

City of Mississauga
Corporate Report



Date: March 11, 2026

To: Chair and Members of Planning and Development Committee

From: Andrew Whittemore, M.U.R.P., Commissioner of Planning & Building

Originator's files:
 BL.09-CIT (All Wards)

Meeting date:
 March 30, 2026

Subject

PUBLIC MEETING INFORMATION / RECOMMENDATION REPORT (ALL WARDS)

Proposed City-Initiated Amendments to Zoning By-law 0225-2007

File: BL.09-CIT (All Wards)

Recommendation

That the proposed amendments to Zoning By-law 0225-2007, as detailed in Appendix 1 of the report dated March 11, 2026 from the Commissioner of Planning and Building, be approved in accordance with the following:

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

Executive Summary

- Several City-initiated amendments to Zoning By-law 0225-2007 are proposed to update definitions and regulations, address zoning interpretation issues, and respond to Provincial changes and emerging land use trends. Key amendments include the following:
 - **Day Cares:** Provide additional flexibility for home day cares (up to six individuals) while aligning with Provincial standards; revise outdated parking rates for commercial day cares located within detached dwellings.
 - **Private Clubs:** Update parking requirements for private clubs that contain spaces for large gatherings.

- **Greenlands Overlay:** Delete regulations associated with the Greenlands Overlay in response to recent Provincial legislation which has narrowed the jurisdiction of Conservation Authorities.

Background

The City periodically updates Zoning By-law 0225-2007 to address interpretation issues, reflect emerging trends, and respond to legislative changes. This report presents a series of proposed City-initiated amendments that respond to these needs. Most of the amendments are city-wide in nature and affect multiple zones.

Comments

This report brings forward a number of proposed changes across multiple sections of Zoning By-law 0225-2007. The following section provides a summary of the most notable amendments. A complete list of all proposed amendments is included in Appendix 1.

Day Cares

Day cares are vital community infrastructure that contribute to the quality of life and well-being of families in Mississauga. Providing access to affordable day care is a priority for all levels of government. The Canada-Wide Early Learning and Child Care (CWELCC) program is a federal-provincial partnership in Ontario which aims to give families access to more affordable (goal of \$10/day) and high-quality child care options and overall increase child care spaces. The Region of Peel specifically has a provincial mandate to create 12,567 new licensed child care spaces under the CWELCC program by December 31, 2026.

To support this mandate, City and Regional staff are working collaboratively to identify appropriate locations where new day cares can be established or existing ones can expand. This collaborative effort should result in funding being efficiently allocated to day care providers with minimal delay in Mississauga.

In addition, staff have conducted a review of the day care provisions of the Zoning By-law to identify possibilities for optimizing the use, particularly in low-density neighbourhoods, while addressing safety concerns and impacts to adjacent residents. Recently, the City has received an increasing number of development proposals to convert an existing detached dwelling to a day care in established low-density residential areas. This emerging land use trend is likely driven by the initiative to create new child care spaces through the CWELCC program and lower residential property values compared to three years ago.

Number of Individuals Under Care

The Zoning By-law defines a day care as consisting of care for six or more children, seniors and/or disabled persons. Any number below that is considered undefined in the by-law and is not regulated. However, the legislation governing child care in Ontario, the *Child Care and Early*

Years Act, 2014 now permits up to six children under 13 years of age in licensed home-based child care. Currently, the definition of “Day Care” in the zoning by-law would subject a licensed home day care to all of the zoning regulations required for a day care centre (refer to Table 1).

Table 1: Types of Child Care and Zoning Regulations

Type of Child Care as per the <i>Child Care and Early Years Act, 2014</i>	Unlicensed Home-Based Child Care	Home-Based Child Care Overseen by a Licensed Agency	Licensed Child Care Centres (Day Cares)
Number of children permitted	Maximum of 5 children	Maximum of six children	Must meet minimum staff-to-child ratios
Currently Regulated by the Zoning By-law	No	Yes	Yes

To align with Provincial standards and to prevent unnecessary Minor Variance applications for low-impact uses, staff recommend that the definition of day care be amended to start at seven individuals.

Location Criteria and Parking

The Zoning By-law permits day cares in a variety of zones, including most residential and commercial zones. A day care in a residential zone must be located on a street identified on Schedules 2.1.9(1) and (2) of the By-law (see Appendix 2) and comply with the regulations of the residential zone in which it is located.

The current parking rate for a day care in areas outside of protected major transit station areas is 2.5 spaces per 100 m² (1,076 sq. ft.) of gross floor area. Based on Provincial licensing standards regarding minimum space requirements and minimum staff ratios, a day care that has 100 m² (1,076.39 sq. ft.) of gross floor area can accommodate 35 children with six staff members. In this scenario, the current zoning standards require that this day care provide only three parking spaces, which would include staff parking and drop-off.

The intent of parking requirements in the Zoning By-law is to ensure that each property is self-sufficient in providing adequate parking for its intended use. In order to ensure the functionality of these sites and safety of all users, staff are proposing to increase the parking rate for day cares in detached dwellings to be 7.0 spaces per 100 m² (1,076 sq. ft.). Under this proposed standard, a day care with 35 children and six staff members would be required to provide seven parking spaces.

In addition, staff are also recommending that day cares are not permitted in semi-detached, linked and townhouse dwellings as they share common walls with adjacent neighbours and are typically located on smaller lots that cannot accommodate sufficient parking. Day cares would also not be permitted in detached dwellings in major transit station areas, where there are no

minimum parking requirements. A comprehensive list of all proposed amendments is provided in Appendix 1.

It should be noted that City staff have consulted with Region of Peel staff responsible for implementing the CWELCC program to ensure that the proposed amendments have minimal impact on the child care spaces already allocated to meet the provincial expansion targets under CWELLC. In this regard, staff are aware of only one application affected at present and staff have made them aware of the planned change.

Private Club

Private clubs contribute to the community infrastructure of the City, providing inclusive places to support people's needs for social interaction, cultural connection and recreation. Private clubs are defined in the By-law as a building or structure used for a social, cultural, athletic or recreational club, fraternal organization or community or educational uses, that is not operated for profit.

The current parking rate and development standards for private clubs were informed by the assumption that these facilities would be for the exclusive use of a limited number of members. However, some private clubs serve a much broader community base and their needs often include large multi-use rooms meant to host gatherings for the larger public on a regular basis. As a result, there is a much greater parking demand during those events which is not reflected in the current parking rate. The current parking rate for private clubs is 4.5 spaces per 100 m² (1,076 sq. ft.).

In order to account for the increased parking demand created by these larger gatherings, staff are proposing to require a parking rate of 10.8 spaces per 100 m² (1,076 sq. ft.) of gross floor area when there are sufficiently large areas within a private club for the purposes of a large gathering. The purpose of this proposed amendment is to apply an appropriate parking rate to spaces used for large gatherings, similar to parking rates for banquet halls, conference centres and places of religious assembly.

Greenlands Overlay

The Greenlands Overlay applies to all lands that are designated Greenlands in the Official Plan but not in a Greenlands zone. It also includes lands within the Regulatory Floodplain, Special Policy Areas and the Lake Ontario Waterfront. The Greenlands designation in the Official Plan is associated with natural hazards and/or natural areas where development is restricted to protect people and property from damage, but also includes lands outside of natural hazards for protection of natural heritage areas. The Zoning By-law contains regulations which require both the Conservation Authority and the City to provide clearance for development or internal alterations on properties within the Greenlands Overlay.

Recent amendments to the *Conservation Authorities Act* have reduced the extent of the authorities jurisdiction and the activities which require a permit from a Conservation Authority.

As a result, staff from Conservation Authorities are no longer providing clearance on development on lands in the Greenlands Overlay, unless it is within their Regulated Area.

The purpose of this amendment is to delete regulations that are associated with the Greenlands Overlay. It should be noted that under the *Building Code Act, 1992* a Chief Building Official cannot issue a building permit unless the proposed construction complies with all applicable law, and this includes the *Conservation Authorities Act, 1990*. Therefore, the current regulations are effectively a duplication of development review, so removing them will have no impact on whether proponents are required to obtain a permit from a Conservation Authority by law.

Although staff are recommending removal of the regulations associated with the Greenlands Overlay, it is recommended that the overlay itself remain in the Zoning By-law for information purposes only. The Greenlands Overlay, represented as a grey overlay on the zoning maps will be based on the Regulated Areas of the Conservation Authorities and will inform property owners and proponents of development that they should contact the respective Conservation Authority if the Greenlands Overlay applies to their property.

OTHER PROPOSED CHANGES

- **Definitions:** Updating definitions for corner lot and hospital to provide clarity and based on legislative changes.
- **Uses Permitted in More than One Zone:** Clarify that all uses in Subsection 2.1.9 are also permitted in all Exception Zones. Amend regulations for Community Centre, Community Athletic Field and Libraries to clarify that in the RL or RS zone, these uses shall comply with the detached dwelling standards.
- **Transitional Housing:** Update transitional housing regulations to include the Urban Apartment Zones (RA6 and RA7) as permitted zones. The RA6 and RA7 zones were under appeal at the time of implementation of transitional housing regulations, but are now in force and effect.
- **Rooftop Balcony and Terraces:** Amend the defined term “terrace” to be “rooftop terrace” and adapt existing regulations for a rooftop balcony to apply to a rooftop terrace. A rooftop terrace shall be permitted on a townhouse, stacked townhouse, back to back townhouse, apartment building, long term care building and retirement building. The existing requirement for a 1.2 m (3.9 ft.) setback from the edge of a building shall only apply to a rooftop terrace located on a stacked townhouse and back to back townhouse.
- **Drive-Throughs:** Update Schedules 2.1.29(1) and (2) to illustrate approved Protected Major Transit Station Areas (PMTSAs).
- **Setbacks to Railway Right-Way, Parkway Belt Zone or Utility Zones:** Clarify that where an Exception Zone specifies a minimum setback of a detached dwelling, semi-detached dwelling, linked dwelling or street townhouse to a Parkway Belt zone, Utility zone or pipeline easement setback shall also apply to an attached additional residential unit (ARU) or detached ARU.

- **Commercial and Employment Zones:** Clarify that an outdoor patio is permitted accessory to a restaurant, take-out restaurant and convenience restaurant where those uses are permitted.

Planning Analysis Summary

A detailed Planning Analysis of the applicable land use policies and regulations can be found in Appendix 3.

Financial Impact

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

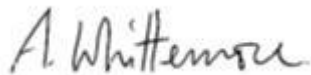
Conclusion

The proposed amendments to the Zoning By-law are designed to address land use trends, clarify definitions, and update regulations in response to legislative changes.

The proposed amendments are acceptable from a planning perspective and should be approved, as they are consistent with the Provincial Planning Statement 2024, conform to Mississauga Official Plan 2051 and provide appropriate development standards to ensure the safe and effective functioning of community infrastructure across the City.

Attachments

Appendix 1:	Proposed Amendments
Appendix 2:	Schedules 2.1.9(1) and (2)
Appendix 3:	Planning Analysis



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	Corner Lot	Amend the definition for “Corner Lot” to add the words “including a lot located on the curve of a street bend creating an interior angle of not more than 135 degrees”.	This amendment updates the definition of “Corner Lot” to clarify that lots located on the curve of a street bend creating an interior angle of not more than 135 degrees are considered corner lots, even if the street name does not change.
2	Day Care	Amend the definition for “Day Care” to apply to the care of more than six persons, whereas the current definition only applies to the care of more than five persons.	This amendment updates the definition of “Day Care” based on provincial legislation regulating child care. In 2015, the <i>Child Care and Early Years Act, 2014</i> (CCEYA) replaced the <i>Day Nurseries Act, 1990</i> as the governing legislation for child care in Ontario. The <i>Day Nurseries Act</i> allowed a maximum of five children to be cared for in a private home without triggering the requirement to be licensed as a day nursery. Under the CCEYA, licensed home child care providers can care for up to 6 children.
3	Hospital	Amend the definition of “Hospital” to clarify that this use applies to hospitals approved as a public hospital in accordance with the Public Hospitals Act.	This amendment updates the definition of “Hospital” to clarify that this defined term applies only to public hospitals.
4	Prayer Room	Delete the definition for “Prayer Room” from the By-law.	The definition for “Prayer room” is no longer utilized in the By-law due to proposed amendments to Table 2.1.2.2.4 regarding Private Clubs (Amendment 9 of this Table).

5	Terrace	Amend the defined term “terrace” to “rooftop terrace”.	This amendment renames the defined term from “terrace” to “rooftop terrace” in alignment with the amendments to Subsection 2.1.30 outlined in Amendment 13 of this Table. These proposed amendments rename Subsection 2.1.30 from “rooftop balcony” to “rooftop terrace” and adapt existing regulations for “rooftop balcony” to apply to rooftop terrace.
Part 2: General Provisions			
6	Subsection 2.1.9 Uses Permitted in More Than One Zone	Amend Subsection 2.1.9 to clarify that Notwithstanding Sentence 1.1.2.3.1 of the By-law, uses listed in Section 2.1.9 shall also be permitted in addition to the permitted uses of an Exception Zone.	This amendment clarifies that the uses set out in Subsection 2.1.9 are permitted in all applicable zones, including Exception Zones.
7	Table 2.1.9.4 Day Cares	Amend Table 2.1.9.4 to update regulations for day cares in residential zones, including: <ul style="list-style-type: none"> • Clarifying that in Residential zones, day cares shall be permitted on lots that have frontage on and vehicular access to a street identified on Schedules 2.1.9.2(1) and (2) • A day care is not permitted in a semi-detached, linked dwelling or townhouse dwelling • A day care is not permitted in a detached dwelling located in Precinct 1 • Require 7.0 parking spaces per 100 m² of non-residential gross floor area 	This amendment updates regulations applying to day cares in residential zones. An increased parking requirement applies to day cares located in detached dwellings, requiring 7 spaces per 100 m ² of gross floor area with the current parking rate being 2.5 spaces per 100 m ² of gross floor area. <p>The purpose of these regulations is to ensure adequate parking is provided for staff and parents, ensuring that these sites function safely and mitigating impacts to neighbouring residential properties.</p> <p>The proposed amendment will also provide site-specific parking requirement 2.5 spaces</p>

		<p>for a day care located in a detached dwelling</p> <ul style="list-style-type: none"> • Tandem parking is not permitted on a driveway providing required parking spaces for a day care in a detached dwelling 	<p>per 100 m² of gross floor area (current parking rate) for several day cares located in detached dwellings in residential zones that are currently in the development approval process.</p>
8	Table 2.1.9.5 Essential Emergency Service	Amend Table 2.1.9.5 to clarify that an essential emergency service in a RL or RS Zone shall comply with the regulations for a detached dwelling.	This amendment clarifies that an essential emergency service shall comply with the regulations of a detached dwelling, whereas the RS and RL zones have development standards for both detached dwellings and semi-detached dwellings.
9	Table 2.1.9.6 Community Centre, Community Athletic Field and/or Library	Amend Table 2.1.9.6 to clarify that a community centre, community athletic field and/or library in a RL or RS Zone shall comply with the regulations for a detached dwelling.	This amendment clarifies that community centres, community athletic field and/or library shall comply with the regulations of a detached dwelling, whereas the RS and RL zones have development standards for both detached dwellings and semi-detached dwellings.
10	Table 2.1.9.18 Transitional Housing	Amend Table 2.1.9.18 to include RA6 and RA7 as permitted zones for transitional housing.	Transitional housing was approved as a permitted use in Residential Apartment zones, however at the time of implementation RA6 and RA7 were under appeal and not in force and effect. The RA6 and RA7 zones are now in force and effect, and the proposed amendment updates transitional housing regulations to clarify that transitional housing is permitted in RA6 and RA7 zones.
11	Table 2.1.2.2.4 Private Clubs	Amend Table 2.1.2.2.4 to update regulations for Private Clubs, including:	This amendment provides a higher parking rate for private clubs with spaces for large gatherings. The purpose of this amendment

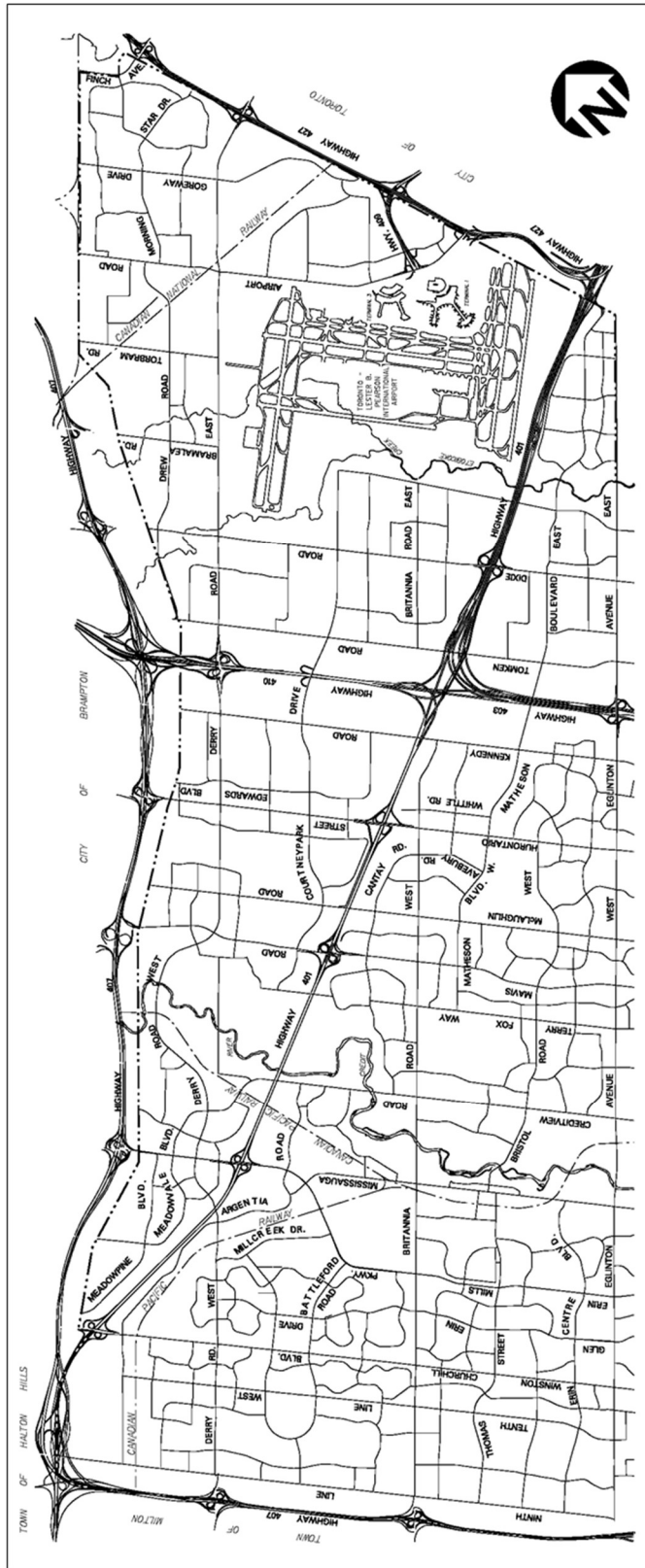
		<ul style="list-style-type: none"> • Delete Lines 1.1 and 1.2 permitting prayer rooms in private clubs and requiring an increased parking rate for prayer rooms that are greater than 10% of the total GFA of a private club • Require a minimum of 10.8 parking spaces for every 100 m² of gross floor area – non- residential when there are sufficiently large areas within a private club for the purposes of a large gathering 	<p>is to provide an appropriate parking rate for situations where a private club is used as a gathering space for the public.</p>
12	Subsection 2.1.18 Greenlands Overlay	Delete Article 2.1.18.2 Restrictions to Development and clarify that the Greenlands Overlay is for information purposes only and does not form part of the by-law.	<p>This amendment deletes Article 2.1.18.2 which requires the approval of the City and the Conservation Authority having jurisdiction for the construction of any building or structure or addition to an existing building or structure that are subject to the Greenlands Overlay. Approval shall require environmental technical studies to be completed to the satisfaction of the City and the Conservation Authority having jurisdiction or that their submission be waived by the City and the Conservation Authority.</p> <p>When a dwelling is located within a Greenlands Overlay, a bedroom is not permitted below the Regulatory Flood Level and windows, doors or other openings to a dwelling unit shall not be permitted below the Regulatory Flood Level.</p>

			This proposed amendment will remove the requirement for the City to seek approval from the applicable Conservation Authority when development occurs in the Greenlands Overlay from the Zoning By-law. Recent changes to the Conservation Authorities Act are resulting in Conservation Authority staff no longer providing clearance of 2.1.18.2 unless within a Regulated Area.
13	Subsection 2.1.29 Drive Throughs	Amend Article 2.1.29.1 to clarify that where a lot is partially within the hatched area identified on Schedules 2.1.29(1) and (2), a drive through shall not be permitted.	Schedules 2.1.29(1) and (2) depict location criteria for drive-throughs, with drive-throughs not permitted in the hatched areas of the map. This amendment will clarify that when a property is partially within the hatched area, a drive through is not permitted.
14	Subsection 2.1.29 Drive Throughs	Replace Schedules 2.1.29(1) and (2) with updated maps which show the approved boundaries of the Protected Major Transit Station Areas (PMTSAs).	This amendment will replace these location criteria maps with updated maps which illustrate the boundaries of the Protected Major Transit Station Areas (PMTSAs). Presently the location criteria maps only show a conceptual boundary for the PMTSAs.
15	Subsection 2.1.30 Rooftop Balcony	Amend Subsection 2.1.30 and accompanying regulations by changing the term "Rooftop Balcony" to new defined term "Rooftop Terrace". Amend existing regulations in Subsection 2.1.30 as follows: <ul style="list-style-type: none"> • A rooftop terrace shall be only be permitted for townhouse, stacked townhouse, back to back townhouse, 	This amendment will adapt existing regulations associated with the undefined term "rooftop balcony" to the new defined term "rooftop terrace". A rooftop terrace will be permitted on a townhouse, stacked townhouse, back to back townhouse, apartment buildings, long term care buildings and retirement buildings.

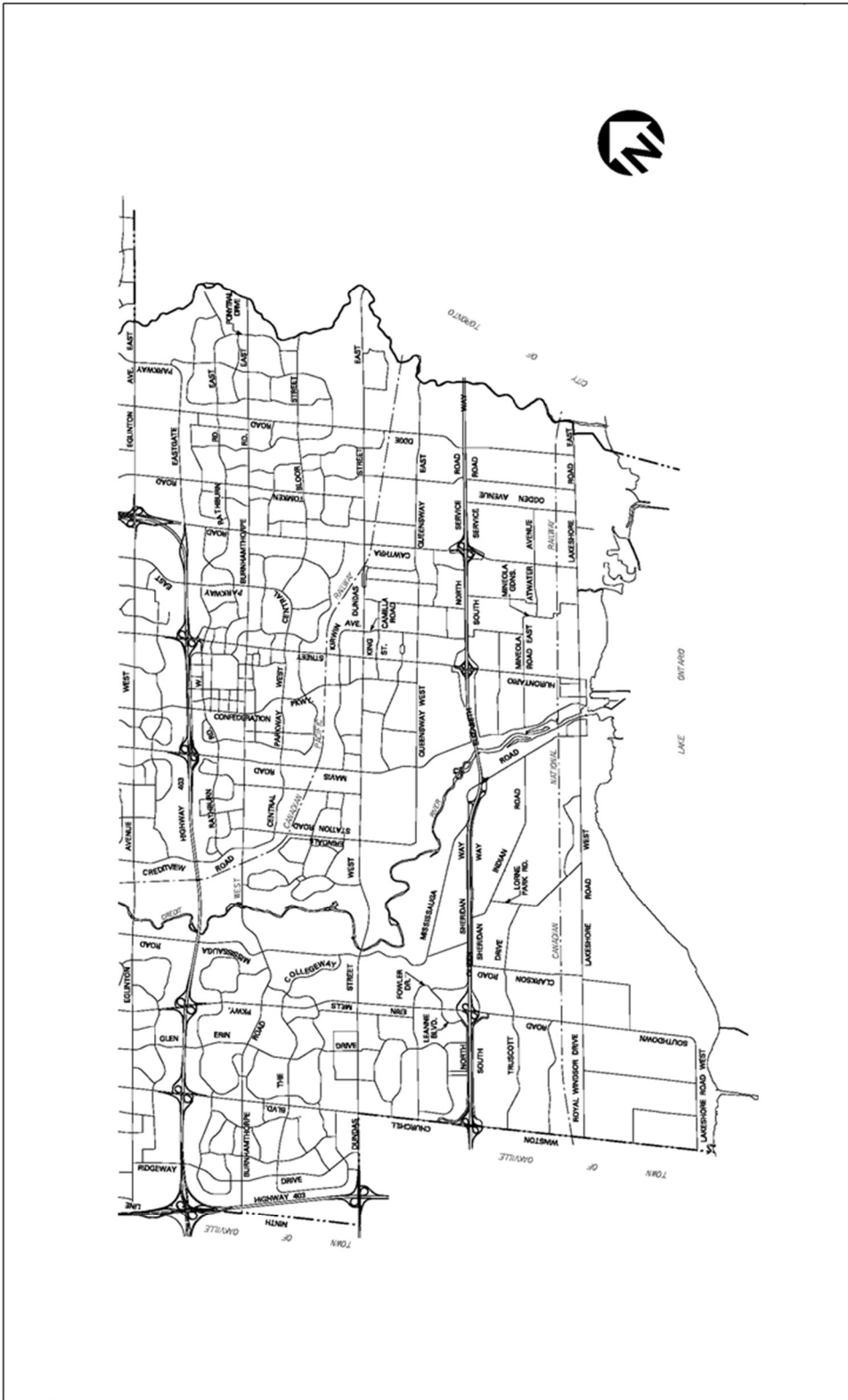
		apartment buildings, long term care buildings and retirement buildings. <ul style="list-style-type: none"> Require a 1.2 m setback from all exterior edges of a building for stacked townhouses and back to back townhouses 	The proposed amendment will require a 1.2 m setback from all exterior edges of a building for a rooftop terrace located on a townhouse, stacked townhouse and back to back townhouse.
Part 4: Residential Zones			
16	Subsection 4.1.7 Setback to Railway Right-of-Way	Amend Subsection 4.1.7 by adding the following words, “Where an Exception Zone specifies a minimum setback of a detached dwelling, semi-detached, linked dwelling or street townhouse to a Parkway Belt zone, Utility Zone or a pipeline easement the setback shall apply to an attached ARU and/or detached ARU”.	This amendment clarifies that when an Exception Zone specifies a minimum setback of a dwelling to an abutting zone or a pipeline easement, this setback shall also apply to accessory dwelling units.
17	Subsection 4.1.23 Fourplex	Amend Article 4.1.23.1 to delete the words “excluding Subsection 4.1.1 until such time as By-law 0174-2023 is in force and effect”.	This amendment will remove outdated language in the zoning by-law as By-law 0174-2023 is in force and effect.
Part 6: Commercial Zones			
18	Section 6.1 General Provisions for Commercial Zones	Add Subsection 6.1.6 which reads “An outdoor patio is permitted accessory to a restaurant, take-out restaurant and convenience restaurant where these uses are permitted”.	This amendment clarifies that outdoor patios are permitted accessory to restaurant uses where these uses are permitted in Commercial Zones.
Part 8: Employment Zones			
19	Subsection 8.1.1 Uses to be Located within a Building	Add Article 8.1.1.2 which reads “An outdoor patio is permitted accessory to a restaurant, take-out restaurant and convenience restaurant where these uses are permitted”.	This amendment clarifies that outdoor patios are permitted accessory to restaurant uses where these uses are permitted in Employment Zones.

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.



**Schedule 2.1.9.2(1) - Street Location Criteria
for Private Schools and Day Cares**



**Schedule 2.1.9.2(2) - Street Location Criteria
for Private Schools and Day Cares**

**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>Planning authorities should support the achievement of <i>complete communities</i> by:</p> <ul style="list-style-type: none"> a) accommodating an appropriate range and mix of land uses, <i>housing options</i>, transportation options with multimodal access, employment, <i>public service facilities</i> and other institutional uses (including schools and associated child care facilities, longterm care facilities, places of worship and cemeteries), recreation, parks and open space, and other uses to meet long-term needs; 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 (2.1.6). <p><i>Infrastructure</i> and <i>public service facilities</i> shall be provided in an efficient manner while accommodating projected needs. Planning for <i>infrastructure</i> and <i>public service facilities</i> shall</p>

		<p>be coordinated and integrated with land use planning and growth management so that they:</p> <ul style="list-style-type: none">a) are financially viable over their life cycle, which may be demonstrated through asset management planning;b) leverage the capacity of development proponents, where appropriate; andc) are available to meet current and projected needs (3.1.1) <p><i>Infrastructure and public service facilities</i> should be strategically located to support the effective and efficient delivery of emergency management services, and to ensure the protection of public health and safety in accordance with the policies in Chapter 5: Protecting Public Health and Safety (3.1.3).</p> <p><i>Public service facilities</i> should be planned and co-located with one another, along with parks and open space where appropriate, to promote cost-effectiveness and facilitate service integration, access to transit and <i>active transportation</i> (3.1.4).</p> <p>Planning authorities, in collaboration with school boards, should consider and encourage innovative approaches in the design of schools and associated child care facilities, such as schools integrated in high-rise developments, in <i>strategic growth areas</i>, and other areas with a <i>compact built form</i> (3.1.5).</p> <p>A coordinated, integrated and comprehensive approach should be used when dealing with planning matters within municipalities, across lower, single and/or upper-tier municipal boundaries, and with other orders of government, agencies, boards, and Service Managers including:</p> <ul style="list-style-type: none">a) managing and/or promoting growth and development that is integrated with planning for <i>infrastructure and public service facilities</i>, including schools and associated child care facilities (6.2.1)
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The proposed City-initiated Zoning By-law amendments do not require an amendment to Mississauga Official Plan (MOP).

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.

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"> • Connect Our City <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"> • Maintain a Safe City
Chapter 4 Vision	<p>Mississauga will preserve the character, cultural heritage and livability of our communities (Section 4.4.3).</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 (4.4.6).</p> <p>Mississauga will be a city that promotes the participation and collaboration of all sectors including residents, employees, entrepreneurs, government, business, education and non-profit, to achieve this vision (4.4.8).</p> <p>Mississauga will complete communities by:</p>

	<ul style="list-style-type: none"> • ensuring that communities include or provide easy access to a range of uses and services required to meet all or most of the daily needs of residents through all stages of their lives; e.g., housing, transportation, employment, recreation, social interaction and education (Section 4.5). <p>Mississauga will build a desirable urban form by:</p> <ul style="list-style-type: none"> • ensuring that the urban form of the city (e.g., buildings, streets, streetscapes, landscapes, public spaces such as parks and squares, infrastructure) contributes positively to everyday living in Mississauga (Section 4.5)
<p>Chapter 7 Complete Communities</p>	<p>Community infrastructure will support the creation of complete communities (7.4.1).</p> <p>The preferred location for community infrastructure will be within the Downtown, Major Nodes, Community Nodes and Corridors. Where appropriate, community infrastructure may also be located within Neighbourhoods and Corporate Centres. Community infrastructure will generally not be located within Employment Areas. Where permitted within Employment Areas, these uses will be located along the periphery of Employment Areas (7.4.2).</p> <p>Community infrastructure located within Neighbourhoods may include schools, emergency services, private clubs, daycare/day programs and places of religious assembly. Where community infrastructure is located in Neighbourhoods it will generally serve the local or nearby Neighbourhoods</p> <p>City wide or region wide community infrastructure may not be permitted in Neighbourhoods (7.4.3).</p> <p>Community infrastructure that generates large amounts of traffic will be located to minimize impacts on the transportation system (7.4.4).</p> <p>Community infrastructure will generally be:</p> <ol style="list-style-type: none"> a. in proximity to transit facilities; b. on Corridors, major and minor collector roads, preferably at intersections; c. connected to trails, cycling facilities, where possible; d. in proximity to other community infrastructure and places of gathering, where possible; and e. accessible to persons with disabilities (7.4.5) <p>Mississauga will cooperate and assist other levels of government and public and private agencies in providing community infrastructure that are not within the jurisdiction of the City (7.4.6).</p> <p>The type of community infrastructure as well as its scale, design, layout and configuration permitted at any location, may be limited to ensure visual and functional compatibility with surrounding development (7.4.7).</p>

<p>Chapter 8 Create a Multi-Modal City</p>	<p>The City will create a multi-modal transportation network for the movement of people and goods that supports more sustainable communities. The multimodal transportation system is composed of the following modes of travel:</p> <ul style="list-style-type: none"> • vehicular (e.g. cars and trucks) <p>Mississauga will plan and manage the transportation system to provide for the safety of all users. (8.1.2)</p> <p>As Mississauga continues to grow and develop, less land will be devoted to parking, particularly within Intensification Areas. The parking that is provided should increasingly be in structured - preferably underground - parking facilities and on-street where it can be shared amongst multiple users. In other parts of the city, while some changes to parking provisions may occur, sufficient parking should be provided to ensure that the established residential character of Neighbourhoods and the economic function of employment uses is not adversely affected. (8.4)</p> <p>Off-street parking facilities for vehicles and other modes of travel, such as bicycles, will be provided in conjunction with new development and will:</p> <ol style="list-style-type: none"> a. provide safe and efficient access from the road network so that ingress and egress movements minimize conflicts with road traffic and pedestrian movements; b. provide for the needs of people with disabilities; and c. support transportation demand management (TDM) initiatives (8.4.1).
<p>Chapter 9 Build a Desirable Urban Form</p>	<p>Infill and redevelopment within Neighbourhoods will respect the existing and planned character (9.1.3).</p> <p>Developments should be compatible and provide appropriate transition to existing and planned development by having regard for the following elements:</p> <ol style="list-style-type: none"> l. privacy and overlook (9.5.1.2). <p>Development proposals will demonstrate compatibility and integration with surrounding land uses and the public realm by ensuring that adequate privacy, sunlight and sky views are maintained and that microclimatic conditions are mitigated (9.5.1.9).</p>
<p>Chapter 11 General Land Use Designations</p>	<p>The following uses will be permitted in all land use designations, except Greenlands and Parkway Belt West unless specifically allowed:</p> <ol style="list-style-type: none"> a. community infrastructure (11.2.1). <p>Uses accessory to a community infrastructure use, may be permitted. Accessory uses should generally be limited to a maximum of 20% of the total Gross Floor Area and should be on the same lot and clearly subordinate to the functioning of the permitted use (11.2.1.3).</p>

Former Region of Peel Official Plan Policies	<p>To contribute to safe, accessible, and healthy communities where people of all ages, backgrounds and capabilities can meet their needs throughout their lives by providing opportunities for emotional, physical, and socio-economic well-being (6.3.1).</p> <p>To provide human services in an efficient, planned, and cost-effective manner consistent with public needs and financial realities (6.3.3).</p> <p>Ensure Regional human service facilities and programs are provided in a manner consistent with local need, changing demographics, and in keeping with the Region’s financial objectives (6.3.4).</p> <p>6.3.6 Encourage the local municipalities, in consultation with the Region and other stakeholders, to consider access to human services when creating or revising secondary plans or planning strategic growth areas (6.3.6).</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"> • Belong: Ensuring Youth, Older Adults and New Immigrants Thrive • Connect: Completing Our Communities

<p>Chapter 2 Vision</p>	<p>Housing and Community Infrastructure: Communities will have equitable access to important local community infrastructure including schools, libraries, recreation centers, daycares, places of religious assembly and emergency services. (2.5.3)</p> <p>Urban Form and Design: Mississauga will promote a strong civic identity by ensuring that the urban form and design of the city (e.g. buildings, streets, streetscapes, landscapes, parks and infrastructure) contribute positively to everyday living in Mississauga. (2.5.6)</p>
<p>Chapter 8 Well Designed Healthy Communities</p>	<p>Mississauga supports healthy inclusive communities where people can connect, celebrate, be creative, and flourish. Urban form and design, community infrastructure and cultural vitality are key components of well designed healthy communities. (8.1)</p> <p>The city's urban form reflects the interaction between people and places. It does this through the arrangement, appearance, access and function of spaces. (8.1)</p> <p>Community infrastructure provides the buildings, places and spaces to support and promote community well-being. (8.1)</p> <p>Infill and redevelopment within Neighbourhoods will respect the local planning context. (8.2.3)</p> <p>The city vision will be supported by site development that:</p> <p>c. demonstrates context sensitivity and transition, including to the public realm. (8.2.10)</p> <p>While new development need not mirror existing development, new development will:</p> <p>a. be designed to respect the existing scale, context, massing and grades of the surrounding area. (8.3.12)</p> <p>Although a priority for Mississauga is to increase the appeal of transit and active transportation, urban form must also consider the needs of vehicular and goods movement, especially in areas where it forms the dominant mode of transportation. (8.5.2)</p> <p>Buildings and site design will be compatible with site conditions, the surrounding context and surrounding landscape of the existing or planned area. (8.6.2.1)</p> <p>Developments will be compatible and provide appropriate transition to existing and planned development by having regard for the following elements:</p> <p>j. privacy and overlook (8.6.2.2)</p> <p>Where surface parking is permitted, the following will apply. Parking should:</p> <p>a. not be located between the building and the street;</p>

- 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;
- 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)

Community infrastructure is a vital part of complete communities, contributing to the quality of life and well-being of all peoples in Mississauga. Community infrastructure provides inclusive places and spaces to support peoples' needs for social interaction, cultural connection, education, recreation, and worship, and provides community safety with emergency service facilities. In addition to the services provided by the City, community infrastructure is also provided by other agencies, levels of government and the private sector, such as schools, daycares and emergency service facilities. (8.7)

Community infrastructure includes, but is not limited to, schools, daycares, recreation centres, outdoor spaces and associated infrastructure (e.g. playgrounds, sports parks, etc.), pools, rinks, libraries, theatres, museums, art galleries, places of religious assembly, and private cultural clubs, and emergency service facilities. Some community infrastructure may also serve as cultural infrastructure where culture is produced and experienced. (8.7)

Community infrastructure is typically in locations with high visibility and accessibility. Residents and visitors should be able to access the sites through a variety of transportation means, with larger sites adjacent to Major Collector or Arterial Roads. (8.7)

To optimize access and transit connections to community infrastructure, the preferred location for community infrastructure will be within Growth Centres, Major Transit Station Areas, Growth Nodes. Where appropriate, community infrastructure may also be located within Neighbourhoods. (8.7.2)

Community infrastructure located within Neighbourhoods may include schools, recreation centres, cultural and creative hubs, libraries, emergency services, private clubs, daycare/day programs and places of religious assembly. Where community infrastructure is located in Neighbourhoods it will generally serve the local or nearby Neighbourhoods. (8.7.3)

Community infrastructure with a city wide or region wide service area may not be permitted in Neighbourhoods. (8.7.4)

8.7.5 Community infrastructure will generally be:

- a. in proximity to transit facilities;

	<p>b. accessible by all modes of transportation; c. on major and minor collector streets, preferably at intersections, provided that sensitive community infrastructure incorporates the use of appropriate setbacks, screening, landscaping, and buffering from vehicle traffic; d. in proximity to other community infrastructure and places of gathering, where possible; and e. universally accessible. (8.7.5)</p> <p>The type of community infrastructure as well as its scale, design, layout and configuration permitted at any location, may be limited to ensure visual and functional compatibility with surrounding development. (8.7.6)</p> <p>Where possible, community infrastructure will be encouraged to develop shared parking facilities. (8.7.7)</p>
Chapter 10 Land Use Designations	<p>The following uses will be permitted in all land use designations, except Greenlands unless specifically allowed: a. community infrastructure</p>

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 complete communities by accommodating an appropriate range and mix of land uses, including institutional uses such as child care facilities.

The Vision of the PPS includes optimizing investments in infrastructure and public service facilities to support convenient access to housing, quality employment, services and recreation for all Ontarians.

Section 3.3 requires that infrastructure and public service facilities shall be provided in an efficient manner while accommodating projected needs. Infrastructure and public service facilities should be strategically located to ensure the protection of public health and safety. Section 6.2.1 encourages

a coordinated, integrated and comprehensive approach when dealing with planning matters across municipalities and this includes managing and/or promoting growth and development that is integrating with planning for infrastructure and public service facilities, including child care.

The proposed amendments support achievement of complete communities by ensuring convenient access to child care for all Ontarians. The amendment proposes development standards for day cares located in detached dwellings in residential zones which ensure that these sites function safely and effectively for staff and families.

4. Mississauga Official Plan (MOP)

The proposed City-initiated zoning by-law amendments align with key policies outlined above in Mississauga's Official Plan. The zoning by-law amendment proposes development standards for day cares located in detached dwelling in residential zones to ensure that this community infrastructure functions safely and efficiently for the users of the site and the surrounding area. Additional proposed amendments include updated parking requirements for Private Clubs and clarifying amendments related to rooftop terraces.

Implementing the Strategic Plan and Vision

MOP is guided by the Strategic Plan, in which the most relevant pillars include "Ensuring Youth, Older Adults and New Immigrants Thrive" where ensuring affordability and accessibility is an action item. The second relevant pillar is "Completing Our Neighbourhoods" with the relevant action item being; maintaining a safe city.

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.

Complete Communities

Complete communities meet the day-to-day needs of people throughout all stages of life such as housing, transportation, employment, recreation, social interaction and education. Community infrastructure provides valuable services of all members of the community including public schools, private schools, emergency services, private clubs, community facilities, daycare/day programs and places of religious assembly.

The MOP directs that the preferred location for community infrastructure will be within the Downtown, Major Nodes, Community Nodes and Corridors. Where appropriate, community infrastructure may be located within Neighbourhood and Corporate Centres. City wide or region wide community infrastructure may not be permitted in Neighbourhoods. The type of community infrastructure as well as its scale, design and layout and configuration permitted at any location may be limited to ensure visual and functional compatibility with surrounding development.

The proposed amendment is aligned with the community infrastructure policies of the MOP, as it provides development standards which ensure that day cares are in appropriate locations and designed to ensure compatibility with surrounding development. The proposed amendment also provides an appropriate parking rate for private clubs to ensure the functionality of these sites.

Create a Multi-Modal City

The transportation policies of the MOP direct that the City will create a multi-modal transportation network for the movement of people and goods, and this includes vehicular travel (e.g. cars and trucks) and that the City will plan and manage the transportation system to provide for the safety of all uses.

The MOP contains policies that as the City continues to grow and develop, less land will be devoted to parking, particularly within Intensification Areas. In other areas of the City, while some changes to parking may occur, sufficient parking should be provided to ensure the established residential character of Neighborhoods is not adversely affected.

The proposed amendment aligns with the policies of MOP as the parking requirement for day cares will ensure that sufficient parking is provided in established residential areas.

Build a Desirable Built Form

The urban design policies of the MOP envision an urban form of the city that contributes positively to the every day life of residents. New development within Neighbourhoods shall have regard for the existing and planned character of an area. Developments should be compatible and provide appropriate transition to existing and planned development by having regard for privacy and overlook.

The proposed amendment aligns with the policies of MOP as it adapts existing rooftop balconies regulations for rooftop terraces which will mitigate any potential privacy impacts from a rooftop terrace interfacing with a lower density residential development.

5. Mississauga Official Plan 2051

The proposed City-initiated zoning by-law amendments align strongly with key policies outlined above in Mississauga Official Plan 2051. The proposed amendment provides updated development standards for day cares in detached dwellings in residential zones, updated parking rates for private clubs and clarifying amendments related to rooftop terraces.

Implementing the Strategic Plan and Vision

MOP 2051 is guided by the Strategic Plan, which most relevant pillars include “Ensuring Youth, Older Adults and New Immigrants Thrive” and “Completing Our Neighbourhoods”.

The “Ensuring Youth, Older Adults and New Immigrants Thrive” pillar envisions a city where people of all ages can spend their entire lives and where immigrants are welcome.

The “Completing Our Neighbourhoods” pillar describes a vision of the City where neighbourhoods support a strong, connected and vibrant community where children can play safely, residents can walk to meet a friend, raise a family and grow old.

Well Designed Healthy Communities

Mississauga supports healthy inclusive communities where people can connect, celebrate, be creative and flourish. Urban form and design, community infrastructure and cultural vitality are key components of well designed healthy communities.

MOP 2051’s vision is that the city’s urban form reflects the interaction between people and places. It does this through the arrangement, appearance, access and function of spaces. The

city vision will be supported by site development that demonstrates context sensitivity and transition, including to the public realm. Further, buildings and site design will be compatible with site conditions, the surrounding context and surrounding landscape of the existing and planned area. Developments will be compatible with existing and planning development by having regard for privacy and overlook.

Community infrastructure includes, but not limited to, schools, daycares, recreation centres, outdoor spaces and associated infrastructure (e.g. playgrounds, sports parks, etc.), pools, rinks, libraries, museums, art galleries, places of religious assembly, private cultural clubs, and emergency service facilities. Community infrastructure is typically in locations with high visibility and accessibility, and residents and visitors should be able to access the sites through a variety of transportation means.

Community infrastructure located within Neighbourhoods may include schools, recreation centres, cultural and creative hubs, libraries, emergency services, private clubs, daycare/day programs and places of religious assembly. Where community infrastructure is located in Neighbourhoods it will generally serve the local or nearby Neighbourhoods. Community infrastructure with a city wide or region wide service area may not be permitted in Neighbourhoods.

The proposed amendments align with the community infrastructure policies by providing appropriate development standards for day cares located in Neighbourhoods, specifically an increased parking rate. The proposed amendments also clarify parking requirements for private clubs. MOP 2051 states that residents should be able to access community infrastructure through a variety of

transportation means, and that includes vehicular access. The proposed amendments for day cares and private clubs ensure that these sites function safely and efficiently for all users of this community infrastructure, including those access these sites by car, while ensuring that impacts to neighbouring properties are mitigated.

The proposed amendments related to rooftop terraces align with the urban design policies of MOP 2051 as they provide an appropriate setback for rooftop terraces which are likely to interface with low density residential development, thereby having regard for privacy and overlook onto these neighbouring properties.

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), Mississauga Official Plan (in-effect) 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 (in-effect) and Council approved Mississauga Official Plan 2051. Further, staff are of the opinion the proposed amendments can be supported. Overall, the proposed zoning by-law amendment aligns with policies related to creating complete communities.