest extent possible, without the need for adaptation or specialized design. (8.5.3)</p> <p>Mississauga is committed to the creation of a barrier-free city. The design of the physical and built environment will have regard for universal design. (8.5.3.1)</p> <p>All development will be consistent with Mississauga's standards for accessibility for individuals with disability. (8.5.3.2)</p> <p>Parking will be located underground, internal to the building or to the rear of buildings. (8.6.4.1)</p> <p>Where surface parking is permitted, the following will apply. Parking should:</p> <ul style="list-style-type: none"> a. not be located between the building and the street; b. incorporate stormwater best management practices, such as permeable paving, bio-retention areas and tree clusters; c. provide safe and legible raised walkways, with curb ramps, within parking areas to buildings and streets;

	<p>d. provide electric vehicle charging stations; e. incorporate universal design principles; f. be configured to permit future development; g. have appropriate landscape treatment including trees and lighting, throughout parking lots; h. provide appropriate landscape treatment to provide shading of parking areas; and i. provide landscape buffering at the street edge (8.6.4.3).</p> <p>Shared parking between developments will be encouraged, where appropriate. (8.6.4.4)</p>
Chapter 11 Transit Communities	<p>The City is responsible for identifying Major Transit Station Areas and delineating their boundaries, associated authorized uses of land, buildings and structures and minimum densities through City-initiated Official Plan Amendments in accordance with the provisions of the Planning Act. The 800 metre radius around transit stations or stops will be used as the initial area of assessment to guide the delineation of a Major Transit Station Area. Individual Protected Major Transit Station Areas, associated density targets, authorized uses, and building heights are referenced in Table 11-1: Protected Major Transit Station Areas, and shown in the schedules of this Plan. (11.2)</p> <p>Major Transit Stations Areas without delineated boundaries are referred to as Planned Major Transit Stations Areas in this Plan. The City will delineate the boundaries of Planned Major Transit Station Areas and determine the associated minimum densities, number of residents and jobs combined per hectare, the authorized uses of land, buildings and structures, and building heights through a City-initiated amendment to this plan. The aforementioned amendment to this Plan requires approval by the Minister of Municipal Affairs and Housing upon which the Planned Major Transit Station Area will be deemed a Protected Major Transit Station Area. (11.2)</p> <p>Planned Major Transit Station Areas are shown on Schedule 1: City Structure. (11.4.1)</p> <p>Planned Major Transit Station Areas will only be delineated as Protected Major Transit Station Areas, through a City-Initiated Official Plan Amendment. (11.4.2.)</p> <p>Until such time as Planned Major Transit Station Areas are delineated, development will be designed to be transit-supportive in accordance with the existing City Structure and Character Area policies of this Plan that are applicable to the site. (11.4.3)</p>

Chapter 14 Growth Nodes	<p>Growth Nodes comprise the following areas:</p> <ul style="list-style-type: none"> Streetsville (14.1) <p>Strategies to encourage and support non-residential uses and the retention of local businesses in Growth Nodes may be pursued including consideration of Community Improvement Plans and other incentives. (14.1.1.16)</p> <p>Existing surface parking areas in the Growth Nodes will be replaced as part of a redevelopment by underground and/or integrated above-grade structured parking. (14.1.3.6)</p> <p>A limited amount of surface parking may be permitted to accommodate matters such as accessibility parking spaces, car-share spaces and pick-up/drop-off point delivery services. Where surface parking is permitted, its impact should be minimized by being located at the rear or side of buildings and by being designed in accordance with the applicable policies of this Plan. (14.1.3.7)</p> <p>Queen Street South will remain the focus of the commercial core within the Streetsville Growth Node. (14.2.12.2.3)</p> <p>The following will apply to lands designated Mixed Use:</p> <p>t. integrated parking opportunities, which may include rear lane access to combined parking areas and the development of private pay parking lots, will be encouraged where appropriate. (14.2.12.2.9)</p> <p>The placement of parking areas to the rear of buildings and the consolidation of driveways will be encouraged along principal street frontages in the Streetsville Growth Node to increase the area available for planting and public amenity.(14.2.12.2.10)</p> <p>The City will continue to encourage and promote better utilization of the existing and future parking inventory through discussions with the members of the Streetsville Business Improvement Area (BIA), with a goal of developing a self-sufficient parking operation through measures such as parking charges. (14.2.12.4.3)</p>
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2. Provincial Planning Statement, 2024 (PPS)

The Provincial Planning Statement, 2024 (PPS), was released on August 20, 2024, and came into effect on October 20, 2024. This new document replaces both the Provincial Policy Statement, 2020, and the Growth Plan for the Greater Golden Horseshoe; consolidating the two frameworks into a single, province-wide document.

The update aims to streamline policies and place greater responsibility on municipalities to manage growth locally, with a focus on intensification, housing development, and transit-supportive communities.

The new PPS provides direction on land use planning by ensuring that municipal decisions align with provincial interests, such as promoting efficient land use, encouraging diverse housing options, and supporting sustainable development by

coordinating land use with existing and planned public infrastructure.

The PPS includes policies promoting the creation of healthy, liveable, and safe communities.

3. Consistency with PPS (2024)

The PPS includes policies that direct planning authorities to support the achievement of transit-supportive complete communities by accommodating a range of housing options, improving accessibility for people of all ages and abilities and improving social equity.

The Vision of the PPS includes increasing the supply and mix of housing options, addressing the full range of housing affordability needs and prioritizing compact and transit supportive designed to support access to housing.

Section 2.1.6 b) requires that planning authorities support the achievement of complete communities by improving accessibility for people of all ages and abilities and by addressing land use barriers which restrict their full participation in society. The proposed amendment will improve accessibility by ensuring that future development located within Protected Major Transit Station Areas include accessible parking spaces where parking areas are provided.

Section 2.1.6 c) requires that planning authorities support the achievement of complete communities by improving social equity and overall quality of life for people of all ages, abilities, and incomes including equity deserving groups. The proposed amendment will remove barriers to the development of

affordable housing developments by reducing parking requirements for this land use.

Section 2.9.1.d) requires planning authorities to plan to reduce greenhouse gas emissions and prepare for the impacts of a changing climate by achieving compact, transit-supportive, and complete communities and promoting green infrastructure, low impact development, and active transportation. The proposed amendment supports this goal by reducing parking requirements in a historic commercial core (Streetsville) located in proximity to a higher order transit.

Overall, the proposed Zoning By-law amendments are consistent with the Vision of the PPS to create transit-supportive complete communities that provide a range of housing options, improve accessibility for people of all abilities and improve social equity.

4. Mississauga Official Plan (MOP)

The proposed City-initiated zoning by-law amendments align strongly with key policies outlined above in Mississauga's Official Plan. The zoning by-law amendment to update parking requirements, amend language for accessible parking spaces and introducing "Retail Centre" as a defined term aligns with policies related to complete communities and creating a multi-modal city.

Implementing the Strategic Plan and Vision

MOP is guided by the Strategic Plan, in which the most relevant pillars include "Developing a Transit Oriented City" where directing growth at higher order transit and increasing transportation capacity are action items. The second relevant pillar is "Ensuring Youth, Older Adults and New Immigrants

Thrive” with ensuring affordability and accessibility as an action item. The third relevant pillar is “Completing Our Neighbourhoods” with the relevant action items being; building walkable and connected neighbourhoods, building vibrant communities and a vibrant downtown, providing mobility choices and nurturing Villages.

MOP’s vision includes providing for a range of mobility options through coordinated land use and urban design; plan for a wide range of housing, jobs, and community infrastructure to meet the daily needs of residents and foster a strong economy by continuing to support existing businesses. The proposed amendment achieves MOP’s vision.

Directing the City’s Growth

MOP’s policies direct growth by focusing on locations that will be supported by planned and higher order transit, higher density, pedestrian oriented development and community infrastructure, and encourage compact, mixed-use development that increases housing supply and increases employment opportunities. The proposed amendment reduces parking requirements for some properties located within the Streetsville Community Node. Community Nodes are identified as Intensification Areas and will be served by frequent transit services that provide city wide connections, with some Community Nodes, such as Streetsville, also being served by higher order transit facilities.

Complete Communities

Complete communities meet the day-to-day needs of people throughout all stages of life by meeting the housing needs of people of all ages and income groups and creating areas with distinct identities that foster community identity and provide.

The MOP directs that when making planning decisions, the City will identify, maintain and enhance the distinct identities of local communities by having regard for the built environment, natural or heritage features, and culture of the area. The proposed amendment is aligned with this policy by recognizing the unique built form of Streetsville and amending parking requirements to ensure that these requirements recognize this unique built form.

The MOP also directs that the City provide opportunities for the production of a variety of affordable dwelling types for both the ownership and rental markets. The proposed amendment will remove barriers to developing affordable housing by reducing parking requirements for affordable dwelling types.

Create a Multi-Modal City

The MOP directs that City will strive to create a transportation system that reduces dependence on non-renewable resources. In regards to parking requirements, consideration will be given to reducing off-street parking requirements for development to reflect levels of vehicle ownership and usage, and as a means of encouraging greater use of transit, cycling and walking. The proposed amendment aligns with this policy as it reduces parking requirements for affordable housing developments, whose tenants have lower levels of vehicle ownership in comparison to conventional housing developments.

The MOP further directs that the City will consider reducing minimum parking requirements in Intensification Areas to reflect transit service levels. The proposed amendment will reduce parking requirements in an Intensification Area (Streetsville Community Node) due to its proximity to a major transit station (Streetsville GO).

Community Nodes

The City Structure organizes the city into functional areas to establish the framework for planning policies that will guide development. Streetsville Character Area Community Node is one of nine Community Nodes Character Areas in Mississauga. The MOP contains policies which will guide the development of the Streetsville Community Node. Specifically, development will be compatible and enhance the village character of Streetsville as a distinct established community by integrating with the surrounding area. Queen Street South is identified to remain the focus of the commercial core.

In regards to parking, the placement of parking areas to the rear of buildings and the consolidation of driveways will be encouraged and the City will continue to encourage and promote better utilization of existing and future parking inventory through discussions with members of the Streetsville Business Improvement Area (BIA) with a goal of developing a self-sufficient parking operation through measures such as parking charges.

The proposed amendment is aligned with the policies for the Streetsville Character Area Community Node as it recognizes the distinct village character of Streetsville and Queen Street South commercial core area as requiring special consideration in regards to parking requirements. Further, this amendment encourages the utilization of existing parking by not requiring additional parking to be provided when a new business wants to locate in the BIA.

5. Mississauga Official Plan 2051

The proposed City-initiated zoning by-law amendment aligns strongly with key policies outlined above in Mississauga Official Plan 2051. The proposed amendment updates parking requirements to ensure that these standards support the City's goal of creating complete communities and planning for a wide range of housing options. The proposed amendment also updates verbiage for accessible parking spaces to align with the goal of creating a barrier-free city.

Implementing the Strategic Plan and Vision

MOP 2051 is guided by the Strategic Plan, which most relevant pillars include “Develop a Transit Oriented City” and “Complete Our Communities”.

The Vision set out in MOP 2051 directs that the City will contain housing options that respond to the needs of existing and future residents. These options include a greater diversity of housing types, living arrangements and tenure for individuals of all ages, abilities and social statuses. Achieving increased housing affordability and inclusion is to be prioritized. The proposed amendment is aligned with this Vision as it reduces parking requirements for affordable housing developments to be more aligned with the parking needs generated by this use, thereby removing hurdles to developing affordable housing.

In regards to transportation, the City's expected future growth and its existing traffic congestion provide urgency for increasing people's travel options and permitting a broader range of land uses closer to where people live. The Vision of the MOP 2051 directs that people be prioritised over cars. The proposed amendment is aligned with this Vision as it reduces

parking requirements for properties within the Streetsville BIA in order to remove barriers for property owners to attract new businesses, thereby prioritizing the economic health and vitality of the area.

Housing Choices and Affordable Homes

MOP 2051 states that housing affordability within the city is a critical priority and that the City will maximize every opportunity to secure affordable housing. To achieve housing that is suitable for everyone's needs, this must include housing that is affordable to a range of low and moderate income households. The proposed amendment supports this goal by removing barriers to the development of housing for low-income households. Specifically, the proposed amendment will reduce parking requirements for affordable housing developments and thereby remove the need for minor variances or payment in lieu of parking agreements from affordable housing providers.

Getting Around our Communities

MOP 2051 states that the City will continue to focus on creating compact, complete communities that are well-connected by sustainable transportation modes. As the City continues to grow, less land will be devoted to vehicular parking, particularly within Strategic Growth Areas. The proposed amendment is aligned with these policies as it is proposing reduced parking requirements within a Strategic Growth Area (Streetsville Growth Node).

Well Designed Healthy Communities

MOP 2051 outlines a vision for the creation of a barrier-free city. It directs the city's built environment must be designed to be usable by all people, to the greatest extent possible,

without the need for adaption or specialized design. Further, all development will be consistent with Mississauga's standards for accessibility for individuals with disability. The proposed amendment is aligned with this policy as it ensures that accessible parking spaces are provided in MTSA's wherever possible under Bill 185.

Major Transit Station Areas

As per the PPS (2024), the City is responsible for identifying Major Transit Station Areas (MTSAs) and delineating their boundaries, associated authorized uses of land, buildings and structures and minimum densities through City-initiated Official Plan Amendments in accordance with the provisions of the Planning Act. The 800 metre radius around transit stations or stops will be used as the initial area of assessment to guide the delineation of a Major Transit Station Area.

Major Transit Station Areas without delineated boundaries are referred to as Planned Major Transit Station Areas. In the future, the City will delineate the boundaries of the Planned MTSA and determine the associated minimum densities, number of residents and jobs combined per hectare, the authorized uses of land, buildings and structures, and building heights through a City-initiated amendment to this plan. Streetsville is identified as a Planned Major Transit Station area as shown on Schedule 1 of MOP 2051. It is anticipated that the properties subject to the proposed amendment will be located within the Protected MTSA once it has been delineated, and thereby will be subject to a 0 parking requirement in accordance with Bill 185.

MOPA 2051 states that until such time as Planned MTSAs are delineated, development will be designed to be transit-supportive in accordance with the existing City Structure and

Character Area policies of this Plan that are applicable to the site. The proposed amendment is aligned with this policy as it reduces parking requirements for properties that are within a Planned MTSA.

Growth Nodes

MOP 2051 identifies Streetsville as a Growth Node, which are a key component of the City's Strategic Growth Areas. Growth Nodes will support healthy, sustainable, *complete communities* that provide a wide range of uses, supply a mixture of residential built forms, unit types and sizes, deliver a compact built form and density. There will also be a range of transportation options so residents will be able to rely less on driving.

In regards to parking, the City will continue to encourage and promote better utilization of the existing and future parking inventory through discussions with the members of the Streetsville Business Improvement Area (BIA) with the goal of developing a self-sufficient parking operation through measures such as parking charges. The proposed amendment aligns with the vision of MOP 2051 by encouraging the utilization of existing parking by not requiring additional parking to be provided when a new business wants to locate in the BIA.

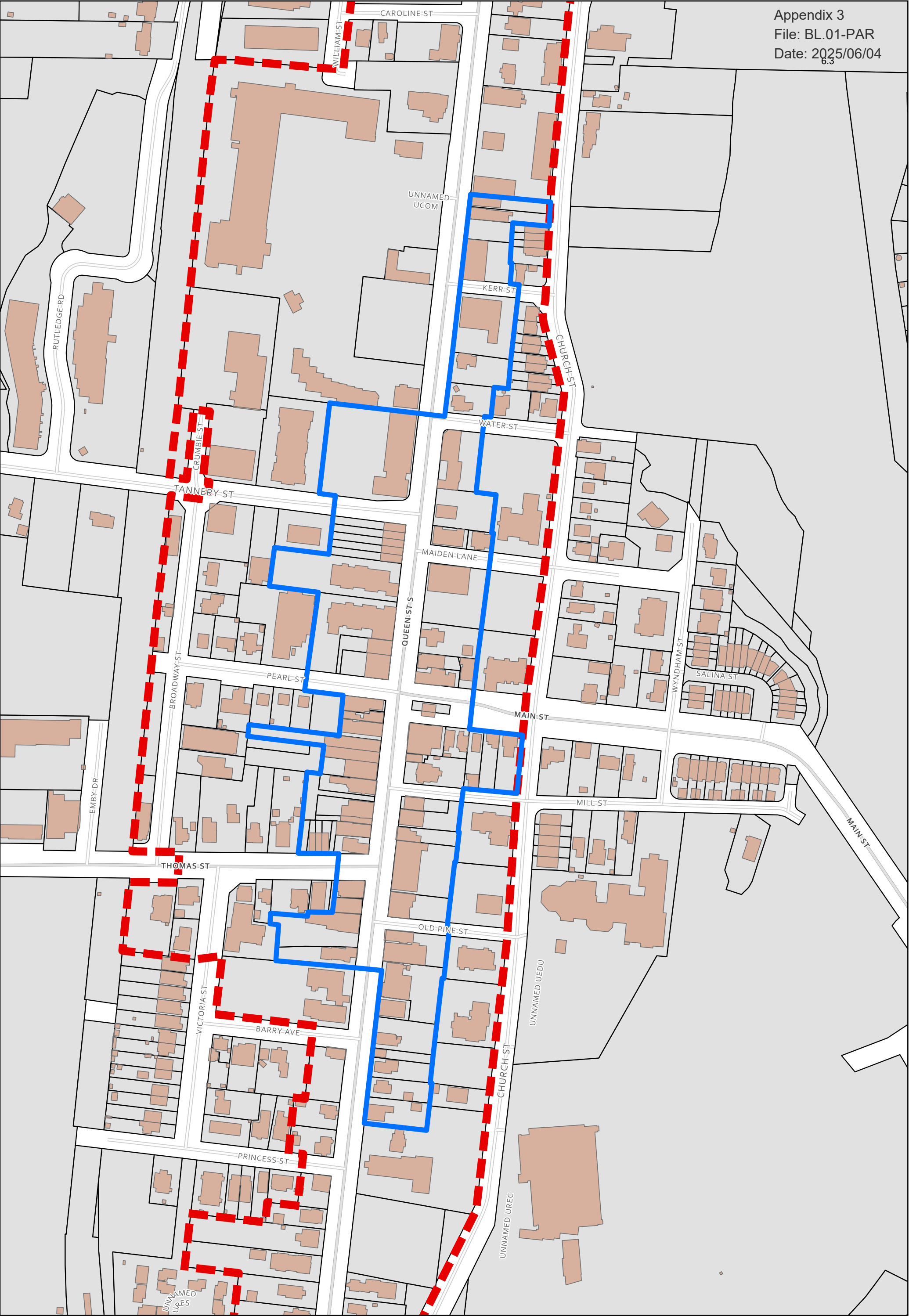
6. Zoning

Please see Appendix 1: Proposed Zoning By-law Amendments in this regard.

7. Conclusion

City staff have evaluated the proposed amendments against the PPS (2024), the City's in-effect Official Plan and Council adopted MOP 2051.

Based on the above analysis, staff are of the opinion the proposed zoning by-law amendments are consistent with the PPS and conform to Mississauga Official Plan. Further, staff are of the opinion the proposed amendments can be supported. Overall, the proposed zoning by-law amendment aligns with policies related to increasing housing choices, creating complete communities and creating a multi-modal city.



STREETSVILLE BIA - PROPOSED PARKING PRECINCT AMENDMENT