

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

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1. Summary of Applicable Policies, Regulations and Proposed Amendments

The *Planning Act* requires that Mississauga Official Plan be consistent with the Provincial 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 sections below. Only key policies relevant to the proposed

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

Policy Document	Legislative Authority/Applicability	Key Policies
Provincial Policy Statement (PPS)	<p>Zoning and development permit by-laws are also important for implementation of this Provincial Policy Statement. (PPS Part I)</p> <p>The fundamental principles set out in the PPS apply throughout Ontario. (PPS Part IV)</p> <p>Building Strong Healthy Communities (PPS Part V)</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>Healthy, liveable and safe communities are sustained by: avoiding development and land use patterns which may cause environmental or public health and safety concerns. (PPS 1.1.1.c)</p> <p>A land use pattern, density and mix of uses should be promoted that minimize the length and number of vehicle trips and support current and future use of transit and active transportation. (PPS 1.6.7.4)</p>
Growth Plan for the Greater Golden Horseshoe (Growth Plan)	<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, subject to any legislative or regulatory provisions providing otherwise. (Growth Plan 1.2.2)</p>	<p>N/A – City's proposed amendments are not related to growth</p>
Region of Peel Official Plan (ROP)	<p>The Regional Council adopted a new ROP on April 28, 2022 and the Minister of Municipal Affairs and Housing approved the new ROP with 44 modifications on November 4, 2022.</p>	<p>The ROP identifies the lands affected by the proposed zoning by-law amendments as being located within Peel's Urban System.</p> <p>General objectives of ROP, as outlined in Section 5.2, include providing a diversity of complete healthy communities, offering a wide range and mix of</p>

Policy Document	Legislative Authority/Applicability	Key Policies
	<p>The Region of Peel approved MOP on September 22, 2011, which is the primary instrument used to evaluate proposed zoning by-law amendments.</p>	<p>housing, employment, and recreational and cultural activities. These communities will be served and connected by a multi-modal transportation system and provide an efficient use of land, public services, finances and infrastructure, while respecting the natural environment, hazards and resources, and the characteristics of existing communities in Peel.</p> <p>It is the policy of Regional Council to:</p> <p>Plan for major facilities and sensitive land uses to be appropriately designed, buffered and/or separated from each other to prevent adverse effects from odour, noise and other contaminants, minimize risk to public health and safety, and to ensure the long-term operational and economic viability of major facilities in accordance with the applicable provincial guidelines, standards and procedures.(ROP 5.3.3)</p> <p>Encourage a balance mix of transit-supportive uses, as defined by local municipalities, such as residential, retail, offices, open space, and public uses that supports the needs of employees and residents in a walkable environment. (ROP 5.6.19.2)</p>

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. An update to MOP is currently underway to ensure MOP is consistent with and conform to changes resulting from the recently released Growth Plan, 2019 and Amendment No. 1 (2020).

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

Relevant Mississauga Official Plan Policies

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

	General Intent
Chapter 5 Direct Growth	<p>Mississauga will protect and conserve the character of stable residential Neighbourhoods. (Section 5.1.7)</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>
Chapter 7 Complete Communities	New development will be compatible with the physical, social and environmental attributes of the existing community. (Section 7.6.1.5)
Chapter 8 Create a Multi Modal City	<p>The design and management of transit facilities will employ a variety of techniques, which consider the convenience and comfort of transit users, to promote transit as a primary mover of people. (Section 8.3.2)</p> <p>Mobility hubs may be required to provide amenities such as secure storage facilities for bicycles, car-share drop-off areas, heated waiting areas, traveler information centres, cafes and restaurants, as well as services such as daycares, grocery stores or post offices. (Section 8.6.3)</p>
Chapter 9 Build A Desirable Urban Form	<p>Infill and redevelopment within Neighbourhoods will respect the existing and planned character. (Section 9.1.3)</p> <p>The city vision will be supported by site development that:</p> <ul style="list-style-type: none"> c. demonstrates context sensitivity, including the public realm; d. promotes universal accessibility and public safety; (Section 9.1.10) <p>While new development need not mirror existing development, new development in Neighbourhoods will:</p> <ul style="list-style-type: none"> b. Respect the continuity of front, rear and side yard setbacks; g. Be designed to respect the existing scale, massing, character and grades of the surrounding area. (Section 9.2.2.3) <p>Development proposals should enhance public streets and the open space system by creating a desirable street edge condition. (Section 9.5.4.1)</p>
Chapter 10 Foster a Strong Economy	Mississauga will encourage a range of employment opportunities reflective of the skills of the resident labour force. (Section 10.1.1)
Chapter 19 Implementation	<p>To provide consistent application of planning and urban design principles, all development applications will address, among other matters:</p> <ul style="list-style-type: none"> a. the compatibility of the proposed development to existing or planned land uses and forms, including the transition in height, density, and built form (Section 19.4.3)

2. Provincial Policy Statement, 2020 (PPS) and the Growth Plan for the Greater Golden Horseshoe (Growth Plan) 2019 and Amendment No. 1 (2020)

The *Provincial Policy Statement* (PPS) and the *Growth Plan for the Greater Golden Horseshoe* (Growth Plan) provide policy direction on matters of provincial interest related to land use planning and development and directs the provincial government's plan for growth and development that supports economic prosperity, protects the environment and helps communities achieve a high quality of life.

Both the PPS and the Growth Plan recognize that the official plan is the most important vehicle for implementation of these policies as "comprehensive, integrated and long-term planning is best achieved through official plans".

Under the *Planning Act*, all planning decisions must be consistent with the PPS and conform to the Growth Plan.

3. Consistency with PPS

The PPS includes policies that allow for a range of intensification opportunities and appropriate development standards. Several revisions to the zoning by-law are proposed, however, only the proposed amendments related to pressure containers, transit terminals and interior vehicle detailing are influenced by the policies contained in the PPS.

Section 1.1.1.c of the PPS, as referenced above, speaks to ensuring that development and land use patterns which may cause environmental or public health and safety concerns are avoided. The proposed definition and regulations related to pressure containers is consistent with the PPS, as the regulation endeavours to prevent environmental health or safety concerns by ensuring that pressure containers are restricted from bordering zones with Residential uses and within the Downtown Core.

Section 1.3 of the PPS, as referenced above, directs that planning authorities shall promote economic development by supporting a wide range of economic activities and taking into account the needs of existing and future businesses. Permitting stand-alone interior vehicle detailing businesses aligns with this direction by permitting the use in appropriate locations.

Section 1.6.7.4 of the PPS, as referenced above, relates specifically to transportation systems and speaks to promoting land use patterns, densities and a mix of uses which minimize the length and number of vehicle trips and support current and future use of transit and active transportation. The proposed zoning by-law amendment related to adding accessory uses to transit terminals is consistent with the PPS as it would allow for an efficient, complementary mix of uses that would reinforce the PPS' objective to minimize the length and number of vehicle trips and bolster current and future use of transit.

4. Conformity with Growth Plan

The Growth Plan was updated May 16, 2019, in order to support the "More Homes, More Choice" government action plan that addresses the needs of the region's growing population. The new plan is intended, amongst other things, to increase the housing supply and make it faster and easier to build housing. Pertinent changes to the Growth Plan include:

- The Vision for the Growth Plan now includes the statement that the Greater Golden Horseshoe will have sufficient housing supply that reflects market demand and what is needed in local communities.
- Section 2.2.2.3 requires municipalities to encourage intensification generally throughout the delineated built-up area. Previous wording referred to encouraging intensification to generally achieve the desired urban structure.
- Section 2.2.2.3 also directs municipalities to identify the appropriate type and scale of development in strategic growth areas and transition of built form to adjacent areas.

The proposed City-initiated zoning by-law amendments are not related to growth and as such conforms to the Growth Plan.

5. Region of Peel Official Plan

The proposed amendments do not require an amendment to the Region of Peel Official Plan.

The proposed zoning by-law amendments are located within the Urban System of the Region of Peel, however, they do not require an amendment to the Region of Peel Official Plan.

Section 5.3.3 referenced in the above table provides the City with the required regulations necessary to appropriately buffer sensitive land uses, such as pressure containers, in order to minimize public health and safety risks.

Section 5.6.19.2 directs the City to ensure Major Transit Stations are appropriately planned to create a compact urban form with a diverse mix of land uses such as residential, retail, offices, open space, and public uses. The proposed accessory uses for transit terminals achieves this objective as it provides the opportunity to create efficient and compact transit-supportive uses that supports the needs of both employees and commuters.

Overall, the proposed amendments conform to the ROP as they represent efficient and safe use of land.

6. Mississauga Official Plan (MOP)

The proposed City-initiated zoning by-law amendments will protect and conserve the character of stable residential Neighbourhoods by requiring proposed development, on lots adjacent to zones which permit residential and Downtown Core uses, be compatible and sensitive with the character of the surrounding area. Applying this MOP lens will ensure a layer of public safety with regards to sensitive land uses such as those within residential and the Downtown Core zones.

MOP's direction regarding the promotion and design of efficient transit facilities will be reinforced as the proposed zoning by-law amendment will create compact transit terminals, which cater to the needs of commuters through the provision of convenient ancillary uses such as retail, service establishments, etc.

The proposed zoning by-law amendment conforms with the above listed MOP sections, as the amendments are in keeping with the principles of context sensitivity, public safety, as well as respect for the character and grades of the surrounding area. Additionally, the proposed amendments seek to uphold the principles of enhanced public streets by restricting the use of pressure containers in front or side yards. This ensures the continuation of desirable street edge conditions.

The proposed amendments also foster a strong economy by supporting a wide range of economic activity, including new businesses that may not currently be permitted.

Overall, the proposed City-initiated zoning by-law amendments conform to MOP by reinforcing the understanding of the character of existing and planned neighbourhoods, helping to control incompatible activities and ensuring compact and efficient land uses that are both transit and community supportive.

7. Zoning

Please see Appendix 2: Proposed Zoning By-law Amendments in this regard.

8. Conclusions

City staff have evaluated the proposed amendments against the *Provincial Policy Statement*, Region of Peel Official Plan and Mississauga Official Plan.

Based on the above analysis, staff are of the opinion the proposed zoning by-law amendments are consistent with the *Provincial Policy Statement* and conform to the Region of Peel Official Plan. Further, staff are of the opinion the proposed amendments can be supported, as they would allow for more comprehensive by-law definitions and regulation that incorporates the changes and needs of businesses and residents of the City while at the same time ensuring that public health and safety are at the forefront of land use planning. It would also allow for added flexibility for transportation systems to promote competitive, compact and sustainable uses for transit terminals and commuters.