

City of Mississauga Corporate Report



<p>Date: May 13, 2026</p> <p>To: Chair and Members of Planning and Development Committee</p>	<p>Originator's files: LA.07-CIT</p>
<p>From: Andrew Whittemore, M.U.R.P., Commissioner of Planning & Building</p>	<p>Meeting date: June 1, 2026</p>

Subject

PUBLIC MEETING RECOMMENDATION REPORT (Wards 1-8 and 10)
Proposed Revisions to Pre-Zoning of Protected Major Transit Station Areas (MTSAs)
File: LA.07-CIT

Recommendation

That the proposed amendments to Zoning By-law 0225-2007, as detailed in Appendix 2 of the report dated May 13, 2026 from the Commissioner of Planning and Building, be approved in accordance with the following:

1. That an implementing zoning by-law be enacted at a future City Council meeting.
2. That Recommendation PDC-0014-2025 to the report titled "Proposed Amendments to the Zoning By-law to Pre-zone Lands in Protected Major Transit Station Areas (MTSAs)", which was approved by the Planning and Development Committee on April 28, 2025, be considered null and void.

Executive Summary

- This report brings forward proposed amendments to the Zoning By-law to give effect to Mississauga Official Plan 2051 (MOP 2051), as approved and modified by the Minister of Municipal Affairs and Housing on March 24, 2026. The proposed amendments complete the City's work to implement Protected Major Transit Station Area (MTSA) policies and ensure full conformity with the Minister's direction.
- Pre-zoning establishes permitted uses, heights, and densities in advance, creating a clear and predictable development approval framework and significantly reducing reliance on site specific rezonings along higher order transit earmarked for significant growth by the Province.

- The proposed amendments implement the recommendations of the Mayor's Housing Task Force related to Protected MTSAs and have the potential to unlock up to 114,000 dwelling units, supporting approximately 227,000 residents and 47,000 jobs over time. Much of this development could proceed with site plan approval only, substantially improving approval timelines.
- Zoning changes are being recommended to implement the policies of the in-effect MOP 2051:
 - Expanding the range of permitted uses in the **RA6 (Urban Apartment – Mixed Use)** Zone including standalone office, medical office, and overnight accommodation.
 - Protection of existing commercial uses and associated zoning standards until such time that properties are redeveloped with modern, urban standards.
 - Reduction of maximum building height and holding provisions on certain lands within the Hospital Growth Centre to ensure that Trillium Health Partners is circulated and satisfied with all development applications. The Minister added policies in MOP 2051 to protect the future flight path of the hospital heliport from maximum building heights of surrounding lands.
- Taken together, these amendments complete the City's shift from policy to implementation. By aligning zoning with the Minister-approved Official Plan, the City is providing certainty to the development community, accelerating housing delivery, and reinforcing Mississauga's commitment to proactive, transit-oriented city-building.

Background

On April 28, 2025, staff presented a combined information/recommendation report to Planning and Development Committee (PDC) (see Appendix 1). The report outlined staff's recommendations for pre-zoning certain lands within the City's Protected MTSAs. Pre-zoning establishes permitted uses, heights, and densities in advance, creating a clear and predictable development approval framework and significantly reducing reliance on site specific rezoning. This report brings forward updated proposed amendments to the zoning by law to give effect to Mississauga Official Plan 2051 (MOP 2051), as approved and modified by the Minister of Municipal Affairs and Housing on March 24, 2026.

Some of the Minister's modifications to MOP 2051 have impacts on the pre-zoning exercise, which are outlined in detail below. Further, since the last report, staff have refined the zoning approach to expand the range of non-residential uses in Protected MTSAs and to recognize that commercial properties may not develop in the short term, and therefore there is a need to provide zoning flexibility in the interim.

The proposed amendments implement the recommendations of the Mayor's Housing Task Force Report to increase flexibility for density and height in Protected MTSAs, simplify zoning and reduce regulatory requirements, and align Official Plan and Zoning By-law permissions. This has the potential to allow for 114,000 dwelling units or 227,000 people, and 47,000 jobs to develop quickly with only a site plan required.

Comments

The following summary provides an overview of the proposed changes from the last corporate report. For a detailed explanation of all proposed amendments, see Appendix 2.

MODIFICATIONS TO MOP 2051

Two modifications made by the Minister of Municipal Affairs and Housing affect the Protected MTSA policies:

1. Requiring all development proposals and applications containing a tall building (a residential building 12 storeys or more) in the Hospital Growth Centre be circulated to Trillium Health Partners (THP), and a Letter of Satisfaction be issued by THP that new buildings and structures and heights of building construction phase equipment (such as construction cranes and temporary elevator shafts) do not interfere with planned or operational flight path and the functioning of the Mississauga Hospital heliport and shall be no taller than 228 metres above sea level.
2. Amendment to Schedule 8I to increase maximum heights of two properties within the Hospital Growth Centre for 2300 Confederation Parkway and 2170 Sherobee Road from 25 storeys to 35 storeys.

Staff have been collaborating with THP to ensure the pre-zoning exercise in the Hospital Growth Centre conforms to the new Official Plan policies. Representatives of THP have submitted a letter outlining their recommendations for consideration by Planning and Development Committee (see Appendix 3).

ADDITIONAL ZONING BY-LAW AMENDMENTS PROPOSED

Maximum Height in the Hospital Growth Centre

Based on the letter provided on behalf of THP, staff are recommending that notwithstanding the permissions for maximum height in MOP 2051, that the pre-zoning exercise in the Hospital Growth Centre is limited to 25 storeys or 78 metres, whichever is less. This impacts several properties in the Queensway and North Service Protected MTSAs that have Official Plan permissions for height greater than 25 storeys (see Figure 1 below). In addition, staff recommend that any property that is pre-zoned to permit a maximum building height of 15 storeys or greater shall be subject to a holding provision to ensure that THP can review the proposal and provide a letter of satisfaction.

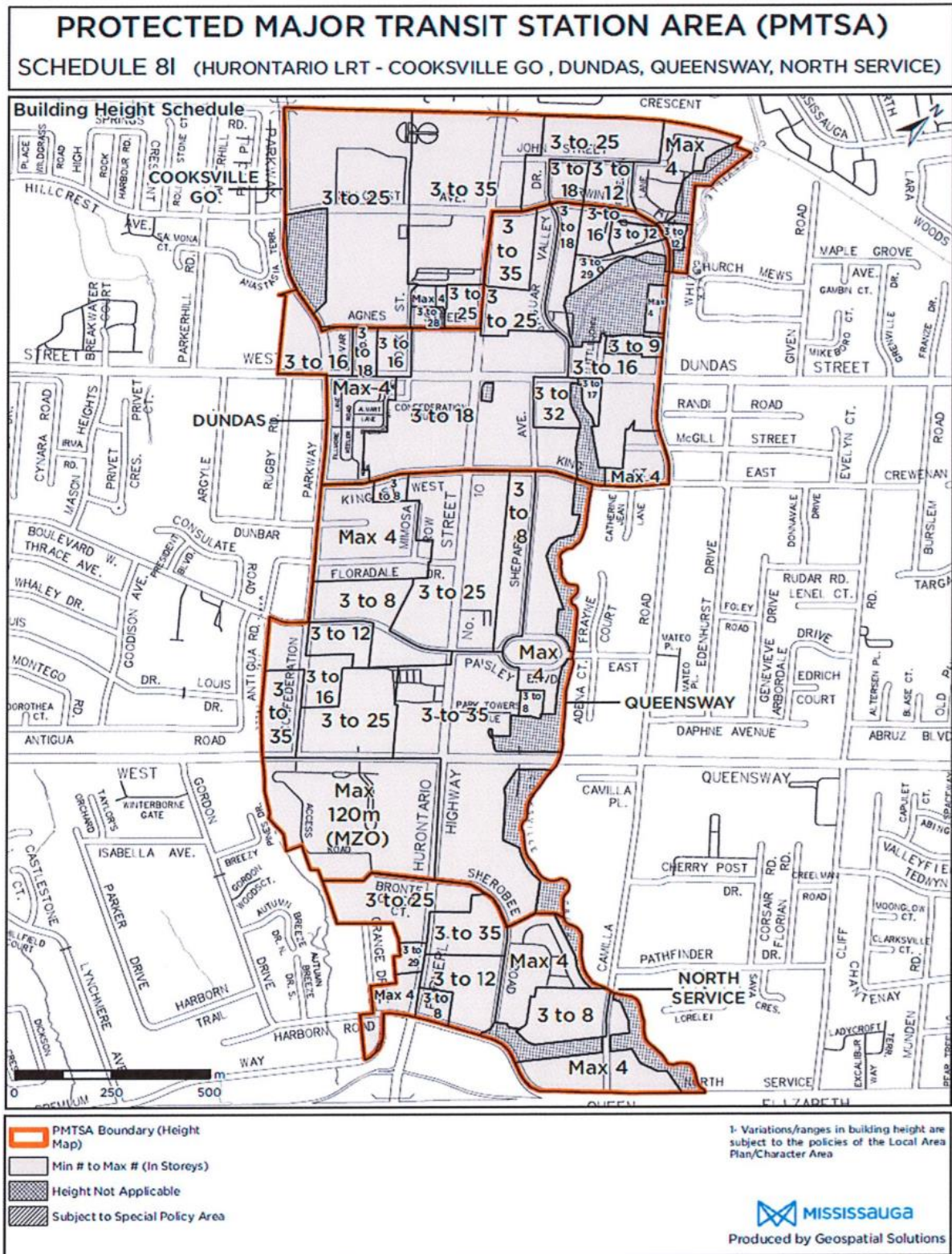


Figure 1 - Schedule 8I - Queensway and North Service Protected MTSA's in Hospital Growth Centre

Permitting Certain Standalone Non-Residential Uses in the RA6 Zones

Standalone Office, Medical Office, and Overnight Accommodation are proposed for the **RA6** zone to implement the Mixed Use designation policies in MOP 2051. This change supports the recently approved Economic Development Strategy titled “Path to Prosperity 2030” by removing barriers and incentivizing office development within Protected MTSA.

Clarkson GO Major Transit Station Area Study

This Study unlocks additional housing opportunities within the Clarkson Protected MTSA by increasing maximum heights in certain areas, including lands within and lands to the south of the Clarkson GO Station, an area consisting of single detached dwellings fronting on Southdown Road and south of Lushes Drive, and a one-storey plaza located at 1900 Lakeshore Road West. Future zoning updates will be required to implement the Clarkson GO Major Transit Station Area Study once approved by the Minister.

Other Key Amendments

Staff are also proposing to include the following amendments:

1. Introducing regulations to allow existing commercial development to continue operations and have minor expansions before redevelopment occurs. This proposed amendment aligns with the goals of Mississauga’s Retail Strategy to support and retain existing retail supply and to expand new retail supply.
2. A Holding Provision for lots on the east side of Shepard Avenue to implement Special Site Policy – Site 117 of MOP 2051 requiring the consultation of the Credit Valley Conservation Authority of any proposal that may alter the natural alignment of Cooksville Creek and/or integrate the redevelopment of the existing residential lots.
3. At the time of the last report, the City’s new Urban Apartment Zones (**RA6** and **RA7**) were unavailable for use as the by-law was still under appeal. As a result, staff were recommending new **RA8** and **RA9** zones to mirror the **RA6** and **RA7** zones. Since then, the appeal has been withdrawn and therefore, the **RA6** and **RA7** zones are proposed throughout the Protected MTSA.
4. Introducing a regulation to allow the change of uses within a commercial unit on lands containing a Holding Provision provided that the uses are permitted, whereas currently only the last recognized use is permitted in a commercial unit. This regulation allows the continued evolution of an existing commercial development until the lands are redeveloped.

Planning Analysis Summary

The *Planning Act* requires that municipalities’ decisions regarding planning matters be consistent with the PPS 2024 and conform with the applicable provincial plans. The PPS 2024 sets out province-wide direction on matters related to the efficient use and management of land and infrastructure, the provision of housing and economic development, and establishes overall

policy directions on matters of provincial interest related to land use planning and development within Ontario.

The proposed revised amendment is consistent with the Provincial Planning Statement (PPS 2024). Further, the proposed amendments also conform to the in-effect Minister approved MOP 2051 with respect to general Protected MTSA policies such as the need for compact and pedestrian-focused forms of development along higher order transit corridors. A detailed planning policy analysis can be found in Appendix 4.

Engagement and Consultation

As the pre-zoning Protected MTSA exercise is primarily focused on conformity and alignment with the policy framework as outlined in the MOP 2051, staff have conducted focused consultation with the development community. Staff communicated with the Peel Chapter of Building Industry and Land Development Association (BILD) in May 2026 and provided updates to the proposed amendments, including proposed zones and regulations for each property within the study, and to seek feedback of the proposed revised amendments. At the time of writing this report, no feedback has been received.

Financial Impact

As noted in the report to the April 28, 2025 Planning and Development Committee meeting (See Appendix 1), pre-zoning lands within Protected MTSA's reduces the need to submit a rezoning application to facilitate their development. However, because pre-zoning lands does not consider the type of development envisioned by the landowner, variances may still be required to resolve non-conformity of regulations such as landscaping, location of parking spaces, or yard requirements. Therefore, it is envisioned that the number of rezoning applications, and associated revenue and staff processing time, may be reduced. However, the number of minor variances submitted may increase. This is a positive outcome as variances are faster and require less applicant and staff resources.

Conclusion

The proposed revised zoning by-law amendments are acceptable from a planning perspective and should be approved for the following reasons:

1. The proposed amendments continue to promote compact urban form along the City's intensification corridors such as the Hurontario light rail transit (LRT) and the future Dundas and Lakeshore bus rapid transit (BRT), the Mississauga Transitway, and Clarkson and Malton GO Stations in conformity with MOP 2051.
2. Implementation of the recommendations in the Mayors Housing Task Force Report including: transform zoning to unlock more housing while leveraging existing and future higher order transit and cycling infrastructure, and contribute to overall city building within


Protected MTSA's while also meeting City and Provincial goals for housing affordability and supply.

3. Adding standalone non-residential uses to the **RA6** zone and providing flexibility for existing commercial properties maintains diverse employment opportunities and provides services that are accessible by transit. This aligns with City goals and plans including the Economic Development Strategy and Retail Strategy.

Should the proposed amendments be approved by Council, the implementing zoning by-law will be brought forward to Council in Q2 2026. Further, Recommendation PDC-0014-2025 which was approved by the Planning and Development Committee on April 28, 2025, would need to be considered null and void as the by-law was never passed by City Council.

Attachments

- Appendix 1: Public Meeting Information/Recommendation Report – Proposed Amendments to the Zoning By-law to Pre-Zone Lands in Protected Major Transit Station Areas (MTSAs)
- Appendix 2: Proposed Zoning By-law Amendments
- Appendix 3: Correspondence from Dialog Dated April 30, 2026 Regarding Zoning Permissions for Maximum Building Height in the Hospital Growth Centre
- Appendix 4: Detailed Planning Analysis



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

Prepared by: Tim Lee, Planner

City of Mississauga Corporate Report



<p>Date: April 9, 2025</p> <p>To: Chair and Members of Planning and Development Committee</p> <p>From: Andrew Whittemore, M.U.R.P., Commissioner of Planning & Building</p>	<p>Originator's files: LA.07-CIT</p>
	<p>Meeting date: April 28, 2025</p>

Subject

PUBLIC MEETING INFORMATION/RECOMMENDATION REPORT (WARDS 1-8 and 10)
Proposed Amendments to the Zoning By-law to Pre-zone Lands in Protected Major Transit Station Areas (MTSAs)
File: LA.07-CIT

Recommendation

That the proposed amendments to Zoning By-law 0225-2007, as detailed in Appendix 2 of the Report dated April 9, 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, following approval of Mississauga Official Plan 2051 by the Minister of Municipal Affairs and Housing.
2. That notwithstanding planning protocol, that this report regarding the proposed amendments to Zoning Bylaw 0225-2007, be considered both the public meeting and a combined information/recommendation report.

Executive Summary

- Given the housing crisis in the Province and across Canada, the City of Mississauga is committed to removing barriers so that construction of new housing is delivered without unnecessary delay and cost, while also ensuring that development occurs in a way that positively contributes to the City.

Originator's file: LA.07-CIT

- The proposed amendments implement key housing strategies that have been prioritized by all levels of government. Increasing housing supply and affordability that is compact, pedestrian focused and near major transit stations focuses intensification where it is appropriate and leverages existing and future transit investments.
- Pre-zoning of lands in accordance with the City's Official Plan streamlines the municipal planning process, gives certainty to the development community, and implements the City's vision for development in major transit station areas.
- Staff have developed the proposed amendments in accordance with new height and land use policies contained in Mississauga Official Plan 2051, which is scheduled for adoption by Council on April 16, 2025. Should this report's recommendations be approved, staff will prepare the implementing zoning by-law for a future date when Provincial approval of the Official Plan is received.
- The City's proposed pre-zoning exercise has the potential to unlock an estimated 112,000 dwelling units, population of 220,000 and 55,000 jobs compared to what currently exists in the Protected MTSA's today.

Background

Through the Provincial Planning Statement (PPS), the Province of Ontario has prioritized strategic growth areas, including major transit station areas (MTSAs) as the focus of growth and development. To implement this direction, municipalities are required to delineate the boundaries of MTSAs, which are designated as protected major transit station areas (MTSAs) with specific policies, protections and inclusionary zoning as permitted by the *Planning Act*. Mississauga has been proactive in delineating protected MTSAs, and policies to support them are established with the intent of focusing future growth in these key areas. Table 1.0 shows a chronological timetable of this process.

Table 1.0 Chronology of Protected MTSAs in Mississauga

Milestones	Date
Policies adopted by City Council to identify protected MTSA boundaries, establish land use policies, density and height targets (Appendix 1).	August 19, 2022
Adoption by Regional Council. However, all MOPAs were appealed to the OLT.	April 11, 2024
Mississauga Official Plan (MOP) 2051 adopted by City Council. Changes include certain land use designations and taller height permissions. See below for further details.	Scheduled for April 16, 2025
City initiated zoning by-law amendment to implement protected MTSA policies in accordance with MOP 2051. <i>Planning Act</i> requires that this be completed within one year of approval of the official plan.	TBD

The Mississauga Official Plan (MOP 2051) revised some of the Protected MTSA policies by increasing maximum height permissions for certain properties along the Hazel McCallion Line - Hurontario light rail transit (LRT), and the Dundas and Lakeshore bus rapid transit (BRT) lines. The resulting permissions are more in keeping with recent development trends and planning approvals. Mississauga also has numerous planned MTSA's which do not have defined boundaries or height and density targets and therefore are not subject to this project.

Aside from policy changes, the biggest change that the City can make to encourage more housing in Protected MTSA's is to pre-zone certain lands. This would simplify the planning approvals process, encourage developments that are in accordance with the City's vision, and give certainty to the development community. In this regard, direction has been provided in the [Mayor's Housing Task Force Report](#) to 'transform zoning to unlock more housing' through three actions:

- Increase flexibility for density and height in Protected Major Transit Station Areas
- Simplify zoning and reduce regulatory requirements
- Align Official Plan and Zoning By-Law permissions

Staff have prepared this report with proposed amendments to the Zoning By-law to pre-zone 36 Protected MTSA's in the City (see Appendix 1). The proposed amendments implement the Council adopted policies of MOP 2051 by updating height and density permissions and by introducing zoning standards that are more in keeping with contemporary, urban forms of development that creates compact, walkable, mixed-use communities in Protected MTSA's.

The proposed amendments have the potential to unlock 112,000 net new units, population of 222,000 people and 55,000 jobs compared to what currently exists today. Also, to date, Mississauga is the first municipality in Ontario to have a pre-zoning Protected TSA exercise of this scope.

Comments

The following comments are specific to the proposed amendments to the Zoning By-law.

PROPOSED ZONING BY-LAW AMENDMENTS

The proposed amendments update current zoning permissions and ensure conformity and alignment with Protected MTSA policies, endorsed by Council through MOP 2051. 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 2.

Scope of the Proposed Amendment

In total, 36 Protected MTSA's are included in the scope of the pre-zoning exercise. Planned MTSA's such as Streetsville, Lisgar, and Meadowvale are outside the scope of this proposed

amendment as there are no delineated boundaries to establish heights and densities targets. In addition, certain lands outside the scope of this project include the following. They will remain status-quo, and zoning will remain unchanged (unless changed through a development application).

- Lands designated and zoned for Business Employment, Office, and Motor Vehicle Commercial as current permitted uses and regulations conform to the Official Plan policies
- Properties with an in-process or recently approved development application, along with any official plan, rezoning and/or site plan applications currently under appeal to the Ontario Land Tribunal (OLT)
- Development with little opportunity for intensification such as built-out apartment properties
- School properties
- Lands designated Mixed Use Limited in MOP 2051, as additional studies are required to determine land use compatibility, and any mitigation techniques, if needed, to ensure the appropriate siting, height and density of sensitive land uses such as residential uses in close proximity to existing industrial uses
- Lands that would be required to provide an acceptable Land Use Compatibility Study as part of a complete development application for the lands located on the south side of Dundas Street, east from Cawthra Road to Stanfield Road
- Lands located within the Dixie-Dundas Special Policy Area (SPA) identified in MOP due to flood risk along Etobicoke Creek and Little Etobicoke Creek
- Downtown Core as existing Downtown Core zoning (**CC1-CC4**) already has permissive height and density regulations
- Certain properties (such as Erindale Village) due to cultural heritage considerations
- Lands subject to a Minister's Zoning Orders (MZOs) due to in-effect zoning permissions authorized by the Minister of Municipal Affairs and Housing

Mixed Use and Compact Development in Protected MTSAs

The City's vision for Protected MTSAs, as established by MOP 2051, is to create transit-supportive communities by facilitating a balanced mix of uses, connectivity, high standards of streetscape design and a compact, urban environment. To implement this vision, staff are recommending the use of the following Base Zones throughout the Protected MTSAs, in accordance with the appropriate land use designations:

- **RA8** (Urban Apartments – Mixed Use)
- **RA9** (Urban Apartments)
- **C4** (Commercial – Mainstreet)

On September 11, 2024, Council passed By-law 0162-2024 to introduce new urban apartment zones (**RA6** and **RA7**) into the Zoning By-law 0225-2007, as amended. The intent of the new zones is to facilitate urban, high density apartments and mixed use developments that would be appropriate for Protected MTSAs and other growth nodes in the City. The by-law is currently under appeal and therefore not in effect, resulting in the inability to utilize these two zones as

part of this proposed amendment. As such, staff recommend repealing By-law 0162-2024 and introducing replacing with **RA8** and **RA9** Urban Apartment zones, which will be the same as the **RA6** and **RA7** zones.

The proposed **RA8** zone facilitates mixed use, compact development requiring residential and non-residential uses with a strong relationship between the building and abutting street. The proposed **RA9** zone facilitates compact design while permitting non-residential uses for flexibility. While the **RA8** and **RA9** zones are appropriate for taller buildings, staff are proposing that the **C4** zone be assigned on smaller lots with lower maximum heights such as along Lakeshore Road, Erindale Village and in Malton to allow for some residential intensification but still require non-residential uses on the ground floor.

The proposed amendments avoid perpetuating under-utilized forms of development that are not conducive to compact and pedestrian focused communities, while implementing a vision of a complete community with a mix of residential and non-residential uses.

Minimum and Maximum Heights and Densities

Minimum and maximum heights and densities are key components that will ensure compact urban form in Protected MTSA's and leverage transit investments along these corridors. The MTSA policy study, which concluded in 2022, established appropriate heights and densities for each of the Protected MTSA's in the Official Plan. The greatest heights and densities for Protected MTSA's can be found in the Downtown Core and the Growth Centres (Uptown, Fairview, Cooksville, Hospital). Moderate heights and densities are expected along the Dundas and Lakeshore BRT lines, and the lowest heights and densities are planned for the Mississauga Transitway and in certain neighbourhoods such as Malton and Mineola stretch of the Hazel McCallion Line.

As part of MOP 2051, height permissions were re-evaluated and updated to reflect recent planning trends and approvals across the Protected MTSA's. Updates were made along the Hurontario LRT and Dundas and Lakeshore Corridors, resulting in increases in maximum height for certain areas as follows:

- Additional three storeys (9 to 12) for along Dundas Street; one small area also increased one storey (3 to 4) in Erindale Village
- Additional ten storeys (25 to 35) for certain properties on Hurontario Street, in Uptown and Fairview Growth Centres
- Variety of increases along Hurontario Street in the Cooksville GO, Dundas and Queensway Protected MTSA's, ranging from one storey (3 to 4) to 27 storeys (8 to 35) primarily along Hurontario Street
- Additional one or two storeys (3 to 4 and 2 to 4) for certain properties in Mineola and Port Credit Protected MTSA's; one small area also increased eight storeys (22 to 30)
- Additional one storey (8 to 9) for a vacant property located at 1041 Lakeshore Road East

Staff are recommending that the pre-zoning permissions for maximum height reflect the updated standards that is scheduled for adoption by Council on April 16, 2025. However, as MOP 2051 still requires Ministerial approval, these height increases will not be in effect until approved by the Minister of Municipal Affairs and Housing.

Holding Provisions to Address Servicing and New Public Roads

Pre-zoning lands in Mississauga to encourage redevelopment is not a new concept. The Downtown Core has been pre-zoned since 2001 with no limit on height and density and has resulted in a transformation of the City's Downtown Core in a relatively short period of time. Since pre-zoning would give as-of-right permissions, any considerations for infrastructure must be built into the pre-zoning process. For the Downtown Core, Holding Provisions have been applied to address these issues.

For the pre-zoning Protected MTSA exercise, Holding Provisions are being proposed for the following parcels after consultation with Region of Peel and City staff:

- *Servicing in Port Credit:* The Region of Peel has informed the City that to increase servicing capacity to accommodate intensification in Port Credit, four wastewater-related capital projects will be completed within the Elmwood Sanitary Pumping Station (SPS) wastewater shed in Port Credit. The lands within the Elmwood SPS wastewater shed are roughly bounded by the Credit River to the west, Lake Ontario to the south, the railway tracks to the north, and Rosewood and Elmwood Avenues to the east (see Appendix 3). The four wastewater capital projects are in the Region's capital plan, with an estimated completion date of 2029. Therefore, City staff are recommending Holding Provisions be placed on lands within this area to ensure applicants enter into a Servicing Agreement to the satisfaction of the Region of Peel which will allow the developer to proceed with construction of their development, based on the understanding that expanded servicing capacity is planned for and completion of the capital projects is required prior to occupancy of the development.
- *Conceptual Public Roads:* In some areas of the City, MOP 2051 shows conceptual public roads where there are currently existing properties. The purpose of identifying these roads is to ensure that when large properties are redeveloped, that the City is able to secure the new public roads, providing for appropriate pedestrian and active transportation accessibility, sidewalks, and appropriate right-of-way widths. With a pre-zoning exercise, a Holding Provision is necessary to ensure that a planning process is in place to allow City staff to work with applicants on the ultimate road configuration and the conveyance of the public road(s).

All other necessary City requirements for redevelopment can be secured through the Site Plan Approval or Building Permit processes.

PLANNING ANALYSIS SUMMARY

The Provincial Planning Statement (PPS 2024) establishes overall policy directions on matters of provincial interest related to land use planning and development within Ontario. It sets out province-wide direction on matters related to the efficient use and management of land and infrastructure; the provision of housing; the protection of the environment, resources and water; and economic development.

The *Planning Act* requires that municipalities' decisions regarding planning matters be consistent with the PPS 2024 and conform with the applicable provincial plans. Mississauga Official Plan is generally consistent with the PPS 2024 and conforms with the Greenbelt Plan and the Parkway Belt West Plan.

The proposed amendments are consistent with the Provincial Planning Statement. The proposed amendments also conform to the in-effect Mississauga Official Plan with respect to general Protected MTSA policies such as the need for compact and pedestrian-focused forms of development along higher order transit corridors, and the Council-adopted Mississauga Official Plan 2051 where it conforms to increased height permissions for certain properties. A detailed planning policy analysis can be found in Appendix 4. Should policies such as height permissions be adjusted by the Minister, the draft by-law will need to be updated to reflect any changes to ensure conformity with MOP 2051.

NEXT STEPS

MOP 2051 provides policy direction in how Mississauga will develop in the next 25 years and beyond. Upon ministerial approval of the MOP 2051 and the completion of other studies, future citywide zoning conformity work includes:

- Commencing a future phase of the MTSA Pre-zoning project that includes implementation of outstanding matters such as the outcome of the Clarkson MTSA study
- Studying the introduction of a limited number of small-scale commercial uses within neighbourhoods to meet daily needs of local residents
- Reviewing the definition of manufacturing and adding its use permissions to Corporate Centres consistent with the new Official Plan.

Engagement and Consultation

An extensive engagement and consultation program was delivered as part of the development of the MTSA policies. Virtual and in-person community meetings were held throughout 2022, including information sessions with City staff and public meetings with the Planning and Development Committee.

As the pre-zoning Protected MTSA exercise is primarily focused on conformity and alignment with the policy framework, staff have conducted focused consultation with the development

community. Staff met with the Peel Chapter of Building Industry and Land Development Association (BILD) and provided details of the proposed amendments, including proposed zones and regulations for each property within the study.

Financial Impact

Pre-zoning lands within Protected MTSA's reduces the need to submit a rezoning application to facilitate their development. However, because pre-zoning lands does not consider the type of development envisioned by the landowner, variances may still be required to resolve non-conformity of regulations such as landscaping, location of parking spaces, or yard requirements. Therefore, it is envisioned that the number of rezoning applications may be reduced, but the number of variances submitted will increase.

Financial implications are only one metric to measure the importance of pre-zoning. However, an overall reduction in the number of complex planning applications reducing processing times is an important factor to building homes faster.

Conclusion

The proposed zoning by-law amendments are acceptable from a planning perspective and should be approved as they will promote compact urban form along the City's intensification corridors such as the Hurontario LRT and the future Dundas and Lakeshore BRT, the Mississauga Transitway, and Clarkson and Malton GO Stations, leverage existing and future higher order transit and cycling infrastructure and contribute to overall city building within Protected MTSA's while also meeting City and Provincial goals for housing affordability and supply.

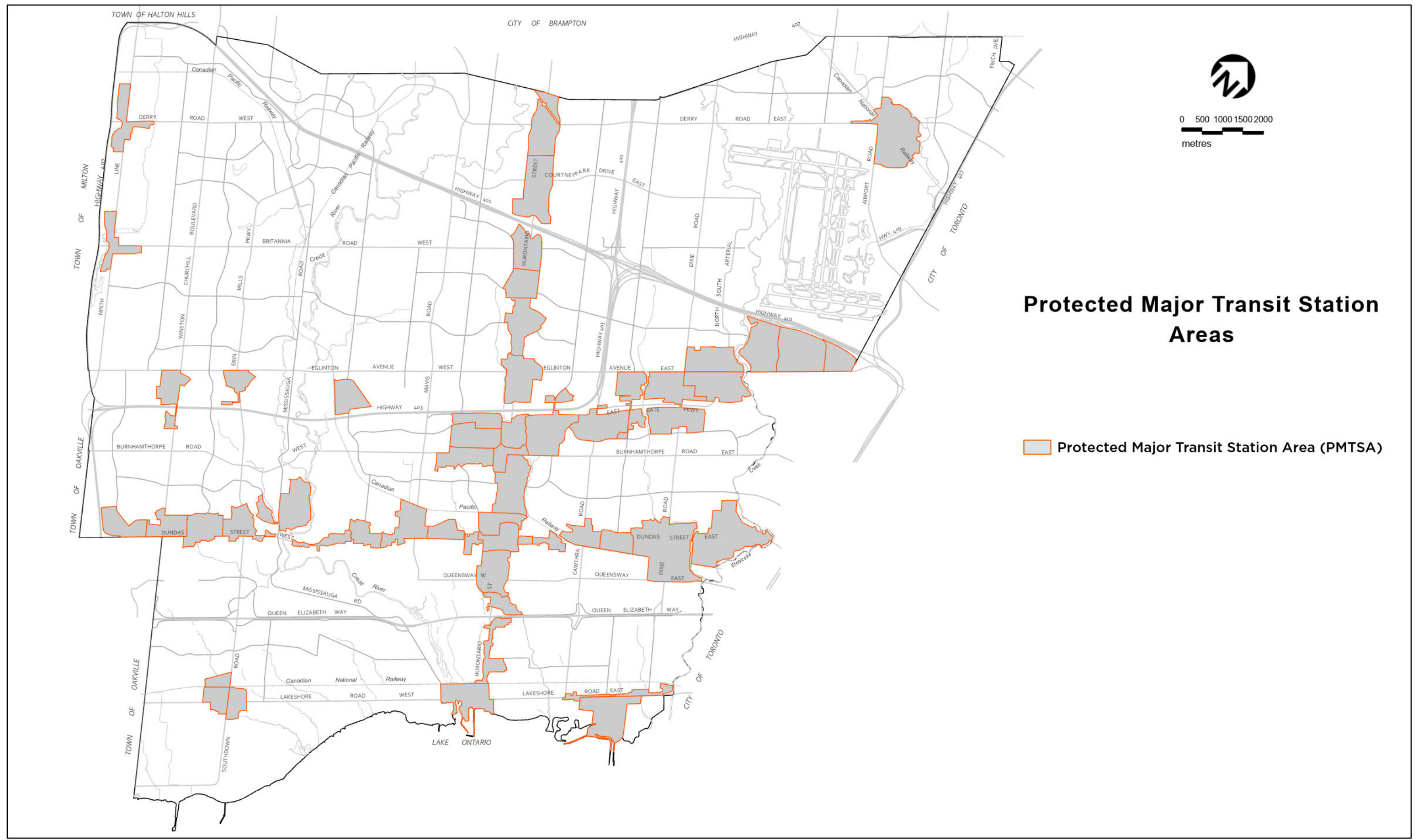
Attachments

- Appendix 1: Map of Protected Major Transit Station Areas Subject to Pre-zoning
- Appendix 2: Proposed Zoning By-law Amendments
- Appendix 3: Port Credit MTSA Proposed Developments & Sewer Sheds
- Appendix 4: Detailed Planning Analysis




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

Prepared by: Tim Lee, Planner



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Protected Major Transit Station Areas

 Protected Major Transit Station Area (PMTSA)

Proposed Zoning By-law Amendments

#	SECTION	PROPOSED REVISION	COMMENT/EXPLANATION
Part 1: Administration, Interpretation and Enforcement			
1	Table 1.1.2.2 – Base Zone Symbols	Introduce Urban Apartment Zones, RA8 and RA9 , to the Apartment Base Zone Table.	City council approved Urban Apartment Zones, RA6 and RA7 Zones through By-law 0162-2024 but has since been appealed. These new Residential Apartment Zones are important to facilitate urban-type development and to maximize development opportunities within the Protected Major Transit Station Areas (PMTSAs). The zoning standards are more appropriate for urban environments, including reduced setbacks and landscaped buffers, and greater emphasis on street activation.
Part 1.2: Definitions			
2	Podium	Introduction of a newly defined term, “podium”, within the Zoning By-law.	The Urban Apartment Zones, RA8 and RA9 , will require a podium located at the base of an apartment building, distinguished from the tower portion and subject to podium-specific regulations.
3	Tower Floor Plate	Update the existing defined term “tower floor plate” to include reference to the newly defined term, “podium”.	The “tower floor plate” definition includes a mention of podium, which will be bolded to reflect and reference the newly introduced defined term “podium”.

#	SECTION	PROPOSED REVISION	COMMENT/EXPLANATION
Part 2: General Provisions			
4	2.1.9.14 2.1.9.15 2.1.9.16	Revise Schedules 2.1.9.14(1), 2.1.9.14(2), 2.1.9.15(1), 2.1.9.15(2) 2.1.9.16(1) and 2.1.9.16(2) to reflect the proposed changes to the zoning of certain lands within Port Credit.	The proposed amendment updates the mapping to reflect the most updated zones. Amendment does not impact the intent of these regulations.
5	(New)	<p>A series of regulations (known as Transition Clauses) where its purpose is to:</p> <ol style="list-style-type: none"> 1. Ensure Building Permit applications that are either in process or has yet to be submitted, but have an approved Site Plan, can continue to be reviewed against the formerly in-effect permissions. 2. Allow site plan and draft plan applications that have been received prior to the approval of the proposed amendments to continue to be reviewed based on the previously existing zoning standards. 3. Legally existing buildings are deemed to comply, and permit expansions of up to 10% of the gross floor area. 	<p>The intent of the proposed amendments is to ensure that legally existing uses and permissions maintain conformity rather than legal non-conforming status in the Zoning By-law. The transition clause allows businesses to continue operating and allow limited expansions of up to 10%, recognizing that businesses need to grow and expand over time.</p> <p>Transition clauses allow building permit, site plan, and draft plan of subdivision received prior to the in-effect date of the proposed amendments to continue to be reviewed based on the former zoning standards.</p>

#	SECTION	PROPOSED REVISION	COMMENT/EXPLANATION
Part 4.1: General Provisions for Residential Zones			
6	Article 4.1.2.1 – Accessory Buildings and Structures	Update to include the Urban Apartment Zones, RA8 and RA9 . The intent of the regulation remains unchanged.	Article 4.1.2.1 includes the permissions and regulations for accessory buildings and structures and this provision is updated to include the Urban Apartment Zones, RA8 and RA9 . This regulation applies to the existing Apartment Zones, RA1 to RA5 .
7	Article 4.1.9.3 – Driveways and Parking	Update to include the Urban Apartment Zones, RA8 and RA9 . The intent of the regulation remains unchanged.	Article 4.1.9.3 does not allow tandem parking, and this provision is updated to include the Urban Apartment Zones, RA8 and RA9 . This regulation applies to the existing Apartment Zones, RA1 to RA5 .
8	Article 4.1.15.5 – Guest Units	Update to include the Urban Apartment Zones, RA8 and RA9 . The intent of the regulation remains unchanged.	Article 4.1.15.5 lists the zones permitting guest units and this provision is updated to include the Urban Apartment Zones, RA8 and RA9 . This regulation applies to the existing Apartment Zones, RA1 to RA5 .

#	SECTION	PROPOSED REVISION	COMMENT/EXPLANATION
Parts 4.2.2, 4.10 to 4.12, 4.13A, 4.14A Residential Exception Zones			
9	Section: 4.2.2: RL Zone 4.2.2: RS Zone 4.10.2: RM4 Zone 4.11.2: RM5 Zone 4.12.2: RM6 Zone 4.13A.2: RM8 Zone 4.14A.2: RM11 Zone	Deleting Sentences and Clauses in the Exception Tables, and adding new Exception Tables to add and modify: <ul style="list-style-type: none"> • Minimum and maximum heights; • Land Use; and, • Regulations that implement site specific policies in the Mississauga Official Plan (MOP) 2051. Proposed amendments also reflect the recent City Council approved RL and RS Zones through the Neighbourhood Zoning Review, which replaces the R1-R11 , R15 and RM1 and RM2 Zones.	To implement in-effect PMTSA policies and the recent Council adopted PMTSA policies and height and density schedules through Mississauga Official Plan (MOP) 2051 into the proposed amendment through site specific exceptions. Incorporating policies of the MOP 2051 provides clarity to the landowner of ultimate development potential.

#	SECTION	PROPOSED REVISION	COMMENT/EXPLANATION
Part 4.15: Apartment Zones			
10	Part 4 – Residential Zones	Introduce 'Section 4.17 and 'Table 4.17.1 – RA8 and RA9 Permitted Uses and Zone Regulations'.	This section and table outline the standards and regulations that would apply to the Urban Apartment Zones, RA8 and RA9 and follows the repeal of the council approved Urban Apartment Zones, RA6 and RA7 .
		Introduce Line 2.0, Permitted Uses and Accessory Uses, to Table 4.17.1 – RA8 and RA9 Permitted Uses, and Zone Regulations. Permitted Residential uses include <ul style="list-style-type: none"> • Apartment • Long-Term Care Building • Retirement Home 	This section includes the permitted uses and accessory uses for the Urban Apartment Zones, RA8 and RA9 .
		Additional non-residential uses shall be required in accordance with Section 4.17 of this By-law for Urban Apartment Zone, RA8 .	The Urban Apartment Zone, RA8 implements the Mixed Use land use designation in the Mississauga Official Plan and requires accessory uses.
		Additional non-residential uses shall be permitted on the first storey in accordance with Section 4.17 of this By-law for Urban Apartment Zone, RA9 .	The Urban Apartment Zone, RA9 implements the Residential High Density land use designation and permits non-residential uses on the first storey of an apartment building.

#	SECTION	PROPOSED REVISION	COMMENT/EXPLANATION
10	Part 4 – Residential Zones (continued)	<p>Introduce Lines 3.0 – 5.0 (Lot Frontage, Tower Plate Size, and Height) Zone Regulations, to Table 4.17.1 – RA8 and RA9 Permitted Uses, and Zone Regulations.</p> <p>Minimum lot frontage: 30.0 m</p>	<p>This section includes minimum lot frontage, maximum tower floor plates, maximum height, and minimum and maximum podium heights for the Urban Apartment Zones, RA8 and RA9</p>
		<p>Maximum tower floor plate: For a building less than 12 storeys: 1,000 m² For a building greater than or equal to 12 storeys: 750 m²</p>	<p>The maximum tower floor plate reduces excessive shadowing on abutting properties. Shorter buildings impose less of a shadowing and therefore larger floor plates are permitted.</p>
		<p>Maximum height: 78.5 m and 25 storeys</p> <p>Minimum podium height: 10.7 m and 3 storeys</p> <p>Maximum podium height: 20.0 m and 6 storeys</p>	<p>As of right height permissions envisions urban-type development with a podium of a minimum height at the base of the tower.</p>
		<p>Minimum height of the first storey containing dwelling units: 0.6 m above finished grade (RA9 Zone only)</p> <p>Maximum height of the first storey containing dwelling units: 1.2 m above finished grade (RA9 Zone only)</p>	<p>A minimum height of the first storey containing a dwelling unit ensures privacy for units looking out onto the street.</p>

#	SECTION	PROPOSED REVISION	COMMENT/EXPLANATION
10	Part 4 – Residential Zones (continued)	<p>Yards and Tower Separation Zone Regulations, to Table 4.17.1 – RA8 and RA9 Permitted Uses, and Zone Regulations.</p> <p>Minimum Front and Exterior Side Yard to a podium: 2.0 m (RA8 Zone); 4.0 m (RA9 Zone)</p> <p>Maximum Front and Exterior Side Yard to a podium: 4.0 m (RA8 Zone); 6.0 m (RA9 Zone)</p> <p>Minimum setback to the exterior face of the tower from the portion of the building containing a podium: 3.0 m</p> <p>Minimum Rear and Interior Side Yard to a podium: 4.5 m</p> <p>From the Rear and Interior Side Yard lot lines to the tower: 15.0 m</p>	<p>This section includes minimum and maximum Front and Exterior Side Yard and Rear and Interior Side Yard requirements for the Urban Apartment Zones, RA8 and RA9.</p>
		<p>Where an interior side or rear lot line, or any portion thereof, abuts a zone permitting detached and semi-detached dwellings, and various forms of townhouses: 7.5 m plus 1.0 m for each additional 1.0 m of dwelling height, or portion thereof, exceeding 10.0 m to a maximum setback requirement of 25.5 m.</p>	<p>Additional setback requirements for lots that abut a zone that permits detached and semi-detached dwellings, and various forms of townhouse dwellings to avoid overshadowing and provide for a transition.</p>

#	SECTION	PROPOSED REVISION	COMMENT/EXPLANATION
10	Part 4 – Residential Zones (continued)	<p>Minimum above grade separation between exterior of the towers located on the same lot, exclusive of projections: 30.0 m.</p>	<p>Minimum grade separation between towers on the same lot of 30.0 m for the Urban Apartment Zones, RA8 and RA9. The purpose of tower separation is to minimize wind tunnel effects on the ground and on the roofs of podiums, which maximizes pedestrian comfort. Tower separation also allows sunlight access and minimizes shadow impacts.</p>
		<p>Introduce Line 9.0 (Street Frontage) Zone Regulations, to Table 4.17.1 – RA8 and RA9 Permitted Uses, and Zone Regulations.</p> <p>A minimum of 50% of the area of the first storey streetwall of a building containing an additional use shall contain glazing.</p> <p>Each individual unit containing an additional use with a first storey streetwall shall provide pedestrian access facing a street line.</p> <p>For an additional use above the first storey and along the streetwall, pedestrian access shall be provided facing a street line (RA8 Zone).</p> <p>Each individual dwelling unit on the first storey shall provide pedestrian access to a sidewalk (RA9 Zone).</p>	<p>This section includes street frontage requirements for the Urban Apartment Zones, RA8 and RA9.</p> <p>The purpose of these standards regulates how the streetwall animates with the public sidewalk and street. Street animation is maximized in an Urban Apartment Zone, RA8 due to non-residential use requirements. Further animation is achieved through minimum glazing on the first storey. In addition, each unit (residential and non-residential uses) on the first storey shall also provide pedestrian access facing the street.</p>

#	SECTION	PROPOSED REVISION	COMMENT/EXPLANATION
10	Part 4 – Residential Zones (continued)	<p>Introduce Line 10.0 (Encroachment and Projections) Zone Regulations, to Table 4.17.1 – RA8 and RA9 Permitted Uses, and Zone Regulations.</p> <p>Maximum projection of a balcony measured from the outermost face or faces of the podium from which the balcony projects: 0.0 m (RA8 Zone); 1.8 m (RA9 Zone)</p> <p>Maximum encroachment of a balcony into a required yard: 0.0 m (RA8 Zone); 1.8 m (RA9 Zone)</p> <p>Maximum projection of a balcony measured from the outermost face or faces of the tower from which the balcony projects: 1.8 m</p> <p>Canopies and/or awnings on the first storey shall be permitted to encroach into a required yard provided there is a minimum 2.0 m setback from the lot line.</p> <p>Stairs accessing dwelling units located on the first storey shall be permitted to encroach into a required yard (RA9 Zone).</p>	<p>Encroachment and projection requirements for the Urban Apartment Zones, RA8 and RA9.</p> <p>These regulations permit encroachments and projections for balconies, canopies, awnings, and stairs.</p>

#	SECTION	PROPOSED REVISION	COMMENT/EXPLANATION
10	Part 4 – Residential Zones (continued)	<p>Introduce Lines 11.0 and 12.0 (Parking) Zone Regulations, to Table 4.17.1 – RA8 and RA9 Permitted Uses, and Zone Regulations.</p> <p>At grade parking spaces, aisles, and parking structures shall not be permitted between a wall of a building or structure and a lot line abutting a street</p> <p>Minimum setback from surface parking spaces and aisles to any lot line that is not a street line: 3.0 m</p> <p>Minimum setback from a parking structure above or partially above finished grade to any lot line that is not a street line: 4.5 m</p> <p>Driveway, condominium roads and aisles are permitted to be shared with abutting lands with the same zone and/or zoned to permit back-to-back and stacked townhouses, townhouses or apartments, or any combination thereof.</p>	<p>This section includes parking locational requirements for the Urban Apartment Zones, RA8 and RA9.</p> <p>Parking requirements for all land use types in Protected Major Transit Station Areas were eliminated through By-law 0199-2024 and in accordance with the <i>Planning Act</i>. Landowners determines the number of parking spaces to provide in a development.</p> <p>Locational requirements of parking spaces, aisles, and parking structures ensures there is sufficient distance from a street line for streetscape purposes, but also that surface parking is located away from the public realm.</p> <p>A comprehensive development often includes various forms of townhouses and other apartments. A regulation to permit the sharing of driveways, condominium roads and aisles with lands zoned for other forms of high-density residential development ensure flexibility and efficiency.</p>

#	SECTION	PROPOSED REVISION	COMMENT/EXPLANATION
10	Part 4 – Residential Zones (continued)	<p>Introduce Lines 13.0 and 14.0 (Parking) Zone Regulations, to Table 4.17.1 – RA8 and RA9 Permitted Uses, and Zone Regulations.</p> <p>Minimum depth of a landscaped buffer abutting all lot lines that is not a street line abutting lands with an Open Space and/or Greenlands Zone: 4.5 m</p> <p>Minimum depth of a landscaped buffer along all lot lines that is not a street line: 3.0 m</p> <p>Minimum amenity area: 4.5 m² per dwelling unit</p> <p>Minimum amenity area to be provided outside in a contiguous area: 55 m²</p> <p>Permit Accessory Buildings and Structures</p>	<p>This section includes Landscape and Amenity Area requirements for the Urban Apartment Zones, RA8 and RA9.</p> <p>A landscaped buffer along all lot lines but not a street line ensures separation from abutting uses.</p> <p>Minimum amenity area requirements ensure residents have sufficient recreational facilities only available to residents of the development. Amenities can be indoors such as a party room, golf centre, and gym. Outdoor amenities include a pool, cabana, playground, and dog park.</p>

#	SECTION	PROPOSED REVISION	COMMENT/EXPLANATION
11	Article 4.17.1.2 – Additional uses in RA8 and RA9 Zone	Additional uses in RA8 and RA9 zones are limited to any combination of: <ol style="list-style-type: none"> 1. Public and Private School 2. Place of Religious Assembly 3. Day Care 4. Essential Emergency Service 5. Community Centre, Community Athletic Field, Public Walkway and/or Library 6. Transit Terminal and/or Transit Corridor 7. Home Office 8. Short-term Accommodation 9. Permanent Outdoor Patio 10. Retail, Restaurant, Veterinary Clinic, Service Establishment 11. Financial Institution 12. Medical Office 13. Office 14. Recreational and Entertainment Establishment 15. Private Club 16. Repair Establishment 	This article lists the non-residential uses that would either be required in the Urban Apartment Zone, RA8, or permitted in the Urban Apartment Zone, RA9. These uses would meet the daily and weekly needs of residents and would animate the streetwall with uses that also attracts residents and visitors from the surrounding area. The list of uses ensures individual units can be leased out and be as flexible as possible.
12	Article 4.17.1.3 – Minimum Unit Depth	The minimum depth of a unit on the first storey containing an additional use contained in Subsection 4.17.1.2 shall be 10.0 m.	The regulation requires a minimum unit depth to avoid an undersized floor plan.
13	Article 4.17.1.4 – Minimum Unit Ceiling Height	The minimum height of a unit on the first storey containing an additional use contained in Subsection 4.17.1.2 shall be 4.5 m	The regulation requires a minimum ceiling height allows for certain uses such as Restaurants and Recreational and Entertainment Establishment have sufficient height clearance.

#	SECTION	PROPOSED REVISION	COMMENT/EXPLANATION
14	Article 4.17.1.5 – Minimum GFA for additional uses for RA8 Zone	A minimum of 10% of the overall gross floor area (GFA) on a lot shall be required for additional uses contained in Subsection 4.17.2 for properties zoned RA8 .	A regulation requiring a minimum amount of gross floor area for non-residential uses identified in Article 4.17.2. The regulation ensures a greater mix of land uses
15	Article 4.17.1.6 – Use restrictions in residential buildings in an RA8 Zone	Dwelling units shall not be permitted on the first storey of an apartment, long term care building or retirement building for properties zoned RA8.	<p>Whereas residential uses are permitted for an apartment, long term care building, or retirement building for properties zoned RA9, dwelling units are not permitted on the first storey for similar development for properties zoned RA8.</p> <p>The intent is to require uses on the first floor that animates the street and encourages surveillance of the sidewalk by requiring uses that promotes street activity.</p>
16	Article 4.17.1.7 – Certain regulations shall not apply to the RA8 and RA9 Zones	The provisions contained in Subsection 2.1.14 which regulated centreline setbacks of designated right-of-way widths shall not apply to the RA8 and RA9 zones.	The purpose of a setback to centreline requirement is to ensure that the desired right-of-way remains unencumbered by buildings or structures until such time that the municipality obtains them. For the RA8 and RA9 zones, a rezoning and/or site plan application will be required, so the centreline setback requirement is unnecessary.

#	SECTION	PROPOSED REVISION	COMMENT/EXPLANATION
17	Article 4.17.1.8 – Tower Separation with a mutual Podium	For a building containing a podium connecting two or more towers, each tower shall be considered a separate building for the purposes of calculating tower floor plate.	<p>This regulation clarifies that where two or more towers are physically connected through a mutual podium, that the tower floor plate are calculated separately.</p> <p>For example, for a mixed use development containing three towers physically connected through a mutual podium, each tower can have a maximum floor plate of 750 square metres.</p>
Parts 4.15.2 to 4.15.6, 4.17.2 to 4.17.3 Residential Apartment and Urban Apartment Exception Zones			
18	Section: 4.15.2: RA1 4.15.3: RA2 4.15.4: RA3 4.15.5: RA4 4.15.6: RA5 4.17.2: RA8 4.17.3: RA9	Deleting Sentences and Clauses in the Exception Tables, and adding new Exception Tables to add and modify: <ul style="list-style-type: none"> • Minimum and maximum heights; • Minimum and maximum FSI; • Land Use; and • Regulations that implement site specific policies in the Mississauga Official Plan (MOP) 2051. 	To implement in-effect PMTSA policies and the recent Council adopted PMTSA policies and height and density schedules through Mississauga Official Plan (MOP) 2051 into the proposed amendment through site specific exceptions. Incorporating policies of the MOP 2051 provides clarity to the landowner of ultimate development potential.

#	SECTION	PROPOSED REVISION	COMMENT/EXPLANATION
Part 5 Office Exception Zones			
19	Section: O1 O2	Deleting Sentences and Clauses in the Exception Tables, and adding new Exception Tables to add and modify: <ul style="list-style-type: none"> • Minimum and maximum heights; • Land Use; and, • Regulations that implement site specific policies in the Mississauga Official Plan (MOP) 2051 	To implement in-effect PMTSA policies and the recent Council adopted PMTSA policies and height and density schedules through Mississauga Official Plan (MOP) 2051 into the proposed amendment through site specific exceptions. Incorporating policies of the MOP 2051 provides clarity to the landowner of ultimate development potential.
Parts 6.2.2 and 6.2.5 Commercial Exception Zones			
20	Section: C1 C4	Deleting Sentences and Clauses in the Exception Tables, and adding new Exception Tables to add and modify: <ul style="list-style-type: none"> • Minimum and maximum heights; • Land Use; and, • Regulations that implement site specific policies in the Mississauga Official Plan (MOP) 2051 	To implement in-effect PMTSA policies and the recent Council adopted PMTSA policies and height and density schedules through Mississauga Official Plan (MOP) 2051 into the proposed amendment through site specific exceptions. Incorporating policies of the MOP 2051 provides clarity to the landowner of ultimate development potential.





#	SECTION	PROPOSED REVISION	COMMENT/EXPLANATION
Part 13: Zoning Maps			
21	Zoning Map Number 1, 3-8, 10-28, 30-35E, 36W, 37E, 40W, 43W, 44E, 48W, 49E, 51W, 52E, 55-59 of Schedule "B"	<p>Zoning Maps are amended to reflect the addition and deletion of zones in the abovementioned zone categories.</p> <p>To provide a general overview of proposed zones, see the following link:</p> <p>MTSA PreZone</p>	<p>The purpose of updating the Zoning Maps ensures the changes in the Exception numbers are reflected in the maps and provides clarity to the reader.</p>
Repealing of By-law 0162-2024			
22	n/a	<p>Upon the coming into force and effect of this By-law, By-law 0162-2024, as it relates to the creation of urban apartment zones (RA6 and RA7), is hereby repealed.</p>	<p>By-law 0162-2024 was passed by City Council on September 11, 2024 to insert urban apartment zones (RA6 and RA7) into Zoning By-law 0225-2007. However, the By-law has since been repealed.</p> <p>The urban apartment zones facilitate compact urban development in PMTSAs, as the RA6 requires commercial uses to animate the street with shops and restaurants, and the RA7 Zone permits commercial uses at grade.</p> <p>By-law 0162-2024 is being repealed as the RA6 and RA7 zones are replaced with new urban apartment zones (RA8 and</p>

#	SECTION	PROPOSED REVISION	COMMENT/EXPLANATION
			RA9) in the proposed amendment, which are identical to the RA6 and RA7 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.



**Port Credit MTSA
City of Mississauga Legend**

-  Existing Wastewater Main
-  MTSA Port Credit - Boundary
-  Elmwood SPS Shed Area
-  Wastewater Pumping Station



**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>Provide a range and mix of housing options and densities required to meet projected requirements of current and future residents of the regional market area, by maintaining at all times the ability to accommodate residential growth for a minimum of 15 years through lands which are designated and available for residential development. (PPS 2024 2.1.4.a))</p> <p>Planning authorities should support the achievement of complete communities by accommodating an appropriate range and mix of land uses, housing options, transportation options with multimodal access, employment, public service facilities and other institutional uses. (PPS 2024 2.1.6.a))</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; andd) to support <i>affordable</i>, accessible, and equitable housing. (PPS 2024 2.4.1.2) <p>Planning authorities are encouraged to promote development and intensification within major transit station areas, where appropriate, by:</p> <ul style="list-style-type: none">a) planning for land uses and built form that supports the achievement of minimum density targets; andb) supporting the redevelopment of surface parking lots within major transit station areas, including commuter parking lots, to be transit supportive and promote complete communities. (PPS 2024 2.4.2.3)
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		<p>All major transit station areas should be planned and designed to be transit supportive and to achieve multimodal access to stations and connections to local and regional transit services to support transit service integration <i>and</i> accommodate a range of mobility needs and supports active transportation, including sidewalks, bicycle lanes, and secure bicycle parking. (PPS 2024 2.4.2.6)</p> <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 is scheduled to be 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 Pillar Relevant Strategic Goals:</p> <ul style="list-style-type: none"> • Connect our City • Build a Reliable and Convenient System • Increase Transportation Capacity • Direct Growth <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 • Build and Maintain Infrastructure • Create a Vibrant Downtown
<p>Chapter 4 Vision</p>	<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 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>Chapter 5 Direct Growth</p>	<p>Corridors support high levels of transit use and mobility options through encouraging compact, mixed use development in appropriate locations. (Section 5.1 – Introduction)</p> <p>Most of Mississauga’s future growth will be directed to Intensification Areas (Section 5.1.4)</p> <p>Mississauga encourages compact, mixed use development that is transit supportive, in appropriate locations, to provide a range of local live/work opportunities. (Section 5.1.6)</p>

	<p>The population and employment forecasts are premised on the adequacy of services and infrastructure to support growth in the appropriate locations. This includes the Mississauga Bus Rapid Transit corridor and higher order transit along Hurontario Street and Dundas Street. (Section 5.1.10)</p> <p>The City Structure is the basis of the following urban hierarchy:</p> <ul style="list-style-type: none"> • The Downtown will contain the highest densities, tallest buildings and greatest mix of uses; • Major Nodes will provide for a mix of population and employment uses at densities and heights less than the Downtown, but greater than elsewhere in the city. (Section 5.3 – City Structure)
<p>Chapter 5 Direct Growth (continued)</p>	<p>The Downtown will be served by frequent transit services, including higher order transit facilities, which provide connections to all parts of the city and to neighbouring municipalities. (Section 5.3.1.12)</p> <p>The Downtown will be developed to support and encourage active transportation as a mode of transportation. (Section 5.3.1.13)</p> <p>Major Nodes will be served by frequent transit services, including higher order transit facilities, which provide connections to destinations within the city and to neighbouring municipalities, and will be developed to support and encourage active transportation as a mode of transportation. (Sections 5.3.2.12 and 5.3.2.13)</p> <p>Community Nodes includes Dixie and Dundas and Port Credit, and are Intensification Areas. (Sections 5.3.3.1 and 5.3.3.3)</p> <p>Corridors that run through or abut the Downtown, Major Nodes, Community Nodes and Corporate Centres are encouraged to develop with mixed uses oriented towards the Corridor. Development on Corridors should be compact, mixed use and transit friendly. (Sections 5.4.3 and 5.4.4)</p> <p>Corridors will be subject to a minimum building height of two storeys and the maximum building height specified in the City Structure element in which it is located. (Section 5.4.8)</p> <p>Not all segments of Intensification Corridors are appropriate for intensification. (Section 5.4.12)</p> <p>Lands within the Dundas Street Corridor correspond to the delineated boundaries of the protected Major Transit Station Areas located along Dundas Street extending from the City of Toronto in the east to the Town of Oakville in the west (Section 5.4.16)</p> <p>Development will contribute to the creation of a predominantly mid-rise corridor, with maximum building heights of 12 storeys except in key locations where additional heights are permitted, up to a maximum of 25 storeys. Specific height requirements for the corridor are identified in the Major Transit Station Area Section of this Plan (Section 5.4.17)</p>

	<p>Development will be designed and located to:</p> <ul style="list-style-type: none"> • Incorporate podiums that are generally a minimum of 3 storeys and a maximum of six storeys except where the building height is 9 storeys or less; • Introduce flexible ground floor non-residential spaces that are easily convertible to accommodate a diverse range of businesses that promote the vibrancy of Dundas Street; and, • Prohibit surface parking between a building and the street (Section 5.4.18)
<p>Chapter 5 Direct Growth (continued)</p>	<p>Land use compatibility assessments will be required to determine the suitability of sensitive land uses, such as residential, in proximity to employment areas (Section 5.4.19)</p> <p>Intensification and development on lands within the regulatory storm flood plain that poses an unacceptable risk, will not be permitted prior to the completion of City initiated flood studies and the construction of recommended mitigation measures, where necessary (Section 5.4.20)</p> <p>The road network will be expanded to provide increased connectivity, a fine-grained multi-modal transportation network, and encourage multi-modal access through the creation of smaller development blocks with new roads and pedestrian connections and prioritize pedestrian and cycling connections to transit facilities (Section 5.4.22) (under appeal)</p> <p>The focus for intensification will be Intensification Areas, which are the Downtown, Major Nodes, Community Nodes, Corporate Centres, Intensification Corridors and Major Transit Station Areas, and planned to reflect their role in the City Structure hierarchy. (Sections 5.5.1 and 5.5.4)</p> <p>A mix of medium and high density housing, community infrastructure, employment, and commercial uses, including mixed use residential/commercial buildings and offices will be encouraged. However, not all of these uses will be permitted in all areas. (Section 5.5.7)</p> <p>Where there is a conflict between the Intensification Area policies and policies regarding the Natural Heritage System and heritage resources, the policies of the Natural Heritage System and heritage resources will take precedence. (Section 5.5.11)</p> <p>Intensification Areas will be served by transportation Corridors containing transit and active transportation and may contain higher order transit facilities. (Section 5.5.15)</p>

	<p>A City-initiated comprehensive planning study is required for a Protected Major Transit Station Area, the study will set out, among other matters, policies to support:</p> <p>An appropriate mix of land uses and amenities that foster vibrant, transit supportive neighbourhoods</p> <ul style="list-style-type: none"> • Development to accommodate growth that respects the character and scale of the surrounding community • Improved access and connectivity to transit stations and stops • Land use compatibility and the separation or mitigation of impacts on sensitive land uses • Protection of lands that may be required for future enhancement or expansion of transit infrastructure (Section 5.7.1.5)
<p>Chapter 5 Direct Growth (continued)</p>	<p>Inclusionary zoning will apply to specific Protected Major Transit Station Areas to increase housing affordability (Section 5.7.1.6)</p> <p>Development will be compatible with surrounding uses and mitigate impacts to and not interfere with existing or future operations of adjacent uses in Employment Areas (Section 5.7.5.1)</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> <ol 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> <ol 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 6 Value the Environment (continued)</p>	<p>When determining land use compatibility, regard will be given to odours, air particulates, noise and other contaminants, which may impact adjacent or nearby land uses and natural areas. Incompatible land uses such as sensitive land uses and those uses that are sources of noise, odour and dust will be separated and/or the nuisances will be mitigated, so they do not interfere with each other (Section 6.5.5)</p> <p>To ensure that contaminated sites are identified and appropriately addressed by the proponent of development, the following will be required:</p> <ul style="list-style-type: none"> a. the owners of lands proposed for development will submit information as required by the City to identify the potential for contamination; b. landowners will consider all potential sources of contamination such as disposal of waste materials, raw material storage, residue left in containers, maintenance activities and spills and may also include contamination from adjacent commercial properties, such as, gas bars, motor vehicle service stations, motor vehicle repair garages and dry-cleaning facilities (Section 6.7.1)
<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>Chapter 8 Create a Multi-Modal City</p>	<p>Mississauga will strive to create a transportation system that reduces dependence on non-renewable resources. (Section 8.1.4)</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>Chapter 11 General Land Use Designations</p>	<p>The introduction of the Mixed Use Limited designation which permit all uses within the Mixed Use Designation except for: sensitive land uses, including residential and drive-through facilities, but also permit additional commercial uses such as banquet halls, media and broadcast facilities, conference centres, and entertainment and sports facilities (Section 11.2.7.1)</p> <p>Residential uses and other sensitive land uses may be permitted</p> <ul style="list-style-type: none"> • Without an Official Plan amendment where the use can be appropriately designed, buffered and/or separated from Employment Areas and/or major facilities • Is not impacted by adverse effects from air, vibration, noise, dust, odour and other fugitive emissions • Does not pose a risk to public health and safety

<p>Chapter 11 General Land Use Designations (continued)</p>	<ul style="list-style-type: none"> • Prevents or mitigates negative impacts and minimizes the risk of complaints • Has regard for City land requirements relating to hazard land identified through flood mitigation studies • Permits Employment Areas to be developed for their intended purpose including the ability of existing nearby employment uses to comply with environmental approvals, registrations, legislations, regulations and guidelines (Section 11.2.7.4) <p>Development on lands within a floodplain will not be permitted prior to the completion of City-initiated flood studies and the construction of recommended mitigation measures where necessary (Section 11.2.7.6)</p> <p>The Community Node will be developed as a mixed use community with a balanced range of residential and non-residential uses, with a mix of uses will be provided along Dundas Street and Dixie Road (Sections 14.3.3.1 and 14.3.3.2)</p>
<p>Chapter 12 Downtown</p>	<p>Tall buildings will incorporate podiums that are a minimum of three storeys and a maximum of six storeys (Section 12.1.8.2.3 – Downtown Fairview)</p> <p>Development abutting 'A1', 'A2' and 'A3' Streets will incorporate ground floor non-residential uses (Section 12.1.8.2.7 – Downtown Fairview)</p> <p>Development along 'B' Streets will primarily support housing and pedestrian access and movement. Although 'B' Streets are primarily residential in nature, development may include some non-residential uses on the ground floor (Section 12.1.8.2.8 – Downtown Fairview)</p> <p>Development along 'C' Streets will support a pedestrian environment and vehicular access to parking and other service areas such as deliveries, garbage pick-up, service and loading (Section 12.1.8.2.9 – Downtown Fairview)</p> <p>The greatest building heights will be located at the existing and planned buildings at Elm Drive West and Hurontario Street and heights beyond this intersection should transition down to ensure the prominence of the Downtown Core (Section 12.3.3.1 – Fairview)</p> <p>Development along Hurontario Street and designated Residential High Density will provide non-residential uses on the ground floor where the building is immediately adjacent to the Hurontario Street right-of-way (Section 12.3.4.1.1 – Fairview)</p> <p>Development along Hurontario Street and designated Mixed Use will provide non-residential uses on the ground floor where the building is immediately adjacent to Hurontario Street and may consist of primarily residential uses above the ground floor (Section 12.3.4.2.1 – Fairview)</p>

	<p>Tall buildings will incorporate podiums that are reflective of a main street character; buildings along Hurontario Street and Dundas Street will incorporate a generous step back between the edge of the podium and tower portion of the building (Section 12.4.3.1 – Downtown Cooksville)</p> <p>Transit-supportive development along Hurontario Street and Queensway with maximum heights of 25 storeys for new residential development will ensure greater access to housing, jobs and services. The vision is based on supporting health care services and creating a more walkable and transit-supportive community (Section 12.5.2 – Downtown Hospital)</p> <p>The greatest building heights will be located at the rapid transit stop at Hurontario Street and Queensway (Section 12.5.3.1 – Downtown Hospital)</p> <p>Development designated Residential High Density will provide non-residential uses on the ground floor where the building is immediately adjacent to any of the following streets: Hurontario Street, King Street (new Cook Street to Hurontario) and Queensway (Section 12.5.5.2.1 – Downtown Hospital)</p> <p>Development along Hurontario Street, King Street (new Cook Street to Hurontario Street) and Queensway and designated Mixed Use provide non-residential uses on the ground floor where the building is immediately adjacent to a street listed above and may consist of primarily residential uses above the ground floor if not subject to a special site policy (Section 12.5.5.3.1 – Downtown Hospital)</p>
<p>Chapter 14 Community Nodes</p>	<p>Development within the Regional Storm floodplain will be restricted pending the completion of City-initiated flood studies and the construction of any required mitigation measures (Section 14.3.3.3)</p> <p>New sensitive land uses, such as residential uses, in proximity to employment uses will be subject to required land use compatibility assessments to determine suitability (Section 14.3.3.6)</p> <p>Buildings with the greatest heights will be located at the intersection of Dundas Street and Dixie Road (Section 14.3.4.1)</p>

<p>Former Region of Peel Official Plan Policies</p>	<p>It is the policy of this plan to:</p> <ul style="list-style-type: none"> • To optimize the efficient use of the existing land supply by directing growth to protected MTSA's. • Encourage a balance mix of transit-supportive uses, as defined by local municipalities, such as residential, retail, offices, open space, and public uses that supports the needs of employees and residents in a walkable environment. • Leverage infrastructure investments by planning for transit-supportive densities and increased transit ridership within Major Transit Station Areas • Supports a compact urban form that directs the highest intensity transit-supportive uses close to the transit station or stop • Addresses Regional and local municipal housing policies to provide a range and mix of housing options and densities, including affordable housing <p>(ROP Section 5.6.19 – Major Transit Station Areas)</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 is scheduled to be council adopted on April 16, 2025 on the basis that its policies are consistent with the Provincial Planning Statement, 2024. Following that, the document will be 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 has been reviewed against the MOP 2051 as the proposed height permissions especially certain lands along the Dundas and Lakeshore BRT and Hazel McCallion Line are based on the height schedules from this document.

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.

	<p>General Intent</p>
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<p>Chapter 1 Introduction</p>	<p>Strategic Plan: Move: Developing a Transit Oriented City Pillar Connect: Completing Our Neighbourhoods</p>
<p>Chapter 2 Vision</p>	<p>Mississauga Official Plan 2051 subscribes to the following key guiding principles for land use:</p> <ul style="list-style-type: none"> • Support the creation of distinct, vibrant and complete communities • Plan for a wide range of housing options, jobs and community infrastructure resources • Mississauga will prioritize pedestrians <p>Growth will be directed to key locations to support existing and planned transit and other infrastructure investments. These areas will have higher densities, a mixture of uses, be designed for walking, cycling and be close to local services and amenities (Section 2.5.1).</p> <p>Mississauga will provide existing and future residents with housing options responding to their needs based on housing types, living arrangements and tenure for individuals of all ages. Increased housing affordability and inclusion will be prioritized (Section 2.5.3).</p>
<p>Chapter 3 Directing New Development</p>	<p>This Plan will ensure there is adequate land capacity to accommodate population and employment growth to 2051 (Section 3.2.2).</p> <p>Most of Mississauga’s future growth will be directed to Strategic Growth Areas, which are the Downtown, Growth Centres, Growth Nodes, and Major Transit Station Areas. (Section 3.2.4).</p> <p>The City will collaborate with infrastructure and service providers to develop and maintain servicing and infrastructure plans and establish phasing priorities that support sustainable growth within Strategic Growth Areas (Section 3.2.9)</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 (Section 3.3.1)</p> <p>Growth will be primarily directed towards the Strategic Growth Areas (Section 3.3.5.3).</p>

<p>Chapter 4 Sustaining the Natural Environment</p>	<p>Mississauga will build communities that are compact, low carbon, mixed use, and transit-supportive (Section 4.2.4)</p> <p>To improve air quality, Mississauga will prioritize compact, mixed use and transit oriented development that reduces car dependency, direct growth to Strategic Growth Areas and encourage a balance of housing and jobs that provide opportunities for shorter commutes and <i>active transportation</i> modes (Section 4.6.1).</p> <p>In accordance with the Provincial Compatibility guidelines, the development proponent will be required to undertake a feasibility study in those cases where sensitive land use is proposed within the area of influence of a facility that generates contaminant discharges (Section 4.8.4).</p>
<p>Chapter 5 Housing Choices and Affordable Homes</p>	<p>Housing unit targets considers a wide range of housing types such as: multiple housing types and built forms; diverse housing arrangements; housing that is affordable to a range of low- and moderate- income households; diverse housing tenure; and housing provided to specific populations (Section 5.1).</p> <p>In accordance with projected requirements and available land resource, ability to accommodate residential growth for a minimum of 15 years through residential intensification and redevelopment and lands which are designated and available for residential development (Section 5.3.1.1a)).</p> <p>Housing is provided that fully implements the intent of the Provincial housing policies (Section 5.3.1.4).</p> <p>Housing created within complete communities will have access to active modes of transportation, increased opportunities for walkability, access to parks and open spaces and proximity to community supportive services (Section 5.3.10).</p>
<p>Chapter 7 Getting Around our Communities</p>	<p>Mississauga may acquire lands for a transit right-of-way along <i>higher order transit</i> corridors, where the creation of a transit right-of-way separate from, adjacent to, or in addition to, a street right-of-way is deemed appropriate (Section 7.3.2.4).</p> <p>Future additions to the street network will be public streets. Public easements will be required for cases where a private street is considered. An appropriate terminus is required for maintenance and operations where a private street connects with a public street (Section 7.3.4.7).</p>
<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 (Section 8.2.2).</p> <p>The city vision will be supported by site development that respects the hierarchy established by the City Structure, demonstrates context sensitivity and transition, including to the public realm (Section 8.2.10).</p>

	<p>Encourage a high quality, compact and urban built form to reduce the impact of extensive parking areas, enhance pedestrian circulation, complement adjacent uses, and distinguish the significance of the <i>Strategic Growth Areas</i> from surrounding areas (Section 8.3.4).</p> <p>Opportunities to conserve and incorporate cultural heritage resources into community design and <i>development</i> should be undertaken in a manner that enhances heritage resources and makes them focal points for the community (Section 8.3.14).</p> <p>A transit and <i>active transportation</i> supportive urban form will be required in <i>Strategic Growth Areas</i> and encouraged throughout the rest of the city (Section 8.5.1.2).</p>
<p>Chapter 10 Land Use Designations</p>	<p>Schedule 7: Land Use Designations, identifies the uses of land in Mississauga. Further breakdown of specific policies for the Growth Centre can be found in subsequent chapters (Section 10.1).</p> <p>The planned function of lands designated Mixed Use is to provide a variety of retail, service and other uses to support the surrounding residents and businesses. Development on Mixed Use sites that includes residential uses will be required to contain a mixture of permitted uses (Section 10.2.6.2).</p> <p>Residential uses and other <i>sensitive land uses</i> may be permitted without amendment to this Plan on lands designated Mixed Use Limited where the use is appropriate, is appropriately designed, buffered and/or separated from Employment Areas, and is not impacted by adverse effects (Section 10.2.7.4).</p> <p>The introduction of sensitive land uses on lands designated Mixed Use Limited, such as residential, should not negatively impact the continued viability of existing nearby businesses and industries (Section 10.2.7.5).</p>
<p>Chapter 11 Transit Communities</p>	<p>Each <i>Major Transit Station Area</i> is unique and will be planned based on its local context, growth potential and limitations to determine appropriate densities and <i>transit supportive</i> development. Not all stations or sites will achieve the same mix of land uses or intensity of development (Section 11.1).</p> <p>Protected <i>Major Transit Station Areas</i>, associated density targets, authorized uses, and building heights are referenced in Table 11-1: Protected Major Transit Station Areas (Section 11.2).</p> <p><i>Development</i> in the Major Transit Station Areas will support the following objectives:</p> <ul style="list-style-type: none"> a. leverage <i>infrastructure</i> investments by planning for <i>transit-supportive</i> densities and increased transit ridership; b. encourage a balanced mix of <i>transit-supportive</i> uses c. develop and enhance <i>active transportation</i> connections and <i>infrastructure</i> d. support a mix of multi-unit housing (Section 11.2.6) <p><i>Development</i> will contribute towards the creation of <i>transit-supportive</i> communities by:</p> <ul style="list-style-type: none"> a. including a broad and balanced mix of residential and non-residential uses

	<p>c. including a range of employment uses to achieve a well-balanced mix of office and retail uses d. recognizing that some Protected Major Transit Station Areas will have limited opportunities to accommodate a mix of uses and varying building forms due to the existing and planned context e. being subject to required land use compatibility assessments as identified by the City (Section 11.3.1.3).</p> <p>In conjunction with existing <i>development</i> densities, new <i>development</i> in Protected Major Transit Station Areas will be planned to achieve the minimum residents and jobs combined per hectare through the building height requirements (Section 11.3.2.2).</p> <p><i>Development</i> in Protected Major Transit Station Areas with heights in excess of the limits identified in this Plan may be permitted through a site-specific Official Plan Amendment application and supported through a list of criteria as outlined in the policy (Section 11.3.3.2).</p> <p><i>Sensitive land uses</i> proposed near lands designated Industrial, Business Employment, or within the influence area of major employment facilities will need to demonstrate that:</p> <p>a. the use is appropriate in accordance with the policies of this Plan through land use compatibility studies b. the recommended mitigation measures will contribute to an appropriate living environment c. the use would not adversely affect the overall viability of employment lands and facilities d. the onus for mitigation will be on developers proposing new residential and/or other <i>sensitive land uses</i> (Section 11.3.4.2)</p>
<p>Chapter 11 Transit Communities (continued)</p>	<p>The existing transportation network will be strengthened and expanded with new streets, pedestrian and mid-block connections, and <i>multimodal access to higher order transit</i> stations and stops (Section 11.3.6.1).</p> <p><i>Development</i> will be phased to ensure appropriate transportation and municipal servicing infrastructure along with community services and facilities are available to service development. A study may be required to demonstrate there is sufficient <i>infrastructure</i> and servicing capacity and if there isn't sufficient capacity, a servicing strategy shall be completed to the City's satisfaction (Section 11.3.8.1)</p>

<p>Chapter 11 Transit Communities</p> <p>Section 11.5 Dundas Corridor</p>	<p>Dundas Street will continue its evolution towards a dynamic, urban, mixed-use corridor with multiple options for mobility including walking, cycling, and rapid transit. New public streets and pedestrian connections will be introduced to create smaller walkable blocks and multiple routes to key destinations. Building heights will vary along the Corridor to reflect the City Structure and to visually emphasize key intersections. Not all lands along the Corridor will be able to accommodate the introduction of new <i>sensitive land uses</i> such as residential, due to land use compatibility issues (Section 11.5).</p> <p><i>Development</i> will contribute to the creation of a predominantly mid-rise corridor, with maximum building heights of 12 storeys except in key locations where additional heights are permitted, up to a maximum of 25 storeys (Section 11.5.2).</p> <p>Land use compatibility assessments will be required to determine the suitability of sensitive land uses, such as residential, in proximity to employment areas (Section 11.5.4).</p> <p>Land use compatibility assessments will be required to determine the suitability of sensitive land uses, such as residential, in proximity to employment areas (Section 11.5.4).</p> <p>Intensification and development on lands within the regulatory storm flood plain that poses an unacceptable risk, will not be permitted prior to the completion of City initiated flood studies and the construction of recommended mitigation measures, where necessary (Section 11.5.5).</p> <p>The road network will be expanded to provide increased connectivity, a fine-grained <i>multimodal</i> transportation network, and encourage <i>multimodal</i> access as shown generally in Maps 11-2 and 11-3:</p> <ol style="list-style-type: none"> a. address through the <i>development</i> application process, the design, access requirements and public/private responsibilities for roads and pedestrian connections b. create smaller <i>development</i> blocks with new roads and pedestrian connections c. prioritize pedestrian and cycling connections to transit facilities (Section 11.5.7).
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<p>Chapter 13 Growth Centres</p>	<p>Growth Centres are composed of four Character Areas: Uptown, Fairview, Cooksville, and Hospital and contain six <i>Protected Major Transit Station Areas</i> (Sections 13.1, 11.1.1.2).</p> <p>Growth Centres will be planned to</p> <ul style="list-style-type: none"> a. reflect their role in the City Structure hierarchy b. accommodate significant population and employment growth c. develop as locations for significant mixed use development second only to the Downtown Core d. accommodate a balance of housing, retail, office, services and community infrastructure e. attract considerable employment including major offices h. support a range of transportation options k. adapt to the impacts of climate change, improve resilience, and reduce greenhouse gas emissions (Section 13.1.1.3) <p><i>Development</i> in Growth Centres will support the achievement of healthy sustainable <i>complete communities</i> that:</p> <ul style="list-style-type: none"> a. provide a wide-range of uses, including residential, community infrastructure, employment, services b. supply a diverse range and mix of housing options, unit types and sizes c. deliver a compact built form and density d. provide active transportation connections to the Light Rail Transit (LRT) line, transit routes/stops, trails, parks, open spaces and surrounding neighbourhoods (Section 13.1.1.8). <p>Residential and/or employment density and mix of uses will be sufficiently high to support transit usage, according to the permitted land uses in the policies of the Plan (Section 13.1.1.8).</p> <p>Growth Centres will be serviced and supported by local and <i>higher order transit</i> facilities that provide connections to all parts of the city and to neighbouring municipalities (Section 13.1.1.9).</p> <p>Improvements to the street network will be achieved through <i>development</i>. Future additions to the street network are identified in Map 13-5.2: Cooksville Growth Centre Character Area Future Streets (Section 13.5.5.2).</p>
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<p>Chapter 14 Growth Nodes</p>	<p>The following Growth Nodes are located within Protected Major Transit Station Areas: Clarkson Village, Dixie-Dundas and Port Credit (Section 14.1).</p> <p><i>Development</i> in Growth Nodes will support the achievement of healthy, sustainable, <i>complete communities</i> 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, have access to a range of transportation options, and maximize the use of existing and planned infrastructure (Section 14.1.1.2).</p> <p>Growth Nodes will be planned to reflect their role in the City Structure hierarchy (Section 14.1.1.15).</p> <p><i>Development</i> within the Regional Storm flood plain will be restricted pending the completion of City-initiated flood studies and the construction of any required mitigation measures (Section 14.2.3.3.3).</p> <p>The <i>development</i> of the Node will be at a scale that reflects its role in the urban hierarchy (Section 14.2.7.2.2).</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 allow for a range of intensification opportunities within Protected Major Transit Station Areas (PTMSAs) and Strategic Growth Areas in order to facilitate the development of a range and mix of housing. Therefore, the draft zoning by-law to introduce new and updated for development standards influenced by the policies contained in the PPS 2024 on primarily underutilized lands traditionally used for standalone uses.

The Vision of the PPS includes building communities with efficient development patterns that optimizes the use of land and in turn, increasing housing choices along key intensification

corridors and leveraging existing and future investments in the Hazel McCallion Line, Dundas and Lakeshore BRT, and the Transitway, and existing and future active transportation infrastructure. The proposed amendment implements this vision as future population and employment growth will be occurring within these intensification corridors.

Section 2.1.4.a) requires municipalities to maintain at all times the ability to accommodate residential growth for a minimum of 15 years through lands which are designated and available for residential development and provide a range and mix of housing options and densities required to meet projected requirements of current and future residents of the regional market area. The proposed amendment expands future housing supply by tapping underutilized lands along intensification corridors such as Dundas and Hurontario Streets for new housing.

Section 2.1.6.a of the PPS requires planning authorities to support the achievement of complete communities by accommodating an appropriate range and mix of land uses, housing options, transportation options with multimodal access, employment, public service facilities and other institutional uses. The proposed amendment achieves this policy by allowing for a mix of residential, and commercial uses to not only increase housing options, but also encourage employment within close commute distance and allows residents to access daily needs without the need to drive.

Section 2.4.1.2 of the PPS introduces how strategic growth areas can support complete communities through a range and mix of housing options, intensification and more mixed-use development. This will result in significant population and employment growth, accommodate and support the transit network and provide connection points for inter-and intra-

regional transit, while supporting affordable, accessible, and equitable housing. The proposed amendment will accommodate significant population and employment growth but also leverage existing and future transit and active transportation infrastructure. It is envisaged that housing of various tenure, affordability, and sizes would be planned where residential uses are permitted. The Downtown Core, and Downtowns Fairview, Cooksville, and Hospital is within the strategic growth area.

Section 2.4.2.3 of the PPS encourages the development and intensification within major transit station areas by planning for land uses and built form that supports the achievement of minimum density targets and supporting the redevelopment of surface parking lots within major transit station areas, including commuter parking lots, to be transit supportive and promote complete communities. Minimum density requirements were established through MOPA 143 and 144 for all identified PMTSAs. It is anticipated that underutilized lands such as those containing surface parking lots and standalone commercial buildings will lead to future development.

Section 2.4.2.6 of the PPS notes all MTSA should be planned and designed to be transit supportive and to achieve multimodal access to stations. The PPS also emphasizes connections to local and regional transit services to support transit service integration and accommodate a range of mobility needs and support active transportation, including sidewalks, bicycle lanes, and secure bicycle parking. The proposed amendment leverages existing and future transit and active transportation investments as it is envisioned that most of the city's population and employment growth will occur within MTSA lands.

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 leverages investments made to the Hazel McCallion Line, the Transitway, and the Dundas and Lakeshore BRT as the majority of the city's future population and employment growth will occur along these higher order transit projects.

Overall, the proposed Zoning By-law amendment to implement new development standards within MTSAs for residential and non-residential uses is consistent with the PPS' vision to increase the supply and mix of housing options and addressing the full range of housing affordability needs, but also to foster complete communities that promote efficient development and land use patterns that encourages active transportation and transit use and reduces the reliance on driving.

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 introduce development standards in MTSAs to permit residential, commercial and mixed use development along intensification corridors (such as Hurontario Street and Dundas Street) is a response to a land use pattern that will evolve over time to a dense community with mix of land uses where active transportation, walking, and transit is a priority over the dependence of the automobile as a mode of transportation.

Expanding housing opportunities by increasing housing supply in Mississauga is not only a vision in the PPS (2024) but is also an action item by the city and reflected through MOP.

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 "Completing Our Neighbourhoods" where building walkable and connected neighbourhoods, building vibrant communities and a vibrant downtown, and providing mobility choices is achieved through the proposed amendment.

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 supporting and focusing growth along transportation corridors through compact and pedestrian focused communities. 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 increases development opportunities along intensification corridors as identified in MOP by allowing a mix of land uses where the current permissions restrict the uses; increases in heights and densities; and reducing the need for expansive

landscaping requirements to allow for more compact and urban building typologies.

Protected Major Transit Station Areas

Major Transit Station Area (MTSA) is defined by the PPS (2024) as areas within 500 to 800 metres walking distance of stations along existing or planned higher order transit corridors. The Planning Act includes the terminology protected MTSA which refers to the delineation of MTSA in an Official Plan, and includes some protections. In Mississauga, they include GO Train stations such as Clarkson and Malton Stations, the Hazel McCallion Line, the Transitway, and the Dundas and Lakeshore BRT Lines. Height and density ranges in accordance with Figure 5.5 of the MOP.

Protected MTSA permits a mix of land uses that foster vibrant, transit supportive and pedestrian focused neighbourhoods, accommodate much of the city's growth, leverages transit and active transportation.

Official Plan policies apply where compatibility with abutting land uses may reduce development potential until additional studies provide justification for introducing sensitive land uses such as residential uses, especially where lands adjacent to or near to Employment Areas, lands designated Industrial or Business Employment, or within the influence area of major employment facilities. Further, there are certain lands especially along Dundas Street East where new development standards have not been established pending results of land use compatibility study.

All PMTSAs are not treated equally, with each have varying heights and densities that are contextually sensitive to abutting land uses. For example, the Downtown Core has the greatest

heights and densities as it represents the top of the urban hierarchy within the city structure. Other PMTSAs such as along Dundas Street and Community Nodes such as Port Credit and Dixie and Dundas have lower heights and density permissions as many abut lower density residential uses or business employment uses. Finally, the predominant land uses of some PMTSAs along the Transitway consist of ground related residential uses such as detached, semi-detached, and townhouse dwellings, and future intensification is limited to a maximum of four storeys.

The proposed amendment will allow intensification on underutilized lands that historically have been used for surface parking lots, stand-alone single storey commercial buildings and strip malls. To ensure these lands can be made suitable for residential uses, MOP notes that any potentially contaminated lands shall be documented, and landowners would be required to not only find the sources of the contaminants but also clean up any soils and substrates to ensure no contamination would impact future residents. This matter is addressed through the city's site plan process.

Leveraging Investments in Higher Order Transit and Active Transportation

MOP strives to create a city-wide transportation system that reduces dependence on non-renewable resources and to reduce the reliance on the automobile. The proposed amendment leverages existing and future transit and active transportation investments by focusing future intensification along higher order transit and to require compact and urban form that encourages walking and cycling.

Addressing Climate Change through Resiliency

Reducing the City's greenhouse gas emissions and adapting to climate change is an important goal and is highlighted in MOP's policies by promoting the use of alternative modes of transportation such as transit, cycling and walking, and creating a transportation system that reduces dependence on non-renewable resources which can be achieved by building compact and urban forms of development. Further, building communities that encourage sustainable ways of living and promote development and land use patterns that consider the impact of a changing climate is the basis of the proposed amendment.

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 amendment implements the PMTSA policies as it introduces zoning standards that will facilitate residential, commercial and mixed-use development along intensification corridors (such as Hurontario Street and Dundas Street) as well as the Transitway.

MOP 2051 is guided through the following principles to support the creation of complete communities, plan for a wide range of housing options, jobs, and community infrastructure resources, and to prioritize pedestrians. The zoning by-law amendments achieve these principles by permitting a mix of land uses as well as permissive heights and densities.

Directing New Development

The proposed amendments ensure there is adequate supply of land to accommodate both population and employment

growth to the 2051 planning horizon and beyond which is important to allow existing and future residents to age in place and find suitable housing types based on their needs. PMTSAs, which are also found within the Downtown, Growth Nodes, and Major Nodes, will accommodate most of its future growth and development. The efficient use of land is essential to meet population and housing targets.

Currently, certain corridors such as along Dundas and Lakeshore consist of underutilized properties with ample surface parking. The proposed amendments facilitate an evolution over time to a dense community with a mix of land uses where active transportation, walking, and transit is a priority over the dependence of the automobile as a mode of transportation.

Climate Change Resiliency

MOP 2051 focuses on building communities that are compact, low carbon, mixed use, and transit supportive. Focusing population and employment growth along higher order transit corridors and its stations reduces the reliance on the automobile as the primary mode of transportation, while also improving air quality at the same time. Active transportation such as cycling provides further options for residents.

Significant flooding has occurred around the Dixie and Dundas Growth Node. A study to address minimizing flooding risk along the Little Etobicoke Creek remains ongoing in collaboration between the City and Toronto Region Conservation Authority. In the meantime, the project does not include the study area lands due to the uncertainty of whether sensitive uses can be located on these lands without risk to property and residents. Staff will review the recommendations

of this study prior to proposing amendments to the zoning by-law.

Housing Choice and Affordability for All

The proposed amendments ensure housing unit targets are achieved by permitting a range of housing types that are suitable for everyone's needs. All PMTSAs have varying land use permissions so not all development will be high density apartments. For example, PMTSAs along the Transitway consists mostly of established detached, semi-detached, and townhouse development. Future development can include fourplexes, additional residential units, and other forms of "gentle density" housing types. On the other hand, PMTSAs along the Hazel McCallion Line permit development that is denser and with greater height permissions.

Accommodating a greater number of housing units along higher order transit allows residents to walk or take transit to meet their daily and weekly needs, while also accessing nearby community facilities such as parks and community centres.

Building Transit Communities

Under the Planning Act, vehicle parking is no longer required for all land uses (residential and non-residential) within PMTSAs. The intent is to reduce the reliance on the automobile as a primary transportation mode, and to leverage transit infrastructure. The Zoning By-law was updated in October 2024 to be in alignment with provincial legislation.

Development along PMTSAs leverage infrastructure investments by focusing higher density development near stations so ridership can be maximized, encouraging a

balanced mix of transit supportive uses by including commercial uses to support daily and weekly needs of residents, while minimizing the reliance on the automobile by making transit, cycling, and walking suitable transportation mode choices. Further, as minimum parking requirements are no longer required in PMTSAs in the zoning by-law, leveraging transit and active transportation infrastructure is even more important.

Building Healthy Communities

MOP 2051 envisages complete communities within PMTSAs along key higher order transit corridors, promoting a diverse mix of uses that support pedestrian movement, transit and active transportation modes. Relying less on driving and more on walking and cycling generally increases physical activity and improved mental health. Further, reduced reliance on the automobile reduces local greenhouse gas emissions which can impact the health of residents.

Several historic villages such as Port Credit and Erindale Village are located within a PMTSA. Although increasing housing supply is important to increase supply and affordability, conserving cultural heritage resources is also important. Local landmarks such as the Erindale Village Community Hall and Clarke Memorial Hall in Port Credit remains important to local residents and are also designated under the Ontario Heritage Act, and therefore not subject to this project.

Major Transit Station Areas

MOP 2051 identifies the PMTSAs and associated density and height targets through Table 11-1 and Schedule 8. The highest density targets are in the Downtown Core and Growth

Centres, and lower targets along Dundas Corridor and Transitway. Density targets are broadly applied and development will contribute to the achievement of the density targets over time. Full build-out of the PMTSAs will likely span decades, with the intent of leveraging transit and active transportation investments, encouraging a balanced mix of transit supportive uses such as commercial and office, and supporting a mix of multi-unit housing. As noted previously, each PMTSA has varying height permissions and density targets and is contextually appropriate based on the city's urban hierarchy and the surrounding community.

Land Use Compatibility

Many PMTSAs either include commercial and business employment uses within its boundaries or are abutting. In these instances, lands are designated where residential uses are not permitted as of right. For example, Employment Areas are not contemplated for residential and other sensitive uses. Residential uses are not permitted but may be contemplated for lands designated Mixed Use Limited subject to a rezoning application and accompanied feasibility study to determine suitability of a proposed development in consideration of abutting employment uses. The intent is to minimize future resident's exposure to noise and vibration, pollution, dust, and other discharges, and ensure that mitigation techniques through building materials or greater separation distances.

A land use compatibility study on certain commercial lands on the south side of Dundas Street east of Cawthra Road is required to be undertaken to determine the feasibility of residential uses and its impact on the viability of employment uses.

Servicing of Future Development

Development may require additional investments in water and wastewater infrastructure where the existing capacity is reached. Consultations and collaboration with service providers such as the Region of Peel ensures that height and density permissions in the MOP 2051 can be accommodated, and that future capital projects are timed so that development can continue unabated. However as noted in Section 11.3.8.1 the landowner may be required to demonstrate there is sufficient infrastructure and servicing capacity and if there isn't sufficient capacity, a servicing strategy shall be completed in support of the application.

The creation of new streets, sidewalks, and pedestrian connections may be required to ensure circulation patterns internal to a proposed development. Maps 11-2 and 11-3 of the MOP 2051 conceptually show new road networks to be addressed through development applications. For lands subject to the zoning amendment, a Holding Provision for these lands ensure future development applications address the creation of internal road networks.

Growth Centres

Growth Centres are composed of four Character Areas: Uptown, Fairview, Cooksville, and Hospital and contain six PMTSAs. Outside the Downtown, Growth Centres will accommodate the greatest population and employment growth and permit the tallest buildings. Growth Centres also support a wide range of transportation options and therefore have the greatest opportunity to adapt to the impacts of climate change. Higher order transit and active transportation infrastructure is greatly supported due to more intensive development.

Additional policies apply in the Fairview, Cooksville, and Hospital Growth Centres requiring additional commercial and

non-residential uses especially along Hurontario, King, Dundas and the Queensway to further support the loss of small businesses through redevelopment.

Growth Nodes

The following Growth Nodes are located within Protected Major Transit Station Areas: Clarkson Village (westerly portion only), Dixie-Dundas and Port Credit, and accommodate population and employment growth but to a lesser degree due to their lower tier in the city's structure hierarchy. Density targets and height permissions are therefore lower than both the Downtown and Growth Centres.

Growth Nodes will also 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.

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 including MOPAs 141-146 which introduce MTSA policies into the in-effect Official Plan, and MOP 2051.

Based on the above analysis, staff are of the opinion the proposed zoning by-law amendments are consistent with the

PPS and conforms to Mississauga Official Plan. Further, staff are of the opinion the proposed amendments can be supported. Overall, the proposed zoning by-law amendment modernizes development standards and facilitates future development within protected MTSAs, where applicable, and is aimed at creating a sustainable, economically diverse, and inclusive city.

Proposed Zoning By-law Amendments

#	SECTION	PROPOSED REVISED AMENDMENTS	COMMENT/EXPLANATION
Part 2: General Provisions			
1	2.1.9.1 to 2.1.9.14 – Uses Permitted in more than One Zone Category	<p>A series of amendments including:</p> <ol style="list-style-type: none"> 1. Revise Line 1.0 to Tables 2.1.9.1 to 2.1.9.14, and 2.1.9.18 to delete the word “RA5” and replace with “RA7” to ensure the certain uses that are permitted in more than one zone category are also permitted in the RA6 and RA7 Zones. 2. Include lands with an RA6 and RA7 zone to permit certain uses permitted in more than one zone such as a public school, private school, and place of religious assembly, and shall comply with regulations contained in Table 14.6.1 of Subsection 4.16. 	<p>Subsection 2.1.9 permits certain uses in more than one zone category such as: public and private schools, place of religious assembly, day care and home office.</p> <p>By-law 0162-2024 lists the uses permitted in more than one zone category in Subsection 4.16.2 for RA6 and RA7 zones. The proposed amendment shifts these permitted uses to Section 2.1.9 to be consistently read like other zones. Therefore, Clauses 4.16.2 (1) to (15) is deleted.</p> <p>Proposed technical amendments avoids conflicting zoning standards with RA6 and RA7 zone regulations which have a compact urban form, whereas uses permitted under Subsection 2.1.9 have a more suburban built form.</p>
2	2.1.9.14, 2.1.9.15, 2.1.9.16 – Outdoor Patios and Displays	Revise Schedules 2.1.9.14(1), 2.1.9.14(2), 2.1.9.15(1), 2.1.9.15(2) 2.1.9.16(1) and 2.1.9.16(2) to reflect the	The proposed amendment updates the mapping to reflect the most updated zones.

#	SECTION	PROPOSED REVISED AMENDMENTS	COMMENT/EXPLANATION
		proposed changes to the zoning of certain lands within Port Credit.	Amendment does not impact the intent of these regulations.
3	2.1.9.14, 2.1.9.15, 2.1.9.16 – Outdoor Patios and Displays (continued)	<p>Additional amendments to Articles by adding RA6 and RA7 zones to the following regulations:</p> <ol style="list-style-type: none"> 1. Article 2.1.9.14: Seasonal outdoor patio accessory to a restaurant, convenience restaurant or take-out restaurant 2. Article 2.1.9.15: Seasonal outdoor retail sales and display 3. Article 2.1.9.16: Permanent outdoor patio accessory to a restaurant, convenience restaurant or take-out restaurant 4. Minimum setback requirements of a permanent and seasonal outdoor patio located in an RA6 and RA7 from a Residential Zone in Tables 2.1.9.14 and 2.1.9.16. 5. Amend Schedules 2.1.9.14(1), 2.1.9.14(2), 2.1.9.15(1), 2.1.9.15(2) and Schedules 2.1.9.16(1) and 2.1.9.16(2). 	<p>Restaurant, take-out restaurant and retail store are permitted uses in an RA6 and RA7 Zones. The amendment permits the establishment of a seasonal and permanent outdoor patio and seasonal outdoor retail sales in these two zones, in which the permissions are consistent with other zone categories that permit residential uses (such as the City Centre zone categories).</p> <p>Permitting these accessory uses adds street activation within a mixed use community.</p> <p>Not requiring minimum setback from an RA6 and RA7 zone to avoid unintentionally restricting the use if adjacent properties have the same zone.</p> <p>The identified Schedules are amended to reflect the proposed zoning changes in Port Credit. The BIA boundary identified in the Schedules are not part of the amendment.</p>

#	SECTION	PROPOSED REVISED AMENDMENTS	COMMENT/EXPLANATION
4	2.1.9.17 – Retail Centre	Add “H-RA6-8” to the list of zones that permit a Retail Centre	Westdale Mall is currently zoned C3 and permits a retail centre . The amendment updates the table with its new zone.
5	Transition Clause for Protected Major Transit Station Areas (New Regulation)	<p>A series of regulations (known as Transition Clauses) that applies only to the lands within a Protected Major Transit Station Area and prior to the implementing Zoning By-law of this project, where its purpose is to:</p> <ol style="list-style-type: none"> 1. Ensure active Site Plan, Draft Plan of Subdivision and Building Permit, but have an approved Site Plan, can continue to be reviewed based on the previous zoning permissions and standards. 2. Allow the submission of a building permit application based on approved site plan and draft plan applications but was reviewed based on former zoning standards and prior to the pre-zoning. 3. Site Plan, Draft Plan of Subdivision and Building Permit applications can continue to benefit from the approved Minor Variances under the provisions of the former zoning standards. 4. Previous Minor Variance approvals will be applicable to new zones without the need to go back to Committee of Adjustment. 	<p>The transition clause regulation ensures active site plan and draft plan of subdivision applications as well as building permit applications, be reviewed based on the previously applicable zoning permissions and standards.</p> <p>The clauses avoids non-conformity of the proposed development while a site plan, draft plan of subdivision, and building permit applications remains under review.</p>

#	SECTION	PROPOSED REVISED AMENDMENTS	COMMENT/EXPLANATION
6	<p>Flexible Uses for Lands with Holding Provisions for Lands in Protected Major Transit Station Areas (New Regulation)</p>	<p>A new regulation applicable to lands containing a Holding Provision that a change of use is allowed, provided that the uses are permitted at the time of the passing of this By-law.</p> <p>Further, this new regulation will permit the erection of new buildings and structures, as well as enlargement or replacement of existing buildings and structures.</p>	<p>Currently, Article 1.1.2.4 restricts lands with a Holding Provision from changing uses, permitting the erecting new buildings and structures, or enlarging or replacing existing buildings. These restrictions may result in hardship to existing landowners and their tenants whenever a change of use is proposed (for example, retail to restaurant), or when a new development is proposed. Currently, the landowner is required to seek Variance approvals to permit the use.</p> <p>This amendment allows the change of use and permits new development without the need to go to Committee of Adjustment to seek permissions, thus minimizing burdens on the landowner.</p> <p>Due to the scope of this project, this amendment only applies to lands within the Protected MTSAs.</p>

#	SECTION	PROPOSED REVISION	COMMENT/EXPLANATION
Part 4.1 General Provisions for Residential Zones			
7	4.1.10 Parking of Commercial Motor Vehicles (New Regulation)	A series of regulations to permit the parking of commercial motor vehicles within a RA6 zone subject to the following specific regulations: 1. A maximum number of commercial motor vehicles permitted on an RA6 zone. The types of commercial motor vehicles that are not permitted to park in an RA6 zone include a tow truck, tilt and load truck, and tractor trailer. 2. The commercial motor vehicle shall have a maximum weight and dimension which is consistent with other regulations for low density residential development.	The RA6 Zone permits non-residential uses in a form of a standalone building (for office, medical office, and hotel uses) and as an additional permitted use within a mixed use building. This new regulation allows flexibility for office uses to not only include administrative and clerical functions, but for limited parking spaces for commercial motor vehicles such as repair and technician vans. For lands with an RA6 Zone and located in a protected MTSA and where minimum parking is not required, the landowner will continue to determine the total number of parking spaces to provide.

#	SECTION	PROPOSED REVISION	COMMENT/EXPLANATION
Parts 4.2.2, 4.10 to 4.12, 4.13A, 4.14A Residential Exception Zones			
8	Section: 4.2.2: RL Zone 4.2.2: RS Zone 4.10.2: RM4 Zone 4.11.2: RM5 Zone 4.12.2: RM6 Zone 4.13A.2: RM8 Zone 4.14A.2: RM11 Zone	Amendments to these sections include changes to existing Exception tables, and adding new Exception Tables including: <ol style="list-style-type: none"> 1. Minimum and maximum heights; 2. Additional permitted uses; 3. Regulations that implement site specific policies in the Mississauga Official Plan (MOP) 2051 such as requiring a Holding Provision near Cooksville Creek to ensuring the Credit Valley Conservation Authority (CVC) are consulted prior to development; and, 4. Minimum and maximum heights to be measured in metres only and not storeys. Proposed amendments also reflect the recent City Council approved RL and RS Zones through the Neighbourhood Zoning Review, which replaces the R1-R11 , R15 and RM1 and RM2 Zones.	To implement in-effect PMTSA policies and height schedules in the Mississauga Official Plan (MOP) 2051. Incorporating policies of the MOP 2051 provides clarity to the landowner of ultimate development potential. The proposed revised amendment clarifies how heights of low density residential uses (such as detached and semi-detached dwellings) are typically measured in metres only. The increase in building height for the RL and RS zones reflect one of the conditions in the Housing Accelerator Fund (HAF), which is to investigate permitting four-storeys in all MTSA as-of-right. The increase in height is supportable due to providing attainable housing within close proximity to higher order transit.

#	SECTION	PROPOSED REVISION	COMMENT/EXPLANATION
Part 4.16: Apartment Zones (RA6 and RA7 Zones)			
9	Table 4.16.1 – Residential uses	Amend the existing regulations in Lines 2.4 and 2.5 of Table 4.16.1 so that the additional uses shall be permitted in conjunction with an apartment, long-term care building, and retirement home.	Amended regulation provides clarity that additional uses as prescribed in Article 4.16.1.1, are only permitted when in conjunction with a residential use and not standalone.
10	Table 4.16.1A – Non-Residential Uses	<p>Introduce Table 4.16.1A – Non-Residential Permitted Uses and Zone Regulations specially for the RA6 zone by introducing the following uses and zone standards:</p> <ul style="list-style-type: none"> • Permitting Office, Medical Office, and Overnight Accommodation as standalone non-residential uses. • Permitting additional uses in conjunction with Office, Medical Office, and Overnight Accommodation in accordance with Article 4.16.1.1. • Identical zone standards as in the RA6 zone for lot frontage, yards, street frontage, encroachment and projections, parking and loading, landscaping, and accessory buildings and structures. 	<p>The Mixed Use designation in the MOP 2051 permits standalone non-residential uses such as Secondary Office, Medical Office, and Overnight Accommodation. The intent is to allow for a mix of uses to meet the everyday needs of local and regional residents.</p> <p>The introduction of a separate table from Table 4.16.1 allows clarity and easier understanding that regulations only apply to non-residential uses.</p> <p>Table 4.16.1A does not include RA7 zone implements the Residential High Density designation.</p>

#	SECTION	PROPOSED REVISION	COMMENT/EXPLANATION
11	Article 4.16.1.4	A technical amendment to an existing regulation to permit additional uses only on lands that contain residential uses, whereas the current regulation does not specify such requirement.	The intent of the regulation is to provide a minimum 10% of the Gross Floor Area to additional permitted uses such as retail and restaurants. The amended regulation provides clarity that additional uses are only permitted when in conjunction with a residential use and not as a standalone use.
12	Article 4.16.1.9	A new regulation to permit a maximum of six seats within a retail store for the purpose of on-premises consumption of food specific to a store that sells food (such a grocery or produce store).	The proposed amendment permits a retail store that sells food on-site, is also permitted up to six-seats but would not be considered a restaurant. This regulation only applies to the RA6 and RA7 zones where a retail store is permitted as an additional permitted use.
13	Article 4.16.1.10	A new regulation to apply special non-residential height requirements in Article 2.1.13.1 for standalone office, medical office, and hotel uses only in an RA6 Zone, but does not apply to mixed use buildings.	Because Article 2.1.31.1 does not apply to a Residential Zone, the proposed regulation applies to a building or structure in the RA6 zone that contains only medical office, office, and overnight accommodation. The intent is to allow standalone non-residential buildings to afford the same calculation of height as other zone categories.

Parts 4.15.2 to 4.15.6, 4.17.2 to 4.17.3 Residential Apartment and Urban Apartment Exception Zones

14	<p>Part 4 – Residential Zones</p> <p>Section:</p> <p>4.15.2: RA1 4.15.3: RA2 4.15.4: RA3 4.15.5: RA4 4.15.6: RA5 4.16.2: RA6 4.16.3: RA7</p>	<p>Amendments to these sections include changes to existing Exception tables, and adding new Exception tables including:</p> <ul style="list-style-type: none"> • Minimum and maximum heights; • Minimum and maximum FSI; • Land Use; and • Regulations that implement site specific policies in the Mississauga Official Plan (MOP) 2051 such as minimum requirements for non-residential uses along Hurontario Street corridor. <p>Technical revised amendments include:</p> <ul style="list-style-type: none"> • RA6 zone: Recognize existing standalone commercial uses by introducing regulations to permit the use and apply zoning standards in accordance with existing zones (i.e. C3 Zone). • Hospital Growth Centre: Introduce a new Holding Provision for buildings greater than or equal to 15 storeys to ensure consultations with the Trillium Health Partners prior to proposed development and restricting the maximum height of 25 storeys. • Introduce minimum height requirements for existing commercial development that also implements minimum heights as identified in Schedule 8 of the MOP 2051. 	<p>To implement in-effect PMTSA policies and height schedules in the Mississauga Official Plan (MOP) 2051. Incorporating policies of the MOP 2051 provides clarity to the landowner of ultimate development potential.</p> <p>Proposed revised amendments include the introduction of standalone non-residential uses to the RA6 zone and meeting the Mixed Use designation of MOP 2051.</p> <p>Exception tables also include regulations that recognize existing commercial development such as malls and plazas by introducing existing permitted uses and zoning standards in accordance with existing zones. These regulations allow existing development to evolve over time, such as construction of freestanding pad buildings and the mixing of uses within existing and future tenant spaces.</p>
Part 5 Office Exception Zones			

15	Section: 5.2.2: O1 5.2.3: O2	Amendments to these sections include changes to existing Exception tables, and adding new Exception tables including: <ul style="list-style-type: none"> • Minimum and maximum heights; • Land Use; and, • Hospital Growth Centre: Introduce a new Holding Provision for buildings greater than or equal to 15 storeys to ensure consultations with the Trillium Health Partners prior to proposed development and restricting the maximum height of 25 storeys. 	To implement in-effect PMTSA policies and height schedules in the Mississauga Official Plan (MOP) 2051. Incorporating policies of the MOP 2051 provides clarity to the landowner of ultimate development potential.
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Parts 6.2.2 and 6.2.5 Commercial Exception Zones			
16	Section: 6.2.2: C1 6.2.5: C4	Amendments to these sections include changes to existing Exception tables, and adding new Exception tables including: <ul style="list-style-type: none"> • Minimum and maximum heights; • Land Use; and, • C4 zone: Recognize existing standalone commercial uses by introducing regulations to permit the use and apply zoning standards in accordance with existing zones (i.e. C3 Zone). 	To implement in-effect PMTSA policies and height schedules in the Mississauga Official Plan (MOP) 2051. Incorporating policies of the MOP 2051 provides clarity to the landowner of ultimate development potential. Generally, smaller plazas within PMTSAs that are not subject to future redevelopment will maintain the existing commercial zones.

Part 13: Zoning Maps			
17	Zoning Map Number 1, 3-8, 10-28, 30-35E, 36W, 37E, 40W, 43W, 44E, 48W, 49E, 51W, 52E, 55-59 of Schedule "B"	Zoning Maps are amended to reflect the addition and deletion of zones in the abovementioned zone categories. To provide a general overview of proposed zones, see the following link: MTSA PreZone	The purpose of updating the Zoning Maps ensures the changes in the Exception numbers are reflected in the maps and provides clarity to the reader.

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.



April 30th, 2026

Jordan Lee
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Mississauga, Ontario

**Re: Planning and Development Committee:
Zoning Permissions for Maximum Building Height in the Hospital Growth
Centre – THP Mississauga Hospital Heliport Flight Path**

Dear Committee Members,

On behalf of Trillium Health Partners (THP), we thank you for the opportunity to submit comments to the Planning and Development Committee (PDC) meeting of June 1st, 2026. THP is currently developing the new 22-storey, 2.8 million Sq. Ft. Peter Gilgan Mississauga Hospital, located at 100 Queensway West at Hurontario Street, within the **Hospital Growth Centre** and the **Queensway Protected Major Transit Station Area (PMTSA)** per Mississauga Official Plan 2051 (**MOP 2051**). Construction of the new hospital building is expected to be completed in 2033.

THP has been in active discussion with City of Mississauga Zoning Initiatives staff and understands that the City is undertaking a “pre-zoning” approach to implement zoning and building height regulations within the PMTSA. Due to the operational requirements of the hospital’s planned heliport to be located on the rooftop level of the new hospital, careful consideration of the maximum building height permitted “as of right” in the surrounding area is necessary to prevent the unintended consequence of impacting flight path utility at the future heliport. THP has engaged Avia NG Airport Consultants and DIALOG to assist with the technical analysis and requirements for safe and efficient heliport flight path operations, including preparation of a flight path diagram for purposes of development review.

Policy Context

The approved MOP 2051 introduces building heights of up to 25 and 35 storeys on lands within the Queensway and North Service PMTSA in proximity to the new hospital, including locations which fall within the planned helicopter flight path. On March 24th, 2026, the Ministry of Municipal Affairs and Housing (MMAH) implemented **modifications to MOP 2051 (Appendix 1)**, including revisions to **Policy 13.6.5.1** which require that all development applications within the Hospital Growth Centre containing a “tall building” be circulated to THP, and that a “letter of satisfaction” be issued by THP expressing compliance with the requirements for flight path operations. The MMAH modifications further require that:

*“[...] new buildings and structures do not interfere or conflict with the **planned or operational** flight path and the functioning of the Mississauga Hospital heliport **that is planned to be situated at 228.445m above sea level (ASL)**. This may result in building heights that are lower than maximums otherwise permitted by this Plan.”*

It is further clarified within the MMAH modifications that rooftop mechanical structures or other rooftop elements associated with new buildings will not exceed the planned elevation of the heliport, unless determined by aeronautical review to THP's satisfaction that there is no impact on flight path operations. Development approvals will require similar confirmation from THP that no construction phase equipment will interfere with the future flight path once operational.

Potential Impacts of Ontario Bill 60

The Fighting Delays, Building Faster Act, 2025 (Bill 60) would grant the Province new authority to permit "as-of-right" zoning variances on prescribed lands, with the specific standards and conditions to be defined through future regulations. Given that the specific regulations have not yet been identified nor the extent of variation quantified (e.g. 10% deviation from the regulatory permission), it is difficult to accurately account for a potential "as-of-right" increase to permitted building height and the potential impact on THP's hospital flight path.

Recommendations

The following recommendations are based on the information above, THP's engagement to date with Mississauga City Planning, and the advice of their subject matter consultants Avia NG and DIALOG. THP requests that a conservative approach to zoning for "as-of-right" building height within the Hospital Growth Centre be applied to minimize the risk of negative impact to the flight path or added complications within the development approvals process. The intent of the recommendations is not to artificially limit the height of new development, but rather to ensure that pre-zoning does not create potential conflicts or complications, and to initiate co-operative discussion between applicants and THP.

Importantly, the flight path diagram prepared by Avia NG (**Appendix 2**) was developed using elevations, not heights, which is a distinction that has potential to impact built form. As such, any pre-zoned development that conflicts with the planned elevation of the helipad has potential to restrict or impede flight operations. Where as-of-right zoning is prescribed, and conflicts with the heliport elevation, there is also risk of legal challenges.

The following are provided as recommendations for the pre-zoning of lands which fall within the hospital flight path diagram:

1. That new development within the Hospital Growth Centre be limited to a maximum "as-of-right" building height of **25 storeys** or **78 metres**, whichever is less. This is intended to act as a starting point for discussion between applicants and THP. Additional height may be feasible, subject to more specific review and evaluation.

Assumptions:

- Excludes up to the typical 6 metres of rooftop mechanical equipment above the maximum building height.
- Conservative estimate of the impact of future Bill 60 regulations to enable between 10% and 20% additional "as-of-right" building height above the permitted maximum, without the need for Committee of Adjustment approval or an application under the Planning Act. We estimate this could translate as up to an additional 5 storeys.

- A buffer to account for variation from a range of other factors including grades and elevations from site to site (+/- 10%); different floor-to-floor heights across projects; and actual constructed height as compared to the approved drawings.
2. That all development proposals of 15 storeys or greater within the Hospital Growth Centre be subject to THP review and the City's receipt of a Letter of Satisfaction.
 3. That applicants be required to indicate the total proposed ASL elevation on submitted architectural drawings to facilitate a consistent evaluation of any impacts on the planned heliport ASL elevation.
 4. That in addition to relevant applications for Official Plan Amendment, Zoning By-law Amendment, and Site Plan Approval, THP be circulated on Committee of Adjustment applications seeking zoning by-law variances for additional building height above 25 storeys or 78 metres within the Hospital Growth Centre.
 5. That use of a Holding Provision be applied to the Hospital Growth Centre, including a condition for development agreements for buildings of 15 storeys or greater to include a Construction Management Plan and the receipt of a Letter of Satisfaction from THP.
 6. Regarding construction phase and temporary equipment, the wording in MOP 51 Policy 8.6.1.29 specifies that "unless any identified risks can be appropriately mitigated to the written satisfaction of Trillium Health Partners." This wording should be applied to allow for a crane to be permitted 'temporarily' ahead of the construction of a helipad. We should be able to apply reasonable logic to the occupancy of airspace if the cranes and construction equipment are removed prior to heliport operations commencing on a case-by-case basis.
 7. Nearing helipad completion, zero tolerance for encroachment will be tolerated, and compliance must be demonstrated throughout project's construction. This should be conducted on a case-by-case basis for each proposed development.



Should you have any questions or follow-ups regarding the above, please do not hesitate to contact the undersigned directly.

Sincerely,

A handwritten signature in black ink that reads "C Horowitz".

Corey Horowitz, MCIP, RPP, LEED GA
Senior Urban Planner, Associate, DIALOG
416 849-6833
chorowitz@dialogdesign.ca

A handwritten signature in black ink that reads "Dan Fox".

Dan Fox, MAVnMgt, AAP
Manager, Planning & Advisory, Avia NG
705-241-4398
Dan.Fox@aviang.ca

cc.
Tim Lee, Zoning Initiatives, City of Mississauga
Shawn Kerr, THP
David Longley, THP
Matt Kenney, THP
Michelle Innocente, THP
Darnell Williams, THP

DECISION
With respect to the new City of Mississauga Official Plan
Subsection 17(34) of the *Planning Act*

I hereby approve the repeal of the City of Mississauga Official Plan, and all subsequent amendments thereto, pursuant to By-law 2025-0069, insofar as this official plan is in effect, except for the lands identified in Part B of the Decision, with respect to which lands a decision is withheld.

Furthermore, I hereby approve the City of Mississauga Official Plan 2051 adopted by By-law 2025-0069 subject to the modifications set out in Part A, with additions in **bold underline** and deletions in **~~bold strikethrough~~**, except for the lands identified in Part B of the Decision, with respect to which lands a decision is withheld.

PART A - MODIFICATIONS

1. Policy 2.5.6 is modified to state the following:

2.5.6 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. ***Placemaking*** initiatives will be used to support active living and improved public health, comfort and social interaction. Mississauga will **~~implement~~ encourage** green development **~~building~~** standards and technologies to address challenges related to climate change.

2. Policy 4.2.7 is modified to state the following:

4.2.7 Development will be **~~designed~~ encouraged** to assist the City in meeting its environmental sustainability policies, programs and goals such as, greenhouse gas emissions targets, climate change actions, **encouraging** Green Development Standards, tree management and the Tree Protection Bylaws, cycling infrastructure and stormwater initiatives.

3. Policy 4.3.2.7 is modified to state the following:

4.3.2.7 Notwithstanding the policies of this Plan, development and *site alteration* will not be permitted in the following areas:

- a. provincially significant *wetlands* or provincially significant *coastal wetlands*;

b. *habitat of endangered species and threatened species*, except in accordance with provincial and federal requirements; **and**

c. *fish habitat*, except in accordance with provincial and federal requirements; **and**

d. provincially significant woodlands, provincially significant valleylands, provincially significant wildlife habitat, provincially significant areas of natural and scientific interest, and coastal wetlands that are not provincially significant, unless it has been demonstrated that there will be no negative impacts on the natural features or their ecological functions.

4. Table 5.2. Minimum Required Percentage of Residential Gross Floor Area (GFA) in Ownership Housing to be Affordable Housing' is modified so that it states the following:

IZ Area as Identified on Map 5-1	Affordable Ownership Housing Units	Affordable Rental Housing Units
IZ Area 1	7% <u>5%</u>	3.5%
IZ Area 2	5%	2.5%
IZ Area 3A and IZ Area 3B	4%	2%
IZ Area 4	10% <u>5%</u>	5%

5. Policy 5.3.3.14 is modified to state the following:

5.3.3.14 *Affordable* rental housing units or *affordable* ownership housing units will be required to be maintained at *affordable* rents or prices commencing upon execution of an Inclusionary Zoning Agreement for a minimum period of:

- a. **~~30~~ 25** years calculated from the date of first occupancy of an *affordable* rental housing unit; or
- b. **~~99~~ 25** years calculated from the later of the date of first occupancy or first closing of an *affordable* ownership housing unit.

6. Policy 5.3.3.16 is modified to state the following:

5.3.3.16 The City will receive a portion of the net proceeds from the sale of an *affordable* ownership housing unit in accordance with the following policies:

- a. the City will receive no more than 20 percent of the net proceeds of the sale of an *affordable* ownership housing unit sold during the ~~99~~ **25**-year affordability period, equivalent to no more than 2 percent of the sale price, for administration fees, where proceeds are the difference between the purchase price and the resale price of the *affordable* ownership housing unit; and
- b. the City will receive 50 percent of the net proceeds of the first sale of an *affordable* ownership housing unit at market price after the ~~99~~ **25**-year affordability period, to be reinvested in *affordable* housing, where net proceeds are the difference between the purchase price and the resale price of the *affordable* ownership housing unit, less any legal, administration or real estate commission fees.

7. Policy 8.2.13 is modified to state the following:

8.2.13 Development will ~~have~~ **encourage** restorative net ecological benefits on a site through the practice of sustainable building and site design.

8. Policy 8.6.1.1 is modified to state the following:

8.6.1.1 All buildings ~~designs should be designed~~ **are encouraged** to incorporate innovative green and sustainable technologies including, where appropriate, considerations for alternative and **renewable energy** sources. Where **tall buildings** occur, they are prominent features of the urban form and ~~should be~~ **are encouraged to be well** designed ~~to the highest of standards~~.

9. Policy 8.6.1.21 is modified to state the following:

8.6.1.21 The choice of building materials ~~will~~ **is encouraged to** minimize the risk for bird collisions.

10. Policy 8.6.1.23 is modified to state the following:

8.6.1.23 ~~Encourage B~~**buildings will be designed to designs that** conserve energy, incorporate sustainable material and where appropriate, consider alternative and **renewable energy** sources.

11. Policy 8.6.1.24 is modified to state the following:

8.6.1.24 ~~Encourage B~~**buildings will be designed to designs that** minimize the consumption of water and ~~to~~ utilize **stormwater best management practices**.

12. A new policy 8.6.1.29 is added as follows:

8.6.1.29 No building construction phase equipment for a tall building in the Hospital Growth Centre, including cranes, and hoisting apparatus will be permitted to interfere with the future flight path for the Mississauga Hospital heliport that is planned to be situated at 228.445 m above sea level once the heliport is commissioned and operational, unless any identified risks can be appropriately mitigated to the written satisfaction of Trillium Health Partners.

13. Policy 8.6.3.9 is modified to state the following:

8.6.3.9 Sites will be designed in a manner that ~~conserves energy encourages energy conservation. Energy conservation will be addressed at the development application stage and during the preparation of building and site designs.~~ Buildings ~~should be~~ **are encouraged to be** designed, oriented, constructed and landscaped to minimize interior heat loss and to capture and retain solar heat energy in the winter and to minimize solar heat penetration in the summer.

14. Policy 8.6.3.12c is modified to state the following:

(c) active and passive design measures **will be encouraged** to improve energy efficiency and reduce peak demand such as **considering** building orientation to take advantage of passive solar heating, shading for cooling and natural light and energy efficient exterior cladding and window treatments.

15. Policy 8.6.3.12g is modified to state the following:

(g) **the use of** bird-safe glass treatment **will be encouraged** to minimize the risk for bird collisions and **the use** energy efficient, shielded exterior lighting **will be encouraged** to reduce nighttime glare and light trespass; and

16. The third paragraph to the preamble to 'Section 9.3 – Industry' is modified to state the following:

There is only one quarry remaining in operation in the Southdown Employment Area Character Area and **while known deposits of mineral aggregate resources are protected in accordance with the Provincial Planning Statement, no new or expanding mineral aggregate operations quarries will likely not** be permitted. ~~Existing Mineral aggregate operations areas of mineral resources~~ will operate in compliance with **the policies and** legislation of the Provincial Government **including but not limited to the Planning Act, Aggregate Resources Act, Provincial Planning Statement** and **with** the policies of this Plan.

17. Policy 10.2.17.2 is deleted in its entirety:

~~10.2.17.2 Notwithstanding the provisions of the Parkway Belt West Plan, the following uses will not be permitted:~~

~~a. — major power generating facility; and~~

~~b. — b. waste processing stations or waste transfer stations and composting facilities.~~

18. Policy 11.3.2.3 is modified to state the following:

11.3.2.3 The minimum floor space index (FSI) will be achieved over the long term and is a cumulative measure of planned density across the lands within a Protected Major Transit Station Area. ~~Individual development proposals do not need to meet the minimum floor space index (FSI) target.~~

19. Policy 14.2.1.5.1 is modified to state the following:

14.2.1.5.1 Residential development that is permitted by any land use designation will **include encourage**:

20. Policy 14.2.1.5.4 is modified to state the following:

14.2.1.5.4 The below-market housing units described in Policy 14.2.1.5.1 are **encouraged** to be comprised of a mix of both below-market rental and below-market ownership housing when considered across the Node.

21. Policy 14.2.1.5.6 is modified to state the following:

14.2.1.5.6 Any existing below-market rental housing units that are retained under the provisions of the City's Rental Housing Protection By-law will count towards the below market housing unit **requirements direction** described in Policy 14.2.1.5.1.

22. Policy 14.2.6.5.1 is modified to state the following:

14.2.6.5.1 Residential development permitted by any land use designation **will is encouraged** to include:

a. minimum 10 percent of housing units that are below-market for each development application proposing more than 50 residential units within the Meadowvale Growth Node. This **will should** be comprised of units targeted for a range of middle income households.

b. Approximately half of these units **will should** be larger, family-sized dwellings containing more than one bedroom. For the purposes of this section:

23. Policy 14.2.6.5.4 is modified to state the following:

14.2.6.5.4 The below-market housing units described in policy 14.2.6.5.1 **are to should** be comprised of a mix of both below-market rental and below-market ownership housing when considered across the Node. Individual development applications are encouraged wherever possible to include a mix of both below-market rental and below-market ownership housing.

24. Policy 14.2.10.1c is modified to state the following:

c. **encouraging** the provision of a mixture of residential built forms and tenures suitable to a variety of income levels and household types including below-market priced housing;

25. Policy 14.2.10.5.1 is modified to state the following:

14.2.10.5.1 Residential development permitted by any land use designation **will is encouraged** to include:

- a. minimum 10 percent of housing units that are below-market for each development application proposing more than 50 residential units within the Sheridan Growth Node. This **will should** be comprised of units targeted for a range of middle income households; and
- b. Approximately half of these units **will should** be larger, family-sized dwellings containing more than one bedroom. For the purposes of this section:

26. Policy 13.2.10.5.4 is modified to state the following:

~~13.2.10.5.4~~ **14.2.10.5.4** The below-market housing units described in policy 14.2.10.5.1 **are to should** be comprised of a mix of both below-market rental and below-market ownership housing when considered across the Node. Individual development applications are encouraged wherever possible to include a mix of both below-market rental and below-market ownership housing.

27. Policy 13.6.5.1 is modified to state the following:

13.6.5.1 **All** development proposals **and applications containing a tall building** in **the vicinity of the Hospital Growth Centre of the Mississauga Hospital** will be circulated to Trillium Health Partners (**Mississauga Hospital**) and must demonstrate **through a letter of satisfaction issued by Trillium Health Partners that** new buildings and structures **will comply with policies a. and b. below, and** do not interfere or conflict with the **planned or operational** flight path and the functioning of the Mississauga Hospital heliport **that is planned to be situated at 228.445 m above sea level (ASL)**. This may result in building heights that are lower than maximums otherwise permitted by this Plan. **Additional requirements related to this policy are as follows:**

- a. **New buildings, structures, and associated rooftop mechanical elements within the planned helicopter flightpath area will not exceed the planned elevation of the future Mississauga Hospital heliport, unless an aeronautical review confirms to the satisfaction of Trillium Health Partners that there is no impact to emergency air access and to the safe use of the flight path and access to heliport. These structures and rooftop elements include but are not limited to anything that is erected, built or constructed or is joined together with a fixed**

location on the ground, or attached to something having a fixed location in or on the ground, whether permanent or temporary in nature, such as a wall, parapet, crane, flagpole, antenna or telecommunications equipment, lighting, signage, construction or maintenance equipment, or any other equipment or installation.

- b. Development approvals require confirmation that no construction phase equipment, including cranes, and hoisting apparatus, will interfere with the future Mississauga Hospital heliport flight path once commissioned and operational, unless any identified risks can be appropriately mitigated to the written satisfaction of Trillium Health Partners.

28. Policy 14.2.11.1c is modified to state the following:

- c. encouraging the provision of a mixture of residential built forms and tenures suitable to a variety of income levels and household types including below-market priced housing;

29. Policy 14.2.11.5.1 is modified to state the following:

14.2.11.5.1 Residential development permitted by any land use designation **will is encouraged to** include:

- a. minimum 10 percent of housing units that are below-market for each development application proposing more than 50 residential units within the South Common Growth Node. This **will should** be comprised of units targeted for a range of middle income households;
- b. Approximately half of these units **will should** be larger, family-sized dwellings containing more than one bedroom. For the purposes of this section;

30. Policy 14.2.11.5.4 is modified to state the following:

14.2.11.5.4 The below-market housing units described in policy 14.2.11.5.1 **are to should** be comprised of a mix of both below-market rental and below-market ownership housing when considered across the Node. Individual development applications are encouraged wherever possible to include a mix of both below-market rental and below-market ownership housing.

31. Policy 15.13.2.20 is modified to state the following:

15.13.2.20 The Highway 413 Focused Analysis Area ('FAA') and the Northwest Greater Toronto Area Transmission Corridor Study Narrowed Area of Interest ('NAI'), **as shown on Schedules 3, 7 and 7A of this Plan,** will be planned for and protected. Development applications within the FAA and NAI will not preclude or predetermine any further planning and/or implementation of the Highway 413 and the Northwest GTA Transmission Corridor Study. Proposed developments within the FAA and NAI that could preclude or negatively affect the use of the FAA and NAI for the purpose(s) for which it was identified will not be permitted. **Development approvals, whether draft or final, shall only be granted where written confirmation is received from the Ministry of Transportation and the Ministry of Energy and Mines that the FAA and NAI no longer apply to the lands subject to the application(s).** The FAA and NAI have been established by Ministry of Transportation, and the Independent Electricity System Operator and the Ministry of Energy and **Electrification Mines**, respectively.

32. Policy 16.2.1.1 is modified to state the following:

16.2.1.1 **Pursuant to subsections 1 (1.1) and (1.2) of the Planning Act,** **within an area of employment,** a land use that is excluded from the list of permitted uses for an **area of employment in subsection 1(1) of the Planning Act,** is authorized to continue, provided the use has been lawfully established on the parcel of land before October 20, 2024.

33. A new policy 16.13.2.2 is inserted, which states the following:

16.13.2.2 The Highway 413 Focused Analysis Area ('FAA') and the Northwest Greater Toronto Area Transmission Corridor Study Narrowed Area of Interest ('NAI'), as shown on Schedules 3, 7 and 7A of this Plan, will be planned for and protected. Development applications within the FAA and NAI will not preclude or predetermine any further planning and/or implementation of the Highway 413 and the Northwest GTA Transmission Corridor Study. Proposed developments within the FAA and NAI that could preclude or negatively affect the use of the FAA and NAI for the purpose(s) for which it was identified will not be permitted. Development approvals, whether draft or final, shall only be granted where written confirmation is received from the Ministry of Transportation and the Ministry of Energy and Mines that the FAA and NAI no longer apply to the lands subject to the application(s). The FAA and NAI have been established by Ministry of

Transportation, and the Independent Electricity System Operator and the Ministry of Energy and Mines, respectively.

34. Policy 17.177.2 is modified to state the following:

17.177.2 Notwithstanding the policies of this Plan, an apartment dwelling with a maximum height of **235** storeys and a maximum **floor space index (FSI)** of 3.8 will be permitted.

35. Policy 17.178.5 is modified to state the following:

17.178.5 Prior to the delineation of the Lisgar GO MTSA, development proposing residential uses is **required encouraged** to set aside a minimum 10% of residential gross floor area (GFA) as *affordable* rental housing units.

36. Policy 17.178.6 is modified to state the following:

17.178.6 *Affordable* rental housing units will be **required encouraged** to be maintained at *affordable* rents for a minimum period of 25 years calculated from the date of first occupancy.

37. Policy 17.179.9 is modified to state the following:

17.179.9 Prior to the delineation of the Erindale GO MTSA, development proposing residential uses is **required encouraged** to set aside a minimum 10% of residential gross floor area (GFA) as *affordable* rental housing units.

38. Policy 16.179.10 is modified to state the following:

~~167.~~ 179.10 *Affordable* rental housing units will be **required encouraged** to be maintained at *affordable* rents for a minimum period of 25 years calculated from the date of first occupancy."

39. Policy 18.4.7 is modified to state the following:

18.4.7 To achieve the City's environmental sustainability goals, development **may be required, will be encouraged** to include, but not be limited to, the following:

40. The 'Provincial Policy Terms' table within the Glossary is modified to include the following terms:

- Agri-food network
- Agricultural system
- Deposits of mineral aggregate resources
- Urban agriculture

41. 'Schedule 2: Natural System' and 'Map 4-1: Areas of Natural and Scientific Interest (ANSI)' are modified as follows:

To remove "Cawthra Woods" as a regionally and provincially significant Area of Natural and Scientific Interest.

42. The following text description and label on 'Schedule 3: Long Term Street Network', 'Schedule 7: Land Use Designations', and 'Schedule 7A: Land Use Designations' are modified to state the following:

**~~Proposed Highway 413 Northwest GTA Transmission Corridor Study~~
Narrowed Area of Interest (NAI) ~~(NWGTA) Transmission Corridor Study.~~**

43. Replace Schedule 8l with Appendix A, to increase maximum height (in storeys) of 2300 Confederation Parkway and 2170 Sherobee Road from "3 to 25" to "3 to 35".

44. Replace Schedule 8f with Appendix B, to increase maximum height (in storeys) of 189 Dundas Street West from "3 to 25" to "3 to 35".

PART B – A decision is withheld on the following lands:

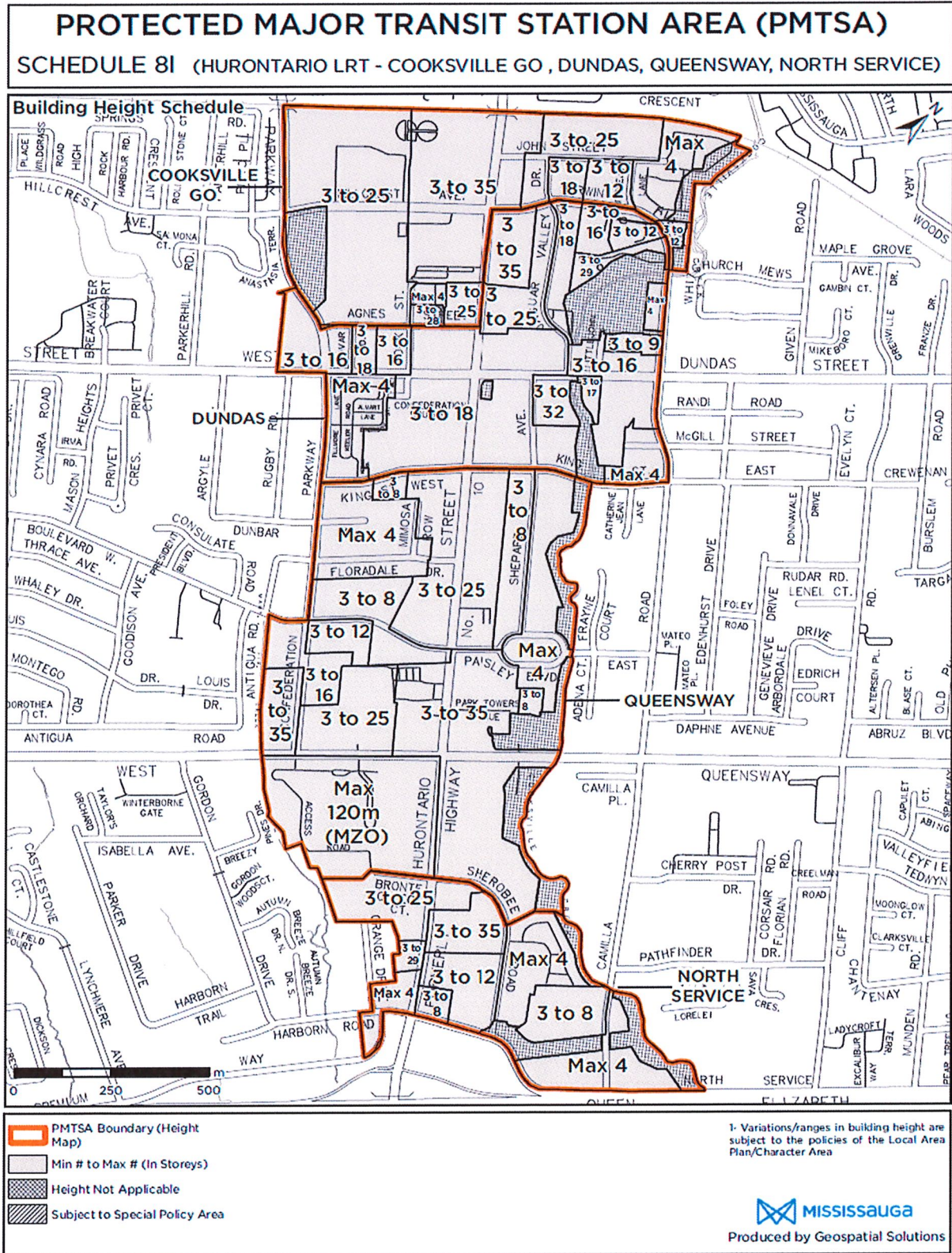
1. The lands municipally known as 1403 and 1425 Dundas Street East, in the City of Mississauga, Region of Peel.

Dated at Toronto this 27th day of MARCH 2026.



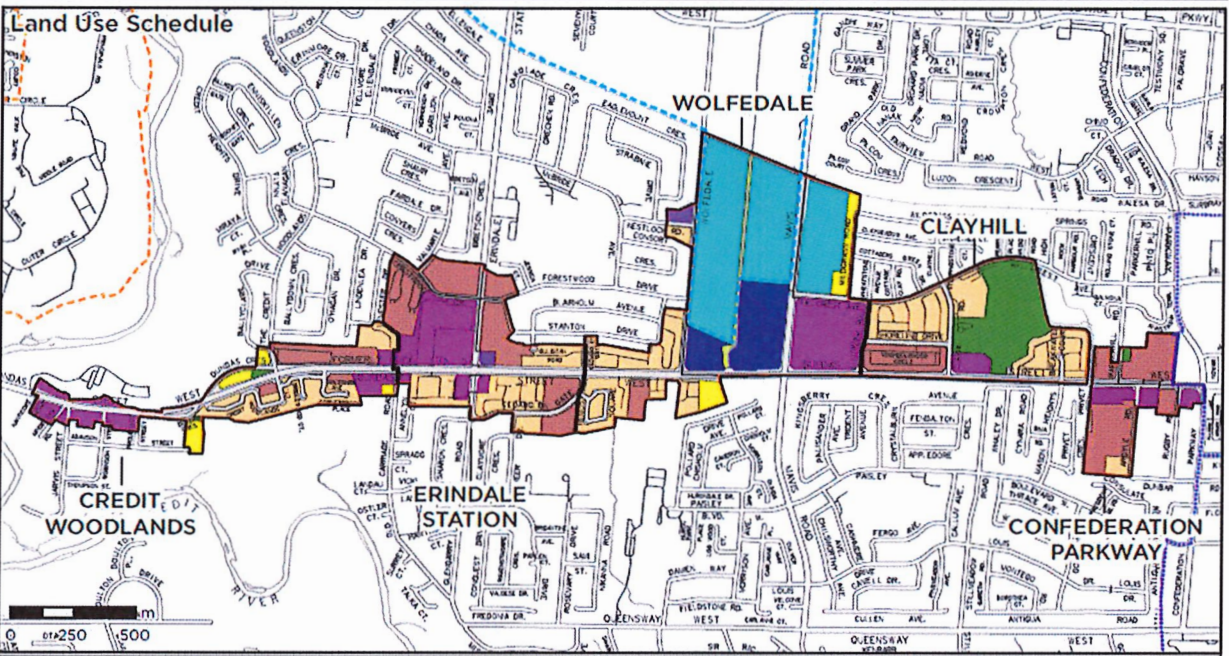
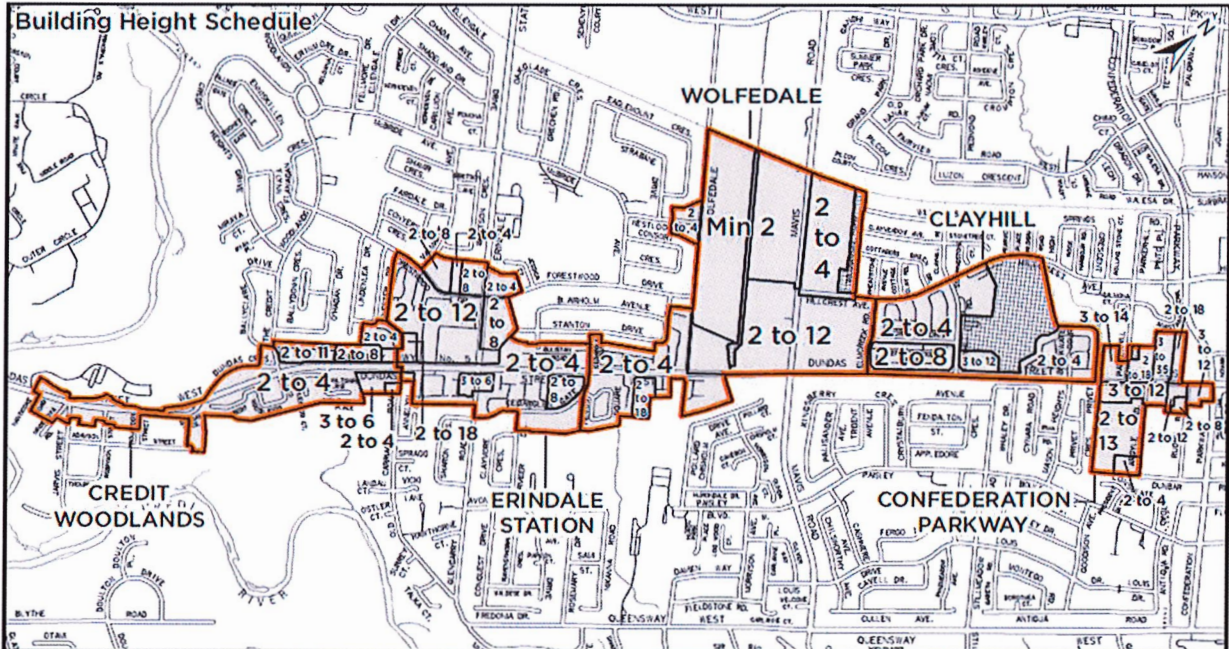
Sean Fraser
Assistant Deputy Minister
Municipal Housing and Operations Division
Ministry of Municipal Affairs and Housing

Appendix A



Appendix B

PROTECTED MAJOR TRANSIT STATION AREA (PMTSA)
SCHEDULE 8f (DUNDAS BRT- CREDIT WOODLANDS, ERINDALE STATION, WOLFEDALE, CONFEDERATION PARKWAY, CLAYHILL)

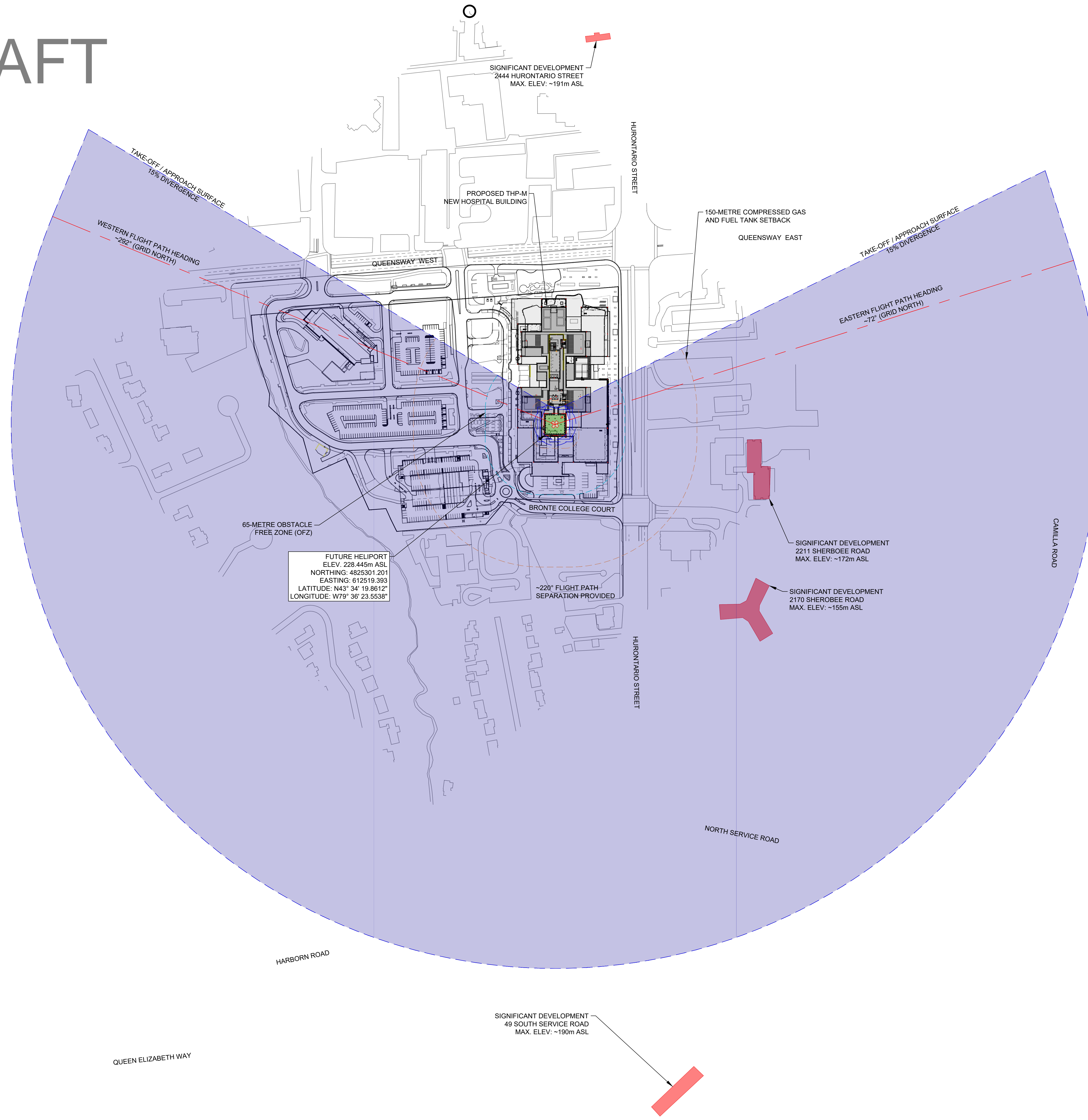


PMTSA Boundary (Height Map)	Business Employment	Low Rise II	Employment Area	1- Variations/ranges in building height are subject to the policies of the Local Area Plan/Character Area
PMTSA Boundary (Land Use Map)	Convenience Commercial	Mixed Use	Growth Centre	
Min # to Max # (In Storeys)	Greenlands	Mixed Use Limited	Special Purpose Area	
Height Not Applicable	High Rise	Public Open Space		
	Low Rise I	Private Open Space		
		Utility		

MISSISSAUGA
Produced by Geospatial Solutions

March 2026
V - 1.00

DRAFT



FUTURE HELIPORT
 ELEV. 228.445m ASL
 NORTHING: 4825301.201
 EASTING: 612519.393
 LATITUDE: N43° 34' 19.8612"
 LONGITUDE: W79° 36' 23.9538"

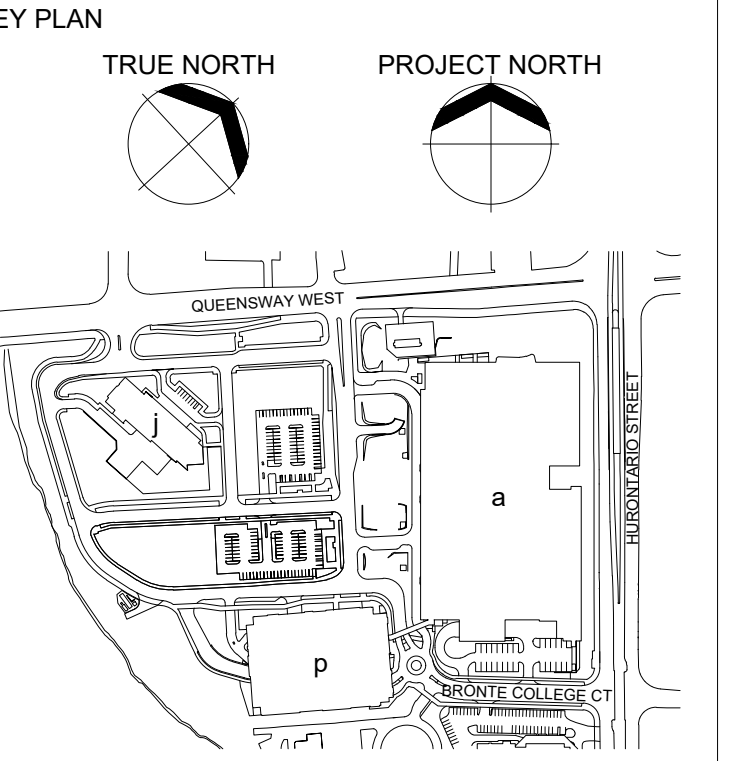
PROJECT
**TRILLIUM HEALTH PARTNERS
 M-SITE REDEVELOPMENT**
 100 QUEENSWAY WEST AND
 2250 HURONTARIO STREET

Infrastructure Ontario

**Trillium Health Partners
 Better Together**

ED+PCL HEALTHCARE PARTNERS

EllisDon **PCL CONSTRUCTION**



DRAWING STATUS
NOT FOR CONSTRUCTION

NO.	ISSUED	DATE
02	100% DD SUBMISSION	05 SEP 24
01	60% DD SUBMISSION	03 MAY 24
00	30% DD SUBMISSION	07 DEC 23

REVISIONS

NO.	ISSUED	DATE

TO BE USED FOR PLANNING PURPOSES ONLY.
 COORDINATE SYSTEM NAD83(CRS) UTM ZONE 17N.

ALL DIMENSIONS ARE SHOWN IN METRIC.
 DISCIPLINE IN JOINT VENTURE



PROJECT NO. **23-0010**

DRAWN	CHECKED	ISSUE NO.
NG/DF	JH	00

DRAWING TITLE
**FUTURE HELIPORT
 FLIGHT PATH
 DIAGRAM**

DRAWN	CHECKED	ISSUE NO.
NG/DF	JH	00

DRAWING NO.
AVa1-003

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

Table of Contents

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**1. Summary of Applicable Policies,
Regulations and Proposed Amendments**

The *Planning Act* requires that municipalities' decisions regarding planning matters be consistent with the Provincial Planning Statement (PPS) 2024 and conform with the applicable provincial plans. Previously, proposed amendments to Zoning By-law 0225-2007 to pre-zone lands within Protected Major Transit Station Areas (PMTSAs) were reviewed against the former Mississauga Official Plan and the (now in effect) Mississauga Official Plan (MOP) 2051 and was approved by Planning and Development Committee (PDC) on April 28, 2025.

Since then, City Council's ratification of the committee approved recommendations (PDC-0014-2025) had been withheld pending the ministerial approval of the MOP 2051. As the MOP 2051 is now in-effect, a review of the relevant policies is required.

Only key policies of the MOP 2051 and relevant to the revised proposed amendments have been included, as it continues to be consistent with the PPS 2024. The summary tables listed in

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,

the subsections below should be considered a general summary of the intent of the policies and should not be considered exhaustive.

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.

The MOP 2051 was council adopted on April 16, 2025, and approved by the Minister of Municipal Affairs and Housing on March 24, 2026, on the basis that its policies are consistent with the Provincial Planning Statement, 2024.

2024, and replaced 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.

PPS (2024) 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, and allows for a range of intensification opportunities within Protected Major Transit Station Areas (PTMSAs) and Strategic Growth Areas in order to facilitate the development of a range and mix of housing.

The proposed amendments to Zoning By-law 0225-2007 are consistent with the policies of the PPS (2024).

3. Mississauga Official Plan 2051 (in-effect)

The MOP 2051 was approved by the Minister of Municipal Affairs and Housing on March 24, 2026. As the previous review of the proposed amendments to the zoning by-law was based on the previous MOP and the draft version of the MOP 2051, a “fresh” review of the in-effect policies is required to ensure that the revised proposed City-initiated zoning by-law amendment continues to align strongly with key policies of the official plan.

The revised amendment implements the PMTSA policies as it introduces zoning standards that facilitates residential,

commercial and mixed-use development along intensification corridors (such as Hurontario Street and Dundas Street) as well as the Mississauga Transitway.

The MOP 2051 is guided through the following principles to support the creation of complete communities, plan for a wide range of housing options, jobs, and community infrastructure resources, and to prioritize pedestrians. The zoning by-law amendments achieve these principles by permitting a mix of land uses as well as permissive heights and densities.

The proposed amendments to Zoning By-law 0225-2007 are consistent with the policies of the PPS (2024). An in-depth review of these policies is contained in this Appendix.

	General Intent
Chapter 1 Introduction	Strategic Plan: Move: Developing a Transit Oriented City Pillar Connect: Completing Our Neighbourhoods

<p>Chapter 2 Vision</p>	<p>Mississauga Official Plan 2051 subscribes to the following key guiding principles for land use:</p> <ul style="list-style-type: none"> • Supporting the creation of distinct, vibrant and complete communities • Planning for a wide range of housing options, jobs and community infrastructure resources • Prioritizing pedestrians by providing a variety of mobility options that focuses on walking for people of all ages • Promoting a strong diversified economy including “mom and pop” shops to global firms <p>Growth will be directed to key locations to support existing and planned transit and other infrastructure investments, have higher densities, a mix of uses, be designed for walking, cycling and be close to local services and amenities (Section 2.5.1).</p> <p>Mississauga will provide existing and future residents with housing options responding to their needs based on housing types, living arrangements and tenure for individuals of all ages. Compatible infill housing options to increase housing options, and small-scale retail and service uses will be enabled within neighbourhoods to meet the daily needs of local residents without the need to drive (Section 2.5.3).</p>
<p>Chapter 3 Directing New Development</p>	<p>Assurance there is adequate land capacity to accommodate population and employment growth to 2051 (Section 3.2.2).</p> <p>Most of Mississauga’s future growth will be directed to Strategic Growth Areas, which are the Downtown, Growth Centres, Growth Nodes, and Major Transit Station Areas. (Section 3.2.4).</p> <p>The City Structure, growth forecast and land use designations will inform the vision for growth and future investments in transit, community infrastructure and services (Section 3.2.9).</p> <p>The Strategic Growth Areas consists of mixed-use areas and will be developed at densities that are high enough to support frequent transit service, walkability as well as physical and social infrastructure. (Section 3.3.1).</p> <p>Growth will be primarily directed towards the Strategic Growth Areas with planned minimum densities (Section 3.3.5.3).</p>
<p>Chapter 4 Sustaining the Natural Environment</p>	<p>Mississauga will build communities that are compact, low carbon, mixed use, and transit-supportive (Section 4.2.4)</p> <p>To improve air quality, Mississauga will prioritize compact, mixed use and transit oriented development that reduces car dependency, direct growth to Strategic Growth Areas and encourage a balance of housing and jobs that provide opportunities for shorter commutes and <i>active transportation</i> modes (Section 4.6.1).</p> <p>In accordance with the Provincial Compatibility guidelines, the development proponent will be required to undertake a feasibility study in those cases where sensitive land use is proposed within the area of influence of a facility that generates contaminant discharges (Section 4.8.4).</p>

<p>Chapter 5 Housing Choices and Affordable Homes</p>	<p>Housing unit targets consider a wide range of housing types such as multiple housing types and built forms; diverse housing arrangements; housing that is affordable to a range of low- and moderate- income households; diverse housing tenure; and housing provided to specific populations (Section 5.1).</p> <p>An ability to accommodate residential growth for a minimum of 15 years through residential intensification and redevelopment and lands which are designated and available for residential development (Section 5.3.1.1a).</p> <p>Housing is provided that fully implements the intent of the Provincial housing policies and plans (Section 5.3.1.4).</p> <p>Housing created within complete communities will have access to active modes of transportation, increased opportunities for walkability, access to parks and open spaces and proximity to community supportive services (Section 5.3.10).</p>
<p>Chapter 7 Getting Around our Communities</p>	<p>Mississauga may acquire lands for a transit right-of-way along <i>higher order transit</i> corridors, where the creation of a transit right-of-way separate from, adjacent to, or in addition to, a street right-of-way is deemed appropriate (Section 7.3.2.4).</p> <p>Future additions to the street network will be public streets. Public easements will be required for cases where a private street is considered. An appropriate terminus is required for maintenance and operations where a private street connects with a public street (Section 7.3.4.7).</p>

<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 (Section 8.2.2).</p> <p>The city vision will be supported by site development that respects the hierarchy established by the City Structure, demonstrates context sensitivity and transition, including to the public realm (Section 8.2.10).</p> <p>Encourage a high quality, compact and urban built form to reduce the impact of extensive parking areas, enhance pedestrian circulation, complement adjacent uses, and distinguish the significance of the <i>Strategic Growth Areas</i> from surrounding areas (Section 8.3.4).</p> <p>Opportunities to conserve and incorporate cultural heritage resources into community design and <i>development</i> should be undertaken in a manner that enhances heritage resources and makes them focal points for the community (Section 8.3.14).</p> <p>A transit and <i>active transportation</i> supportive urban form will be required in <i>Strategic Growth Areas</i> and encouraged throughout the rest of the city (Section 8.5.1.2).</p> <p>No building construction phase equipment for tall buildings in the Hospital Growth Centre including cranes and hoisting apparatus will be permitted to interfere with the future flight path for the Mississauga Hospital heliport that is planned to be situated 228.445 metres above sea level once the heliport is commissioned and operational, unless any identified risk can be appropriately mitigated to the written satisfaction of Trillium Health Partners (Section 8.6.1.29).</p>
<p>Chapter 10 Land Use Designations</p>	<p>Schedule 7: Land Use Designations identifies the uses of land in Mississauga. Further breakdown of specific policies for the Growth Centre can be found in subsequent chapters (Section 10.1).</p> <p>The planned function of lands designated Mixed Use is to provide a variety of retail, service and other uses to support the surrounding residents and businesses. Development of Mixed-Use sites that include residential uses will be required to contain a mixture of permitted uses (Section 10.2.6.2).</p> <p>Development of lands designated Mixed Use will provide a minimum retail and service commercial space to provide a concentration of a mixture of uses that meet the needs of the residents and to encourage uses such as a food store in areas where there is a demonstrated need (Section 10.2.6.3).</p> <p>Development may exceed building heights specified by Character Area, Protected Major Transit Station area or Special Site policies by a maximum of 3 storeys to accommodate non-residential uses above the ground floor (Section 10.6.2.4).</p>

<p>Chapter 11 Transit Communities</p>	<p>Each <i>Major Transit Station Area</i> is unique and will be planned based on its local context, growth potential and limitations to determine appropriate densities and <i>transit supportive</i> development. Not all stations or sites will achieve the same mix of land uses or intensity of development in the short term (Section 11.1).</p> <p>Protected <i>Major Transit Station Areas</i>, associated density targets, authorized uses, and building heights are referenced in Table 11-1: Protected Major Transit Station Areas. As such, pre-zoning is not considered for Planned <i>Major Transit Station Areas</i> due to the lack of delineated boundaries and minimum density requirements (Section 11.2.4).</p> <p><i>Development</i> in the Major Transit Station Areas will support the following objectives:</p> <ul style="list-style-type: none"> a. leverage <i>infrastructure</i> investments by planning for <i>transit-supportive</i> densities and increased transit ridership; b. encourage a balanced mix of <i>transit-supportive</i> uses c. develop and enhance <i>active transportation</i> connections and <i>infrastructure</i> d. support a mix of multi-unit housing (Section 11.2.6) <p><i>Development</i> will contribute towards the creation of <i>transit-supportive</i> communities by:</p> <ul style="list-style-type: none"> a. including a broad and balanced mix of residential and non-residential uses c. including a range of employment uses to achieve a well-balanced mix of office and retail uses d. recognizing that some Protected Major Transit Station Areas will have limited opportunities to accommodate a mix of uses and varying building forms due to the existing and planned context e. being subject to required land use compatibility assessments as identified by the City (Section 11.3.1.3). <p>In conjunction with existing <i>development</i> densities, new <i>development</i> in Protected Major Transit Station Areas will be planned to achieve the minimum residents and jobs combined per hectare (Section 11.3.2.2).</p> <p>The minimum floor space index (FSI) will be achieved over the long term and is a cumulative measure of planned density across the lands within a Protected Major Transit Station Area (Section 11.3.2.3).</p> <p><i>Sensitive land uses</i> proposed near lands designated Industrial, Business Employment, or within the influence area of major employment facilities will need to demonstrated that:</p> <ul style="list-style-type: none"> a. the use is appropriate in accordance with the policies of this Plan through land use compatibility studies b. the recommended mitigation measures will contribute to an appropriate living environment c. the use would not adversely affect the overall viability of employment lands and facilities d. the onus for mitigation will be on developers proposing new residential and/or other <i>sensitive land uses</i> (Section 11.3.4.2)
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<p>Chapter 11 Transit Communities (continued)</p>	<p>The existing transportation network will be strengthened and expanded with new streets, pedestrian and mid-block connections, and <i>multimodal access to higher order transit</i> stations and stops (Section 11.3.6.1).</p> <p><i>Development</i> will be phased to ensure appropriate transportation and municipal servicing infrastructure along with community services and facilities are available to service development. A study may be required to demonstrate there is sufficient <i>infrastructure</i> and servicing capacity and if there isn't sufficient capacity, a servicing strategy shall be completed to the City's satisfaction (Section 11.3.8.1)</p>
<p>Chapter 11 Transit Communities Section 11.5: Dundas Corridor</p>	<p>Dundas Street will continue its evolution towards a dynamic, urban, mixed-use corridor with multiple options for mobility including walking, cycling, and rapid transit. New public streets and pedestrian connections will be introduced to create smaller walkable blocks and multiple routes to key destinations. Building heights will vary along the Corridor to reflect the City Structure and to visually emphasize key intersections. Not all lands along the Corridor will be able to accommodate new <i>sensitive land uses</i> such as residential, due to land use compatibility issues (Section 11.5).</p> <p><i>Development</i> will contribute to the creation of a predominantly mid-rise corridor, with maximum building heights of 12 storeys except in key locations where additional heights are permitted, up to a maximum of 25 storeys (Section 11.5.2).</p> <p>Intensification and development on lands within the regulatory storm flood plain that poses an unacceptable risk, will not be permitted prior to the completion of City initiated flood studies and the construction of recommended mitigation measures, where necessary and to the satisfaction of the City and conservation authority (Section 11.5.5).</p> <p>The road network will be expanded to provide increased connectivity, a fine-grained <i>multimodal</i> transportation network, and encourage <i>multimodal</i> access as shown generally in Maps 11-2 and 11-3:</p> <ul style="list-style-type: none"> a. address through the <i>development</i> application process, the design, access requirements and public/private responsibilities for roads and pedestrian connections b. create smaller <i>development</i> blocks with new roads and pedestrian connections c. prioritize pedestrian and cycling connections to transit facilities (Section 11.5.7).

<p>Chapter 13 Growth Centres</p>	<p>Growth Centres are composed of four Character Areas: Uptown, Fairview, Cooksville, and Hospital and contain six <i>Protected Major Transit Station Areas</i> (Sections 13.1, 11.1.1.2).</p> <p>Growth Centres will be planned to</p> <ol style="list-style-type: none"> reflect their role in the City Structure hierarchy accommodate significant population and employment growth develop as locations for significant mixed use development second only to the Downtown Core accommodate a balance of housing, retail, office, services and community infrastructure attract considerable employment including major offices support a range of transportation options (Section 13.1.1.3) <p>Growth Centres will achieve a minimum gross density of residents and jobs combined per hectare as specified for each <i>Protected Major Transit Station Area</i> (13.1.1.4).</p> <p>Development in Growth Centres will support the achievement of healthy sustainable complete communities that:</p> <ol style="list-style-type: none"> provide a wide range of uses, including residential, community infrastructure, employment, services, commercial uses supply a diverse range and mix of housing options, unit types and sizes, including affordable housing deliver a compact built form and density that allow people to meet many of their needs locally within walking distance provide active transportation connections to the Light Rail Transit (LRT) line, transit routes/stops (Section 13.1.1.7). <p>Residential and/or employment density and mix of uses will be sufficiently high to support transit usage, according to the permitted land uses in the policies of the Plan (Section 13.1.1.8).</p> <p>Growth Centres will be serviced and supported by local and <i>higher order transit</i> facilities that provide connections to all parts of the city and to neighbouring municipalities (Section 13.1.1.9).</p> <p>Improvements to the street network will be achieved through <i>development</i>. Future additions to the street network are identified in Map 13-5.2: Cooksville Growth Centre Character Area Future Streets (Section 13.5.5.2).</p>
<p>Chapter 13 Growth Centres</p> <p>Section 13.2: Uptown</p>	<p>The Uptown Growth Node aligns with the Eglinton <i>Protected Major Transit Station Area</i> as shown on Schedule 1: City Structure and identified on Schedule 8: <i>Protected Major Transit Station Areas</i> (Section 13.2)</p>

<p>Chapter 13 Growth Centres</p> <p>Section 13.3: Fairview, Cooksville, and Hospital Growth Centres</p>	<p>Through development applications, opportunities to increase the provision of open space will be explored. These open spaces will be complementary to the public parkland system (Section 13.3.1.4).</p> <p>Fairview: The greatest building heights will be located at the existing and planned buildings at Elm Drive West and Hurontario Street as shown on Schedule 8: Protected Major Transit Station Area (Schedule 8k). Heights beyond this intersection should transition down to ensure the prominence of the Downtown Core (Section 13.4.3.1).</p> <p>Fairview: On lands designated Residential High-Rise, the maximum permitted building height as shown on Schedule 8: Protected Major Transit Station Area (Schedule 8k) may be exceeded by up to three storeys without an amendment to this Plan, subject to meeting the building transition policies and additional non-residential uses are provided (Section 13.4.3.2).</p> <p>Cooksville: The vision is based on the following guiding principles:</p> <ol style="list-style-type: none"> 1. Establish a mixed use, vibrant community – create a range of local and unique businesses along Hurontario and Dundas streets 2. Plan for more people and employment – provide a range of housing options both in type and affordability 3. Achieve a walkable, connected community (Section 13.5.3) <p>Cooksville: The greatest building heights will be in proximity to the Cooksville GO station as shown on Schedule 8: Protected Major Transit Station Area (Schedule 8l).</p> <p>Cooksville: On lands designated Residential High-Rise and located outside of Special Site 115 in Cooksville Growth Centre, the maximum permitted building height as shown on Schedule 8: Protected Major Transit Station Area (Schedule 8l) may be exceeded by up to three storeys without an amendment to this Plan, subject to meeting the building transition policies and additional non-residential uses are provided (Section 13.5.4.2)</p> <p>Hospital: All development proposals and applications containing a <i>tall building</i> in the Hospital Growth Centre will be circulated to Trillium Health Partner (Mississauga Hospital) and must demonstrate through a letter of satisfaction issued by Trillium Health Partners that new buildings and structures will comply policies a. and b. and do not interfere or conflict with the planned or operational flight path and the functioning of the Mississauga Hospital Heliport that is planned to be situated at 228.445 metres above sea level. This may result in building heights that are lower than maximums otherwise permitted.</p> <ol style="list-style-type: none"> a. New buildings, structures and rooftop mechanical elements within the planned helicopter flightpath area shall not exceed the planned elevation of the future Mississauga Hospital heliport b. Development approvals require confirmation that no construction phase equipment will interfere with the future Mississauga Hospital helipad once commissioned and operational (Section 13.6.5.1).
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<p>Chapter 14 Growth Nodes</p>	<p>The following Growth Nodes are located within Protected Major Transit Station Areas: Clarkson Village, Dixie-Dundas and Port Credit (Section 14.1).</p> <p>Character Area, Local Area Plan, Special Site and Major Transit Station Area policies will establish how growth, development and mix of uses will be achieved within Growth Nodes (Section 14.1.1.1).</p> <p><i>Development</i> in Growth Nodes will support the achievement of healthy, sustainable, <i>complete communities</i> 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, have access to a range of transportation options, and maximize the use of existing and planned infrastructure (Section 14.1.1.2).</p> <p>Growth Nodes will be planned to reflect their role in the City Structure hierarchy (Section 14.1.1.15).</p> <p>Dixie-Dundas: <i>Development</i> within the Regional Storm flood plain will be restricted pending the completion of City-initiated flood studies and the construction of any required mitigation measures (Section 14.2.3.3.3).</p> <p>Port Credit: The <i>development</i> of the Node will be at a scale that reflects its role in the urban hierarchy (Section 14.2.7.2.2).</p>
<p>Chapter 17 Special Site Policy</p>	<p>Special Sites are generally located throughout the city, including within the Protected MTSAs, with the majority located along the entire length of the Hurontario Corridor from Port Credit to the Brampton city limits.</p> <p>Special Sites contain unique policies that address site specific matters such as land use; environmental and climate change; pedestrian and vehicle site access; adverse effects from surrounding properties; heritage; Conservation Authorities, and urban design. As noted in the chapter preamble, Special Sites continue to complement and support the long-term vision of MOP 2051. Lands within Special Sites are developed in accordance with the land use designations and associated policies within the official plan.</p>

Review of Relevant Mississauga Official Plan 2051 Policies

Directing New Development within PMTSAs

The proposed amendment ensures there is adequate supply of land to accommodate both population and employment growth to the 2051 planning horizon and beyond which is important to allow existing and future residents to age in place and find suitable housing types based on their needs.

PMTSAs, which are also found within the Downtown, Growth Nodes, and Major Nodes, will accommodate most of its future growth and development, and an efficient use of land is essential to meet population and housing targets.

Based on the January 2026 growth forecasts, at final buildout (which has an undefined timeline), a total of 114,000 dwelling units and approximately 227,000 residents will reside within PMTSAs. In order to accommodate new residents, proposed new permissions includes permitting high density residential uses, many requiring non-residential uses at grade to meet daily and weekly needs for future residents. Increases in densities will also leverage existing and future investments in higher order transit and cycling infrastructure.

The proposed amendment facilitates an evolution over time to a corridor consisting of mix of land uses and buildings of varying heights and densities where active transportation, walking, and transit is a priority over the dependence of the automobile as a mode of transportation.

Recognizing Existing Commercial Development

Corridors such as along Dundas and Lakeshore consist of underutilized commercial properties that often include surface parking and buildings with 1-2 storeys and are designated in accordance with the MOP 2051 schedules. Designations such as Mixed Use, Mixed Employment and Mixed Use Limited can be based on proximity to industrial uses, and potential for redevelopment subject to land use compatibility. Thus, there are numerous commercial plazas where redevelopment is envisioned.

Although it is the intent for the existing development to cease to allow for redevelopment to occur, it is acknowledged that depending on the market conditions, operations with these existing plazas may continue for years or decades. It is important for the zoning by-law to maintain flexibility despite the existing development may not conform to the land use designations it belongs to. Maintaining existing businesses, employment, regional economic viability is not only important, but many cater to ethnic and cultural segments of the population which sees cafes and stores as “third places”, serving as impromptu community spaces and resident support. Without these establishments, the daily and weekly needs of certain ethnic groups may not be met, and its social structure would be weakened.

Climate Change Resiliency

The MOP 2051 focuses on building communities that are compact, low carbon, mixed use, and transit supportive.

Focusing population and employment growth along higher order transit corridors and its stations reduces the reliance on the automobile as the primary mode of transportation, while also improving air quality at the same time. Active transportation such as cycling provides further options for residents.

As Zoning By-law 0225-2007 was updated in mid-2024 to remove minimum parking requirements within Protected MTSA in according with *Bill 97 (The Helping Homebuyers, Protecting Tenants Act, 2023)*, the market determines how much parking to provide for each development. This flexibility may reduce the number of parking spaces due to leveraging higher order transit investment such as the Dundas BRT and cycling infrastructure upgrades. Although the zoning by-law amendments are completed and not within the scope of the revised proposed amendment, removing minimum parking requirements assists in maximizing development potential.

The MOP 2051 acknowledges the Special Policy Area (SPA) around the Dixie and Dundas Growth Node, which witnessed storm events in 2024 where flash flooding occurred. A study to address minimizing flooding risk along the Little Etobicoke Creek remains ongoing in collaboration between the City and Toronto Region Conservation Authority. In the meantime, this project does not include the SPA lands due to the uncertainty of whether sensitive uses can be located on these lands without risk to property and residents. Staff will review the recommendations of this study prior to proposing future amendments to the zoning by-law.

Housing Choice and Affordability for All

The proposed amendment ensures housing unit targets are achieved by permitting a range of housing types can be constructed that are suitable for everyone's needs. All PMTSAs have varying land use permissions so not all development will be high density apartments. For example, PMTSAs along the Transitway consists mostly of established single detached, semi-detached, and townhouse development. Future development can include fourplexes, ARUs, and other forms of "gentle density" housing type. On the other hand, PMTSAs along the Hazel McCallion Line permit development that is denser and with greater height permissions.

Accommodating a greater number of housing units along higher order transit allows residents to walk or take transit to meet their daily and weekly needs, while also accessing nearby community facilities such as parks and community centres.

Building Transit Communities

Under the Planning Act, vehicle parking is no longer required for all land uses (residential and non-residential) within PMTSAs. The intent is to reduce the reliance on the automobile as a primary transportation mode, and to leverage transit infrastructure. The Zoning By-law was updated in October 2024 to be in alignment with provincial legislation.

Development along PMTSAs leverage infrastructure investments by focusing higher density development near stations so ridership can be maximized, encouraging a balanced mix of transit supportive uses by including commercial uses to support daily and weekly needs of residents, while minimizing the reliance on the automobile by

making transit, cycling, and walking suitable transportation mode choices. Further, as minimum parking requirements are no longer required in PMTSAs in the zoning by-law, leveraging transit and active transportation infrastructure is even more important.

Building Healthy Communities

The MOP 2051 envisages complete communities within PMTSAs along key higher order transit corridors, promoting a diverse mix of uses that supports pedestrian movement, transit and active transportation modes. Relying less on driving and more on walking and cycling generally increases physical activity and improved mental health. Further, reduced reliance on the automobile reduces local greenhouse gas emissions which can impact the health of residents.

Several historic villages such as Port Credit and Erindale Village are located within a PMTSA. Although increasing housing supply is important to increase supply and affordability, conserving cultural heritage resources is also important. Local landmarks such as the Erindale Village Community Hall and Clarke Memorial Hall in Port Credit remains important to local residents and are also designated under the Ontario Heritage Act, and therefore not subject to this project.

Major Transit Station Areas

The MOP 2051 identifies the Protected Major Transit Station Areas and its associated density and height targets through Table 11-1 and Schedule 8. The highest density targets are in the Growth Centres, and lower targets along Dundas Corridor

and Transitway. Density targets are broadly applied, and development contributes to the density target over time. The development of the PMTSAs potentially spans decades and over generations, with the intent of leveraging transit and active transportation investments, encouraging a balanced mix of transit supportive uses such as commercial and office, and supporting a mix of multi-unit housing. As noted previously, each PMTSA has varying height permissions and density targets and is contextually appropriate based on the city's urban hierarchy and the surrounding community.

Servicing of Future Development

Development may require additional investments in water and wastewater infrastructure where the existing capacity is reached. Consultations and collaboration with service providers such as the Region of Peel ensures that height and density permissions in the MOP 2051 can be accommodated, and that future capital projects are timed so that development can continue unabated. However as noted in Section 11.3.8.1 the landowner may be required to demonstrate there is sufficient infrastructure and servicing capacity and if there isn't sufficient capacity, and a servicing strategy shall be completed in support of the application.

The creation of new streets, sidewalks, and pedestrian connections may be required to ensure circulation patterns internal to a proposed development. Maps 11-2 and 11-3 of the MOP 2051 conceptually show new road networks to be addressed through development applications. For lands subject to the zoning amendment, a Holding Provision for

these lands ensures future development applications address the creation of internal road networks.

Growth Centres

Growth Centres are composed of four Character Areas: Uptown, Fairview, Cooksville, and Hospital and contain six PMTSAs. Outside the Downtown, Growth Centres will accommodate the greatest population and employment growth and permits the tallest buildings. Growth Centres also support a wide range of transportation options and therefore have the greatest opportunity to adapt to the impacts of climate change. Higher order transit and active transportation infrastructure are supported due to more intensive development permissions.

Additional policies apply in the Fairview, Cooksville, and Hospital Growth Centres requiring additional commercial and non-residential uses, especially along Hurontario, King, and Dundas Streets and The Queensway to further support the loss of small businesses through redevelopment.

Growth Nodes

The following Growth Nodes are located within Protected Major Transit Station Areas: Clarkson Village (westerly portion only), Dixie-Dundas and Port Credit, and accommodate population and employment growth but to a lesser degree due to their lower tier in the city's structure hierarchy. Density targets and height permissions are therefore lower than the Growth Centres.

Growth Nodes will also 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.

Mississauga Hospital Proposed Helipad

The proposed 22-storey Mississauga Hospital, operated by the Trillium Health Partners (THP), located at the southwest corner of Hurontario Street and the Queensway in the Hospital Growth District, is currently under construction. Included in the new building is a rooftop helipad which will be operational once the development has been completed (tentatively 2033-2034). The helipad will have an elevation of 228.445 metres above sea level (ASL).

Using Above Sea Level provides a standardized and universal method in determining vertical height regardless of terrain changes made. Since the zoning by-law generally measures height from grade, the use of ASL in the MOP 2051 polices addresses the concern that surrounding landowners may alter terrain thus allowing buildings to be constructed higher to the newly determined grade and potentially exceeding the maximum 228.445 metres ASL.

Therefore, a Holding Provision applies to properties that permit buildings over 12-storeys and surrounding the Mississauga Hospital to implement Policies 8.6.1.29 and 13.6.5.1 requiring a letter of satisfaction by the THP to ensure no building, structure, or construction phase equipment will interfere with the future helipad once commissioned and operational.

4. Zoning

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

5. Conclusion

City staff have evaluated the proposed amendments against the PPS (2024) and Mississauga Official Plan 2051.

Based on the above analysis, staff are of the opinion the proposed zoning by-law amendments are consistent with the PPS and conforms to Mississauga Official Plan 2051. Further, staff are of the opinion the proposed amendments can be supported. Overall, the proposed zoning by-law amendment that modernizes development standards and facilitates future development within protected MTSAs, where applicable, is aimed at creating a sustainable, economically diverse, and inclusive city.