

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

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1. Comments

Prior to the public meeting, staff engaged with the Building Industry and Land Development Association (BILD) to present the proposed new zone categories and associated regulations. Comments were generally supportive of the new Urban Apartment Zones, and specific comments were directed toward the performance standards. Below is a general summary and response to specific comments heard.

Comment

Greater flexibility for tower floor plates, yards, landscaped buffers, tower separation distances, angular planes, balcony projections for podiums, location of at-grade parking, and amenity areas should be considered.

Response

Tower floor plates – The tower floor plate regulations are based on the maximum height being recommended, and relatively in line with the Downtown Core Built Form Standards and the Downtown Fairview, Cooksville, Hospital Built Form Standards.

Yards - The yard requirements for the podium ranges depending on the presence of commercial versus residential uses and is intended to provide adequate space to promote activation of street-related uses, while ensuring pedestrian walkability and comfort. In some instances, reduced yards and/or setbacks may be appropriate in urban areas but will be reviewed on a case-by-case basis.

Landscaped buffers – Staff are proposing that no landscaped buffer would be required to the street line. The landscaped buffers for other lot lines and if abutting Open Space and Greenlands Zones have been maintained as they are essential to create an appropriate buffer. Staff may consider permitting certain encroachments such as transformers for utilities within a landscaped buffer in a future city-initiated amendment.

Tower separation distance – The tower separation distance regulations are aligned with the Downtown Core Built Form Standards and Downtown Fairview, Hospital, Cooksville Built Form Standards.

Angular planes – The Urban Apartment Zones are not intended for use within neighbourhood areas, however in instances where directly abutting low-rise residential uses, an appropriate transition will be required.

Balcony projections – Staff are recommending that balcony projections are not permitted for a podium in an RA6 Zone as non-residential uses will likely be contained within the podium. The RA7 Zone would permit balcony projections for the podium.

Location of at-grade parking – Staff are recommending that at-grade parking spaces, aisles and parking structures cannot face a street line to decrease vehicular interruptions along the streetscape and to ensure a continuous street wall.

Amenity areas – Staff are recommending the amenity area per dwelling unit based on an analysis of recent proposals for high-rise developments and developments located within the Downtown Core.

2. 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 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 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>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>Land use patterns within settlement areas shall be based on densities and a mix of land uses which: efficiently use land and resources. (PPS 1.1.3.2.a)</p> <p>Healthy, active communities should be promoted by: planning public streets, spaces and facilities to be safe, meet the needs of pedestrians, foster social interaction and facilitate active transportation and community connectivity. (PPS 1.5.1.a)</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>Applying the policies of this Plan will support the achievement of complete communities that: feature a diverse mix of land uses, including residential and employment uses, and convenient access to local stores, services, and public service facilities. (Growth Plan 2.2.1.4.a)</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 Region of Peel approved MOP on September 22, 2011, which is the primary instrument used to evaluate proposed zoning by-law amendments.</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 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</p>

Policy Document	Legislative Authority/Applicability	Key Policies
		<p>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>To support planning for complete communities in Peel that are compact, well-designed, transit-supportive, offer transportation choices, include a diverse mix of land uses, accommodate people at all stages of life and have an appropriate mix of housing, a good range of jobs, high quality open space, and easy access to retail and services to meet daily needs. (ROP 5.4.8)</p> <p>To reduce dependence on the automobile through the development of mixed-use, transit-supportive, pedestrian-friendly urban environments. (ROP 5.4.18.5)</p>

Relevant Mississauga Official Plan Policies

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 in the recently released Growth Plan, 2020.

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

	General Intent
Chapter 5 Direct Growth	Mississauga encourages compact, mixed use development that is transit supportive, in appropriate locations, to provide a range of local live/work opportunities. (MOP 5.1.6)
Chapter 7 Complete Communities	In order to create a complete community and develop a built environment supportive of public health, the City will: encourage compact, mixed use development that reduces travel needs by integrating residential, commercial, employment, community, and recreational land uses. (MOP 7.1.3.a)
Chapter 8 Create a Multi Modal City	Mississauga will encourage the shared use of parking and allow off-site parking, where appropriate. (MOP 8.4.2)
Chapter 9 Build A Desirable Urban Form	Mississauga will encourage a high quality, compact and urban built form to reduce the impact of extensive parking areas, enhance pedestrian circulation, complement adjacent uses, and distinguish the significance of the Intensification Areas from surrounding areas. (MOP 9.2.1.4) Development will contribute to pedestrian oriented streetscapes and have an urban built form that is attractive, compact and transit

	<p>General Intent</p> <p>supportive. (MOP 9.2.1.21)</p> <p>Active uses will be required on principal streets with direct access to the public sidewalk. (MOP 9.2.1.23)</p> <p>Buildings should have active façades characterized by features such as lobbies, entrances and display windows. Blank building walls will not be permitted facing principal street frontages and intersections. (MOP 9.2.1.25)</p> <p>For non-residential uses, at grade windows will be required facing major streets and must be transparent. (MOP 9.2.1.26)</p> <p>Built form will relate to and be integrated with the streetline, with minimal building setbacks where spatial enclosure and street related activity is desired. (MOP 9.2.1.28)</p> <p>Buildings and streetscapes will be situated and designed so as to encourage pedestrian circulation. (MOP 9.2.1.35)</p> <p>Developments should minimize the use of surface parking in favour of underground or aboveground structured parking. All surface parking should be screened from the street and be designed to ensure for natural surveillance from public areas. Aboveground structured parking should be lined with residential, commercial or office uses. (MOP 9.2.1.37).</p> <p>Parking lots and structures should not be located adjacent to major streets. (MOP 9.2.1.38)</p> <p>Development will provide for pedestrian safety through visibility, lighting, natural surveillance and minimizing vehicular conflicts. (MOP 9.4.1.4)</p> <p>Developments will be sited and massed to contribute to a safe and comfortable environment for pedestrians by: a. providing walkways that are connected to the public sidewalk, are well lit, attractive and safe; b. fronting walkways and sidewalks with doors and windows and having visible active uses inside; c. avoiding blank walls facing pedestrian areas; and d. providing opportunities for weather protection, including awnings and trees. (MOP 9.5.2.2)</p> <p>Parking should be located underground, internal to the building or to the rear of buildings. (MOP 9.5.5.1)</p> <p>Where surface parking is permitted, the following will apply. Parking should: not be located between the building and the street. (MOP 9.5.5.3.a)</p> <p>Service, loading and garbage storage areas should be internal to the building or located at the rear of the building and screened from the public realm. (MOP 9.5.5.7)</p> <p>Active building frontages should be designed to face public spaces including entries and windows to ensure natural surveillance opportunities. (MOP 9.5.6.2).</p>
<p>Chapter 19 Implementation</p>	<p>To ensure that the policies of this Plan are being implemented, the following controls will be regularly evaluated: Mississauga Zoning By-law. (Section 19.4.2.b)</p>

3. 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.

4. Consistency with PPS

The PPS includes policies that allow for a range of intensification opportunities and appropriate development standards.

Section 1.1.3.2.a directs land use patterns within settlement areas that are based on densities and a mix of land uses which efficiently use land and resources. The Urban Apartment Zones are intended to encourage apartment buildings that integrate a

mix of uses, to serve the wide range of needs for a population more efficiently.

Section 1.5.1.a speaks to healthy, active communities being promoted by planning public streets, spaces and facilities to be safe, meet the needs of pedestrians, foster social interaction and facilitate active transportation and community connectivity. The Urban Apartment Zone category is intended to encourage apartment buildings that fit within a more urban context, while creating pedestrian-scaled streets that can foster a vibrant public realm and street level activity.

The proposed zoning by-law amendment to introduce the Urban Apartment Zones is consistent with the PPS' goal to promote healthy, active communities and a diverse mix of land uses.

5. Conformity with Growth Plan

The Growth Plan is a long-term plan for the Greater Golden Horseshoe, designed to promote economic growth, increase housing supply, create jobs and build communities that make life easier, healthier, and more affordable for people of all ages.

Section 2.2.1.4.a supports the achievement of complete communities that feature a diverse mix of land uses and can make use of convenient access to local amenities and services. The guiding principles of the Urban Apartment Zones will be to provide the flexibility to integrate a diverse mix of uses, allowing residents living in tower communities to live in closer proximity to a broader range of local amenities and experiences.

The proposed amendments to introduce the Urban Apartment Zones are consistent with the Growth Plan as they will reinforce the Growth Plan's objectives for directing growth in a diverse manner that supports long-term needs, fosters complete communities, and efficiently uses land and resources.

6. Region of Peel Official Plan

The Region of Peel Official Plan is a long-term plan for managing Peel's growth and development. The proposed 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 5.4.8 recognizes the important of planning for complete communities that are compact, well-designed, transit-supportive, offer transportation choices, include a diverse mix of land uses, accommodate people at all stages of life and have an appropriate mix of housing, a good range of jobs, high quality open space, and easy access to retail and services to meet daily needs.

The introduction of the Urban Apartment Zones encourages a built form for apartment buildings that can fit more appropriately within an urban context and can contribute to the creation of complete communities. Apartment buildings will be encouraged to host a diverse mix of uses to serve the varying needs of the local population, while also encouraging pedestrian activity and an active public realm.

The proposed amendments conform to the ROP as the Urban Apartment Zones represent efficient and safe use of land and promote the creation of complete communities which offer a diverse mix of uses.

7. Mississauga Official Plan (MOP)

Mississauga's Official Plan guides how the City will grow and develop, outlines the goals and policies intended to be achieved by 2031, and as required by the *Planning Act*.

Section 5.1.6 encourages compact, mixed use development that is transit supportive, in appropriate locations, to provide a range of local live/work opportunities.

Section 7.1.3 underscores the importance of compact, mixed use development that reduces travel needs by integrating residential, commercial, employment, community, and recreational land uses to create complete communities and develop a built environment supportive of public health. The proposed zoning by-law amendments encourage the development of apartment buildings that permit a wide array of non-residential uses, not only intended to serve the varying needs of local residents but to encourage pedestrian activity.

Section 8.4.2 encourages shared use of parking, and off-site parking where appropriate. The non-residential uses permitted within the Urban Apartment Zones can benefit from the shared parking arrangement regulations contained within the City's Zoning By-law. In mixed use developments, shared parking is permitted between residential visitor space and non-residential

uses and can be used to limit the oversupply of parking by combining parking requirements.

Sections 9.2.1.37, 9.2.1.38, 9.5.5.1, and 9.5.5.3 also address matters related to parking layouts and configurations, as well as servicing and loading areas. These policies underscore the importance of encouraging underground parking and minimizing above grade parking especially those parking lots located adjacent to the street. Servicing and loading is also encouraged to be located internal to the building and located away from the public realm. The Urban Apartment Zones share the same objectives and include regulations that prohibit surface parking and above-grade parking structures from facing the street. Instead parking is required to be integrated within the building itself or on the interior of the site.

Sections 9.2.1.21, 9.2.1.23, 9.2.1.25, 9.2.1.26, 9.2.1.28, 9.2.1.35, 9.4.1.4, 9.5.2.2, and 9.5.6.2 encourage pedestrian-oriented streetscapes, a vibrant public realm, and active frontages through various means including the incorporation of active uses, entrances directly facing the street, at-grade transparent windows, and minimal building setbacks. The Urban Apartment Zones include zoning regulations that aim to incorporate these exact measures.

Section 19.4.2, recognizes Mississauga's Official Plan and Zoning By-law as needing to be regularly evaluated to ensure policies of MOP are implemented. Zoning by-law amendments are proposed that work to address the gap between the City's existing Apartment Zones by introducing new zones for apartment buildings located within an urban context, and with the objective of encouraging a diverse mix of uses.

The proposed zoning by-law amendments that introduce the Urban Apartment Zones are consistent with MOP as they will foster complete communities by facilitating apartment buildings that are more conducive to higher density areas and by diversifying the range of permitted accessory uses to better serve residents.

8. Zoning

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

9. 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 to introduce Urban Apartment Zones can be supported, as they achieve a multitude of planning objectives including the promotion of a mix of uses to put people closer to a broader range of urban amenities and experiences. This will foster vibrant street level activity and an active public realm, while encouraging a compact, built form that fits within an urban context.