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## ADDITIONAL AGENDA

### Council

**Date:** April 2, 2025  
**Time:** 9:30 AM  
**Location:** Council Chambers, Civic Centre, 2nd Floor  
300 City Centre Drive, Mississauga, Ontario, L5B 3C1  
and Online Video Conference

#### Members

Mayor Carolyn Parrish	
Deputy Mayor and Councillor Matt Mahoney	Ward 8
Deputy Mayor and Councillor John Kovac	Ward 4
Councillor Stephen Dasko	Ward 1
Councillor Alvin Tedjo	Ward 2
Councillor Chris Fonseca	Ward 3
Councillor Natalie Hart	Ward 5
Councillor Joe Horneck	Ward 6
Councillor Dipika Damerla	Ward 7
Councillor Martin Reid	Ward 9
Councillor Sue McFadden	Ward 10 (Leave of Absence)
Councillor Brad Butt	Ward 11

**To Request to Speak on Agenda Items** - Advance registration is required to make a Deputation please email Stephanie Smith, Supervisor, Secretariat at [stephanie.smith@mississauga.ca](mailto:stephanie.smith@mississauga.ca) or call 905-615-3200 ext. 3831 no later than **Monday, March 31, 2025 before 4:00PM.**

**Questions for Public Question Period** – To pre-register for Public Question Period, questions may be provided to the Legislative Coordinator at least 24 hours in advance of the meeting. Following the pre-registered questions, if time permits, the public may be given the opportunity to ask a question on an agenda item. Virtual participants must pre-register.

Comments submitted will be considered as public information and entered into the public record.

**Virtual Participation** - All meetings of Council are streamed live and archived at [Mississauga.ca/videos](http://Mississauga.ca/videos). To speak during the virtual meeting or if you do not have access to the internet, contact the Legislative Coordinator and you will be provided with directions on how to participate.

#### Contact

Stephanie Smith, Supervisor, Secretariat  
905-615-3200 ext. 3831  
Email [stephanie.smith@mississauga.ca](mailto:stephanie.smith@mississauga.ca)

#### Find it Online

<http://www.mississauga.ca/portal/cityhall/councilcommittees>

An asterisk (\*) symbol indicates an Item that has been either Revised or Added

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**7.            DEPUTATIONS**

- \*7.5           Item 11.4 TJ Cleciura, DesignPlan Services Inc
- \*7.6           Item 11.4 Sue Shanly, MIRANET
- \*7.7           Item 15.3 Sue Shanly, MIRANET
- \*7.8           Item 15.3 Athina Tagidou, Resident
- \*7.9           Item 10.1 Van An Le, Resident
- \*7.10          Item 10.1 Nervine Wassef, Director, MDM Contracting

**14.           CORRESPONDENCE**

- 14.1           Information Items
- \*14.1.2        A letter dated March 28, 2025 from Glenn Broll, Managing Partner, Glen Schnarr and Associates entitled Adoption of Mississauga Official Plan Amendment No. 189 (BL.09-RES)
- \*14.1.3        Item 11.4 A letter dated March 29, 2025 from Laurence Kuysten, President, Mississauga Kane Roads Ratepayers Association entitled "Council Meeting Agenda on 4-2-25 - The Official Plan 2051"
- \*14.1.4        Item 11.4 A letter dated March 31, 2025 from Ron Starr, Resident entitled "Proposed Official Plan 2051 - Letter in Opposition"
- \*14.1.5        Item 11.4 A letter dated March 31, 2025 from Drew Pallett, Resident entitled "Proposed Official Plan 2051 - Letter in Opposition"
- \*14.1.6        Item 11.4 A letter dated March 31, 2025 from Adeoly Ireymi, Resident entitled "Proposed Official Plan 2051 - Letter in Opposition"
- \*14.1.7        Item 11.4 A letter dated March 31, 2025 from Victoria Shipp, Resident entitled "Proposed Official Plan 2051 - Letter in Opposition"
- \*14.1.8        Item 11.4 A letter dated March 31, 2025 from David Stewart, Resident entitled "Proposed Official Plan 2051 - Letter in Opposition"
- \*14.1.9        Item 11.4 A letter dated March 31, 2025 from Jameel Salameh, Resident entitled "Proposed Official Plan 2051 - Letter in Opposition"
- \*14.1.10       Item 11.4 A letter dated March 31, 2025 from Jaspal Gill, Resident entitled "Proposed Official Plan 2051 - Letter in Opposition"
- \*14.1.11       Item 11.4 A letter dated March 31, 2025 from Preet Aujla, Resident entitled "Proposed Official Plan 2051 - Letter in Opposition"
- \*14.1.12       Item 11.4 A letter dated March 31, 2025 from MG Button, Resident entitled "Proposed Official Plan 2051 - Letter in Opposition"

- \*14.1.13 Item 11.4 A letter dated March 31, 2025 from Wiliam Malc, Resident entitled "Proposed Official Plan 2051 - Letter in Opposition"

**15. NOTICE OF MOTION**

- \*15.3 Revised: A Notice of Motion to Allow Neighbourhood Retail (Councillor Tedjo)
- \*15.4 A Notice of Motion regarding Eid al-Fitr, Eid al-Adha and Diwali Parking Exemption (Mayor Parrish)

**16. MOTIONS**

- \*16.2 Revised: To close to the public a portion of the Council meeting to be held on April 2, 2025 to deal with various matters. (See Item 21 Closed Session)

**17. INTRODUCTION AND CONSIDERATION OF BY-LAWS**

- \*17.3 Revised: A by-law to Adopt Mississauga Official Plan Amendment No. 189 BL.09-RES  
PDC-0002-2025/March 3, 2025

**\*21. EDUCATION SESSION**

- \*21.1 Public Education Session regarding Regional Roads

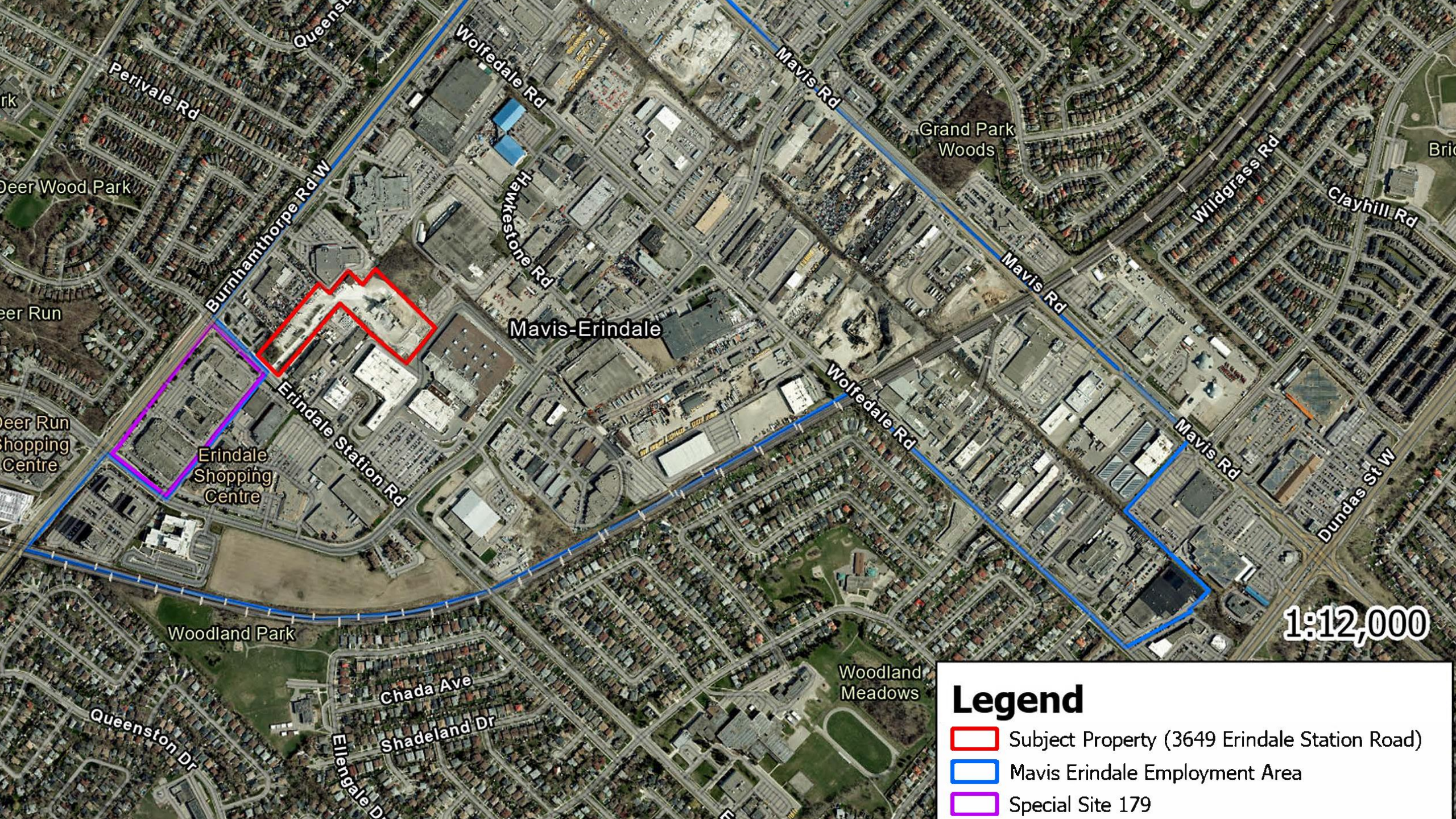
**22. CLOSED SESSION**

- \*22.6 Advice that is subject to solicitor-client privilege, including communications necessary for that purpose: Regional Roads (Verbal)

# Dufferin Concrete Mississauga Plant




Date: April 2, 2025



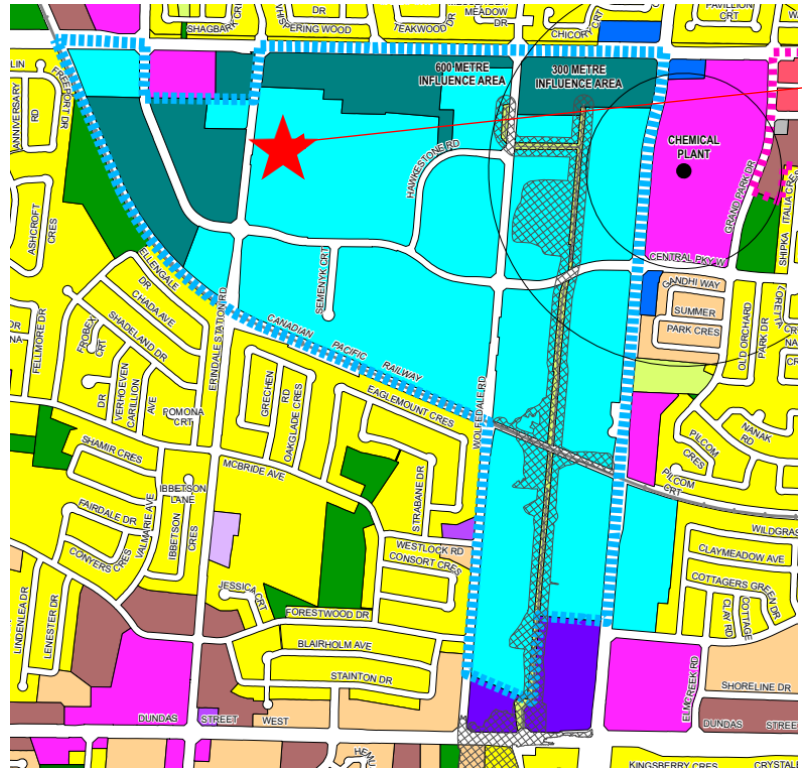


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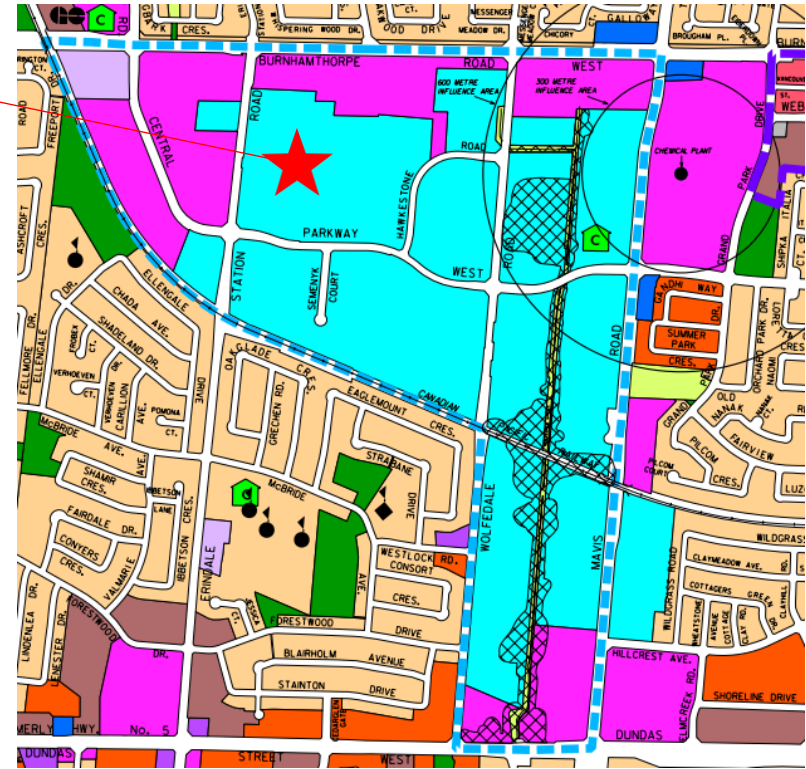
### Legend

-  Subject Property (3649 Erindale Station Road)
-  Mavis Erindale Employment Area
-  Special Site 179

# Land Use Designation



Subject Property



- Draft Mississauga Official Plan 2051
- Proposed Schedule 7 Land Use Designation

- In effect Mississauga Official Plan 2012
- Existing Schedule 10 Land Use Designation



# Our Proposed Amendment

- 16.12.2.1 Notwithstanding the Business Employment policies of this Plan, existing manufacturing and warehousing, distributing, and wholesaling uses that require extensive outdoor processing and storage will be permitted, **and may expand subject to the development objectives of this Plan** and current site plan control requirements.

Currently Proposed Mavis-Erindale EA policy

- Mavis-Erindale EA: 16.12.2.3 Within the lands identified as the “Dufferin Property” in Schedule ‘A’, within the Mavis-Erindale Employment area, in addition to the uses permitted by the Business Employment policies of this Plan, the following uses will be permitted:
  - 1. A concrete batching plant;
  - 2. Recycling of used concrete; and
  - 3. Outdoor storage.

Our Proposed Mavis-Erindale EA policy





# Site 179 Policies – Our Proposed Amendment

- 17.179.3 Zoning by-law amendments will be required for new Residential and/or sensitive land uses and may be permitted where it can be demonstrated that the proposed use(s):
  - (i) are appropriately separated from nearby employment uses and industrial operators located on the east side of Erindale Station Road; and
  - (ii) conform to policies 4.8, 4.13, and 4.13.1 of this Plan as well as the policies of NPC-300 and the D-Series Guidelines. Such applications may be permitted in circumstances where:
    - (i) Hold provisions are implemented to ensure that prior to occupancy of buildings, structures, or other improvements on Special Site 179 it is demonstrated that compliance with all provincial and municipal requirements, laws, policies, and/or guidelines for the industrial land uses is maintained. Where compliance for the industrial land uses cannot be demonstrated, remedial measures shall be implemented by the developer of the Residential and/or sensitive land use prior to occupancy of any buildings, structures, or other improvements; and
    - (ii) Appropriate design measures and other requirements including restrictions on the permission, occupancy, location, and/or orientation of any proposed building or other potential Point(s) of Reception, including the location of Outdoor Living Spaces and amenity space within buildings, buffering and screening of potential Point(s) of Reception, requirement(s) for Warning Clauses and, where feasible, appropriate agreements, are implemented through the zoning by-law and as a condition of site plan approval to ensure that the objectives of NPC-300 and the D-6 guidelines, (as amended or replaced from time to time), are achieved.



March 28, 2025

Our File: 667-002

City of Mississauga  
City Clerk's Department  
300 City Centre Drive  
ON, L5B 3C1

Attn: Mayor and Members of Council

**Re: Adoption of Mississauga Official Plan Amendment No. 189 (BL.09-RES)  
CPD Developments  
1403 & 1425 Dundas Street East  
City of Mississauga**

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Glen Schnarr & Associates Inc. (GSAI) represents CPD Developments (“The Owner”), owner of the property municipally addressed as 1403 and 1425 Dundas Street East (herein referred to as the “Subject Lands”). The Subject Lands are generally located at the north-east corner of Dixie Road and Dundas Street East. These lands are located within a key strategic growth area of the City, in a prime location to provide for housing and supporting services to support the goals of the Dundas Connects Master Plan, Dixie GO Primary Major Transit Station Area, amongst other in place policy initiatives.

GSAI made a submission on the City of Mississauga Official Plan 2051 Review dated March 21, 2025, regarding the limits of the Dundas Street Special Policy Area and refinement of same in order to release the Subject Lands for redevelopment. Subsequently, we monitored the March 24, 2025, Planning and Development Committee Meeting wherein the discussion was brought forward surrounding the Special Policy Area and the City’s jurisdiction surrounding the policy framework associated with the Special Policy Area. Staff noted to Councillor Fonseca that they were limited in their ability to propose any modifications to the Special Policy Area. While we do agree with staff that the Province is the ultimate approval Authority on this matter (with the TRCA as their technical advisor), we respectfully disagree with Staff that there is no further action that can be taken to remove the lands from the limit of the Special Policy Area. We confirm that there is in fact a process in place to correct the mapping error affecting these Subject Lands, as set out below.

We continue to make the request that the City illustrate a refined Special Policy Area limit through their Official Plan and present the mapping to the Province for their review. Since the City’s Official Plan is submitted to the Province, and considering the Province is the approval authority of both the Official Plan and the Special Policy Area modification, this modification to the City’s OP could act as the first step in consultation with the Province (and TRCA) to correct the Special Policy Area limits applicable to these Subject Lands or prompt an internal review with the Province (and TRCA) with City involvement.

In this respect, we request **that Council table a motion at the upcoming April 2, 2025, Council meeting to amend the limits of the Dundas Special Policy Area** as illustrated in the Official Plan. A copy of the proposed resolution related to this directive, is appended as “*Resolution – Scenario 1 (Modification of Special Policy Area Linework)*”.

Should staff not be prepared to do so, we note that **there is a prescribed process in-effect which deals with Special Policy Area modifications prior to it being lifted in its entirety.** This process (outlined in the Province's "January 2009 Procedures for Approval of New Special Policy Areas and Modifications to Existing Special Policy Areas" document) requires that the City be the proponent to the Province to apply to amend the Special Policy Area limits. We are of the opinion that this process exists for situations exactly like the one related to our Client's lands. Our client would be pleased to assist in processing and funding the efforts associated with this request. A copy of the proposed resolution related to this directive, is appended as "Resolution – Scenario 2 (City as Proponent to Province)".

Recognizing that we have offered two solutions to this scenario effecting our Clients lands, we offer the following commentary. If the City is not prepared to amend the linework as part of the Official Plan Review process, we request that **Council direct City staff to act** (in accordance with the *January 2009 Procedures for Approval of New Special Policy Areas and Modifications to Existing Special Policy Areas*) **as the proponent to amend the Special Policy Area linework to remove the Subject Lands** from the Special Policy Area consistent with the TRCA mapping. The timing of this request would be advantageous as outlined above and encourage the City to leverage the convenient timing of the MOP review and this request.

A copy of the proposed resolution for either option outlined above is appended to this submission. We find more value and logic in the first option wherein the linework would be corrected on the spot as we believe there is merit, and it would be much more efficient in consideration of the status of the MOP review. However, if Council and/or staff are not prepared to correct the linework, the second option would give staff the opportunity to pursue the formal process currently in place to correct an in-effect Special Policy Area.

Thank you in advance for your attention and consideration of our request. Please feel free to contact us if you have any questions, require more information, or wish to discuss further.

Yours very truly,

GLEN SCHNARR & ASSOCIATES INC.



Glen Broll, Managing Partner  
MCIP, RPP

Enclosure: Resolution Scenarios (2 pages)

- c. Mayor C. Parrish  
Councillor C. Fonseca, Ward 3  
Andrew Whittlemore, Commissioner of Planning, City of Mississauga  
Jason Bevin, Director of Planning Strategies

**Resolution – Scenario 1 (Modification of Special Policy Area Linework):**

*WHEREAS the City of Mississauga Official Plan outlines the limits of the Dundas Special Policy Area which is a Provincially regulated area;*

*AND WHEREAS the purpose of the Dundas Special Policy Area is to prohibit development within the floodplain;*

*AND WHEREAS the limits of the Dundas Special Policy area are informed by the Toronto and Region Conservation Authority floodplain mapping;*

*AND WHEREAS the limits of the Toronto and Region Conservation Authority floodplain mapping do not capture any of the lands municipally addressed as 1403 Dundas Street and only minimally captures lands municipally addressed as 1425 Dundas Street while in contrast the entirety of the lands are captured by the limits of the Dundas Special Policy Area;*

*AND WHEREAS development is permitted on lands outside the floodplain and it is desirable to accelerate redevelopment of lands in key strategic growth areas to provide for housing pursuant to Bill 23 and provide supporting services pursuant to the goals of the Dundas Connects Master Plan and Dixie GO Primary Major Transit Station Area;*

*NOW THEREFORE BE IT RESOLVED:*

*That the limits of the Dundas Special Policy Area be amended to remove the lands located at 1403 and 1425 Dundas Street pursuant to the 2015 Toronto and Region Conservation Authority Mapping to support the introduction of new housing pursuant to Bill 23 and the goals of the Dundas Connects Master Plan and Dixie GO Primary Major Transit Station Area.*

*That the amendment of the limits of the Dundas Special Policy Area be undertaken prior to the Official Plan being sent to the Province for final approval and include a request to the Province for consultation to formally amend the limits of the Dundas Special Policy Area.*

**Resolution – Scenario 2 (City as Proponent to Province):**

*WHEREAS the City of Mississauga Official Plan outlines the limits of the Dundas Special Policy Area which is a Provincially regulated area;*

*AND WHEREAS the purpose of the Dundas Special Policy Area is to prohibit development within the floodplain;*

*AND WHEREAS the limits of the Dundas Special Policy area are informed by the Toronto and Region Conservation Authority floodplain mapping;*

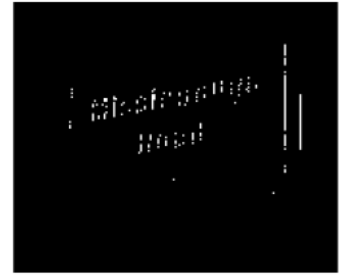
*AND WHEREAS the limits of the Toronto and Region Conservation Authority floodplain mapping do not capture any of the lands municipally addressed as 1403 Dundas Street and only minimally captures lands municipally addressed as 1425 Dundas Street while in contrast the entirety of the lands are captured by the limits of the Dundas Special Policy Area;*

*AND WHEREAS development is permitted on lands outside the floodplain and it is desirable to accelerate redevelopment of lands in key strategic growth areas to provide for housing pursuant to Bill 23 and provide supporting services pursuant to the goals of the Dundas Connects Master Plan and Dixie GO Primary Major Transit Station Area;*

*NOW THEREFORE BE IT RESOLVED:*

*That staff be directed to initiate with the Province, the process to remove 1403 Dundas Street and 1425 Dundas Street from the Dundas Special Policy Area, consistent with the 2015 Toronto and Region Conservation Authority floodplain mapping, as outlined in the Province's Technical Guide – River and Stream Systems: Flooding Hazard Limit, Ontario Ministry of Natural Resources, January 2009.*

## Mississauga/Kane Rds. Ratepayer's Association



Mississauga, ON

Email: [REDACTED]

March 29, 2025

Mayor Parrish and Members of Council

City of Mississauga

Subject: Council Meeting Agenda on 4-2-25 – The Official Plan 2051

Attention: Mayor Parrish and Members of Council

I can report that none of the Ratepayers that we have surveyed are aware of the City's intent to remove Single Unit Residential Zoning from their properties, nor from their neighbourhood streets throughout the City of Mississauga.

I am writing on behalf of our Ratepayers to request that the Official Plan be **Deferred** for 12 months when it is presented at the upcoming Council meeting on April 2, 2025 at 9:30am. I feel that the Mayor and Members of Council need the opportunity to serve all Homeowners in the City of Mississauga with a written legal **Notice** personalized to the Homeowner detailing the City's intent to take away all Single Unit Residential Zoning from all existing Homeowners in the City.

I strongly believe that the City cannot take away this legal entitlement from Homeowners without first providing them with written personalized Notice on this specific issue mailed to their homes and due process for expressing their concerns. Homeowners should also been given the right to Vote on this issue.

There is a consensus amongst all Homeowners that they wish to put the City on Notice that they do not grant the right to make this decision to their elected Councilors nor the Mayor on their behalf.

I wish to request that all Homeowners also be provided with a subsequent written personalized invitation by mail to attend one additional Public Meeting concerning the Official Plan, an invitation which specifically details the proposed elimination of Single

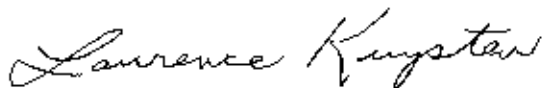
Unit Residential Zoning throughout the City of Mississauga and which invites them the opportunity to express their views and input on this specific topic.

There is a strong feeling amongst Homeowners that the City has operated with a hidden agenda by not disclosing their intentions to take away this Residential Zoning from all Homeowners. Homeowners feel the City has kept them in the dark on this issue. The intent to take away their Single Unit Residential Zoning must be made clear by the City in the manner described.

We strongly believe that the City has not served Homeowners with an appropriate level of awareness on this specific topic nor with the appropriate Notice that this legal issue demands.

The City of Mississauga cannot take away this Zoning entitlement and this right from Homeowners without a more appropriate public notice and consultation on this specific Zoning issue.

Yours truly,



Laurence Kuysten

President

Mississauga Kane Roads Ratepayers Association

Encl. (10)

MARCH 31/2025

Mayor Parrish and Members of Council

City of Mississauga

Subject: Proposed Official Plan 2051 – Letter in Opposition

Attention: Mayor Parrish and Members of Council

I am writing to request that the Official Plan be **Deferred** when it is presented at the upcoming Council meeting on April 2, 2025 at 9:30am. I feel that the Mayor and Members of Council need the opportunity to serve all Homeowners in the City of Mississauga with a written legal **Notice** detailing the City's intent to take away all Single Unit Residential Zoning from existing Homeowners in the City.

I strongly believe that the City cannot take away this legal entitlement from Homeowners without first providing them with written Notice and due process for expressing their concerns. Homeowners should also been given the right to Vote on this issue.

I do not grant the right to make this decision to my elected Councilors nor the Mayor on my behalf.

I wish to request that all Homeowners also be provided with a subsequent written invitation to attend one additional Public Meeting concerning the Official Plan in order to express their views and input on this specific topic.

I believe that the City has operated with a hidden agenda by not disclosing their intentions to take away this Residential Zoning from Homeowners. This intent must be made clear by the City in the manner described.

I strongly believe that the City has not served Homeowners with an appropriate level of awareness nor with the appropriate Notice that this legal issue demands.

The City of Mississauga cannot take away this Zoning entitlement and right from Homeowners without a more appropriate public notice and consultation on this specific Zoning issue.

Yours truly,



RON STARR





March 31, 2025

Mayor Parrish and Members of Council

City of Mississauga

Subject: Proposed Official Plan 2051 – Letter in Opposition

Attention: Mayor Parrish and Members of Council

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I strongly believe that the City cannot take away this legal entitlement from Homeowners without first providing them with written Notice and due process for expressing their concerns. Homeowners should also been given the right to Vote on this issue.

I do not grant the right to make this decision to my elected Councilors nor the Mayor on my behalf.

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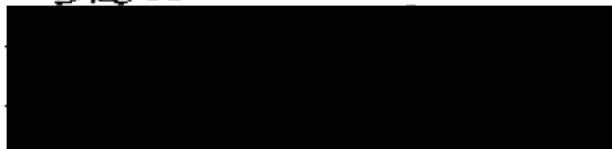
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Yours truly,

  
DREW PALLETT



MARCH 31 2025

Mayor Parrish and Members of Council

City of Mississauga

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Yours truly,



Adeolu Ifeyomi



MARCH 31, 2025

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Yours truly,

—

VICTORIA SHIPP



March 31, 2025

Mayor Parrish and Members of Council

City of Mississauga

Subject: Proposed Official Plan 2051 – Letter in Opposition

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Yours truly,

  
David Stewart



MARCH 31, 2025

Mayor Parrish and Members of Council

City of Mississauga

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Yours truly,

  
JAMEEL SALAMEH  


March 31, 2025

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City of Mississauga

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Yours truly,



Jaspaal Gill



Mar 31, 2025

14.1.11

Mayor Parrish and Members of Council

City of Mississauga

Subject: Proposed Official Plan 2051 – Letter in Opposition

Attention: Mayor Parrish and Members of Council

I am writing to request that the Official Plan be **Deferred** when it is presented at the upcoming Council meeting on April 2, 2025 at 9:30am. I feel that the Mayor and Members of Council need the opportunity to serve all Homeowners in the City of Mississauga with a written legal **Notice** detailing the City's intent to take away all Single Unit Residential Zoning from existing Homeowners in the City.

I strongly believe that the City cannot take away this legal entitlement from Homeowners without first providing them with written Notice and due process for expressing their concerns. Homeowners should also been given the right to Vote on this issue.

I do not grant the right to make this decision to my elected Councilors nor the Mayor on my behalf.

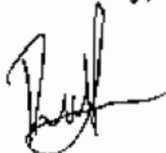
I wish to request that all Homeowners also be provided with a subsequent written invitation to attend one additional Public Meeting concerning the Official Plan in order to express their views and input on this specific topic.

I believe that the City has operated with a hidden agenda by not disclosing their intentions to take away this Residential Zoning from Homeowners. This intent must be made clear by the City in the manner described.

I strongly believe that the City has not served Homeowners with an appropriate level of awareness nor with the appropriate Notice that this legal issue demands.

The City of Mississauga cannot take away this Zoning entitlement and right from Homeowners without a more appropriate public notice and consultation on this specific Zoning issue.

Yours truly,



Preet Anjla



Mar 31/25

Mayor Parrish and Members of Council

City of Mississauga

Subject: Proposed Official Plan 2051 – Letter in Opposition

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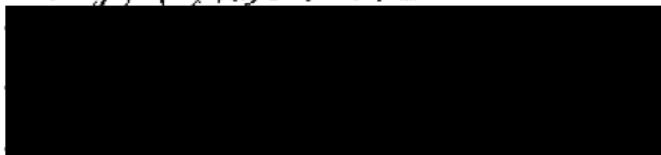
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Yours truly,

*M. G. Bilton*





Mar 31, 2025

Mayor Parrish and Members of Council

City of Mississauga

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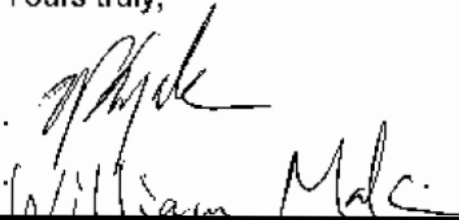
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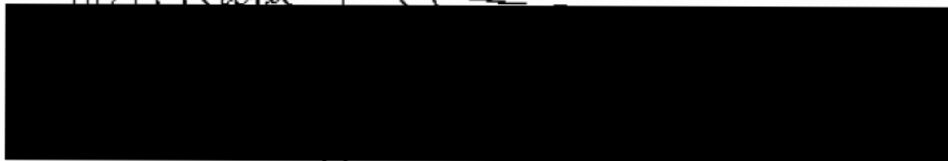
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Yours truly,

  
William Malc



**Alvin Tedjo**  
Councillor, Ward 2  
T 905-896-5200 M 647-669-6885  
alvin.tedjo@mississauga.ca



**City of Mississauga**  
300 City Centre Drive  
MISSISSAUGA ON L5B 3C1  
mississauga.ca

## Notice of Motion to Allow Neighbourhood Retail

Moved: Councillor Tedjo  
Seconded: Councillor Fonseca

WHEREAS Council approved the Mississauga Official Plan 2051, including Policy 9.4.2 which states "Retail uses may be permitted within neighbourhoods to provide retail uses convenient to the local residents. Charter Area policies or local area plans will identify appropriate locations and types of uses";

AND WHEREAS Council has committed to creating complete neighbourhoods, which includes walkable access to retail such as grocery or convenience stores, food services, and other local shops;

And WHEREAS the majority of single family homes and neighbourhoods have a walkability score defining them as car-dependent, neighbourhood retail would promote car-free travel, promoting environmentally sustainable living, in addition to health and wellness;

AND WHEREAS the introduction of retail and services in residential neighbourhoods can help create opportunities to build places for residents to congregate and engage with their fellow neighbours creating stronger communities;

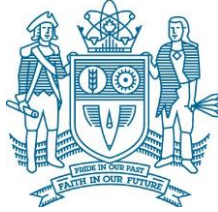
AND WHEREAS many residents already operate non-permitted businesses within their homes and should be brought into compliance within the city's licensing and business framework;

AND WHEREAS more information is needed to determine the scale and scope of neighbourhood retail;

THEREFORE BE IT RESOLVED THAT:

1. Staff shall undertake a study on neighbourhood retail to determine its feasibility in appropriate neighbourhoods, define appropriate small scale retail and services, and which zones this would apply to;
2. Staff shall bring back an information report to the Planning and Development Committee, and provide options for direction for city-initiated official plan and zoning by-law amendments to facilitate appropriate neighbourhood retail;
3. This work will be complete before the end of this term of Council.

Alvin Tedjo  
Councillor, Ward 2



CITY OF MISSISSAUGA  
OFFICE OF THE MAYOR

Motion – Parking Exemption for Eid al-Fitr, Eid al-Adha and Diwali – April 2, 2025

Moved by: Mayor Parrish

Seconded by: Councillor

WHEREAS the City of Mississauga approved an exemption to its Traffic (Parking) Bylaw 555-00 to waive the 5-hour on-street parking restriction for statutory holidays;

AND WHEREAS this exemption has previously been temporarily extended to include religious and cultural celebrations such as Easter, Eid, and Diwali to reflect the diverse and inclusive community of Mississauga;

AND WHEREAS Eid al-Fitr and Eid al-Adha are significant religious celebrations for the over 100,000 Muslims residing in Mississauga, during which family, community, and religious gatherings at places of worship are essential aspects of the observance;

AND WHEREAS the celebration of Eid al-Fitr, which marks the end of Ramadan and Eid al-Adha, can vary by one to three days depending on the sighting of the moon, leading to diverse dates of observance within the Muslim community;

AND WHEREAS Diwali, known as the Festival of Lights, is a significant cultural and religious event celebrated by communities across the globe, including the Hindu, Sikh, Jain and Buddhist communities, with celebrations taking place over five days, with the main celebration dates varying from year to year based on the lunar calendar;

AND WHEREAS the City of Mississauga is home to a diverse population, including many thousands of residents who celebrate Diwali, resulting in increased traffic and parking demand, especially near temples, event venues and residential areas;

THEREFORE, BE IT RESOLVED THAT:

1. The City of Mississauga waive the 5-hour on-street parking restriction as follows:
  - a. From 5 a.m. to midnight on Friday, June 6, 2025, to Sunday, June 9, 2025, in recognition of Eid al-Adha 2025.

- b. From 5 a.m. to midnight on Thursday, March 19, 2026, and Friday, March 20, 2026, in recognition of Eid al-Fitr 2026, and those dates be adjusted each year accordingly.
- c. From 5 a.m. to midnight on Tuesday, May 26, 2026, to Thursday, May 28, 2026, in recognition of Eid al-Adha 2026, and those dates be adjusted each year accordingly.
- d. From 8 a.m. to midnight on Monday, October 20, 2025 and Tuesday, October 21, 2025, in recognition of Diwali 2025.
- e. From 8 a.m. to midnight on Sunday, November 8, 2026 and Monday, November 9, 2026, in recognition of Diwali 2026 and those dates be adjusted each year accordingly.

A handwritten signature in black ink that reads "Carolyn Parrish". The signature is written in a cursive, flowing style.

WHEREAS the Municipal Act, 2001, as amended (the "Act"), requires Council to pass a resolution prior to closing part of a meeting to the public;

AND WHEREAS the Act requires that the resolution states the act of the holding of the closed meeting and the general nature of the matter to be considered at the closed meeting;

NOW THEREFORE be it resolved that a portion of the Council meeting held on April 2, 2025 shall be closed to the public to deal with the following matters:

(Pursuant to Section 239(2) of the Municipal Act, 2001)

22.1 Appeal of the Decision of the Committee of Adjustment with respect to File No. A457/21, 2113 Pear Tree Road, Bruno Malfara (Ward 7)

22.2 Appeal of the Decision of the Committee of Adjustment with respect to File No. A418/21, 485 Chantenay Drive, Bruno Malfara (Ward 7)

22.3 Instructions on a proposed settlement of the appeals to the Ontario Land Tribunal by Camrost-Felcorp Inc. with respect to the lands located at 3672 Kariya Drive & 134-152 Burnhamthorpe Road West, (Ward 7)

22.4 Personal matters about an identifiable individual, including municipal or local board employees: Approval of the Election of a Director to the Tourism Mississauga Board of Directors for a Three (3) Year Term

22.5 Personal matters about an identifiable individual, including municipal or local board employees: Citizen Appointment – Accessibility Advisory Committee

22.6 Labour Relations Update: Fire Services (Verbal Update)

22.7 Advice that is subject to solicitor-client privilege, including communications necessary for that purpose: Regional Roads (Verbal)

**Amendment No. 189**  
**to**  
**Mississauga Official Plan**

By-law No. \_\_\_\_\_

A by-law to Adopt Mississauga Official Plan Amendment No. 189

WHEREAS in accordance with the provisions of sections 17 or 21 of the *Planning Act*, R.S.O. 1990, c.P.13, as amended, ("*Planning Act*") Council may adopt an official plan amendment thereto;

AND WHEREAS in accordance with O Reg 525/97, an official plan amendment is exempt from the approval of the Minister of Municipal Affairs and Housing;

AND WHEREAS, Council desires to adopt certain amendments to Mississauga Official Plan to allow semi-detached dwellings to be built in residential areas that have historically been limited to detached dwellings; and to update the lot requirements to allow for smaller lots;

NOW THEREFORE the Council of The Corporation of the City of Mississauga ENACTS as follows:

1. The document attached hereto, constituting Amendment No. 189 to Mississauga Official Plan, is hereby adopted.

ENACTED and PASSED this \_\_\_\_\_ day of \_\_\_\_\_, 2025.

Signed \_\_\_\_\_  
MAYOR

Signed \_\_\_\_\_  
CLERK

**Amendment No. 189**  
**to**  
**Mississauga Official Plan**

The following text attached constitutes Amendment No. 189.

Also attached but not constituting part of the Amendment are Appendices I and II.

Appendix I is a description of the Public Meeting held in connection with this Amendment.

Appendix II is a copy of the Planning and Building Department report dated February 12, 2025, pertaining to this Amendment.



## **PURPOSE**

The purpose of this Amendment is to update policies in Mississauga Official Plan to allow semi-detached dwellings to be built in residential areas that have historically been limited to detached dwellings; and to update the lot requirements to allow for smaller lots.

## **LOCATION**

The Official Plan Amendment applies to lands in the City of Mississauga designated as Residential Low Density I and II that currently prohibit semi-detached dwellings and/or require minimum lot sizes/frontages.

## **BASIS**

Mississauga Official Plan came into effect on November 14, 2012, save and except for the outstanding site specific appeals to the Ontario Land Tribunal.

Low-rise residential lots are designated Residential Low Density I and II. The Residential Low Density I designation permits detached, semi-detached and duplex dwellings. Residential Low Density II permits detached, semi-detached and duplex dwellings, triplexes, street townhouses and other forms of low-rise dwellings with individual frontages.

An Official Plan Amendment is required to permit semi-detached dwellings and smaller lots in the Residential Low Density I and II designations, notwithstanding Character Area and Special Site Policies which restrict this dwelling type and require minimum lot sizes/frontages.

The proposed Amendment is acceptable from a planning standpoint and should be approved for the following reasons:

1. Semi-detached dwellings and smaller lots expand the range of low-rise housing forms and make efficient use of existing infrastructure and services.
2. Semi-detached dwellings and smaller lots support the achievement of complete communities to accommodate a diverse range of household sizes and incomes.
3. Semi-detached dwellings and smaller lots are considered a form of residential infill intensification that is compatible in built form and scale to surrounding development.

**DETAILS OF THE AMENDMENT AND POLICIES RELATIVE THERETO**

1. Section 9.3.3, Gateways, Routes, Landmarks and Views, Build a Desirable Urban Form, of Mississauga Official Plan, is hereby amended by deleting policies 9.3.3.11(a) and 9.3.3.11(f) and replacing with the following:
  - a. in order to preserve its historic streetscape character and appearance, residential development will generally maintain the visual appearance of existing dwellings and will generally be on lots with a minimum depth of 40 m. This policy does not apply within the Port Credit Local Area Plan;
  - f. building massing, design, setbacks and lot frontages will be encouraged to be consistent with surrounding buildings and lots;
2. Section 14.10.2, Land Use, Streetsville Community Node Character Area, of Mississauga Official Plan, is hereby amended by deleting policy 14.10.2.1.
3. Chapter 16, Neighbourhoods of Mississauga Official Plan, is hereby amended by deleting the following policies:
  - 16.4.3.1
  - 16.5.2.1
  - 16.5.2.2(a)
  - 16.5.2.3
  - 16.6.1.1
  - 16.6.5.4.3
  - 16.9.1.1
  - 16.9.2.2.2(i)
  - 16.10.1.1
  - 16.14.2.2
  - 16.17.3.1
  - 16.18.2.1
  - 16.19.2.1
  - 16.23.1.1
  - 16.23.1.2
  - 16.23.2.1.2(a) and 16.23.2.1.2(b)
  - 16.24.2.2

**IMPLEMENTATION**

Upon the approval of this Amendment by the Council of the Corporation of the City of Mississauga, Mississauga Official Plan will be amended in accordance with this Amendment.

The lands will be rezoned to implement this Amendment.

This Amendment has been prepared based on the Office Consolidation of Mississauga Official Plan dated August 7, 2024.

**INTERPRETATION**

The provisions of Mississauga Official Plan, as amended from time to time regarding the interpretation of that Plan, will apply in regard to this Amendment.

This Amendment supplements the intent and policies of Mississauga Official Plan.

## **APPENDIX I**

### **PUBLIC MEETING**

All property owners and residents within the City of Mississauga were invited to attend a Public Meeting of the Planning and Development Committee held on March 3, 2025 in connection with this proposed Amendment.

One member of the public made a deputation in connection with this proposed Amendment. Comments from the public were generally requests for less restrictive height/zoning regulations, questioning if Committee of Adjustment approval would be required, comments on traffic, parking, privacy, overlook, neighbourhood character, general support, enforcement, comments and questions on fourplexes/garden suites, concern over the lack of affordability, requests for funding incentives, concern for tree canopy protection, and questions about stormwater management. These questions were addressed at the meeting and in the Planning and Building Department report dated February 12, 2025 attached to this Amendment as Appendix II.

City of Mississauga  
**Corporate Report**



<p>Date: February 12, 2025</p> <p>To: Chair and Members of Planning and Development Committee</p> <p>From: Andrew Whittemore, M.U.R.P., Commissioner of Planning &amp; Building</p>	<p>Originator's file: BL.09-RES (All Wards)</p>
	<p>Meeting date: March 3, 2025</p>

## Subject

### **PUBLIC MEETING RECOMMENDATION REPORT (ALL WARDS)**

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

**Neighbourhood Zoning Review: Increasing Housing Choices in Neighbourhoods**

**File: BL.09-RES (All Wards)**

## Recommendation

That the proposed amendments to Mississauga Official Plan and Zoning By-law 0225-2007, as detailed in Appendix 1 and 2 of the report dated January 22, 2025, from the Commissioner of Planning and Building, be approved in accordance with the following:

1. That an implementing Official Plan and Zoning By-law amendment be enacted at a future City Council meeting.
2. That notwithstanding planning protocol, this report regarding the proposed amendments to Mississauga Official Plan and Zoning By-law 0225-2007, be considered both the public meeting and recommendation report.
3. That staff be directed to report back to Planning and Development Committee on options and recommendations for delegating Consent applications to staff.

## Executive Summary

- This report provides recommendations on the Residential Neighbourhood Zoning Review project as part of the City's ongoing efforts to expand low-rise housing options in Mississauga through the Increasing Housing Choices in Neighbourhoods Study.
- Staff recommend consolidating 12 of the 16 existing residential low-rise detached dwelling zones and two semi-detached dwelling zones (**R1** to **R11**, **R15**, **RM1** and **RM2**) into two

new zones (Residential Large **RL** Lot and Residential Small **RS** Lot Zones), including one residential infill zone. Staff recommend the following for both the **RL** and **RS** zones:

- Allowing both detached, semi-detached homes; and
- Updating the lot size and frontage requirements to allow for smaller lots.
- Staff have developed Official Plan and Zoning By-law amendments for approval in principle and enactment at a future City Council meeting.

## Background

In the midst of a housing crisis, the City of Mississauga has taken many actions to do its part in improving housing affordability and supply. These include:

- Launching the Increasing Housing Choices in Neighbourhoods (IHCN) study in 2021 with the purpose of introducing “gentle density” to neighbourhoods. The scope of work included a recommendation to collapse zoning categories.
- Council approval of zoning regulations to permit three residential units on a lot city-wide, as required by Bill 23, the *More Homes Built Faster Act*, 2022, including garden suites and basement units.
- Council approval of fourplexes city-wide, on low-rise residential lots.
- Council approval of the Growing Mississauga Action Plan, including an action to reduce exclusionary zoning throughout Mississauga.
- Embedding policies focused on housing priorities throughout the draft Official Plan.
- Mayor’s Housing Task Force Report, presented to the City’s General Committee on January 22, 2025, containing four key priorities. One of those priorities is to transform zoning to unlock more housing and one of the actions include simplifying zoning.
- On February 5, 2020, Mayor Parrish (at the time a Councillor) directed staff to review existing standards for detached dwellings in the City’s Zoning By-law and identify opportunities to allow for smaller lots as-of-right.

An Information Report on this project was presented at Planning and Development Committee on October 23, 2023 (Appendix 3) and was received for information. Recommendation PDC-0066-2023 was adopted by Council on November 8, 2023.

1. That the report dated October 4, 2023, from the Commissioner of Planning and Building regarding the proposed amendments to Zoning By-law 0225-2007 and Mississauga Official Plan to update low density residential zones, under File BL.09-RES (All Wards), be received for information.
2. That staff be directed to seek community input through an online awareness campaign and report back to the Planning and Development Committee in February 2024 with recommended Zoning By-law amendments.
3. That four oral submissions be received.

## Comments

Staff recommend consolidating 12 of the 16 existing residential low-rise detached dwelling zones and two semi-detached dwelling zones (**R1** to **R11**, **R15**, **RM1** and **RM2**) into two new zones: Residential Large Lot (**RL**) and Residential Small Lot (**RS**) Zones, including one residential infill zone.

- Allowing semi-detached homes to be built in residential areas that have historically been limited to detached homes in the proposed residential large lot (**RL**) and residential small lot (**RS**) dwelling zones; and
- Updating the lot size and frontage requirements to allow for smaller lots in the proposed residential large lot (**RL**) and residential small lot (**RS**) dwelling zone regulations.

In order to facilitate the proposed zoning changes, an official plan amendment will be required. Further details are contained in Appendices 1 and 2.

Staff's recommendations address the following issues:

### **Revitalizing Neighbourhoods**

Existing detached homes represent 71% of the total Mississauga residential land area. Given the prominence of this built form, low density neighbourhoods present a unique opportunity to modestly intensify, revitalizing areas facing population decline. In fact, 17 out of 23 Neighbourhood Character Areas identified in Mississauga Official Plan declined in population from 2011 to 2021. One of the most modest forms of neighbourhood intensification can come in the form of smaller lots for either detached or semi-detached homes.

Apart from additional housing supply, densifying the neighbourhood fabric may reduce urban sprawl, helping to create more compact communities with access to transit and already established road networks. It may also improve the efficiency and affordability of providing municipal infrastructure, such as parks, community centres and libraries, as well as schools. The number of school aged (5-19) children in neighbourhoods has declined 17% from 2011-2021. According to Peel District School Board, 62% of schools operating at less than 60% student capacity are located in Mississauga, and enrolment trends for the next ten years show flat growth. Expected growth in City Centre, Ninth Line, Lakeview Village and other intensification areas will offset declines in established neighbourhoods.

Historically, many zoning by-laws, including most low-density zones in Mississauga, were structured to only allow the replacement of the built form that already exists on the property, although a new dwelling could be much larger. As a result, redevelopment in low-rise neighbourhoods has been in the form of large, single detached homes sometimes referred to as "monster homes". While these homes create more livable gross floor area, they often have similar occupancy levels to the smaller homes they replaced, and do not increase the housing supply.

An overall trend in urban planning across North America in response to this has been to remove this “exclusionary zoning”. Permitting semi-detached dwellings in residential areas that have historically been limited to detached homes on larger lots can create opportunities to infill these neighbourhoods and reduce exclusionary zoning while still fitting into neighbourhood context.

### **Expanding City-wide Housing Options**

With many families facing challenges with housing affordability, flexibility in built forms and tenure can help address individual circumstances and preferences. The City has already approved additional residential units and fourplexes city-wide, and the permission to create smaller lots and build semi-detached homes can provide another option to residents.

Additional residential units and fourplexes address the rental housing market. However, many Mississauga residents still desire homeownership, particularly ground-related units with at least three bedrooms. With limited greenfield lands remaining and redevelopment of low-rise units occurring in growth nodes, dwellings with three or more bedrooms in Mississauga saw a 1.3% decline from 2016-2021. Three bedroom units in high-rise condominiums are more costly to construct than a similarly sized low density unit.

Permitting smaller lots and semi-detached dwellings as-of-right across the City has the potential to create additional homes in neighbourhoods, as well as homes that may be more appropriately sized for those wanting to downsize, while staying in their neighbourhood. These permissions can give residents more housing options, regardless of their life stage or circumstances.

### **Simplify Zoning and Optimizing Processes**

The City of Mississauga Zoning By-law currently has 16 detached dwelling zones (**R1** to **R16**) and an additional three residential zones that permit semi-detached dwellings (**RM1** to **RM3**).

A jurisdictional scan of Toronto, Hamilton, Ottawa, Guelph, Vaughan, Milton, Oakville and Burlington indicated that these municipalities had two to 11 residential zones, generally reserved for detached dwellings. Consolidating 14 of the residential detached dwelling zones (**R1** to **R11** and **R15**) and two semi-detached dwelling zones (**RM1** and **RM2**) in City of Mississauga Zoning By-law 0225-2007 into the proposed Residential Large Lot (**RL**) and Residential Small Lot (**RS**) zones, reducing the three residential infill zones to one, and allowing semi-detached homes throughout, will make the City's Zoning By-law more user friendly and less restrictive. It may also reduce the need for minor variances.

The remaining residential detached dwelling zones (**R12** to **R14**, **R16**) have not been included in the proposed consolidation due to their unique configuration (modular lots) and presence on a common element condominium (CEC) road.

Staff are currently investigating whether it will be possible to delegate the severance of lots to build new detached and semi-detached dwellings that comply with the proposed regulations to staff. This would eliminate the need for a property owner to apply to the Committee of Adjustment

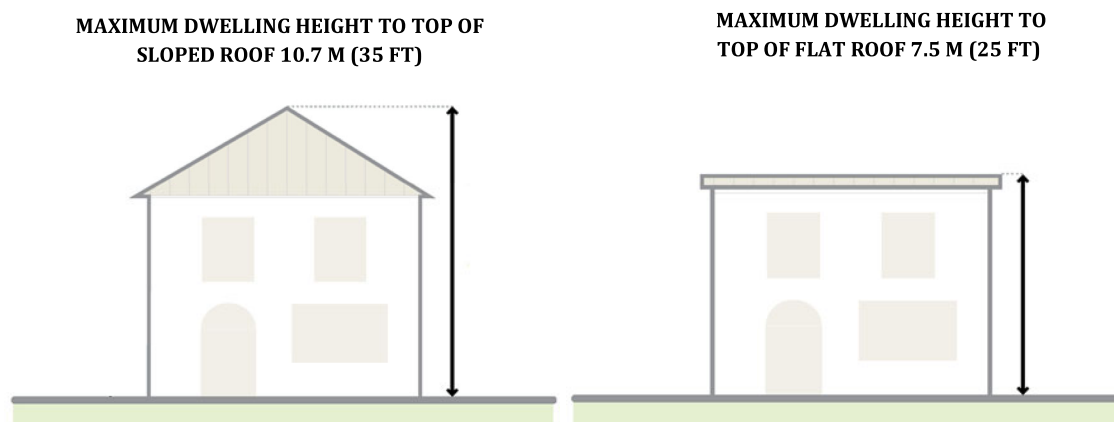


to subdivide their lot, saving both time and money, and further incentivizing the creation of semi-detached dwellings throughout the City's low-rise residential neighbourhoods.

### **Standardizing Maximum Dwelling Heights**

To further simplify low-rise residential zones, it is proposed that heights be standardized across the City for the Residential Large Lot (**RL**) and Residential Small Lot (**RS**) zones. A maximum dwelling height to the top of a sloped roof of 10.7 m (35 ft.), and a maximum dwelling height to top of flat roof of 7.5 m (25 ft.) is proposed. This represents the middle ground of current maximum height regulations for a sloped roof presently in the City's Zoning By-law for detached residential properties, which ranges from 9.0 m (30 ft.) to the peak, to 10.7 m (35 ft.) to the midpoint of the roof. The maximum height of 7.5 m (25 ft.) to the top of a flat roof is widely used throughout the City in infill areas.

The Information Report presented by staff to Planning and Development Committee in October 2023 had indicated that staff were considering a maximum height of 10.0 m (33 ft.) to the top of a sloped roof. Through public consultation, the majority of comments received regarding height requested more flexibility. Further, staff's proposed maximum height of 10.7 m (35 ft.) to the peak of a sloped roof would place Mississauga around the middle of municipalities among those in the jurisdictional scan.



### **Case Study of Permitting Different Built Forms in the Same Zone**

Detached, semi-detached dwellings, duplexes and triplexes were permitted as-of-right in Port Credit Neighbourhood District East and West in the Village of Port Credit Zoning By-law No. 1227. These permissions were carried forward into the current City of Mississauga Zoning By-law, and therefore, have been in place for decades.

These residential properties, now zoned **RM7**, make an interesting case study in what developed over time when property owners were given the flexibility to choose to build detached dwellings, semi-detached dwellings, duplexes or triplexes. In 2024, 60 percent of properties in the case study

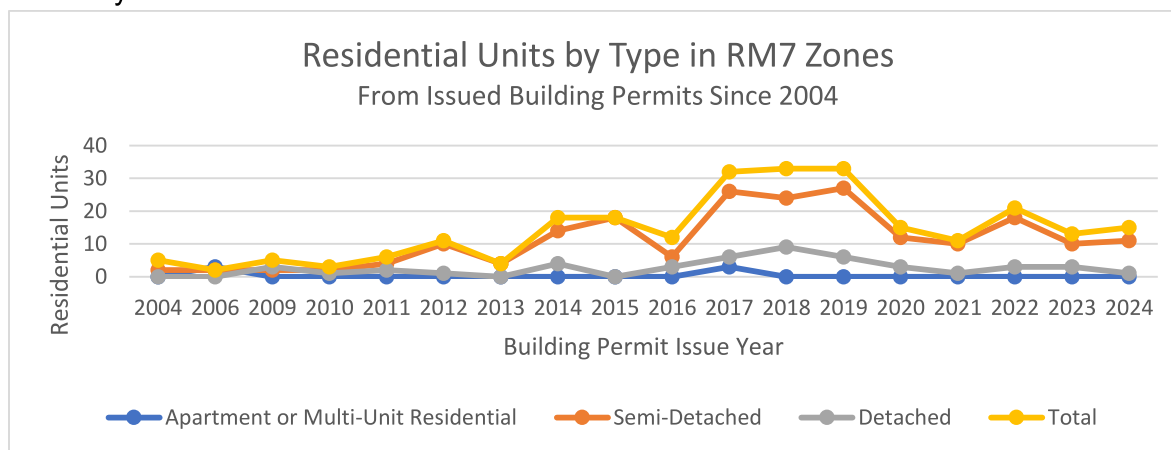
area (see Appendix 4) have detached homes; 32 percent of properties have semi-detached homes; and eight percent of properties have multi-unit residential homes.

The case study data, which looks at the last 20 years (2004 to 2024) tells the following story:

In the last 20 years, the trend in the case study area has been to replace detached dwellings with semi-detached dwellings. However, when given the choice, 30% of demolition permits resulted in a new detached dwelling. In addition, the average age of demolished detached dwellings in the case study area was 79 years old, compared to the average of 50 years old, indicating that most redevelopment occurs for older housing stock.

	Buildings Present in 2024	Average Age of Buildings Present in 2024	Demolition Permits	New Units
Detached Dwellings	376	50	151	46
Semi-Detached Dwellings (each side)	199	8	3	202
Apartment or Multi-Unit Residential Dwellings	49	55	1	9
Total	624 properties are included in the case study area	Overall average age of buildings present is 37.	155 demolition permits were issued in last 20 years	Building permits for 257 new units were issued in the last 20 years

Further, building permit data indicates that of the 624 properties in the study area, the peak of building permits issued was 2017-2019, and since then, the numbers have stabilized. Even at peak, semi-detached dwelling permits were issued for 26 units, which represent four percent of the study area.



Previous trends suggest that generally, detached dwellings will likely be replaced with semi-detached dwellings. While school aged population across all of Mississauga's Neighbourhoods declined by 17% from 2011-2021, the decline was far less pronounced in the Port Credit

Neighbourhood, at 5%. The Port Credit Neighbourhood was also one of the only ones in the City where population did not decline from 2011-2021. While many factors may contribute to those trends, gentle intensification resulting in additional dwelling units can contribute to the reversal of population declines.

Smaller detached dwellings are generally being replaced with larger detached or semi-detached dwellings, however there is a significant range in the size of both detached and semi-detached replacement dwellings built within the last 20 years in the case study area. Due to the lot size differences, detached dwellings are generally built to be larger than semi-detached dwellings.

	Average Total Floor Area of Buildings (2024)	Average Total Floor Area of Demolished Dwellings	Average Total Floor Area of Replacement Dwellings	Smallest New Dwelling	Largest New Dwelling
Detached Dwellings	144 m <sup>2</sup> (1 546 sq. ft.)	100 m <sup>2</sup> (1 076 sq. ft.)	230 m <sup>2</sup> (2 480 sq. ft.)	85 m <sup>2</sup> (918 sq. ft.)	397 m <sup>2</sup> (4 269 sq. ft.)
Semi-Detached Dwellings (each side)	204 m <sup>2</sup> (2 198 sq. ft.)	-	214 m <sup>2</sup> (2 308 sq. ft.)	160 m <sup>2</sup> (1 720 sq. ft.)	326 m <sup>2</sup> (3 507 sq. ft.)

In summary for the case study:

- Even with broad permissions for other built forms, redevelopment activity on a yearly basis was relatively low compared to existing housing stock. This should allow infrastructure providers to conduct long-term planning to mitigate capacity issues
- Not all redevelopments will be for semi-detached homes
- Older housing units are being replaced irrespective to what policies are in effect, meaning that neighbourhoods will go through cycles of redevelopment
- Newer dwellings tend to be much larger than demolished homes, with detached homes being the largest

### **How Many New Homes will be Created?**

If approved, staff expect that change will be gradual. Factors include real estate prices, existing lot sizes, and the age of an existing home. It is likely that the option to build a semi-detached dwelling may only be pursued if the detached dwelling on-site has reached the end of its useful life. In our case study, we saw that this was around 79 years old.

The City of Guelph introduced semi-detached dwellings, duplexes, triplexes, and up to three townhomes in zones previously reserved for detached dwellings in 2023. Approximately 20 building permit applications for semi-detached dwellings have been received since, approximately 10 per year.

## PLANNING ANALYSIS SUMMARY

The Province identifies through its *Provincial Policy Statement* matters that are of provincial interest, which require the development of efficient land use patterns and sustainability in urban areas that already exist. In order to meet required housing supply projections, the *Planning Act* instructs municipalities to make planning decisions that are consistent with the *Provincial Policy Statement*.

A detailed Planning Analysis is found in Appendix 5. The proposed amendments are consistent with the *Provincial Policy Statement*.

## Engagement and Consultation

The Increasing Housing Choices in Neighbourhoods study commenced in April 2021. Since then, the City has provided information and sought input from the community on additional residential units, multiplexes, and the Neighbourhood Zoning Review. See Appendix 5 for a list of the engagement tactics used.

Three virtual community meetings focused on the Neighbourhood Zoning Review were held to seek community input for the northern, central and southern areas of Mississauga on November 7, November 14, and November 21, 2023, respectively. 538 people registered for the meetings and 230 people attended the meetings. 228 comments were received at the community meetings in addition to written inquiries/phone calls.

Updates on the project were posted on the City's website at <https://yoursay.mississauga.ca/increasing-housing-choices-in-neighbourhoods-study> and <https://www.mississauga.ca/projects-and-strategies/city-projects/increasing-housing-choices-in-neighbourhoods/>.

Key comments received from the public include requests for less restrictive height/zoning regulations, questioning if Committee of Adjustment approval would be required, comments on traffic, parking, privacy, overlook, neighbourhood character, general support, enforcement, comments and questions on fourplexes/garden suites, concern over the lack of affordability, requests for funding incentives, concern for tree canopy protection, and questions about stormwater management.

Some members of the public have commented that adding semi-detached permissions may increase the value of older smaller bungalows that historically made good starter homes. This is something that staff will monitor. However, it is noted that sales prices for older smaller dwellings already reflect their opportunity for renovation or redevelopment for a larger detached home.

Responses to the matters raised at the community meetings and through correspondence can be found in Appendix 5.

## Financial Impact

The City of Mississauga uses Development Charges (DCs) and Cash-in-Lieu Parkland as revenue tools to collect funds for neighbourhood infrastructure. In the case where a detached dwelling is demolished and replaced with a semi-detached dwelling, development charges and parkland contributions will be credited on the demolished detached dwelling and charged on the second half of the semi-detached dwelling to be constructed.

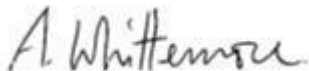
Resulting from the Mayor's Housing Task Force, on January 29, 2025, Council approved a motion from Mayor Parrish to reduce DCs by 50%, effective immediately. Mississauga's portion of DCs is currently \$57,200 for a detached/semi-detached, meaning that the DC reduction for a pair of semi-detached homes (assuming a DC credit for the demolition of an existing home) would save property owners \$28,600.

## Conclusion

In summary, allowing semi-detached homes to be built in residential areas that have historically been limited to detached homes and allowing for smaller lots may increase housing supply, expand city-wide housing options, and simplify the low-rise residential zoning in Mississauga. The proposed changes may help to revitalize the City's neighbourhoods, presently facing population decline, and improve the efficiency and affordability of servicing them. The proposed changes can help to future-proof Mississauga's stable residential neighbourhoods, ensuring their long-term viability, improving the quality of life for future residents, and reducing urban sprawl. The proposed official plan and zoning by-law amendments are acceptable from a planning standpoint and should be approved.

## Attachments

- Appendix 1: Proposed Mississauga Official Plan Amendment
- Appendix 2: Proposed Zoning By-law Amendment
- Appendix 3: Information Report
- Appendix 4: RM7 Zone Case Study Areas
- Appendix 5: Detailed Planning Analysis



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

Prepared by: Caleigh McInnes, Planner

## Proposed Mississauga Official Plan Amendments

#	SECTION NUMBER	PROPOSED REVISION	COMMENT/EXPLANATION
<b>Chapter 9: Build a Desirable Urban Form</b>			
1.	Section 9.3.3.11, Build a Desirable Urban Form	<p>Revise the following:</p> <p>9.3.3.11 Lands fronting, flanking and/or abutting Mississauga Road, between the Canadian Pacific Railway, located south of Reid Drive, and Lakeshore Road West, are part of a designated scenic route. These lands will be subject to the following:</p> <p>a.in order to preserve its historic streetscape character and appearance, residential development will <del>only consist of detached dwellings</del> <b>generally maintain the visual appearance of existing dwellings</b> and will generally be on lots with a minimum depth of 40 m. This policy does not apply within the Port Credit Local Area Plan;</p>	<p>This project intends to introduce semi-detached dwellings in low-density residential zones across the City. Revising this policy will allow for the introduction of semi-detached dwellings along Mississauga Road.</p>
<b>Chapter 14: Community Nodes</b>			
1.	Section 14.10.2 Land Use, Streetsville Community Node	<p>Delete the following:</p> <p>14.10.2.1 Notwithstanding the Residential Low Density I policies of this Plan, the Residential Low Density I designation permits only detached dwellings.</p>	<p>This project intends to introduce semi-detached dwellings in low-density residential zones across the City. Deleting this policy will allow for the introduction of semi-detached dwellings in Streetsville Community Node.</p>

<b>Chapter 16: Neighbourhoods</b>			
1.	Section 16.4.3 Land Use, Churchill Meadows Neighbourhood	Delete the following:  16.4.3.1 Notwithstanding the Residential Low Density I policies of this Plan, the Residential Low Density I designation permits only detached dwellings.	This project intends to introduce semi-detached dwellings in low-density residential zones across the City. Deleting this policy will allow for the introduction of semi-detached dwellings in Churchill Meadows Neighbourhood.
2.	Section 16.5.2 Land Use, Clarkson-Lorne Park Neighbourhood	Delete the following:  16.5.2.2 Notwithstanding the Residential Low Density II policies of this Plan, the Residential Low Density II designation permits:  (a) Only detached dwellings for the area east of Southdown Road;	This project intends to introduce semi-detached dwellings in low-density residential zones across the City. Deleting this policy will allow for the introduction of semi-detached dwellings in the area east of Southdown Road in Clarkson-Lorne Park Neighbourhood.
3.	Section 16.5.2 Land Use, Clarkson-Lorne Park Neighbourhood	Delete the following:  16.5.2.3 Notwithstanding the Residential Low Density II policies of this Plan, for the area west of Southdown Road, any lot occupied by a detached dwelling prior to May 6, 2003 will only be developed for a detached dwelling.	This project intends to introduce semi-detached dwellings in low-density residential zones across the City. Deleting this policy will allow for the introduction of semi-detached dwellings in Clarkson-Lorne Park Neighbourhood.
4.	Section 16.6.1 Land Use, Cooksville Neighbourhood	Delete the following:  16.6.1.1 The Residential Low Density I designation, for the area bounded by the Queensway West, Hurontario Street, the	This project intends to introduce semi-detached dwellings in low-density residential zones across the City. Deleting this policy will allow for the introduction of semi-detached dwellings in Cooksville Neighbourhood.

		Queen Elizabeth Way and Stavebank Road, permits only detached dwellings.	
5.	Section 16.9.1 Land Use, Erindale Neighbourhood	Delete the following:  16.9.1.1 Notwithstanding the provisions of the Residential Low Density I designation, the Residential Low Density I designation permits only detached dwellings.	This project intends to introduce semi-detached dwellings in low-density residential zones across the City. Deleting this policy will allow for the introduction of semi-detached dwellings in Erindale Neighbourhood.
6.	Section 16.10.1 Land Use, Erin Mills Neighbourhood	Delete the following:  16.10.1.1 Notwithstanding the Low Density I designation, the Residential Low Density I policies of the Plan, duplex dwellings will not be permitted west of Winston Churchill Boulevard.	This project intends to introduce semi-detached dwellings in low-density residential zones across the City. Deleting this policy will allow for the introduction of semi-detached dwellings in Erin Mills Neighbourhood.
7.	Section 16.14.2 Land Use, Lisgar Neighbourhood	Delete the following:  16.14.2.2 Notwithstanding the Residential Low Density I policies of this Plan, the Residential Low Density I designation permits only detached dwellings.	This project intends to introduce semi-detached dwellings in low-density residential zones across the City. Deleting this policy will allow for the introduction of semi-detached dwellings in Lisgar Neighbourhood.
8.	Section 16.17.3 Meadowvale Village Neighbourhood	Delete the following:  16.17.3.1 The Residential Low Density I designation permits detached dwellings on lots with minimum frontages of 22.5 m except in the following area:  a. land which does not immediately abut the Heritage Conservation District may be	This project intends to allow for the creation of smaller detached lots, with a minimum required lot frontage of 6.8 m for Residential Small Lot semi-detached dwellings and 9.75 m for Residential Small Lot detached dwellings. Deleting



		developed for detached dwellings on lots with a minimum frontage of 18 metres.	these policies will ensure that the Zoning is consistent with the Official Plan.
9.	Section 16.18.2 Mineola Neighbourhood	Delete the following:  16.18.2.1 Notwithstanding the Residential Low Density I and Residential Low Density II policies of this Plan, the Residential Low Density I and Residential Low Density II designations permit only detached dwellings.	This project intends to introduce semi-detached dwellings in low-density residential zones across the City. Deleting this policy will allow for the introduction of semi-detached dwellings in Mineola Neighbourhood.
10.	Section 16.19.2 Mississauga Valleys Neighbourhood	Delete the following:  16.19.2.1 Notwithstanding the Residential Low Density I policies of this Plan, the Residential Low Density I designation permits only detached dwellings.	This project intends to introduce semi-detached dwellings in low-density residential zones across the City. Deleting this policy will allow for the introduction of semi-detached dwellings in Mississauga Valleys Neighbourhood.
11.	Section 16.23.1 Sheridan Neighbourhood	Delete the following:  16.23.1.1 Notwithstanding the Residential Low Density I policies of this Plan, the Residential Low Density I designation permits only detached dwellings.  16.23.1.2 For lands designated Residential Low Density I, the subdivision of lots of less than 23 m frontage will be discouraged, if it is considered to be detrimental to the character of the surrounding area.	This project intends to introduce semi-detached dwellings in low-density residential zones across the City. Deleting this policy will allow for the introduction of semi-detached dwellings in Sheridan Neighbourhood.  This project also intends to allow for the creation of smaller detached lots, with a minimum required lot frontage of 9.0 m for residential large lot semi-detached dwellings and 15.0 m for residential large lot detached dwellings. Deleting this

			policy will ensure that the Zoning is consistent with the Official Plan.
12.	Section 16.23.2.1.2 Site 1, Sheridan Neighbourhood	<p>Delete the following:</p> <p>16.23.2.1.2 (a) Mississauga considers that the preservation of this distinctive area could be achieved with up to 47 residential lots;</p> <p>16.23.2.1.2 (b) Mississauga will encourage a minimum lot area of 0.3 ha with a minimum lot frontage of 38 m, except for those lots fronting on Mississauga Road which are not corner lots, where a minimum lot area of 0.2 ha and a minimum lot frontage of 30 m are considered appropriate</p>	This project intends to allow for the creation of smaller detached lots, with a minimum required lot frontage of 9.0 m and minimum lot area of 340 m <sup>2</sup> (3 660 sq. ft.) for residential large lot semi-detached dwellings and a minimum required lot frontage of 15.0 m and minimum lot area of 550 m <sup>2</sup> (5 920 sq. ft.) for residential large lot detached dwellings. Deleting this policy will ensure that the Zoning is consistent with the Official Plan.
13.	Section 16.24.2 Streetsville Neighbourhood	<p>Delete the following:</p> <p>16.24.2.2 Notwithstanding the Residential Low Density I policies of this Plan, the Residential Low Density I designation permits only detached dwellings.</p>	This project intends to introduce semi-detached dwellings in low-density residential zones across the City. Deleting this policy will allow for the introduction of semi-detached dwellings in Streetsville Neighbourhood.

NOTE: Additional minor and technical changes to the MOPA may be required.

### Proposed Zoning By-law Amendments

#	SECTION NUMBER	PROPOSED REVISION	COMMENT/EXPLANATION
<p><b>Part 1: Administration, Interpretation, Enforcement and Definitions,</b></p> <p><b>Part 2: General Provisions, and</b></p> <p><b>Part 4: Residential Zones</b></p>			
1.	Where they appear throughout By-law 0225-2007	<p>Deleting the base zones "R1", "R2", "R3", "R8" and "RM1" and substituting with the base zone "RL".</p> <p>Deleting the base zones "R4", "R5", "R6", "R7", "R9", "R10", "R11", "R15", and "RM2" and substituting with the base zone "RS".</p> <p>Renumber the exception zones to "RL" and "RS" in accordance with the revisions to the base zones.</p>	<p>Staff propose to consolidate 12 of the 16 existing residential low-rise detached dwelling zones and two semi-detached dwelling zones into two new residential large lot and residential small lot zones, including one residential infill zone.</p> <p>Revising these regulations will simplify the low density residential zones and allow for gentle infill of neighbourhoods.</p>
2.	Part 2	Add a transition clause	<p>A transition clause is needed to ensure that if a development application or building permit has been deemed complete, the City can continue to evaluate the application against the zoning that was in place when it was submitted.</p>
<p><b>Part 4: Residential Zones</b></p>			

NOTE: Additional minor and technical changes to the Zoning By-law Amendment may be required.

3	4.1.13	Delete	Outdated and unnecessary zoning regulation.
4.	Section 4.2	<p>Delete Table 4.2.1 and replace with the proposed RL to RS permitted uses and zone regulations.</p> <p>RL:  Permitted uses: detached; semi-detached  Minimum lot area (interior): 550 m<sup>2</sup> (detached); 340 m<sup>2</sup> (semi)  Minimum lot area (corner): 720 m<sup>2</sup> (detached); 400 m<sup>2</sup> (semi)  Minimum lot frontage (interior): 15.0 m (detached); 9.0 m (semi)  Minimum lot frontage (corner): 19.5 m (detached); 12.0 m (semi)  Maximum lot coverage: 35%  Minimum front yard (interior): 7.5 m (detached); 6.0 m (semi)  Minimum front yard (corner): 6.0 m  Minimum garage face in front yard: equal to the front yard  Minimum exterior side yard: 6.0 m  Minimum garage face in exterior side yard: equal to the exterior side yard  Minimum interior side yard (interior – unattached): 1.2 m (detached); 1.8 m (semi)  Minimum interior side yard (interior – attached): 0.0 m  Minimum interior side yard (corner): 1.2 m (detached)  Minimum rear yard (interior): 7.5 m  Minimum rear yard (corner): 3.0 m (detached); 7.5 (semi)  Maximum height – highest ridge (sloped roof): 10.7 m  Maximum height (flat roof): 7.5 m  Minimum landscaped soft area in the yard containing the driveway: 40% (detached)  Maximum dwelling unit depth: 20.0 m</p> <p>RS:  Permitted uses: detached; semi-detached  Minimum lot area (interior): 285 m<sup>2</sup> (detached); 200 m<sup>2</sup> (semi)</p>	<p>The proposed "RL" zoning will generally be based on the current "R3" and "RM1", zoning regulations, whereas the proposed "RS" zoning will generally be based on the current "R5" and "RM2" zoning regulations, ensuring that the least stringent regulations based on current zoning are proposed for each of the new zones. In some cases, where other current zoning categories have a lesser minimum requirement than the above-noted zone categories, these have been selected for implementation in the new zone categories. Semi-detached dwellings are proposed for both the "RL" and "RS" residential zone categories as-of-right.</p> <p>The revision to the maximum height is discussed in detail in the report, and is being introduced as a standardization across the city.</p> <p>The maximum dwelling unit depth is proposed to prevent long homes in response to reduced minimum frontage requirements.</p>

		<p>Minimum lot area (corner): 370 m<sup>2</sup> (detached); 280 m<sup>2</sup> (semi)  Minimum lot frontage (interior): 9.75 m (detached); 6.8 m (semi)  Minimum lot frontage (corner): 12.0 m (detached); 9.8 m (semi)  Maximum lot coverage: 40% (detached); 45% (semi)  Minimum front yard (interior): 3.5 m (detached); 4.5 m (semi)  Minimum front yard (corner): 3.5 m (detached); 4.5 m (semi)  Minimum garage face in front yard: 5.8 m (detached); 6.0 m (semi)  Minimum exterior side yard: 3.5 m  Minimum garage face in exterior side yard: 5.8 m (detached); 6.0 m (semi)  Minimum interior side yard (interior – unattached): 1.2 m on one side and 0.61 m on other side (detached); 1.2 m (semi)  Minimum interior side yard (interior – attached): 0.0 m  Minimum interior side yard (corner): 0.61 m (detached)  Minimum rear yard (interior): 7.0 m (detached); 7.5 m (semi)  Minimum rear yard (corner): 7.0 m (detached); 7.5 m (semi)  Maximum height – highest ridge (sloped roof): 10.7 m  Maximum height (flat roof): 7.5 m  Minimum landscaped soft area in the yard containing the driveway: 30% (detached)  Maximum dwelling unit depth: 20.0 m</p>	
5.	Section 4.2.3 and 4.2.4	<p>Delete Tables 4.2.3 and 4.2.4 and replace with proposed infill zoning regulations.</p> <p>Minimum interior side yard (interior - detached with lot frontage less than 18.0 m): 1.2 m</p> <p>Minimum interior side yard (interior - detached with lot frontage equal to or greater than 18.0 m): 1.8 m</p> <p>Minimum combined width of side yards: 20% of lot frontage (one storey dwelling); 27% of lot frontage (more than one storey dwelling)</p>	<p>Staff propose to consolidate the three residential infill zoning categories into one. The regulations of the draft infill zoning regulations will be based on the least stringent infill zoning regulations currently in place. In some instances, certain regulations that are solely intended for urban design purposes are proposed to be removed. Revising these regulations will simplify the low density residential infill zones.</p>

		Maximum GFA: 190 m <sup>2</sup> + 0.2 x lot area (detached); 150 m <sup>2</sup> + 0.2 x lot area (semi)	
6.	Various exception zones in Part 4	Delete minimum lot frontage requirements, minimum lot area and other requirements in exception zone regulations that are more stringent than those present in the proposed "RL" and "RS" base zones.	Staff propose to update the lot size and frontage requirements to allow for smaller lots, so more stringent requirements for lot size and frontage in exception zones need to be removed to allow for smaller lots. In some instances, other regulations such as interior side yard requirements are also proposed to be amended/deleted as they would make redevelopment for smaller lots unfeasible.
7.	Section 4.3.1, 4.4.1, 4.5.1, 4.6.1, 4.7.1 and 4.8.1	Delete Tables 4.3.1, 4.4.1, 4.6.1, 4.8.1. Renumber Table 4.5.1 ("R12" to "R14" Detached Dwelling – Modular Lots) and Table 4.7.1 "R16" (Detached Dwelling on a CEC – Road).	The former regulations are no longer needed.  Consolidation will simplify the low density residential zones.  "R12" to "R14" and "R16" zones are not included in the consolidation, due to their unique configuration or the presence of a common element condominium road, however they will be renumbered because of the deletion of the above-noted base zone regulation tables.
8.	Part 13	Various Z-maps are proposed to be amended to categorize all properties within the scope of the study to either RL, RL-exception, RS or RS-exception. Generally, mapping changes will reflect the following:	

		<p>R1, R2, R3, R8 and RM1 (including any exceptions) are proposed to become RL (including any exceptions)</p> <p>R4, R5, R6, R7, R9, R10, R11, R15 and RM2 (including any exceptions) are proposed to become RS (including any exceptions)</p>	
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City of Mississauga  
**Corporate Report**



<p>Date: October 4, 2023</p> <p>To: Chair and Members of Planning and Development Committee</p> <p>From: Andrew Whittemore, M.U.R.P., Commissioner of Planning &amp; Building</p>	<p>Originator's file: BL.09-RES (All Wards)</p>
	<p>Meeting date: October 23, 2023</p>

**Subject**

**INFORMATION REPORT (ALL WARDS)**

**Updated Low Density Residential Zones: Gentle Density in Mississauga Neighbourhoods**  
File: BL.09-RES (All Wards)

**Recommendations**

1. That the report dated October 4, 2023 from the Commissioner of Planning and Building regarding the proposed amendments to Zoning By-law 0225-2007 and Mississauga Official Plan to update low density residential zones, under File BL.09-RES (All Wards), be received for information.
2. That staff be directed to seek community input through an online awareness campaign and report back to the Planning and Development Committee in February 2024 with recommended Zoning By-law amendments.

**Executive Summary**

- This report introduces the Updated Low Density Residential Zones project as part of the City's ongoing efforts to expand low-rise housing options in Mississauga
- Staff are considering consolidating detached dwelling zones, revising zone regulations including the reduction of minimum lot sizes and frontages, and introducing semi-detached dwellings as a permitted use in detached dwelling zones across the City
- Staff have developed preliminary Official Plan and Zoning By-law amendments for consideration

**Background**

The current provincial priority to increase the supply of all forms of housing is well established. Recently enacted, or proposed, changes to the *Planning Act*, Growth Plan and Provincial Policy



Statement are largely focused on this objective. Looking at low density housing specifically, there has been a refresh of thinking in Ontario and across North America around the ability of low density neighbourhoods to accommodate new development. Historically, many zoning by-laws, including most low density zones in Mississauga, were structured to only allow the replacement of the built form of what currently exists on the property, albeit the new dwelling could be much larger. These policies have had their stated effect – most redevelopment in low rise neighbourhoods has been in the form of large single detached houses which are sometimes referred to by some residents as "monster homes". While they create more livable gross floor area, larger homes often have similar occupancy levels to the smaller homes they replaced. In these cases increasing housing supply objectives are not achieved. <sup>1</sup>

All levels of government have been exploring tools to increase the supply of housing. In particular, low density neighbourhoods present a unique opportunity to modestly intensify, revitalize areas facing population decline, and improve efficiency of existing municipal and school infrastructure. Some of the recent actions taken by the City of Mississauga to increase the supply of housing in neighbourhoods include:

- February 5, 2020: Councillor Parrish directed staff to review existing standards for detached dwellings in the City's Zoning By-law and to identify opportunities to allow smaller lots and dwellings as-of-right.
- April 19, 2021: Council endorsed the report titled "Official Plan Review – Scope of Work for Increasing Housing Choices in Mississauga's Neighbourhoods Study". The goals of the study are to:
  - bring the City's Official Plan policies into conformity with recent changes to *Planning Act* (Bill 108 – *More Homes, More Choices Act*, 2019), Growth Plan and 2020 Provincial Policy Statement
  - increase the supply of ground-related housing units, including appropriate infill as-of-right zoning permissions
  - expand opportunities to develop similar types of dwellings in low density areas (e.g. detached dwellings on smaller lots)
- March 1, 2023: Council approved *Growing Mississauga: An Action Plan* which contains an action to reduce exclusionary zoning throughout Mississauga by allowing appropriate as-of-right gentle infill in low density neighbourhoods.
- June 26, 2023: At the Planning and Development Committee meeting, staff presented the "Mississauga Official Plan Review—Bundle 3 Draft Policies" which contained a new housing chapter. In order to support the City's effort to provide a greater range of housing options, new residential land use designations were proposed that move away from a density and built form premise to height-based designations. These new land use designations broaden city-wide neighbourhood housing options by consolidating **Residential Low Density I and II** into one land use designation, **Residential Low Rise I** (see below Figure 1). This new

<sup>1</sup> There are some areas of the city such as Lakeview West where two semi-detached homes frequently replace a single detached home on the same lot as is permitted by the zoning.

designation would permit all forms of dwellings with frontages on public streets up to three storeys including detached dwellings, semi-detached dwellings, plexes and street townhouses.

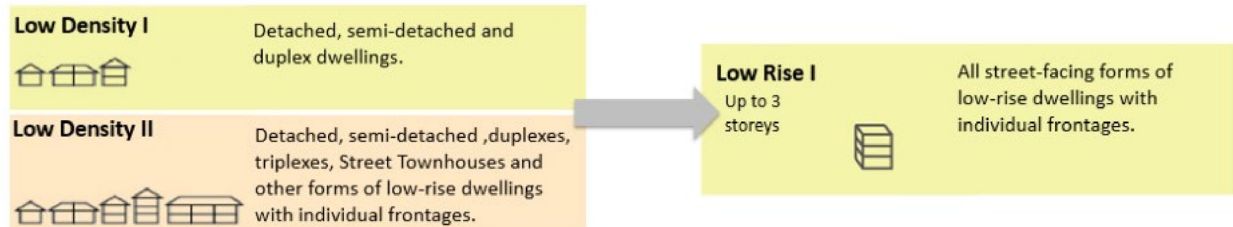


Figure 1 - Proposed Land Use Designation Changes

Taking direction from the above, the purpose of this report is to discuss potential amendments to Mississauga Official Plan and Zoning By-law 0225-2007 which would update low density residential zones by consolidating 12 of the 16 "R" zones into two new zones (Large Lot Zone and Small Lot Zone) and introduce semi-detached dwellings as a permitted use in both of these zones. These potential changes to the Official Plan and Zoning By-law are part of the City's effort to expand city-wide housing options.

**ZONING BY-LAW 0225-2007**

The City's Zoning By-law currently has 16 zones (R1 – R16) which exclusively permit detached dwellings. Zones R1 to R5 (Detached Dwellings – Typical Lots) are the most common zone categories (refer to Figure 2). R1 to R5 zones are differentiated by lot frontage and lot area standards, with R1 being the zone with the largest lot frontage and area requirements and R5 having the smallest standard requirements. Other "R" zones are specialized zones which are tailored for specific neighbourhoods or lot types. Please refer to Appendix 2 for a comparison of all "R" zones in Zoning By-law 0225-2007.

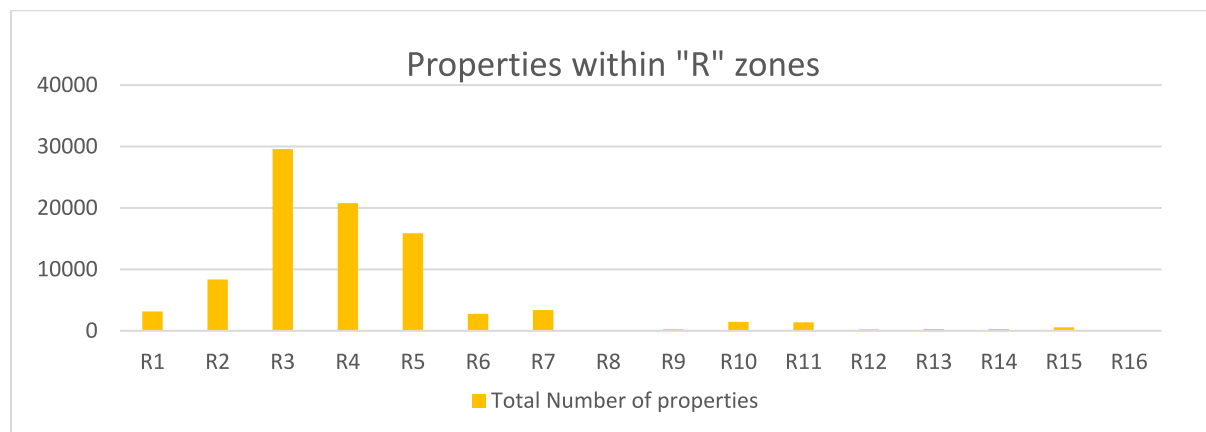


Figure 2 - Number of Properties within Each "R" Zone

A jurisdictional scan of comparable municipalities revealed that Mississauga has the greatest number of zones for detached dwellings of all municipalities surveyed (refer to Appendix 3).

## Comments

Staff are considering consolidating 12 of the 16 "R" zones into two new zones (Large Lot Zone and Small Lot Zone) and allowing semi-detached dwellings as-of-right in these zones. Changes under consideration are summarized as below. For further details, see Appendix 1, Section 2.

ZONES	Large Lot Zone (Consolidated R1, R2, R3 and R8 zones)	Small Lot Zone (Consolidated R4, R5, R6, R7, R9, R10, R11 and R15 zones)	ZONES	Large Lot Zone (Consolidated R1, R2, R3 and R8 zones)	Small Lot Zone (Consolidated R4, R5, R6, R7, R9, R10, R11 and R15 zones)
ZONE REGULATIONS – DETACHED DWELLINGS			ZONE REGULATIONS – SEMI-DETACHED DWELLINGS		
MINIMUM LOT AREA			MINIMUM LOT AREA		
Interior lot	550 m <sup>2</sup> (5,920 sq. ft.)	285 m <sup>2</sup> (3,070 sq. ft.)	Interior lot	340 m <sup>2</sup> (3,660 sq. ft.)	200 m <sup>2</sup> (2,150 sq. ft.)
Corner lot	720 m <sup>2</sup> (7,750 sq. ft.)	370 m <sup>2</sup> (3,985 sq. ft.)	Corner lot	400 m <sup>2</sup> (4,305 sq. ft.)	280 m <sup>2</sup> (3,015 sq. ft.)
MINIMUM LOT FRONTAGE			MINIMUM LOT FRONTAGE		
Interior lot	15.0 m (49 ft.)	9.75 m (32 ft.)	Interior lot	9.0 m (30 ft.)	6.8 m (22 ft.)
Corner lot	19.5 m (64 ft.)	13.5 m (44 ft.)	Corner lot	12.0 m (39 ft.)	9.8 m (32 ft.)

Figure 3 - Potential New Zone Regulations

The remaining four zones have unique regulations (**R12 to R14**) and/or have frontage on a Common Element Condominium road (**R16**) and therefore, are not under consideration for inclusion in the new Large Lot and Small Lot zones.

The potential amendments would result in reduced minimum lot frontage and lot area requirements across the City's neighbourhoods. By reducing these standards, more properties across the City will have the opportunity to be severed to create two new detached dwellings, add one new detached dwelling or allow for a pair of semi-detached dwellings without requiring relief from the Zoning By-law. Allowing smaller detached dwellings and semi-detached dwellings in the City's neighbourhoods will achieve the benefits of gentle infill including:

- Achieve a greater mix of housing to give people more housing choices in Mississauga's neighbourhoods
- Reinvigorate neighbourhoods that are seeing a population decline
- Build more homes in areas where there are existing parks, community centres and libraries
- Help reduce urban sprawl by creating more compact communities with access to transit and already established road networks

Further discussion on the potential amendments are considered below.

## UPDATED LOT AREA AND LOT FRONTAGE STANDARDS

In order to understand how these potential zoning changes could impact the City's neighbourhoods, staff completed an "example neighbourhood" exercise to demonstrate how many new lots could be created in different areas across the City should the reduced minimum lot frontage and minimum lot area regulations be implemented (see Appendix 4).

The exercise shows that should the potential new zoning standards be implemented, some neighbourhoods would have more redevelopment opportunities than other areas. The draft Large Lot Zone (currently **R1**, **R2**, **R3** and **R8** zones) is made up of larger lots with older homes. As a result, these areas have more lots which are large enough to accommodate a pair of semi-detached dwellings or two detached dwellings where there was only one previously. Many of these areas are already subject to redevelopment due to the size of the lots and the age of the homes in the neighbourhoods. A review of minor variances for minimum lot frontage or minimum lot area from 2020 to 2023 reveals that 65% of the variances approved were in **R1**, **R2** and **R3** zones (i.e. Large Lot Zone). A map showing the locations of these minor variances is available in Appendix 6.

In order to provide a more equitable distribution of opportunity for infill development in neighbourhoods across the City, staff are considering the lowest detached zone (**R5**) and semi-detached dwelling zone (**RM2**) as the recommended standards for the Small Lot Zone.

## INTRODUCTION OF SEMI-DETACHED DWELLINGS

Presently the "R" zones only permit detached dwellings as a permitted use. Staff are considering a recommendation to introduce semi-detached dwellings as a permitted use in the Large Lot Zone and Small Lot Zone. As discussed previously, the Official Plan review is considering a new Low Rise I land use designation which would permit all forms of street-facing dwellings up to three storeys including detached dwellings, semi-detached dwellings, plexes and street townhouses. Permitting semi-detached dwellings in the City's low density residential zones will align more closely with the direction of the City's draft new Official Plan and support the goal of providing more housing options in the City's neighbourhoods.

Not all existing detached lots would have sufficient frontage to build a pair of semi-detached dwellings. Approximately 43% of properties within the draft Large Lot Zone and 24% of properties within the draft Small Lot Zone have sufficient frontage to build a pair of semi-detached dwellings. See Appendix 5 for a summary of each Ward in the City. It should be noted that a Consent application will still be required to be approved by the Committee of Adjustment in order to sever a lot, as per the *Planning Act*.

The City already has a neighbourhood where semi-detached dwellings were introduced as a permitted use in an established neighbourhood made up of mostly detached dwellings. In 2021, the Lakeview West Housing Infill Study was completed and resulted in rezoning the

neighbourhood from a zone that exclusively permitted detached dwellings to a zone that permits both detached and semi-detached dwellings. Shaw Drive is an example of a street that has a mix of both detached and semi-detached dwellings (see Figure 4).

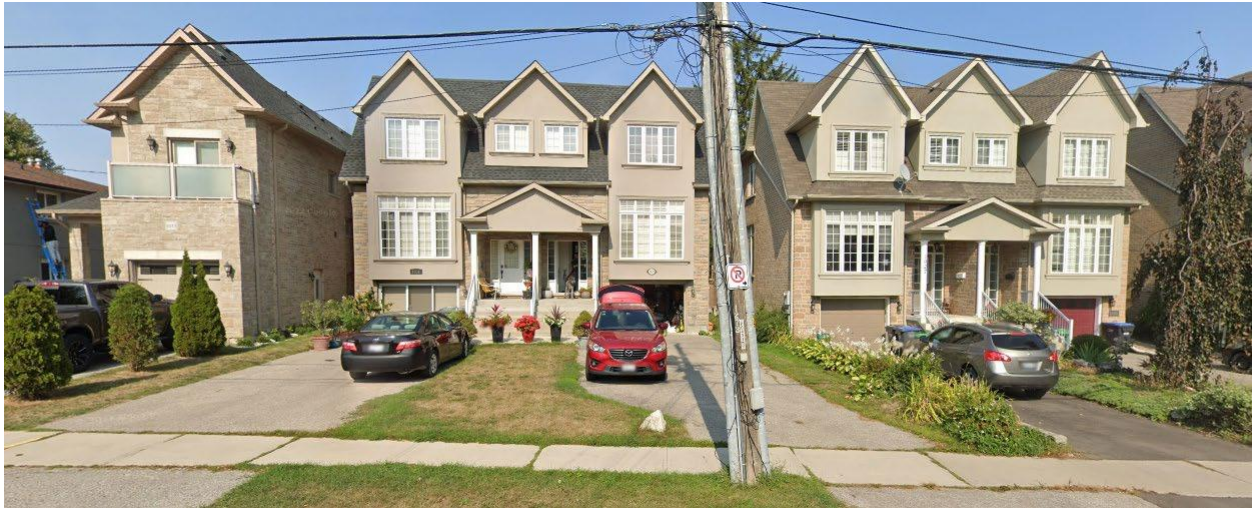


Figure 4 - Shaw Drive, Mississauga

### **NEW MAXIMUM DWELLING HEIGHT**

The maximum height of a detached dwelling in the majority of the City's "R" zones is 10.7 m (35 ft.) measured to the highest point of the roof surface of a flat roof and the midpoint of a sloped roof. A number of neighbourhoods are subject to infill exception regulations, which are more restrictive regulations that apply to certain neighbourhoods in the City to preserve the character of the area. In these neighbourhoods, the maximum height to the highest ridge of a sloped roof is 9.0 m (30 ft.) or 9.5 m (32 ft.), depending on the size of the lot. The maximum height of eaves is 6.4 m (21 ft.) and the maximum height of a flat roof is 7.5 m (25 ft.).

There is an opportunity to standardize the maximum dwelling height of all new dwellings through the updated low density residential zones, which are proposed City-wide. Rather than have a select few neighbourhoods subject to more restrictive height standards, it is more equitable to have all new detached and semi-detached dwellings subject to the same height regulations.

After reviewing infill detached and semi-detached dwellings across the City, staff are considering a new maximum dwelling height of 10.0 m (33 ft.) to the peak of a sloped roof and a maximum height of eaves of 6.9 m (23 ft.) for both detached and semi-detached dwellings. The maximum dwelling height of a flat roof is being considered at 7.5 m (25 ft.). The potential sloped roof standard is higher than the existing height standards in infill exception areas and lower than the existing height standard in "R" base zones. These new standards would provide greater flexibility and allow for three storey dwellings, as permitted in the Official Plan.

**OFFICIAL PLAN**

The **Residential Low Density I** and **Residential Low Density II** designations in the City's Official Plan permit both detached dwellings and semi-detached dwellings as-of-right. However, several Neighbourhood Character areas restrict the permitted uses in **Residential Low Density I** to detached homes only. There are also site specific policies within Character Areas which stipulate minimum lot frontages for new lots and the number of new lots which can be created in certain areas. In order to permit semi-detached dwellings in the updated low density residential zones and reduced lot standards, an amendment to the Official Plan is necessary. See Appendix 1 for Character Areas with policies that would need to be amended.

**LINK OTHER GENTLE DENSITY WORK**

The table below shows the status of this project in the context of other gentle density zoning work underway.

Zoning By-law Review	Information Report Timing	Recommendation Report Timing
Three Units Per Lot Provincial Requirement	April 17, 2023 Council	October 23, 2023 Planning & Development Committee
"R" Zone consolidation (this report)	October 23, 2023 Planning & Development Committee	February 2024
Multiplex (four unit + buildings)	Q1 2024	Q3 2024
Expanded Street Townhouse Permissions	Not started. Pending experience with "R" Zone Consolidation.	

**LAND USE POLICIES AND REGULATIONS**

The *Provincial Policy Statement* (PPS) establishes the 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 *Growth Plan for the Greater Golden Horseshoe* (Growth Plan) builds upon the policy framework established by the PPS and provides more specific land use planning policies which support the achievement of complete communities, a thriving economy, a clean and healthy environment and social equity. The Growth Plan establishes minimum intensification targets and requires municipalities to direct growth to existing built-up areas and strategic growth areas to make efficient use of land, infrastructure and transit.

The *Planning Act* requires that municipalities' decisions regarding planning matters be consistent with the PPS and conform with the applicable provincial plans and the Region of Peel Official Plan (ROP). Mississauga Official Plan is generally consistent with the PPS and conforms with the Growth Plan, the Greenbelt Plan, the Parkway Belt West Plan and the ROP.

Conformity of the amendments with the policies of Mississauga Official Plan is under review.

Additional information and details are found in Appendix 1, Section 1.

## Engagement and Consultation

Staff are developing an online communications and outreach strategy to solicit public input on the potential changes to the Official Plan and Zoning By-law. A media advisory was released introducing the Updated Low Density Residential Zones project to the public and information regarding the review is available on the City's Increasing Housing Choices in Neighbourhoods webpage.

## Financial Impact

There is no financial impact.

## Conclusion

The Updated Low Density Residential Zones project seeks to implement the recommendations of the City's Increasing Housing Choices Study and align the City's zoning with the direction of the new Official Plan. The specific regulations of the potential new low density residential zones will be refined and may change based on further analysis and feedback from the public and Council.

## Attachments

- Appendix 1: Detailed Information and Preliminary Planning Analysis
- Appendix 2: "R" Zones in Zoning By-law 0225-2007
- Appendix 3: Jurisdictional Scan of Comparable Municipalities
- Appendix 4: Neighbourhood Examples
- Appendix 5: Lot Frontage Analysis
- Appendix 6: Minor Variances for Lot Frontage and Lot Area 2020-2023



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

Prepared by: Kelsey Martin, Planner

## Detailed Information and Preliminary Planning Analysis

### City Initiated Zoning By-law Amendment and MOPA

#### All Wards

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1. Summary of Applicable Policies and Regulations .....	2
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## 1. Summary of Applicable Policies and Regulations

The *Planning Act* requires that Mississauga Official Plan be consistent with the Provincial Policy Statement and conform with the applicable provincial plans and Regional Official Plan. The policy and regulatory documents that affect these proposed amendments have been reviewed and summarized in the table below. Only key policies relevant to the proposed amendments

have been included. The table should be considered a general summary of the intent of the policies and should not be considered exhaustive. In the sub-section that follows, the relevant policies of Mississauga Official Plan are summarized. The proposed amendments will be evaluated based on these policies in the subsequent recommendation report.

Policy Document	Legislative Authority/Applicability	Key Policies
<p><b>Provincial Policy Statement (PPS)</b></p>	<p>The fundamental principles set out in the PPS apply throughout Ontario. (PPS Part IV)</p> <p>Decisions of the council of a municipality shall be consistent with PPS. (PPS 4.1)</p> <p>The Official Plan is the most important vehicle for implementation of the Provincial Policy Statement (PPS 4.6)</p> <p>On April 6, 2023 the Ministry of Municipal Affairs and Housing released the new Provincial Planning Statement for comment. The Provincial Planning Statement will replace both the Provincial Policy Statement and Growth Plan for the Greater Golden Horseshoe. At the time of writing this report, the new Provincial Planning Statement is not in force and effect.</p>	<p>Settlement areas shall be the focus of growth and development. (PPS 1.1.3.1)</p> <p>Land use patterns within settlement areas will achieve densities and a mix of uses that efficiently use land, resources, infrastructure, public service facilities and transit. (PPS 1.1.3.2.a)</p> <p>Planning authorities shall identify appropriate locations and promote opportunities for intensification and redevelopment. (PPS 1.1.3.3)</p> <p>Planning authorities shall provide for an appropriate range and mix of housing types and densities to meet projected needs of current and future residents of the regional market area. (PPS 1.4.3)</p>
<p><b>Growth Plan for the Greater Golden Horseshoe (Growth Plan)</b></p>	<p>The Growth Plan applies to the area designated as the Greater Golden Horseshoe growth plan area. All decisions made on or after May 16, 2019 in respect of the exercise of any authority that affects a planning matter will conform with this Plan,</p>	<p>Within settlement areas, growth will be focused in delineated built-up areas; strategic growth areas; locations with existing or planned transit; and, areas with existing or planned public service facilities. (Growth Plan 2.2.1.2 c)</p> <p>Complete communities will feature a diverse mix of land uses; improve social equity and quality of life; provide a range and mix of housing options; provide</p>

Policy Document	Legislative Authority/Applicability	Key Policies
	subject to any legislative or regulatory provisions providing otherwise. (Growth Plan 1.2.2)	<p>convenient access to a range of transportation options, public service facilities, open spaces and parks, and healthy, local and affordable food options; provide a more compact built form; mitigate and adapt to climate change impacts; and, integrate green infrastructure. (Growth Plan 2.2.1.4)</p> <p>To achieve minimum intensification and density targets, municipalities will develop and implement urban design and site design official plan policies and other supporting documents that direct the development of high quality public realm and compact built form. (Growth Plan 5.2.5.6)</p>
<b>Region of Peel Official Plan (ROP)</b>	With the approval from the Ministry of Municipal Affairs and Housing, the Region of Peel's new Official Plan came into effect on November 4, 2022 and will be used to evaluate the proposed amendments.	<p>The ROP identifies the subject lands as being located within Peel's Urban System. The portions of the lands associated with the Credit River are considered Core Areas of the Greenlands System.</p> <p>General objectives of ROP, as outlined in Section 5.6, include:</p> <ul style="list-style-type: none"> <li>• achieving sustainable development;</li> <li>• establishing healthy complete communities;</li> <li>• achieving intensified and compact built form and a mix of land uses in appropriate areas that efficiently use land, services, infrastructure and public finances, while taking into account the characteristics of existing communities and services;</li> <li>• achieving an urban form and densities that are pedestrian-friendly and transit supportive;</li> <li>• promoting crime prevention and improvement in the quality of life;</li> <li>• protecting, restoring, and enhancing the natural environment;</li> <li>• allowing opportunities for residents to live in their own communities as they age;</li> <li>• preserving and protecting lands adjacent to highways, rail corridors, rail yards and major truck terminals for employment lands and infrastructure uses, where appropriate; and,</li> <li>• providing for a wide range of goods and services to meet the needs of those living and working in the Urban System.</li> </ul>

### Mississauga Official Plan

The policies of Mississauga Official Plan (MOP) implement provincial directions for growth. MOP is generally consistent with the PPS and conforms with the Growth Plan, Greenbelt Plan, PBWP and ROP. The City's MOP review is currently underway to ensure consistency with and conformity to changes in legislation and planning policy documents, including recent

changes to the *Planning Act*, the 2020 PPS, the Growth Plan 2019 and Amendment No.1 (2020), and the Region of Peel's new Official Plan.

### Existing Designation

The proposed amendments will impact lands that are located within the City's Neighbourhood Character Areas and are

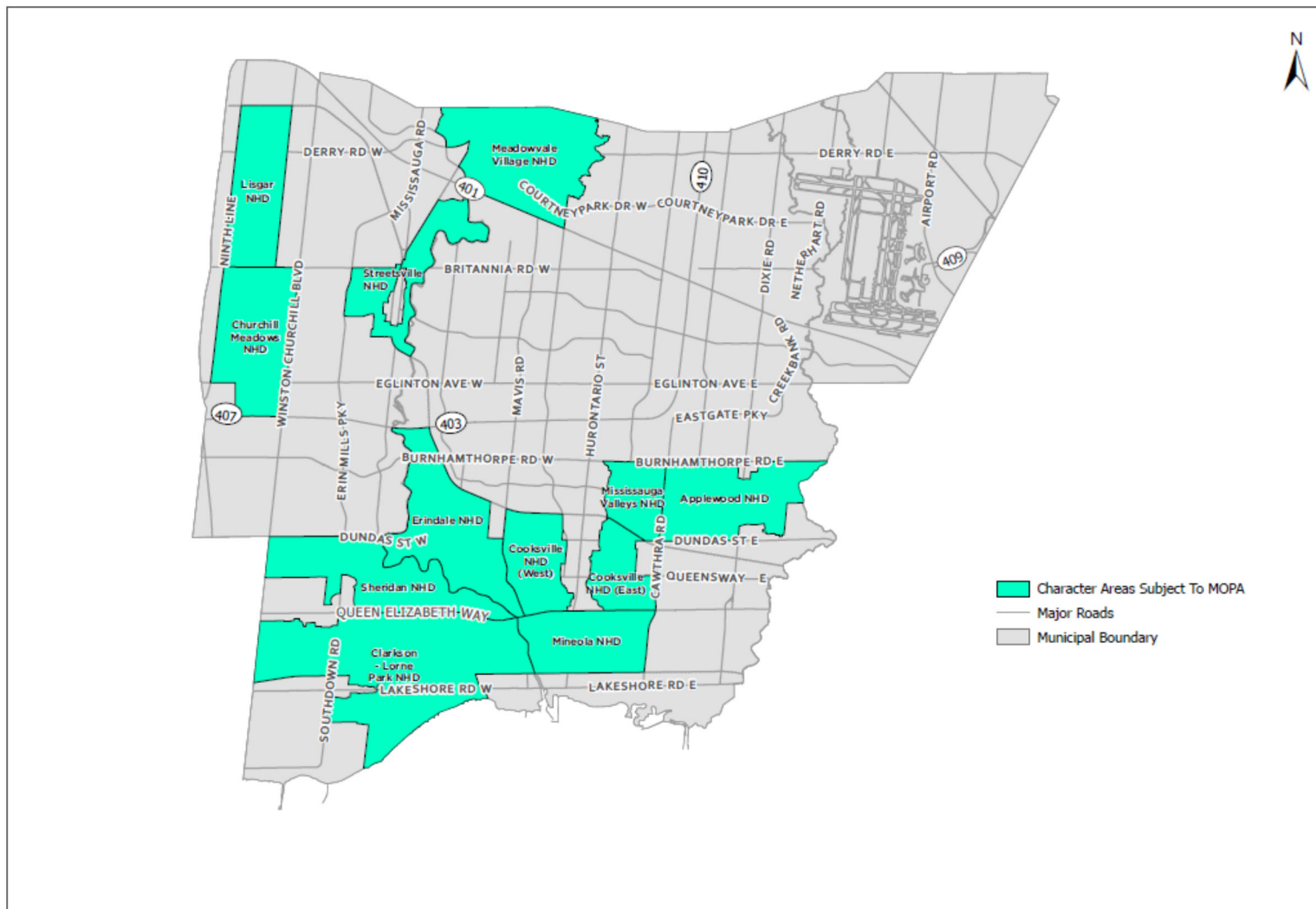
designated **Residential Low Density I** and **Residential Low Density II**. The **Residential Low Density I** designation permits detached dwellings, semi-detached dwellings and duplex dwellings. In addition to the uses permitted in the **Residential Low Density I** designation, the **Residential Low Density II** designation permits triplexes, street townhouses and other forms of low-rise dwellings with individual frontages.

### **Proposed Amendments**

The **Residential Low Density I** and **Residential Low Density II** designations in the City's Official Plan permit both detached dwellings and semi-detached dwellings as of right. However, several Neighbourhood Character areas restrict the permitted uses in Residential Low Density I to detached homes only.

There are also site specific policies within Character Areas which stipulate minimum lot frontages for new lots and the number of new lots which can be created in certain areas. In order to permit semi-detached dwellings in the updated low density residential zones and reduced lot standards, an amendment to the Official Plan is necessary.

Policies regarding Heritage Conservation Districts are not proposed to be amended.



Character Areas Subject to Potential MOPA

Figure 1: Character Areas Subject to Potential MOPA

### Relevant Mississauga Official Plan Policies

The following policies are applicable in the review of these potential amendments. In some cases the description of the general intent summarizes multiple policies.

	<b>General Intent</b>
<b>Chapter 5 Direct Growth</b>	<p>Mississauga will protect and conserve the character of stable residential Neighbourhoods. (Section 5.1.7)</p> <p>Neighbourhoods will not be the focus for intensification and should be regarded as stable residential areas where the existing character is to be preserved. (Section 5.3.5.1)</p> <p>Intensification within Neighbourhoods may be considered where the proposed development is compatible in built form and scale to surrounding development, enhances the existing or planned development and is consistent with the policies of this Plan. (Section 5.3.5.5)</p> <p>Development will be sensitive to the existing and planned context and will include appropriate transition in use, built form, density and scale. (Section 5.3.5.6)</p>
<b>Chapter 7 Complete Communities</b>	<p>Mississauga will ensure that the housing mix can accommodate people with diverse housing preferences and socioeconomic characteristics and needs. (Section 7.1.6)</p> <p>Mississauga will ensure that housing is provided in a manner that maximizes the use of community infrastructure and engineering services, while meeting the housing needs and preferences of Mississauga residents. (Section 7.2.1)</p> <p>Mississauga will provide opportunities for:</p> <ol style="list-style-type: none"> <li>the development of a range of housing choices in terms of type, tenure and price;</li> <li>the production of a variety of affordable dwelling types for both the ownership and rental markets; and</li> <li>the production of housing for those with special needs, such as housing for the elderly and shelters. (Section 7.2.2)</li> </ol> <p>When making planning decisions, Mississauga will ensure that housing is provided in a manner that fully implements the intent of the Provincial and Regional housing policies. (Section 7.2.3)</p>
<b>Chapter 9 Build A Desirable Urban Form</b>	<p>Mississauga will develop an urban form based on the urban system and the hierarchy identified in the city structure as shown on Schedule 1: Urban System. (Section 9.1.1)</p> <p>Infill and redevelopment within Neighbourhoods will respect the existing and planned character. (Section 9.1.3)</p> <p>Neighbourhoods are stable areas where limited growth is anticipated. Where increases in density and a variety of land uses are considered in Neighbourhoods, they will be directed to Corridors. Appropriate transitions to adjoining areas that respect variations in scale, massing and land uses will be required. (Section 9.2.2)</p> <p>While new development need not mirror existing development, new development in Neighbourhoods will:</p>

	<b>General Intent</b>
	<ul style="list-style-type: none"> <li>a. Respect existing lotting patterns;</li> <li>b. Respect the continuity of front, rear and side yard setbacks;</li> <li>c. Respect the scale and character of the surrounding area;</li> <li>d. Minimize overshadowing and overlook on adjacent neighbours;</li> <li>e. Incorporate stormwater best management practices;</li> <li>f. Preserve mature high quality trees and ensure replacement of the tree canopy; and</li> <li>g. Be designed to respect the existing scale, massing, character and grades of the surrounding area. (Section 9.2.2.3)</li> </ul>
<b>Chapter 11 General Land Use Designations</b>	<p>In addition to the Uses Permitted in all Designations, lands designated Residential Low Density I will also permit the following uses:</p> <ul style="list-style-type: none"> <li>• Detached dwelling;</li> <li>• Semi-detached dwelling; and</li> <li>• Duplex dwelling (Section 11.2.5.3)</li> </ul> <p>Lands designated Residential Low Density II will also permit the following uses:</p> <ul style="list-style-type: none"> <li>• Detached dwelling;</li> <li>• Semi-detached dwelling; and</li> <li>• Duplex dwelling</li> <li>• Triplexes, street townhouses and other forms of low-rise dwellings with individual frontages (Section 11.2.5.4)</li> </ul>
<b>Chapter 16 Neighbourhoods</b>	For lands within Neighbourhoods, a maximum building height of four storeys will apply unless Character Area policies specify alternative building height requirements. (Section 16.1.1.1)

## Mississauga Zoning By-law

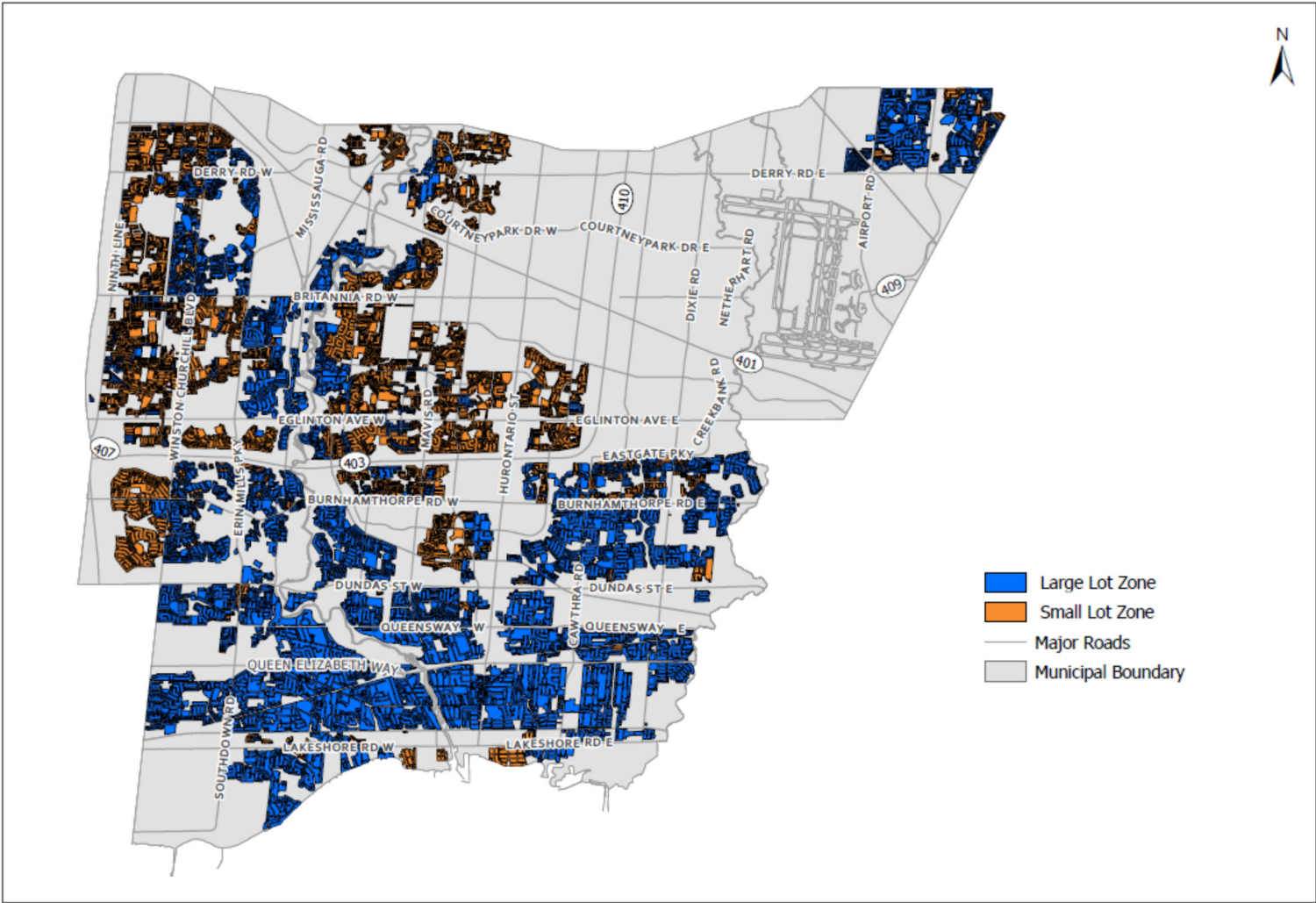
### Zoning By-law 0225-2007

The City's zoning by-law currently has 16 zones which exclusively permit detached dwellings. R1 to R5 zones are differentiated by lot frontage and lot area standards, with R1 being the zone with the largest frontage and area requirements and the standards becoming gradually smaller with the R5 having the smallest standards. Other "R" zones are specialized zones which are tailored for specific neighbourhoods or lot types, including R6 and R7 zones (Shallow Lots), R8 to R11 (Garage Control Lots), R12 to R14 (Modular Lots), R15 (Port Credit) and R16 (Detached Dwellings on a CEC-Road).

### Draft Updated Low Density Residential Zones

Staff are considering updating the City's low density residential zones by consolidating 12 of the 16 "R" zones into two new zones (Large Lot Zone and Small Lot Zone), reducing minimum lot area and frontage standards, amending maximum dwelling height, and allowing semi-detached dwellings as of right in these zones.

Zoning regulations for Heritage Conservation Districts are not proposed to be amended.



### Potential Updated Low Density Zones

Figure 2: Potential Large Lot Zone and Small Lot Zone

## 2. Draft Large Lot and Small Lot Zone

Zone Regulations	Large Lot Zone	Small Lot Zone
Permitted Uses	<b>Detached dwelling Semi-detached</b>	<b>Detached dwelling Semi-detached</b>
<b>ZONE REGULATIONS – DETACHED DWELLINGS</b>		
<b>Minimum Lot Area</b>		
<b>Interior lot</b>	550 m <sup>2</sup> (5,920 ft. <sup>2</sup> )	285 m <sup>2</sup> (3,068 ft. <sup>2</sup> )
<b>Corner lot</b>	720 m <sup>2</sup> (7,750 ft. <sup>2</sup> )	370 m <sup>2</sup> (3,983 ft. <sup>2</sup> )
<b>Minimum Lot Frontage</b>		
<b>Interior lot</b>	15.0 m (49.21 ft.)	9.75 (32 ft.)
<b>Corner lot</b>	19.5 m (64 ft)	13.5 m (44 ft)
<b>Maximum Lot Coverage</b>	35%	40%
<b>Minimum Front Yard</b>		
<b>Interior lot</b>	7.5 m (25 ft.)	3.5 m (11.5 ft.)
<b>Corner lot</b>	6.0 m (20 ft.)	3.5 m (11.5 ft.)
<b>Garage face - interior lot</b>	Equal to the <b>front yard</b>	5.8 m (19 ft.)
<b>Garage face - corner lot</b>	Equal to the <b>front yard</b>	5.8 m (19 ft.)
<b>Minimum Exterior Side Yard</b>	6.0 m (20 ft.)	4.5 m (15 ft.)
<b>Minimum Exterior Side Yard – Garage face</b>	<b>Equal to the</b> exterior side yard	5.8 m (19 ft.)
<b>Minimum Interior Side Yard</b>		
<b>Interior lot</b>	1.2 m (4 ft.) + 0.61 m (2 ft.) for each additional <b>storey</b> above one <b>storey</b>	1.2 m (4 ft.) on one side of the <b>lot</b> and 0.61 m (2 ft.) on the other side
<b>Corner lot</b>	1.2 m (4 ft.) + 0.61 m (2 ft.) for each additional <b>storey</b> above one <b>storey</b>	0.61 m (2 ft.)
<b>Minimum Rear Yard</b>		



Zone Regulations	Large Lot Zone	Small Lot Zone
<b>Interior lot</b>	7.5 m (25 ft.)	6.0 m (20 ft.)
<b>Corner lot</b>	3.0 m (10 ft.)	6.0 m (20 ft.)
<b>Maximum Height</b>		
<b>Sloped roof</b>	10.0 m (33 ft.) to the peak of the roof	10.0 m (33 ft.) to the peak of the roof
Maximum <b>height</b> to the eaves	6.9 m (23 ft.)	6.9 m (23 ft.)
<b>Flat roof</b>	7.5 m (25 ft.)	7.5 m (25 ft.)
Encroachments, Projections and Setbacks		
Maximum projection of a <b>garage</b> beyond either the <b>main front entrance</b> or beyond the <b>main entry feature</b> where provided	n/a	2.5 m (8.2 ft.)
Where a <b>main entry feature</b> has been provided, the maximum projection of a <b>garage</b> beyond a <b>main front entrance</b>	n/a	5.0 m (1.5 ft.)
For a <b>detached dwelling</b> more than one <b>storey</b> in <b>height</b> , where the <b>garage</b> projects beyond the <b>main front entrance</b> , a minimum of 75% of the width of the <b>garage</b> , measured from the inside face of the garage walls, shall be covered by a second storey which may be set back a maximum of 2.5 m from the <b>garage face</b>	n/a	Required
Attached <b>Garage</b> , Parking and <b>Driveway</b>		
Attached <b>garage</b>	Permitted	Permitted

<b>Zone Regulations</b>	<b>Large Lot Zone</b>	<b>Small Lot Zone</b>
Minimum <b>parking spaces</b>	Required	Required
Maximum <b>driveway width</b>	Width of garage door opening(s) plus 2.0 m (6.6 ft.) up to a maximum of 6.0 m (20 ft.); if no garage door maximum width of 6.0 m (20 ft.)	Width of garage door opening(s) plus 2.0 m (6.6 ft.) up to a maximum of 6.0 m (20 ft.); if no garage door maximum width of 6.0 m (20 ft.)
<b>ZONE REGULATIONS – DETACHED DWELLINGS</b>		
Minimum <b>Lot Area</b>		
<b>Interior lot</b>	340 m <sup>2</sup> (3,660 sq. ft.)	200 m <sup>2</sup> (2,153 sq. ft.)
<b>Corner lot</b>	400 m <sup>2</sup> (4,306 sq. ft.)	280 m <sup>2</sup> (3,014 sq. ft.)
Minimum <b>Lot Frontage</b>		
<b>Interior lot</b>	9.0 m (29.5 ft.)	6.8 m (22 ft.)
<b>Corner lot</b>	12.0 m (39 ft.)	9.8 m (32 ft.)
Maximum <b>Lot Coverage</b>	35%	45%
Minimum <b>Front Yard</b>	6.0 m (20 ft.)	4.5 m (15 ft.)
<b>Garage face</b>	Equal to the <b>front yard</b>	6.0 m (20 ft.)
Minimum <b>Exterior Side Yard</b>	6.0 m (20 ft.)	4.5 m (15 ft.)
Minimum <b>Exterior Side Yard – Garage face</b>	Equal to the <b>front yard</b>	6.0 m (20 ft.)
Minimum <b>Interior Side Yard</b>		
<b>Attached side</b>	0.0 m (0.0 ft.)	0.0 m (0.0 ft.)
Unattached side	1.8 m (6 ft.)	1.2 m (4 ft.)
Attached <b>garage</b> – unattached side	1.2 m (4 ft.)	1.2 m (4 ft.)
Minimum <b>Rear Yard</b>	7.5 m (25 ft.)	7.5 m (25 ft.)
Maximum <b>Height</b>	10.7 m (35 ft.)	10.7 m (35 ft.)
Attached <b>Garage, Parking and Driveway</b>		
Attached <b>garage</b>	Permitted	Permitted
Minimum <b>parking spaces</b>	Required	Required
Maximum <b>driveway width</b>	5.2 m (17 ft.)	5.2 m (17 ft.)

K:\PLAN\DEV\CONTL\GROUP\WPDATA\CORPORATE REPORTS TO PDC\6. City Wide or Area Specific  
Reports\BL.09-RES - R Zone Consolidation

**"R" Zones in By-law 0225-2007  
For Information Purposes Only**

ZONES	Typical Lots					Shallow Lots		Garage Control Lots				Modular Lots			Port Credit	Detached Dwellings on a CEC-ROAD
	R1	R2	R3	R4	R5	R6	R7	R8	R9	R10	R11	R12	R13	R14	R15	R16
RESIDENTIAL																
Detached Dwelling	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	
Detached dwelling on a CEC - road																✓
MINIMUM LOT AREA												MINIMUM MODULAR LOT AREA	MINIMUM MODULAR LOT AREA	MINIMUM MODULAR LOT AREA		
Interior lot	750 m <sup>2</sup>	695 m <sup>2</sup>	550 m <sup>2</sup>	365 m <sup>2</sup>	295 m <sup>2</sup>	320 m <sup>2</sup>	285 m <sup>2</sup>	670 m <sup>2</sup>	340 m <sup>2</sup>	365 m <sup>2</sup>	295 m <sup>2</sup>	LOT TYPE A 580 m <sup>2</sup> LOT TYPE B 555 m <sup>2</sup> LOT TYPE C 590 m <sup>2</sup>	LOT TYPE A 450 m <sup>2</sup> LOT TYPE B 425 m <sup>2</sup> LOT TYPE C 450 m <sup>2</sup>	LOT TYPE A 365 m <sup>2</sup> LOT TYPE B 335 m <sup>2</sup> LOT TYPE C 355 m <sup>2</sup>	460 m <sup>2</sup>	550 m <sup>2</sup>
Corner lot	835 m <sup>2</sup>	810 m <sup>2</sup>	720 m <sup>2</sup>	500 m <sup>2</sup>	415 m <sup>2</sup>	405 m <sup>2</sup>	370 m <sup>2</sup>	780 m <sup>2</sup>	410 m <sup>2</sup>	500 m <sup>2</sup>	415 m <sup>2</sup>	Same as above	Same as above	Same as above	Same as above	CEC – corner lot 720 m <sup>2</sup>
MINIMUM ½ MODULE AREA												1 930 m <sup>2</sup>	1 480 m <sup>2</sup>	1 180 m <sup>2</sup>		
MINIMUM LOT FRONTAGE																
Interior lot	22.5 m	18.0 m	15.0 m	12.0 m	9.75 m	12.5 m	11.0 m	18.0 m	13.6 m	12.0 m	9.75 m	LOT TYPE A 16.0 m LOT TYPE B 24.0 m LOT TYPE C 15.5 m	LOT TYPE A 13.0 m LOT TYPE B 22.0 m LOT TYPE C 14.5 m	LOT TYPE A 11.0 m LOT TYPE B 19.0 m LOT TYPE C 14.5 m	12.0 m	15.0 m
Corner lot	22.5 m	21.0 m	19.5 m	16.5 m	13.5 m	15.8 m	14.3 m	21.0 m	16.7 m	16.5 m	13.5 m	Same as above	Same as above	Same as above	Same as above	CEC – corner lot 19.5 m
MINIMUM 1/2 MODULE AREA												1 930 m <sup>2</sup>	1 480 m <sup>2</sup>	1 180 m <sup>2</sup>		

**"R" Zones in By-law 0225-2007  
For Information Purposes Only**

	Typical Lots					Shallow Lots		Garage Control Lots				Modular Lots			Port Credit	Detached Dwellings on a CEC-ROAD
ZONES	R1	R2	R3	R4	R5	R6	R7	R8	R9	R10	R11	R12	R13	R14	R15	R16
MAXIMUM LOT COVERAGE	25%	30%	35%	40%	40%	n/a	n/a	30%	35%	40%	40%	32%	35%	35%	40%	35%
MINIMUM FRONT YARD																
Interior lot	9.0 m or 12.0 m where the lot abuts a lot with an existing front yard of 12.0 m or more on the same street <sup>(2)</sup>	9.0 m	7.5 m	6.0 m	4.5 m	4.5 m – Lot with a municipal sidewalk adjacent to the front lot line	4.5 m – Lot with a municipal sidewalk adjacent to the front lot line	9.0 m	4.5 m	4.5 m	4.5 m	LOT TYPE A	LOT TYPE A	LOT TYPE A	6.0 m	Interior lot/CEC - corner lot 7.5 m
						16.0 m	13.0 m					11.0 m				
						LOT TYPE B	LOT TYPE B					LOT TYPE B				
						24.0 m	22.0 m					19.0 m				
						3.5 m – Lot without a municipal sidewalk adjacent the front lot line	3.5 m – Lot without a municipal sidewalk adjacent the front lot line					LOT TYPE C	LOT TYPE C	LOT TYPE C		
												14.5 m	14.5 m	14.5 m		
Corner lot	7.5 m	7.5 m	6.0 m	6.0 m	4.5 m	4.5 m – Lot with a municipal sidewalk adjacent to the front lot line	4.5 m – Lot with a municipal sidewalk adjacent to the front lot line	-	-	-	-	-	-	-	6.0 m	-
						3.5 m – Lot without a municipal sidewalk adjacent the front lot line	3.5 m – Lot without a municipal sidewalk adjacent the front lot line									

**"R" Zones in By-law 0225-2007  
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	Typical Lots					Shallow Lots		Garage Control Lots				Modular Lots			Port Credit	Detached Dwellings on a CEC-ROAD
ZONES	R1	R2	R3	R4	R5	R6	R7	R8	R9	R10	R11	R12	R13	R14	R15	R16
Garage face - interior lot	Equal to the front yard	Equal to the front yard	Equal to the front yard	Equal to the front yard	6.0 m	5.8 m	5.8 m	Equal to the front yard and equal to or further from the front lot line than the main front entrance	6.0 m	6.0 m	6.0 m	-	-	-	-	Minimum setback from a garage face to a street, CEC - road or CEC - sidewalk 7.5 m
Garage face - corner lot	Equal to the front yard	Equal to the front yard	Equal to the front yard	Equal to the front yard	6.0 m	5.8 m	5.8 m	Equal to the front yard	6.0 m	6.0 m	6.0 m	-	-	-	-	-
MINIMUM EXTERIOR SIDE YARD	7.5 m	7.5 m	6.0 m	4.5 m	4.5 m			7.5 m	4.5 m	4.5 m	4.5 m	-	-	-	4.5 m	-
Lot with an exterior side lot line abutting a street	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	6.0 m
Lot with an exterior side lot line abutting a CEC - road	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	6.0 m
Lot with an exterior side lot line abutting a CEC - sidewalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3.3 m
Garage face	Equal to the exterior side yard	Equal to the exterior side yard	Equal to the exterior side yard	6.0 m <sup>(2)</sup>	6.0 m <sup>(2)</sup>	5.8 m	5.8 m	Equal to the exterior side yard	6.0 m	6.0 m	6.0 m	-	-	-	-	Minimum setback from a garage face to a street, CEC - road or CEC - sidewalk 6.0 m

**"R" Zones in By-law 0225-2007  
For Information Purposes Only**

ZONES	Typical Lots					Shallow Lots		Garage Control Lots				Modular Lots			Port Credit	Detached Dwellings on a CEC-ROAD
	R1	R2	R3	R4	R5	R6	R7	R8	R9	R10	R11	R12	R13	R14	R15	R16
MINIMUM INTERIOR SIDE YARD																
<b>Interior lot</b>	1.8 m on one side of the lot and 4.2 m on the other side	1.8 m + 0.61 m for each additional storey or portion thereof above one storey	1.2 m + 0.61 m for each additional storey or portion thereof above one storey	1.2 m	1.2 m on one side of the lot and 0.61 m on the other side	1.2 m on one side of the lot and 0.61 m on the other side	1.2 m on one side of the lot and 0.61 m on the other side	1.8 m plus 0.61 m for each additional storey or portion thereof above one storey	1.2 m	1.2 m	1.2 m on one side of the lot and 0.61 m on the other side	-	-	-	Detached dwelling with an attached garage 1.2 m	1.2 m plus 0.61 m for each additional storey or portion thereof above one storey
<b>Interior lot with an attached or detached garage in the rear or interior side yard that is located 15.0 m or more from the front lot line</b>	-	-	-	-	-	-	-	3.0 m on one side and the other interior side yard may be reduced by 0.6 m, except that the attached garage may encroach a maximum of 2.4 m into the 3.0 m side yard	3.0 m on one side and 0.6 m on the other side, except that the attached garage may encroach a maximum of 2.4 m into the 3.0 m side yard	3.0 m on one side and 0.6 m on the other side, except that the attached garage may encroach a maximum of 2.4 m into the 3.0 m side yard	-	-	-	-	-	-

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	Typical Lots					Shallow Lots		Garage Control Lots				Modular Lots			Port Credit	Detached Dwellings on a CEC-ROAD
ZONES	R1	R2	R3	R4	R5	R6	R7	R8	R9	R10	R11	R12	R13	R14	R15	R16
Corner lot	3.0 m	3.0 m	1.2 m + 0.61 m for each additional storey above one storey	1.2 m	1.2 m	0.61 m	0.61 m	3.0 m	1.2 m	1.2 m	1.2 m	-	-	-	-	1.2 m plus 0.61 m for each additional storey or portion thereof above one storey
Where interior side lot line is the rear lot line of abutting parcel	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2.5 m
MINIMUM COMBINED WIDTH OF SIDE YARDS - INTERIOR LOT																
One storey detached dwelling	-	-	-	-	-	-	-	20% of the lot frontage or n/a if Line 8.2 of this Table applies	-	-	-	-	-	-	-	-
Dwelling having more than one storey	-	-	-	-	-	-	-	27% of the lot frontage or n/a if Line 8.2 of this Table applies	-	-	-	-	-	-	-	-
MINIMUM REAR YARD																



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	Typical Lots					Shallow Lots		Garage Control Lots				Modular Lots			Port Credit	Detached Dwellings on a CEC-ROAD
ZONES	R1	R2	R3	R4	R5	R6	R7	R8	R9	R10	R11	R12	R13	R14	R15	R16
<b>Interior lot</b>	7.5 m	7.5 m	7.5 m	7.5 m	7.5 m	7.0 m	7.0 m	7.5 m	7.5 m	7.5 m	7.5 m	-	-	-	7.5 m	7.5 m
<b>Corner lot</b>	3.0 m	3.0 m	3.0 m	7.5 m	7.5 m	7.0 m	7.0 m	3.0 m	7.5 m	7.5 m	7.5 m	-	-	-	7.5 m	7.5 m
Where a lot abuts a lot with a minimum rear yard of 7.5 m	n/a	n/a	n/a	n/a	n/a	6.0 m	6.0 m	-	-	-	-	-	-	-	-	-
Where the abutting lot to the rear of the subject lot has a minimum rear yard of 7.0 m, the minimum rear yard of the subject lot may be reduced to 6.0 m for a maximum of 50% of the width of the rear wall of the detached dwelling	n/a	n/a	n/a	n/a	n/a	✓	✓	-	-	-	-	-	-	-	-	-
Minimum setback of a detached dwelling to all lands zoned U-3	n/a	n/a	n/a	n/a	n/a	14.5 m	14.5 m	-	-	-	-	-	-	-	-	-
<b>MAXIMUM HEIGHT</b>	10.7 m	10.7 m	10.7 m	10.7 m	10.7 m	10.7 m	10.7 m	-	-	-	-	10.7 m	10.7 m	10.7 m	-	10.7 m
Maximum Height - Highest Ridge: sloped roof	-	-	-	-	-	-	-	10.7 m	-	-	-	-	-	-	-	-
Maximum Height: sloped roof	-	-	-	-	-	-	-	-	10.7 m	10.7 m	10.7 m	-	-	-	9.5 m	-

**"R" Zones in By-law 0225-2007  
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ZONES	Typical Lots					Shallow Lots		Garage Control Lots				Modular Lots			Port Credit	Detached Dwellings on a CEC-ROAD
	R1	R2	R3	R4	R5	R6	R7	R8	R9	R10	R11	R12	R13	R14	R15	R16
Maximum Height: flat roof	-	-	-	-	-	-	-	7.5 m	7.5 m	7.5 m	7.5 m	-	-	-	7.5 m	-
Maximum height of eaves: from average grade to lower edge of eaves	-	-	-	-	-	-	-	-	-	-	-	-	-	-	6.4 m	-
ENCROACHMENTS, PROJECTIONS AND SETBACKS																
Maximum projection of bay windows, greenhouse windows, and porches outside the building area	-	-	-	-	-	-	-	-	-	-	-	0.45 m	0.45 m	0.45 m	-	-
Maximum projection of a garage beyond either the main front entrance or beyond the main entry feature where provided	n/a	n/a	n/a	n/a	2.5 m	2.5 m	2.5 m	n/a	1.0 m	2.5 m	2.5 m	-	-	-	-	-
Where a main entry feature has been provided, the maximum projection of a garage beyond a main front entrance	n/a	n/a	n/a	n/a	5.0 m	5.0 m	5.0 m	n/a	2.5 m	4.0 m	4.0 m	-	-	-	-	-





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	Typical Lots					Shallow Lots		Garage Control Lots				Modular Lots			Port Credit	Detached Dwellings on a CEC-ROAD
ZONES	R1	R2	R3	R4	R5	R6	R7	R8	R9	R10	R11	R12	R13	R14	R15	R16
Minimum setback of a detached dwelling to a CEC - visitor parking space	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3.3 m
Minimum setback of a detached dwelling to a CEC - amenity area	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1.5 m
ATTACHED GARAGE, PARKING AND DRIVEWAY																
Attached garage	Permitted	Permitted	Permitted	Permitted	Required	Required	Required	Required	Required	Required	Required	Required	Required	Required	Permitted	Permitted
Minimum parking spaces	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	See Subsection 4.1.9 and Part 3 of By-law 0225-2007	See Subsection 4.1.9 and Part 3 of By-law 0225-2007	See Subsection 4.1.9 and Part 3 of By-law 0225-2007	✓	✓
Minimum visitor parking spaces	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	✓
Minimum parking spaces within a garage	-	-	-	-	-	-	-	-	-	-	-	2	2	2	-	-
Maximum driveway width <sup>(4)</sup>	Width of garage door opening(s) plus 2.0 m up to a maximum of 8.5 m; if no garage door then	Width of garage door opening(s) plus 2.0 m up to a maximum of 6.0 m; if no	Width of garage door opening(s) plus 2.0 m up to a maximum of 6.0 m; if no garage door maximum	Width of garage door opening(s) plus 2.0 m up to a maximum of 6.0 m; if no garage door	Width of garage door opening(s) plus 2.0 m up to a maximum of 6.0 m; if no garage	Lesser of 6.1 m or 45% of lot frontage	Lesser of 6.5 m or 50% of lot frontage	Lesser of 8.5 m or 50% of lot frontage	Lesser of 8.5 m or 50% of lot frontage	Lesser of 8.5 m or 50% of lot frontage	6.0 m	Lesser of 8.5 m or 50% of the lot frontage	Lesser of 8.5 m or 50% of the lot frontage	Lesser of 8.5 m or 50% of the lot frontage	Lesser of 8.5 m or 50% of lot frontage	Lesser of 8.5 m or 50% of the lot frontage









## Jurisdictional Scan of Comparable Municipalities

Municipality	Number of Zones Permitting Single Detached Dwellings	Number of Zones Permitting exclusively Detached Dwellings	Summary
Toronto (569-2013)	5	1	<p>Zoning By-law 569-2013 is a consolidation of the zoning by-laws of Toronto's pre-amalgamation municipalities. There are five low density residential zones which permit detached houses, among other low density dwelling types. Below is a summary of the lot standards for single detached dwellings in these zones:</p> <p>Residential "R"</p> <ul style="list-style-type: none"> <li>• Refer to Zoning By-law Map for minimum lot frontage and minimum lot area</li> <li>• If these standards are not present on the Zoning By-law Map, the minimum lot frontage is 6.0 m and minimum lot area is the required minimum lot frontage multiplied by 30 metres</li> </ul> <p>Residential Detached "RD"</p> <ul style="list-style-type: none"> <li>• Refer to Zoning By-law Map for minimum lot frontage and minimum lot area</li> <li>• If these standards are not present on the Zoning By-law Map, the minimum lot frontage is 12.0 m and minimum lot area is the required minimum lot frontage multiplied by 30 metres</li> </ul> <p>Residential Semi-Detached "RS"</p> <ul style="list-style-type: none"> <li>• Refer to Zoning By-law Map for minimum lot frontage and minimum lot area</li> <li>• If these standards are not present on the Zoning By-law Map, the minimum lot frontage is 15.0 m and minimum lot area is the required minimum lot frontage multiplied by 30 metres</li> </ul>

			<p>Residential “RT”</p> <ul style="list-style-type: none"> <li>• Refer to Zoning By-law Map for minimum lot frontage and minimum lot area</li> <li>• If these standards are not present on the Zoning By-law Map, the minimum lot frontage is 6.0 m and minimum lot area is the required minimum lot frontage multiplied by 30 metres</li> </ul> <p>Residential Multiple “RM”</p> <ul style="list-style-type: none"> <li>• Refer to Zoning By-law Map for minimum lot frontage and minimum lot area</li> <li>• If these standards are not present on the Zoning By-law Map, the minimum lot frontage is 12.0 m and minimum lot area is the required minimum lot frontage multiplied by 30 metres</li> </ul>
Hamilton (05-200)	2	0	<p>By-law 05-200 has three low density residential zones and covers residential zones in Hamilton’s urban area. By-law 05-200 introduced three new low density residential zones replacing 40+ found in the City’s former municipal zoning by-law. Two of the three new zones permit detached dwellings. Both of these zones permit single detached, duplexes, semi-detached dwellings and street townhouse dwellings. Below is a summary of the lot standards for single detached dwellings in these zones:</p> <ul style="list-style-type: none"> <li>• R1 - Minimum lot frontage of 12.0 m and minimum lot area of 360.0 sq m</li> <li>• R1a - Minimum lot frontage of 9.0 m and minimum lot area of 270.0 sq m</li> </ul>
Ottawa (2008-250)	5	1	<p>By-law 2008-250 is a consolidation of the City’s of Ottawa’s zoning by-laws. The City of Ottawa has five residential zones, which all permit detached dwellings among other dwelling types. There are no standard minimum lot frontages and minimum lot areas for the zones. Within each zone there are more than 25 subzones which set out minimum lot frontage and lot area.</p>

Guelph (2023- 20790)	2	0	<p>By-law 2021-20790 has four low density residential zones. Two of these zones (RL.1 and RL.2) permit single detached dwellings, semi-detached dwellings and duplex dwellings as well as small multi-unit residential buildings and on-street townhouses. The remaining two zones (RL.3 and RL.4) permit townhouses and small scale apartment buildings, respectively. Below is a summary of the lot standards for single detached dwellings in these zones:</p> <ul style="list-style-type: none"> <li>• RL.1 - Minimum lot frontage of 15.0 m and minimum lot area of 460 sq m</li> <li>• RL.2 - Minimum lot frontage of 9.0 m (interior lot) and 12.0 m (corner lot) and minimum lot area of 275 sq m</li> </ul>
Vaughan (001-2021)	6	4	<p>By-law 001-2021 has six low density residential zones. Four of these zones only permit single detached dwellings, with the Fourth Density Residential and Fifth Density Residential zones also permitting semi-detached dwellings. Within these six low density residential zones, there are a total of 15 different lot standards for single detached dwellings. Below is a summary of the lot standards for detached dwellings in these zones:</p> <p>RE (Estate Residential)</p> <ul style="list-style-type: none"> <li>• Minimum lot frontage of 45 m and minimum lot area 4,000 sq m</li> </ul> <p>First Density Residential Zones</p> <ul style="list-style-type: none"> <li>• R1 - Minimum lot frontage of 18 m and minimum lot area of 420 sq m</li> <li>• R1A – Minimum lot frontage of 18 m and minimum lot area of 540 sq m</li> <li>• R1B – Minimum lot frontage of 18 m and minimum lot area of 600 sq m</li> <li>• R1C – Minimum lot frontage of 24 m and minimum lot area of 950 sq m</li> <li>• R1D – Minimum lot frontage of 24 m and minimum lot area of 1400 sq m</li> <li>• R1E – Minimum lot frontage of 30 m and minimum lot area of 845 sq m</li> </ul> <p>Second and Third Density Residential Zones</p> <ul style="list-style-type: none"> <li>• R2 – Minimum lot frontage of 15 m and minimum lot area of 350 sq m</li> </ul>

			<ul style="list-style-type: none"> <li>• R2A – Minimum lot frontage of 15 m and minimum lot area of 450 sq m</li> <li>• R3 – Minimum lot frontage of 12 m and minimum lot area of 315 sq m</li> <li>• R3A – Minimum lot frontage of 12 m and minimum lot area of 320 sq m</li> </ul> <p>Fourth and Fifth Density Residential Zones</p> <ul style="list-style-type: none"> <li>• R4 - Minimum lot frontage of 9 m and minimum lot area of 240 sq m</li> <li>• R4A - Minimum lot frontage of 9 m and minimum lot area of 225 sq m</li> <li>• R5 - Minimum lot frontage of 7.5 m and minimum lot area of 225 sq m</li> <li>• R5A - Minimum lot frontage of 9 m and minimum lot area of 225 sq m</li> </ul>
Milton (016-2014)	3	0	<p>By-law 016-2014 has two low density residential zones. Both zones permit detached dwellings, duplexes and semi-detached dwellings. The minimum lot frontage and lot depth regulations are the same for both zones. The two zones are differentiated by side yard setbacks and maximum building height. Below is a summary of the lot standards for detached dwellings in these zones:</p> <p>RLD and RLD1</p> <ul style="list-style-type: none"> <li>• Detached dwelling/Duplex dwelling - Minimum lot frontage of 15.0 m and minimum lot depth is 30 m</li> </ul>
Oakville (2014-014)	10	6	<p>By-law 2014-014 has 11 low density residential zones, six of which only permit single detached dwellings. Below is a summary of the lot standards for detached dwellings in these zones:</p> <ul style="list-style-type: none"> <li>• RL1- Minimum lot frontage of 30.5 m and minimum lot area of 1395.5 sq m</li> <li>• RL2 - Minimum lot frontage of 22.5 m and minimum lot area of 836.0 sq m</li> <li>• RL3 - Minimum lot frontage of 18.0 m and minimum lot area of 557.5 sq m</li> <li>• RL4 - Minimum lot frontage of 16.5 m and minimum lot area of 511.0 sq m</li> </ul>

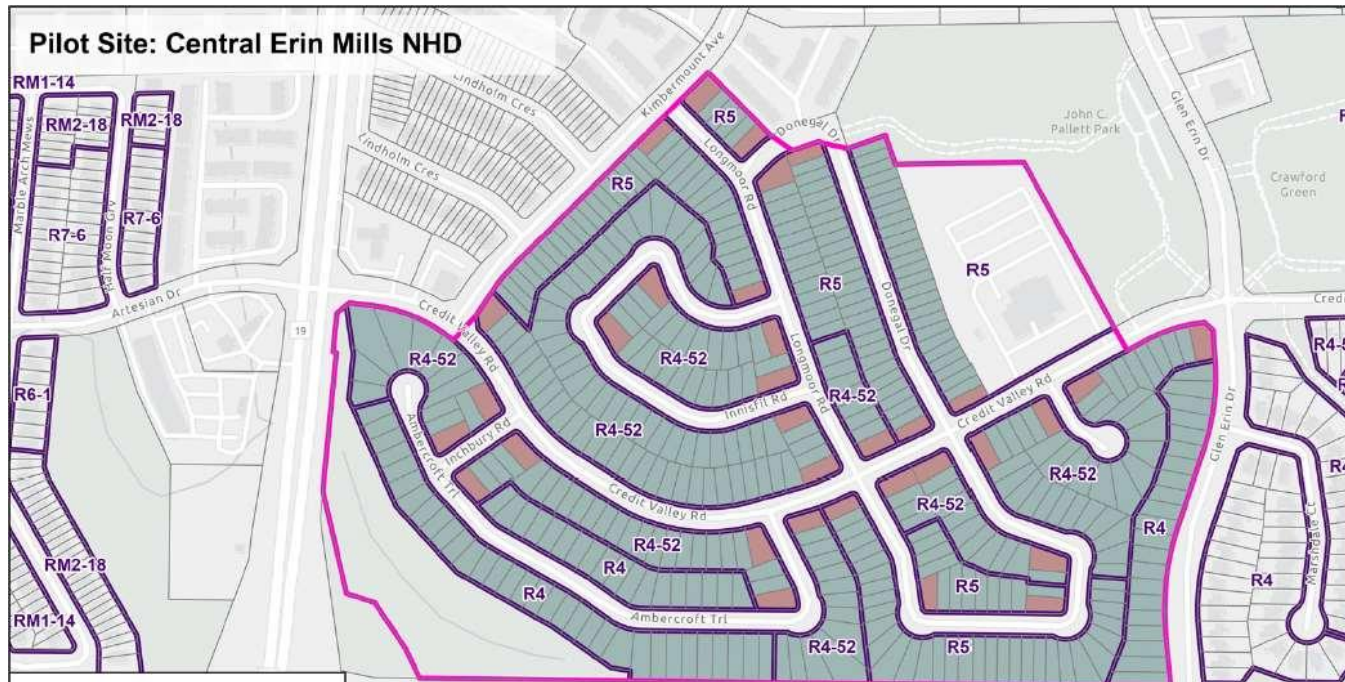
			<ul style="list-style-type: none"> <li>• RL5 - Minimum lot frontage of 15.0 m and minimum lot area of 464.5 sq m</li> <li>• RL6 - Minimum lot frontage of 11.0 m and minimum lot area of 250.0 sq m</li> <li>• RL7 - Minimum lot frontage of 18.5 m and minimum lot area of 557.5 sq m</li> <li>• RL8 - Minimum lot frontage of 12.0 m and minimum lot area of 360.0 sq m</li> <li>• RL9 - Minimum lot frontage of 9.0 m and minimum lot area of 270.0 sq m</li> <li>• RL10 - Minimum lot frontage of 15.0 m and minimum lot area of 464.5 sq m</li> </ul>
Burlington (2020)	3	3	<p>By-law 2020 has three residential zones which permit only detached dwellings. Within each of these zones, there are subzones with minimum lot frontage and lot area requirements. In total, there are 10 subzones with different lot frontage and area standards. Below is a summary of the lot standards for detached dwellings in these zones:</p> <p>R1</p> <ul style="list-style-type: none"> <li>• R1.1 – Minimum lot frontage of 30 m and minimum lot area of 1850 sq m</li> <li>• R1.2 – Minimum lot frontage of 24 m and minimum lot area of 925 sq m</li> </ul> <p>R2</p> <ul style="list-style-type: none"> <li>• R2.1 – Minimum lot frontage of 18 m and minimum lot area of 700 sq m</li> <li>• R2.2 – Minimum lot frontage of 18 m and minimum lot area of 700 sq m</li> <li>• R2.3 – Minimum lot frontage of 18 m and minimum lot area of 680 sq m</li> <li>• R2.4– Minimum lot frontage of 16 m and minimum lot area of 600 sq m</li> </ul> <p>R3</p> <ul style="list-style-type: none"> <li>• R3.1 – Minimum lot frontage of 15 m and minimum lot area of 700 sq m</li> <li>• R3.2 – Minimum lot frontage of 15 m and minimum lot area of 700 sq m</li> <li>• R3.3 – Minimum lot frontage of 13 m and minimum lot area of 680 sq m</li> </ul>

			<ul style="list-style-type: none"><li>• R3.4– Minimum lot frontage of 12 m and minimum lot area of 600 sq m</li></ul>
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# Example Neighbourhoods

## How could new lot standards impact Mississauga's neighbourhoods?





## Small Lot Zone

Total number of properties: 440

Number of properties that can be severed to create semi-detached dwellings: 103 (23%)

Number of lots that can be severed to create 2 detached dwellings: 6 (1%)





### Small Lot Zone

Total number of properties: 358

Number of properties that can be severed to create semi-detached dwellings: 21 (6%)

Number of properties that can be severed to create 2 new detached dwellings: 0 (0%)



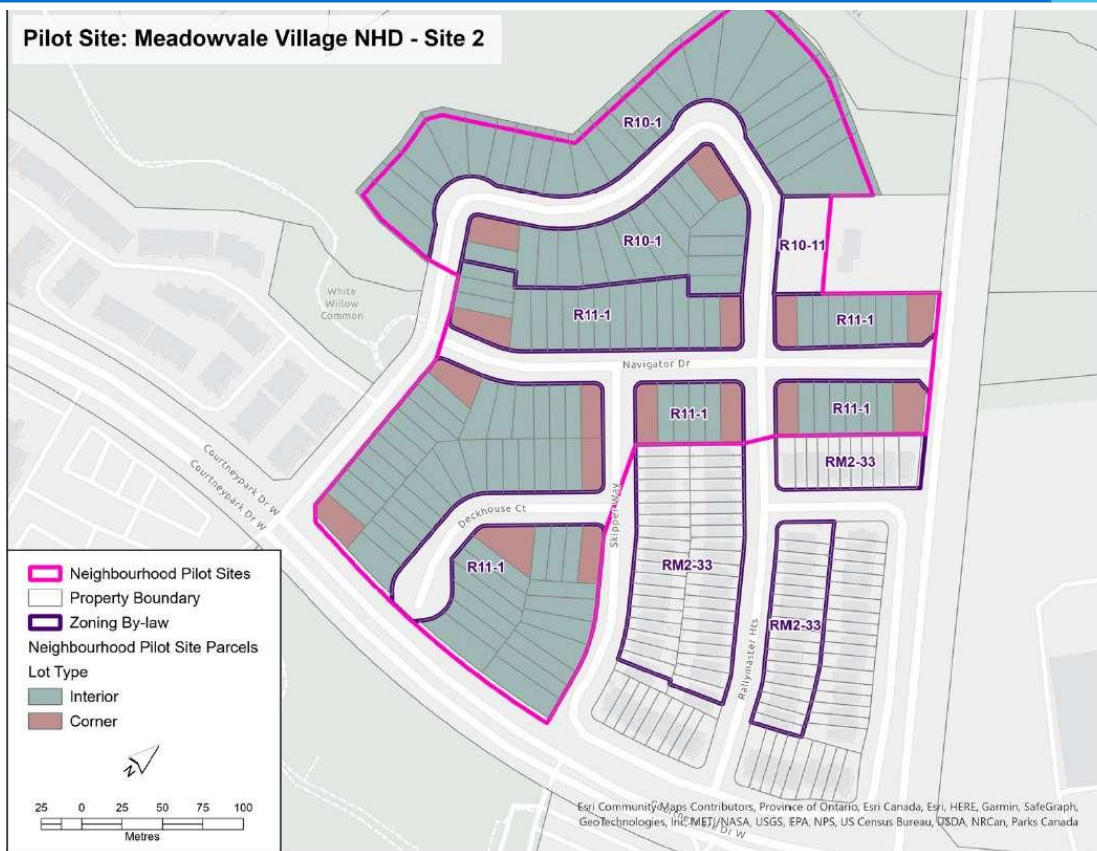
## Large Lot Zone

Total number of properties: 199

Number of lots that can be severed to create semi-detached dwellings: 190 (95%)

Number of lots that can be severed to create 2 new detached dwellings: 137 (69%)



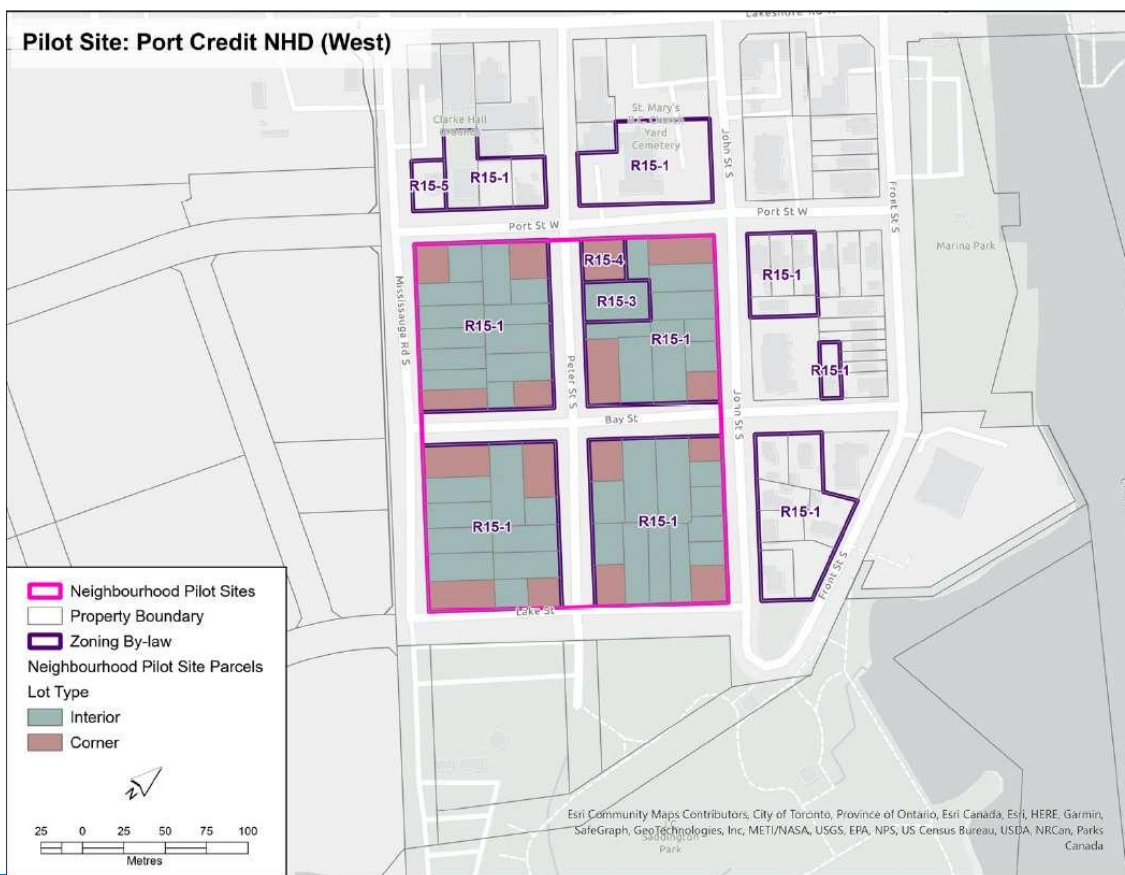


### Small Lot Zone

Total number of properties: 248

Number of properties that can be severed to semi-detached dwellings: 14 (6%)

Number of lots that can be severed to create 2 new detached dwellings: 4 (2%)



### Small Lot Zone

Total number of properties: 57

Number of properties that can be severed to semi-detached dwellings: 45 (79%)

Number of lots that can be severed to create 2 new detached dwellings: 11 (19%)

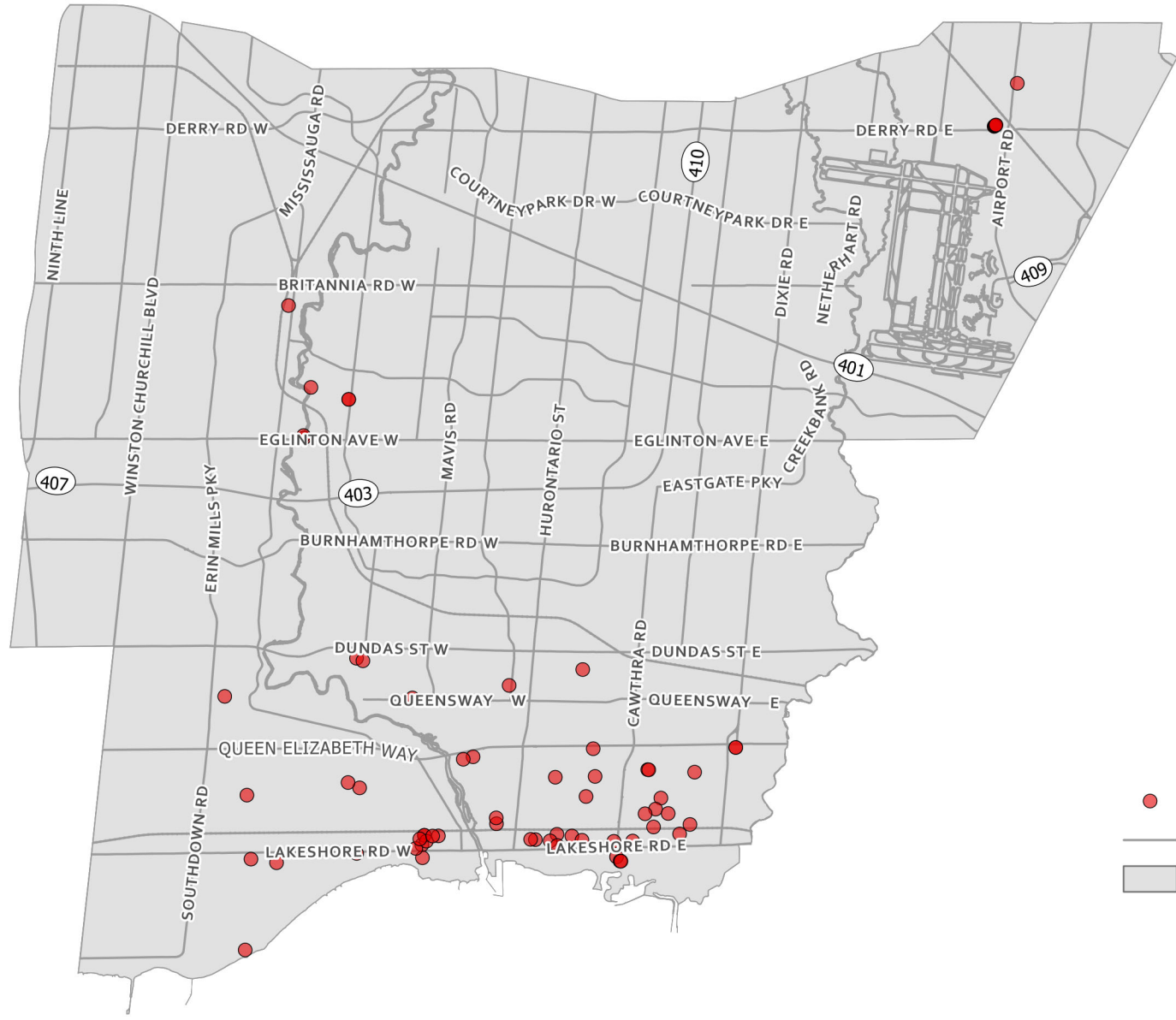
Appendix 5, Page 1  
 File: BL.09-RES (All Wards)  
 Date: 2023/10/04

## Lot Frontage Analysis

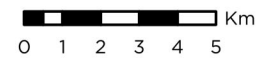
Ward	Large Lot Zone			Small Lot Zone			Total number of properties that are subject to rezoning
	Number of properties in draft Large Lot Zone	Number of properties that have sufficient frontage to create a pair of semi-detached dwellings	Number of properties that have sufficient frontage to create two new detached dwellings	Number of properties in the Small Lot Zone	Number of properties that have sufficient frontage to create a pair of semi-detached dwellings	Number of properties that have sufficient frontage to create two new detached dwellings	
City Wide	39743	17086 (43%)	2824 (7%)	45,171	10769 (24%)	1463 (3%)	84,914
1	6889	3134 (46%)	573 (8%)	153	15 (10%)	3 (2%)	7042
2	8154	4730 (58%)	1170 (14%)	444	100 (22.5%)	18 (4%)	8598
3	4538	1097 (24%)	59 (1%)	909	139 (15%)	20 (2%)	5447
4	1426	335 (24%)	11 (1%)	3266	574 (18%)	90 (3%)	4692
5	2637	330 (12.5%)	19 (1%)	5447	1134 (21%)	138 (2.5%)	8084
6	2951	980 (33%)	63 (2%)	7623	1257 (17%)	140 (2%)	10574
7	4611	2296 (50%)	374 (8%)	1781	313 (18%)	42 (2%)	6392
8	4121	2257 (55%)	541 (13%)	5853	2092 (36%)	295 (5%)	9974
9	1412	344 (24%)	19 (1%)	4606	1203 (26%)	158 (3%)	6018
10	10	7 (70%)	6 (60%)	9279	1976 (22%)	231 (2.5%)	9289
11	3327	2004 (60%)	101 (3%)	5827	1729 (30%)	265 (5%)	9154

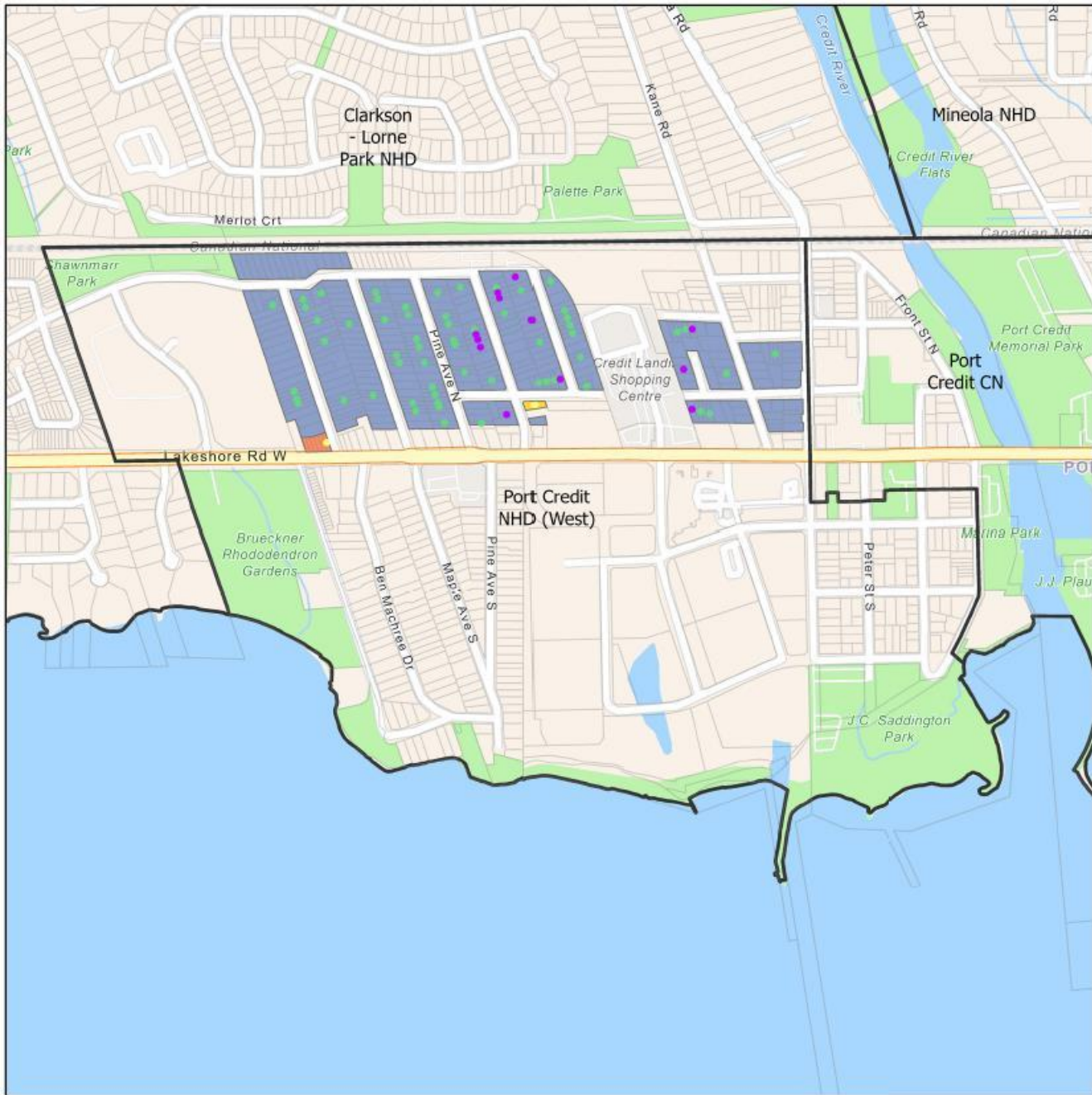
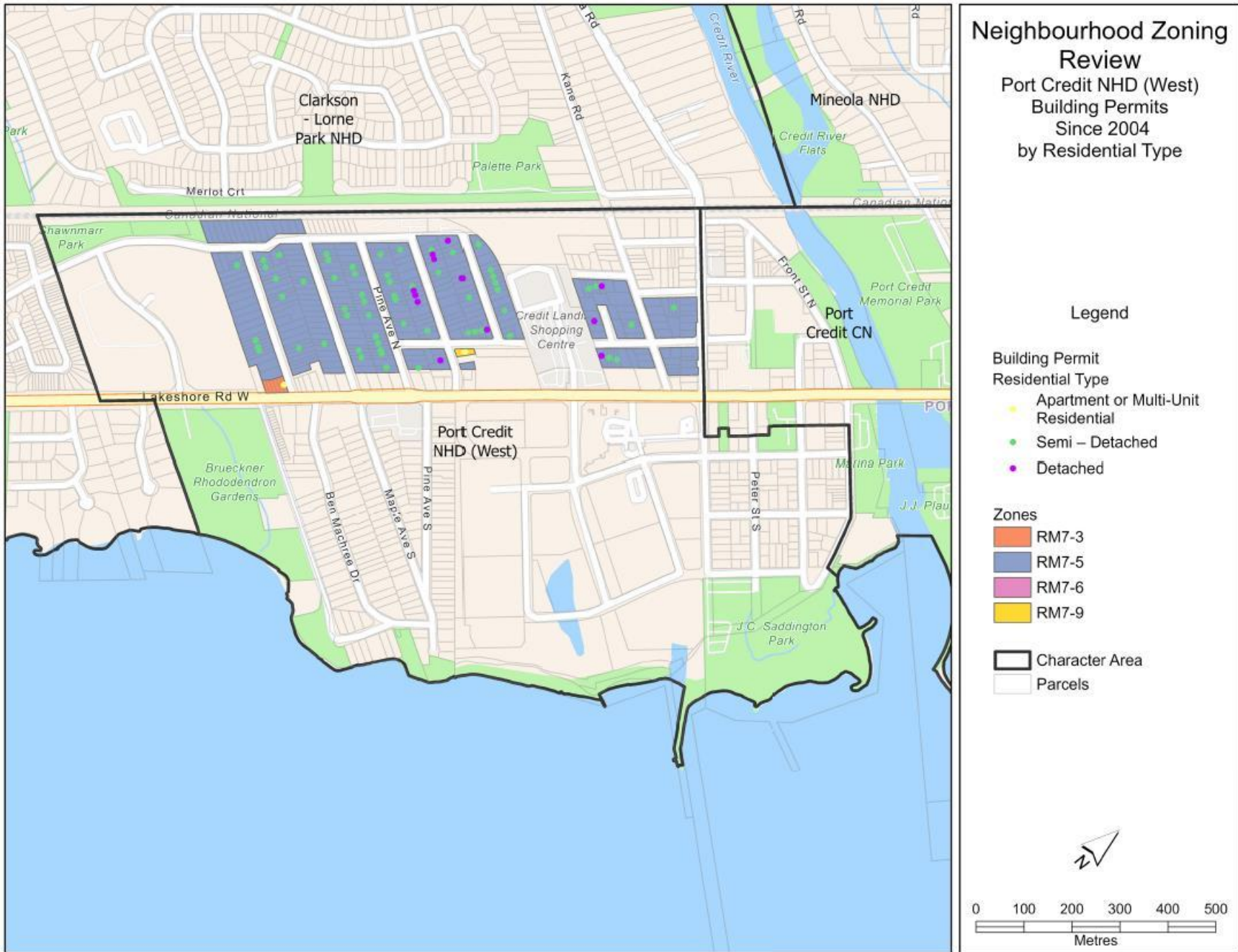


2023/09/11

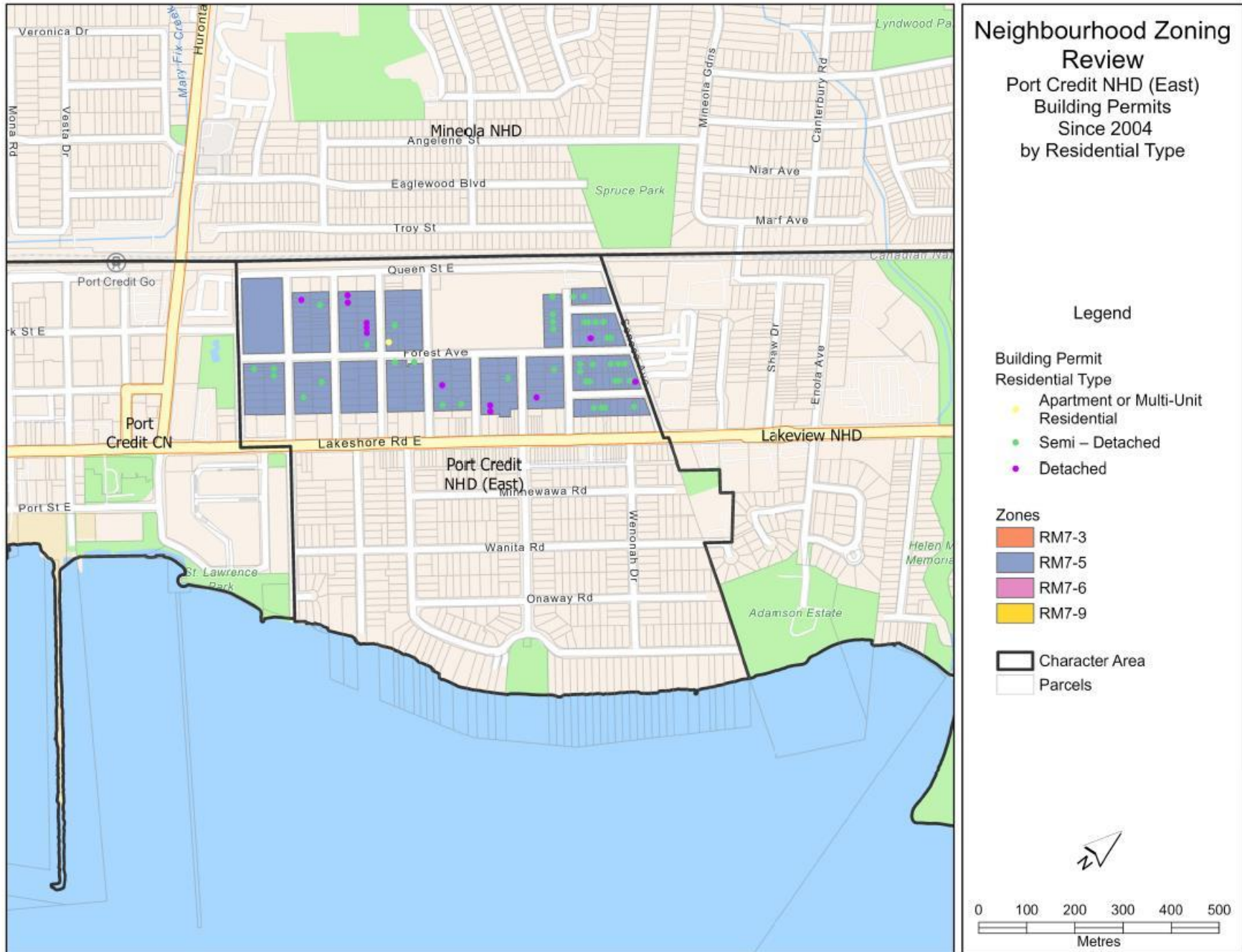


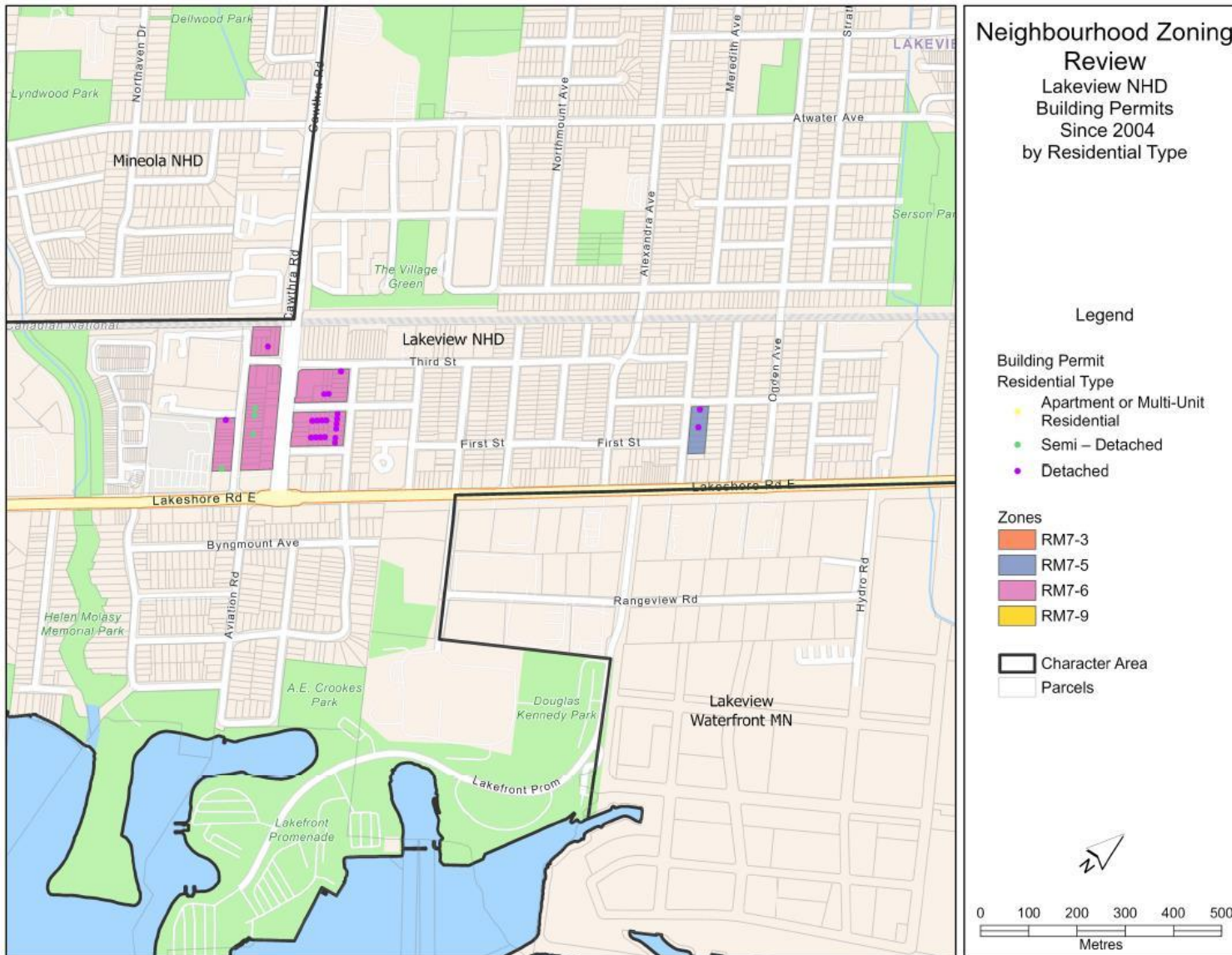
Minor Variances for Lot Area and Lot Frontage 2020- 2023











\*Although not in Port Credit, areas of the Lakeview Neighbourhood Character Area have been included in the RM7 case study, as they have the same RM7 zone permissions

# Recommendation Report Detailed Planning Analysis

## All Wards

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## 1. Community Comments

Comments received through correspondence were generally clarifications about the project. There were also requests for less restrictive height/zoning regulations, questioning if Committee of Adjustment approval would be required, comments on traffic, parking, privacy, overlook, neighbourhood character, general support, enforcement, comments and questions on fourplexes/garden suites, concern over the lack of affordability of new semi-detached and smaller detached dwellings, requests for funding incentives, concern for tree canopy protection, and questions on stormwater management. Responses to the matters raised at the community meetings and through correspondence can be found below.

### Comment

Why aren't all the residential zones being consolidated into the large lot and small lot zones?

### Response

**R1** to **R11** zones, and the **R15** zone are being consolidated into the large lot and small lot zones. **R12** to **R14** and the **R16** zones are not included in the consolidation, due to their unique configuration or the presence of a common element condominium road.

### Comment

Why are the heights so low? Shouldn't the maximum height be the highest amongst all the zones being grouped together instead of somewhere in the middle?

### Response

Staff are willing to consider increasing the maximum height to be the highest amongst all the zones being grouped together, however, a balanced approach has been taken in the recommendations.

### Comment

If I want to split a lot in two and the lots meet the minimum requirements in the by-law, do I still have to go to Committee of Adjustment?

### Response

Staff are looking into delegating severances to create semi-detached dwelling lots where the dwellings proposed meet the residential **RL** large lot or residential **RS** small lot zone requirements to the Commissioner of Planning and Building. This would mean that no approval from the Committee of Adjustment would be required. This would make the process for residents to build semi-detached dwellings more simple, cost-effective and easier. Building permits would still be required.

### Comment

Have you considered the increase in traffic and pressure on the infrastructure systems when allowing permissions to permit more dwellings?

### Response

Comments received from the Transportation and Works Department indicate the following:

The multi-modal transportation system is monitored, assessed and changes made on a regular basis to address future growth and development.

In terms of stormwater management, staff have recommended that lot coverage requirements for detached and semi-detached dwellings be consistent with the present by-law, taking a precautionary approach to limit stormwater management impact as much as possible. This may be a way to curb potential increased imperviousness.

Comments received from the Region of Peel indicate the following:

The Region of Peel has advised that if the uptake of gentle residential infill is low and spread across a large area in the City's residential neighbourhoods then marginal, if any, impacts to the water/wastewater system are anticipated. Should the need for a more fulsome servicing analysis arise, the Region's Infrastructure Planning (Growth) team will ensure that design assumptions and system constraints are properly considered moving forwards.

**Comment**

How will parking issues be addressed when more dwellings are built?

**Response**

Parking requirements are not changing with the introduction of semi-detached dwellings – two parking spaces per dwelling will be required. A presentation on the proposed [City-Wide On-Street Parking Permit Program](#) went to General Committee on

December 4, 2024. A detailed implementation program will follow in the first half of 2025.

**Comment**

How do you protect the character of neighbourhoods with these proposed changes?

**Response**

Neighbourhood character policies are being reviewed through the new Mississauga Official Plan. Staff are trying to balance the need to increase Mississauga's housing supply through gentle density while minimizing impacts on established neighbourhoods. New maximum dwelling height regulations are proposed to ensure that the new dwellings are sensitive to neighbouring properties. Neighbourhoods are likely to change gradually over time with the introduction of semi-detached dwellings and smaller lots throughout the residential low-rise neighbourhoods in Mississauga.

**Comment**

Overlook is the problem with the development of semi-detached dwellings. How will the City address this?

**Response**

The requirement for a setback from the lot line (minimum interior side yard) is not being removed through this project. These regulations help to address issues like overlook.

**Comment**

Has the need for additional by-law enforcement been considered with increasing population?

**Response**

Additional by-law enforcement requirements are not anticipated from the gradual creation of additional semi-detached dwelling units.

**Comment**

Can semi-detached dwellings created as a result of this project be rented out or split into lodging homes?

**Response**

If a property owner wants to rent out one half of their semi-detached dwelling or both sides of their semi-detached dwelling, they are free to do so. This could help create additional housing supply and different tenure types in low-rise residential neighbourhoods.

Lodging homes are not currently permitted in the City of Mississauga.

**Comment**

Can a fourplex be designed in a semi-detached home? What about additional residential units?

**Response**

Two additional residential units (ARUs) can be located within a semi-detached dwelling or in a detached building known as a garden suite. Only one garden suite is permitted on a single lot.

Fourplexes were broadly permitted across the City in residential neighbourhoods. There are separate regulations that apply to purpose-built fourplexes and conversions of existing dwellings.

A purpose-built fourplex is required by the Zoning By-law to be a standalone building.

**Comment**

How can the City guarantee that the homes built as a result of this by-law are affordable?

**Response**

There is no guarantee that this will create affordable housing or help first time home buyers get started. However, it does provide homeowners/purchasers with more flexibility for the use of their property and may increase housing supply and provide new housing options. The City has been undertaking other initiatives on housing affordability in the City, including an [affordable housing community improvement plan](#), and other [incentives for building affordable housing](#).

**Comment**

Is the City providing any funding incentives to build semis?

**Response**

Not at this time. However, under the Affordable Rental Housing Community Improvement Plan (Gentle Density Incentives Program), the City is giving grants/rebates for City related fees for building the 2nd, 3rd, and 4th unit of a fourplex (subject to availability).

**Comment**

How will this impact the tree canopy in neighbourhoods?

**Response**

The City has a Private Tree Protection By-law, which means that you will need a permit to remove one or more trees 15 cm (6 inches) or greater in diameter, including dead or dying trees. Replacement trees are required for each tree removed. For more information, please see this [website](#).

**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, replacing the Provincial Policy Statement, 2020. 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.

**Consistency with PPS, 2024**

The PPS 2024 introduces several policies relevant to this proposal, including:

- Section 2.2 the PPS states that Planning authorities shall provide for an appropriate range and mix of housing options and densities, including development and introduction of housing options within previously developed areas.
- Section 2.3.1.1 of the PPS states that settlement areas shall be the focus of growth and development.
- Section 2.3.1.2 of the PPS states that land use patterns within said settlement areas should be based on a mix of land uses that effectively use land and optimize existing and planned infrastructure.

The proposal to introduce semi-detached dwellings across low-rise residential neighbourhoods in the City and allow for smaller lots is an opportunity to make use of existing and planned infrastructure, making low-rise residential neighbourhoods more efficient from a planning standpoint. As outlined in this report, the proposed development supports the general intent of the PPS.

**3. Mississauga Official Plan (MOP)**

Planning staff have undertaken an evaluation of the relevant policies of the PPS and MOP against this proposal. The proposal requires an amendment to the Mississauga Official Plan to permit semi-detached dwellings and smaller lots throughout the residential low-rise neighbourhoods.

The proposed amendments will impact lands that are located within the City's Neighbourhood Character Areas and are

designated **Residential Low Density I** and **Residential Low Density II**. The **Residential Low Density I** designation permits detached dwellings, semi-detached dwellings and duplex dwellings. In addition to the uses permitted in the **Residential Low Density I** designation, the **Residential Low Density II** designation permits triplexes, street townhouses and other forms of low-rise dwellings with individual frontages.

The **Residential Low Density I** and **Residential Low Density II** designations in the City's Official Plan permit both detached dwellings and semi-detached dwellings as-of-right. However, several neighbourhood character areas restrict the permitted uses in **Residential Low Density I** to detached homes only. There are also site-specific policies within Character Areas which stipulate minimum lot frontages for new lots and the number of new lots which can be created in certain areas. In order to permit semi-detached dwellings in the updated low density residential zones and reduced lot standards, an amendment to the Official Plan is necessary.

The following is an analysis of the key policies and criteria:

#### *Directing Growth*

The proposed amendments will impact lands that are located within the City's Neighbourhood Character Areas and are designated **Residential Low Density I** and **Residential Low Density II**.

Although Neighbourhoods are generally not identified as areas for significant intensification, MOP acknowledges that Neighbourhoods will not remain static and that new

development should be sensitive to the existing and planned character. Intensification within Neighbourhoods is to be compatible to surrounding development in built form and scale and enhance the existing and planned development (S.5.3.5.5 and S.5.3.5.6).

The City is undertaking its ten year review and update of the Mississauga Official Plan (MOP). The approved scope of work for the review included increasing the supply of ground-related housing units, establishing appropriate as-of-right infill zoning permissions, and expanding opportunities to develop detached dwellings on smaller lots. The proposed MOPA aligns with this approach, and proposed deletions through this project are consistent with the new Draft OP.

Chapter 5 of MOP (Direct Growth) indicates that intensification within neighbourhoods may be considered where the proposed development is compatible in built form and scale to surrounding development, is sensitive to the existing and planned context and will include appropriate transitions in use, built form, density and scale.

#### *Complete Communities*

Chapter 7 of MOP (Complete Communities) supports the creation of a housing mix that can accommodate people with diverse housing preferences and socioeconomic characteristics and needs and provides housing in a manner that maximizes the use of community infrastructure and engineering services. Section 7.2.2 of MOP indicates that Mississauga will provide opportunities for the development of a range of housing choices in terms of type, tenure and price.



### *Build a Desirable Urban Form*

Chapter 9 of MOP (Build a Desirable Urban Form) addresses the need for appropriate infill in both Intensification Areas and Non-Intensification Areas to help revitalize existing communities by developing vacant or underutilized lots and by adding to the variety of building forms and tenures.

This proposal is an opportunity to modestly intensify and increase the range of housing in low-rise neighbourhoods across the City.

### *Services and Infrastructure*

The Region of Peel has advised that if the uptake of gentle residential infill is low and spread across a large area in the City's residential neighbourhoods then marginal, if any, impacts to the water/wastewater system are anticipated. Should the need for a more fulsome servicing analysis arise, the Region's Infrastructure Planning (Growth) team will ensure that design assumptions and system constraints are properly considered moving forwards.

As of July 1, 2024, the Region of Peel's Official Plan is deemed to be part of an official plan of Mississauga. The following former Regional policies are applicable in the review of the proposed official plan and zoning by-law amendments.

General Objectives in Section 5.6 and General Policies in Section 5.6.11 of ROP direct development and redevelopment to the Urban System to achieve intensified and compact built

form that appropriately and efficiently uses lands, services, infrastructure, and public finances.

The proposal conforms to the former ROP policies as it achieves an efficient land use within the built-up urban system, helps to achieve an urban form and densities that are pedestrian-friendly and transit supportive, and provides opportunities for residents to age in place.

## **4. Conclusions**

In conclusion, City staff has evaluated the proposal to permit semi-detached dwellings and smaller lots throughout the residential low-rise neighbourhoods against the *Provincial Policy Statement* and Mississauga Official Plan. The proposed MOPA is consistent with the PPS. The as-of-right permission for semi-detached dwellings and smaller lots throughout residential low-rise neighbourhoods helps to provide housing options within previously developed areas, more effectively using land and optimizing existing and planned infrastructure.

"K:\PLAN\POLICY\GROUP\Zoning Services\Caleigh\Updated Low Density Residential Zones\Recommendation Report\Appendix 5 Planning Analysis.docx"

# Neighbourhood Zoning Review

## Increasing Housing Choices in Neighbourhoods

March 3, 2025

Public Meeting/Recommendation Report (All Wards)

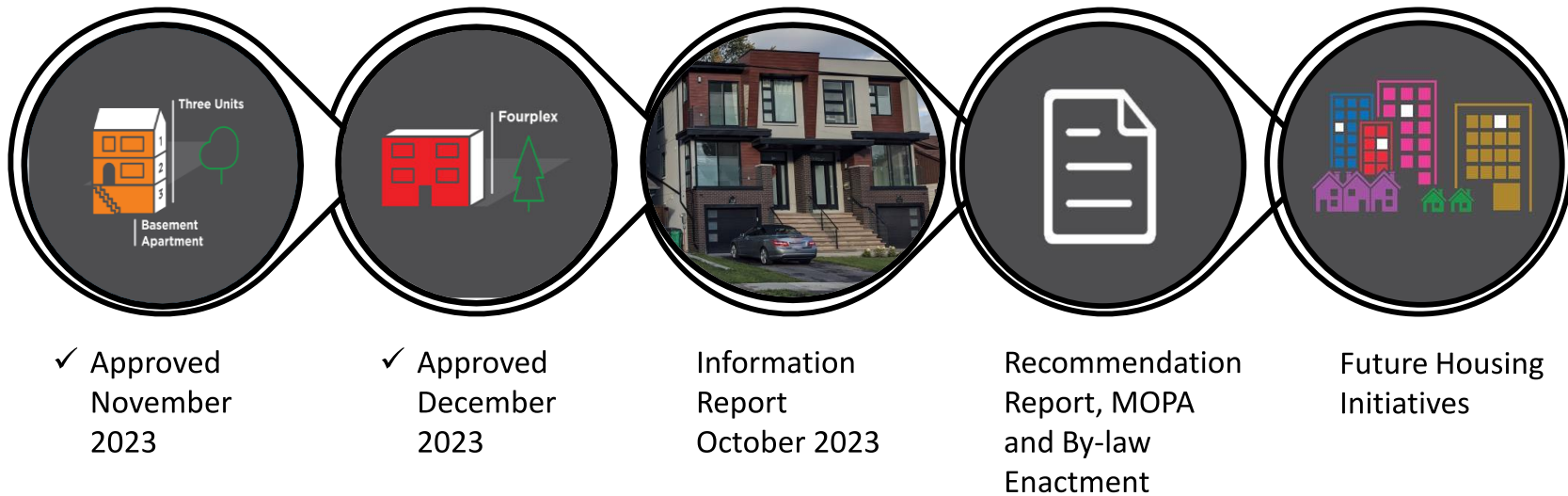
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## Zoning Review Changes

- Allow semi-detached and detached dwellings in residential neighbourhoods
- Update lot size and frontage requirements to allow for smaller lots
- Simplify detached neighbourhood zones
  - **R1** to **R11**, **R15**, **RM1** and **RM2** into two new zones **RL** and **RS** and one infill zone

# Background



# Engagement and Consultation

- City website – 1.8 m monthly views
- City's e-newsletter – 29 000 subscribers
- City's Stay Connected newsletter – 240,000 annually
- Social media campaigns
  - Twitter, Facebook and Instagram – 163 900
- Traditional media outreach
- Digital ads, signage network, curbside signs
- Councillor e-newsletters
- IHCN eblast – 282 subscribers

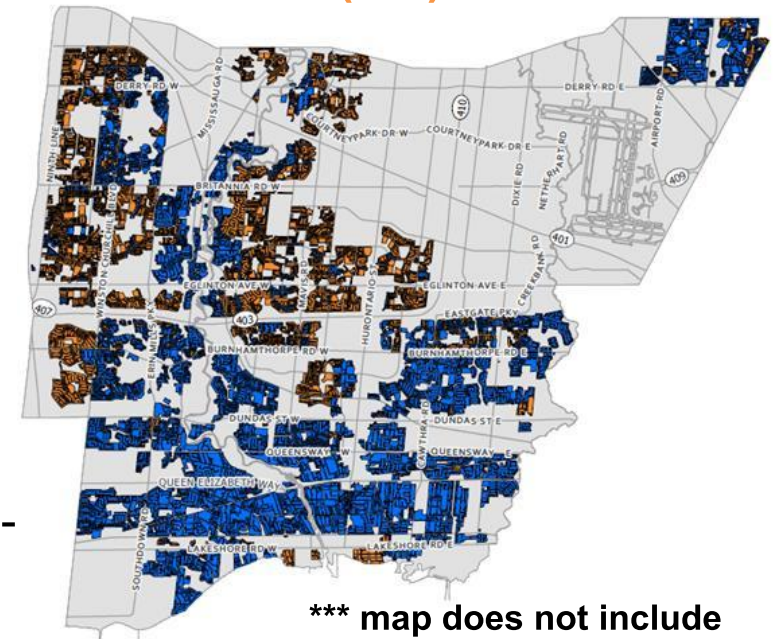
Three virtual community meetings

538 people registered, 230 people attended

# Why?

- Expanding City-wide housing options
  - Garden suites, basement units, fourplexes already permitted city-wide (rental)
  - Smaller lots and semis providing another option (ownership)
  - Increasing supply of housing a priority of all levels of government
  - Reducing “exclusionary zoning”
  - Facilitating an increase in the supply of ground-related and 3+ bedroom homes
  - Redevelopment will occur regardless

## Residential Large (RL) Lot Zone & Small (RS) Lot Zone



\*\*\* map does not include semi zones RM1 and RM2)

# Why?

- Revitalizing neighbourhoods
  - 17/23 Neighbourhoods in Mississauga shrinking
  - Cost effective servicing
  - Reduce “urban sprawl” through more compact neighbourhoods
- Simplify zoning
  - One of the actions of the Mayor’s Housing Task Force
  - Standardization of regulations
  - Easier to understand for applicants, homeowners, staff
  - Less minor variances

# RM7 Neighbourhood Case Study

**RM7:** Detached, semi-detached, duplex, triplex

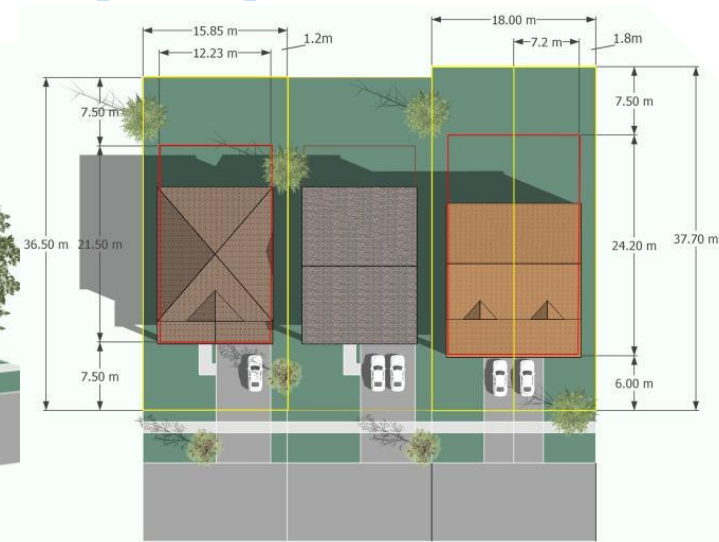
**In 2024:** 60% detached, 32% semi-detached and 8% multi-unit

**In past 20 years:**

- Detached dwellings were generally replaced with semi-detached dwellings
- 30% of demolition permits resulted in a new detached dwelling
- The average age demolished was 79 years old
- At peak, 4% of properties replaced with semis; in general, 2%
- New detached homes are larger than new semis
- Neighbourhood did not decline in population and school-aged population declined much less than other neighbourhoods



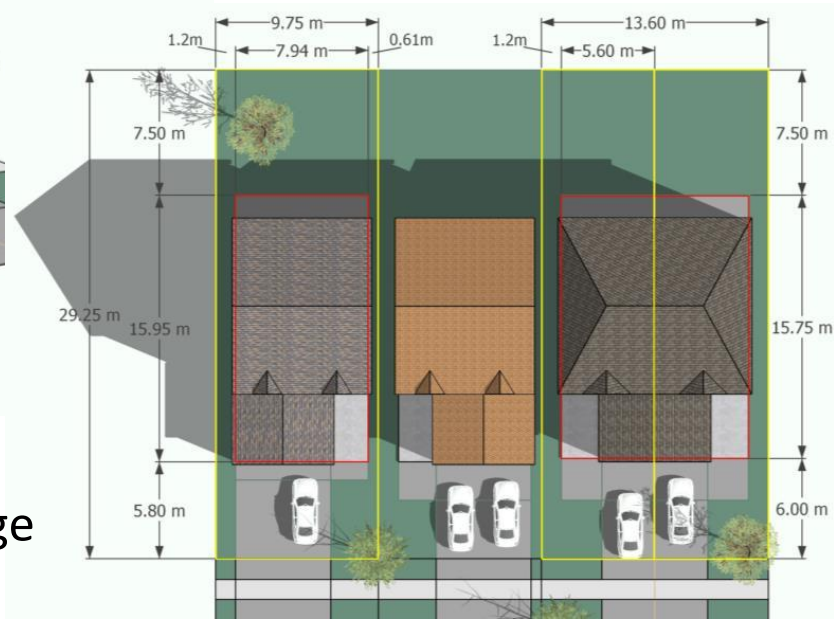
# Residential Large Lot Ownership Options



R1, R2, **R3**, R8 and **RM1** Zones

Additional Residential Unit (ARU): Garden Suites, Garage Conversions, Triplexes, Fourplexes permitted

# Residential Small Lot Ownership Options



R4, **R5**, R6, R7, R9, R10, R11, R15 and **RM2** Zones  
Additional Residential Unit (ARU): Garden Suites, Garage  
Conversions, Triplexes, Fourplexes permitted

## Ongoing Monitoring of Changes

- Impact to lot/home prices
- GFA cap
- # of Committee of Adjustment requests
- Delegated authority of severances
- Performance standards (setbacks, heights, etc.)

## Recommendation

- That an implementing Official Plan and Zoning By-law amendment be enacted at a future City Council meeting.
- That staff be directed to report back to Planning and Development Committee on options and recommendations for delegating Consent applications to staff.

**Thank you.**  
Questions?



A by-law to Adopt Mississauga Official Plan Amendment No. 189

WHEREAS in accordance with the provisions of sections 17 or 21 of the *Planning Act*, R.S.O. 1990, c.P.13, as amended, ("*Planning Act*") Council may adopt an official plan amendment thereto;

AND WHEREAS in accordance with O Reg 525/97, an official plan amendment is exempt from the approval of the Minister of Municipal Affairs and Housing;

AND WHEREAS, Council desires to adopt certain amendments to Mississauga Official Plan to allow semi-detached dwellings to be built in residential areas that have historically been limited to detached dwellings; and to update the lot requirements to allow for smaller lots;

NOW THEREFORE the Council of The Corporation of the City of Mississauga ENACTS as follows:

1. The document attached hereto, constituting Amendment No. 189 to Mississauga Official Plan, is hereby adopted.

ENACTED and PASSED this \_\_\_\_\_ day of \_\_\_\_\_, 2025.

Approved by Legal Services <b>City Solicitor</b> City of Mississauga

Katie Pfaff
Date: March 24, 2025
File: LA.25-24.106

\_\_\_\_\_  
MAYOR

\_\_\_\_\_  
CLERK

# Education Session on Regional Roads

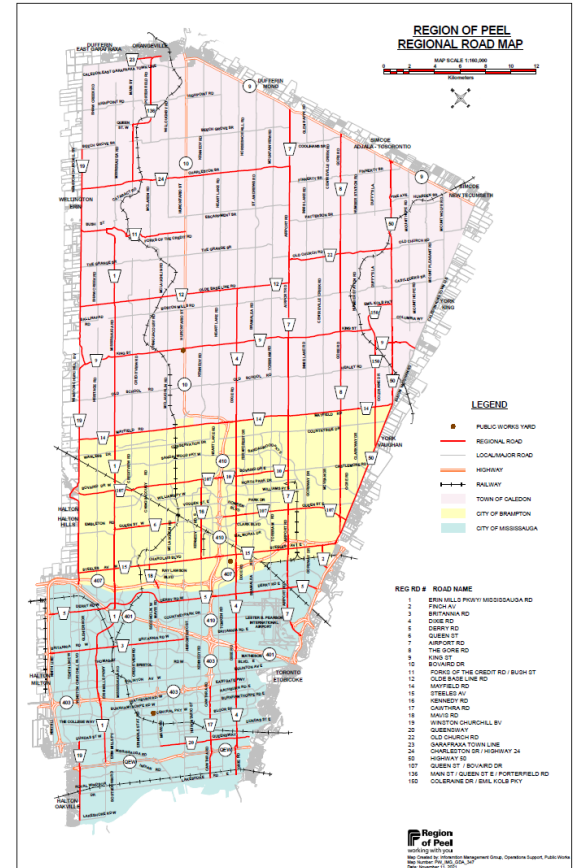
Mississauga Council

April 2, 2025



# Regional Roads

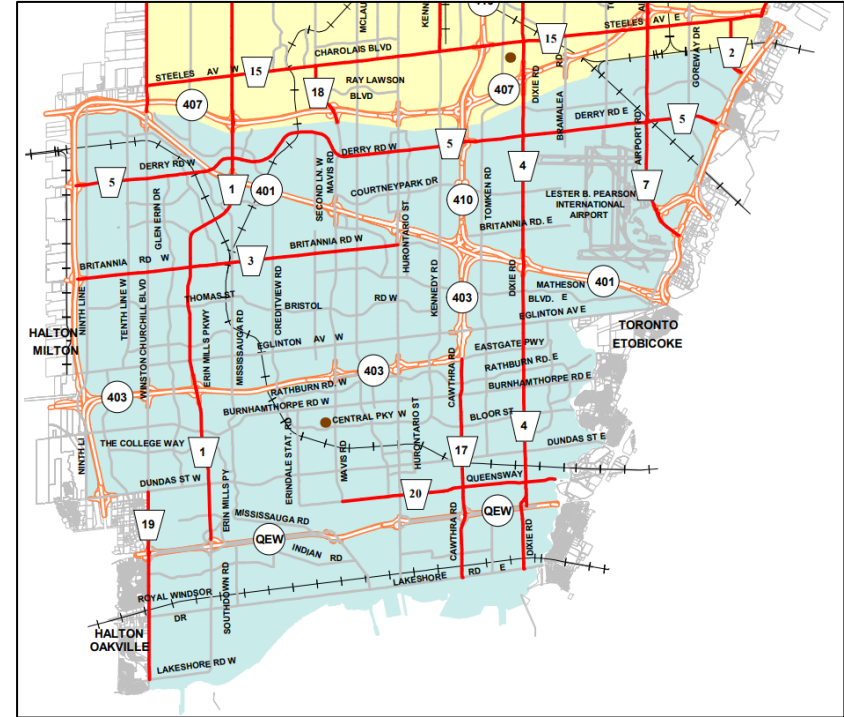
- Approximately 1,700 lane-km of Regional Roads in Peel
- 30% of Regional Roads are in Caledon
- 41% of Regional Roads are in Brampton
- 29% of Regional Roads are in Mississauga





# Regional Roads in Mississauga

- 1 - Erin Mills Parkway
- 2 - Finch Avenue
- 3 - Britannia Road
- 4 - Dixie Road
- 5 - Derry Road
- 7 - Airport Road
- 17 - Cawthra Road
- 19 - Winston Churchill Blvd
- 20 - Queensway



## Regional Roads Lane Kilometer Transfer

	Current Lane-km maintained by municipality	Regional Lane-km to be transferred	% Regional Lane-km to be transferred	Increase in Lane-kms from current Lane-kms
<b>Caledon</b>	1,620	506	30.1%	31%
<b>Brampton</b>	3,819	692	41.1%	18%
<b>Mississauga</b>	5,641	485	28.8%	9%
<b>Total</b>	11,080	1,682	100%	

# Transfer of Road Assets

- Assuming a 28.8% share, around **\$433 million in road assets** to be transferred to Mississauga.

Region of Peel	Net Book Value
Roads	\$1.34 billion
Bridges and Culverts	\$50.82 million
Other	\$111.41 million
<b>Total</b>	<b>\$1.5 Billion</b>

- Not included above: Fleet vehicles, the two work yards in Brampton and Caledon

# Roads - Current Subsidy to Brampton & Caledon

A) Cost Based on Total General Levy (MPAC %)		2023 Actuals	2024 Budget	2025 Budget
Mississauga	57.8%	56,334,915	59,142,829	61,871,006
Brampton	35.4%	34,558,321	36,280,819	37,962,945
Caledon	6.8%	6,589,112	6,917,535	7,349,689
Total	100.00%	97,482,349	102,341,183	107,183,641

B) Cost Based on Actual Lane Kilometer Split %		2023 Actuals	2024 Budget	2025 Budget
Mississauga	28.8%	28,092,061	29,492,260	31,083,256
Brampton	41.1%	40,081,869	42,079,678	43,945,293
Caledon	30.1%	29,308,419	30,769,244	32,155,092
Total	100.00%	97,482,349	102,341,183	107,183,641

A minus B = (Savings) / Cost		2023 Actuals	2024 Budget	2025 Budget
Mississauga	(29.0%)	(28,242,854)	(29,650,569)	(30,787,750)
Brampton	5.7%	5,523,548	5,798,859	5,982,348
Caledon	23.3%	22,719,306	23,851,710	24,805,403

# Roads – Summary Comments

- Mississauga has 29% of Regional Roads but pays 58% of the tax levy
- If lane-km is used as a measure of projected costs instead of MPAC values, savings to Mississauga is expected to be at least \$30 million
- In other words, Mississauga is paying a \$24 million subsidy to Caledon and a \$6 million subsidy to Brampton (based on 2024 budget)
- As the Region's operating cost increases each year, Mississauga's subsidy to Brampton and Caledon will likely continue to grow
- Better economies of scale for Mississauga as its road network and maintenance programs are already mature

**Savings to Mississauga residents can be achieved through the downloading of Regional roads.**

# Factors that Impact Savings for Mississauga

- Post transition service level changes and staff complement
- If and how much the Region will reduce their roads budget, FTEs and other chargebacks
- Grant funding distribution (whether federal grants to the Region will flow to locals e.g. CCBF)
- Changes to Regional roads capital projects after transition
- One-time costs relating to transition
- Other operating impacts e.g. windrow/sidewalk clearing for regional roads
- Assumption is Peel will manage existing Road-related debt. Locals will transfer DC revenues to the Region to repay their respective portions of debt

# Pre vs Post Transition Cost per Lane-km

Due to the scale of Mississauga's existing road network, the post-transition incremental costs will be relatively low, in addition to anticipated operational efficiencies.

Pre-Transition	A) 2023 Actual Roads Direct costs* (Labour + operating \$)	B) Current Lane-km	Current Cost per Lane-km A / B
Region of Peel	\$29,236,641	1,682 km's	\$17,198
Mississauga	\$79,546,549	5,641 km's	\$14,101

\* Preliminary estimates of annual costs based on 2023 numbers and a 10% estimated budget cost increase:

Post-Transition	C) Estimated Annual Direct Costs	D) Current Lane-km	Estimated Direct Cost per Lane-km C / D
Mississauga	<b>\$87,291,330</b> (\$79,546,549 with around 10% in incremental costs)	<b>6,126 km's</b>  (5,641 km's + 485 km's Regional roads)	<b>\$14,249</b>

# Roads Development Charges

- A new DC Background study is necessary before the service transfer to determine the new Roads DC rates by municipality, and to determine total DC financial impact
- The DC background study (for roads only) would take around 6 months
- Capital plans may be revised by each local municipality post-transition
- The Region of Peel has planned and approved \$455 million in DC funded road capital projects and \$60 million in non-DC funded capital projects as of December 31, 2023
- The Region has a negative DC regional roads reserve balance (-\$399.6M as of Dec 2023) as revenues are typically collected from developers after commencement of the projects



# Questions?

