

**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) (2020)	<p>The Provincial Policy Statement (2020) provides policy direction on matters of provincial interest related to land use planning and development.</p> <p>Zoning and development permit by-laws are also important for implementation of this Provincial Policy Statement. (PPS 2020 Part I)</p> <p>The fundamental principles set out in the PPS apply throughout Ontario. (PPS 2020 Part IV)</p> <p>Building Strong Healthy Communities (PPS 2020 Part V)</p> <p>Decisions of the council of a municipality shall be consistent with PPS. (PPS 2020 4.1)</p>	<p>Healthy, liveable and safe communities are sustained by: a) promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long-term (PPS 2020 1.1.1)</p> <p>Planning authorities shall provide for an appropriate range and mix of housing options and densities requiring transit-supportive development and prioritizing intensification in proximity to transit, including corridors and stations (PPS 20201.4.3e)</p> <p>Transportation systems should be provided which are safe, energy efficient, facilitate the movement of people and goods, and are appropriate to address projected needs (PPS 2020 1.6.7.1)</p>

	<p>The Official Plan is the most important vehicle for implementation of the Provincial Policy Statement (PPS 2020 4.6)</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 2020 1.6.7.4)</p> <p>Planning authorities shall support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions, and preparing for the impacts of a changing climate through land use and development patterns which:</p> <ul style="list-style-type: none"> a) promote compact form and a structure of nodes and corridors; and, b) promote the use of active transportation and transit in and between residential, employment (including commercial and industrial) and institutional uses and other areas (PPS 20201.8.1)
<p>Provincial Planning Statement (PPS) (2024)</p> <p>In effect October 20, 2024</p>	<p>The Provincial Policy Statement (2024) provides policy direction on matters of provincial interest related to land use planning and development.</p> <p>PPS (2024) applies to all decisions made by any authority that affects a planning matter made on or after October 24, 2024. The PPS (2024) is still being considered and reviewed for the purpose of ensuring the Zoning By-law Amendment remains consistent with future policy instruments.</p> <p>Zoning and development permit by-laws are also important for implementation of this Provincial Policy Statement. (PPS Chapter 1)</p> <p>The fundamental principles set out in the PPS apply throughout Ontario. (PPS Chapter 1)</p> <p>Building Homes, Sustaining Strong and Competitive Communities (PPS Chapter 2)</p>	<p>Complete communities shall be achieved by:</p> <ul style="list-style-type: none"> a) accommodating an appropriate range and mix of land uses, housing options, transportation options with multimodal access; b) improving accessibility for people of all ages and abilities by addressing land use barriers which restrict their full participation in society; and, c) improving social equity and overall quality of life for people of all ages, abilities, and incomes, including equity-deserving groups. (PPS 2024 2.1.6a) <p>Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected needs of current and future residents of the regional market area by permitting and facilitating all housing options required to meet the social, health, economic and wellbeing requirements and facilitating all types of residential intensification. (PPS 2024 2.2.1b))</p> <p>Planning authorities are encouraged to promote development and intensification within major transit station areas, where appropriate, by:</p>

	<p>A planning authority must decide on a planning matter that is consistent with the Provincial Planning Statement. (PPS Chapter 6.1)</p> <p>The Official Plan is the most important vehicle for implementation of the Provincial Policy Statement as it identifies provincial interests and policies to protect these provincial interests (PPS Chapter 6.1)</p>	<p>a) planning for land uses and built form that supports the achievement of minimum density targets; and, b) supporting the redevelopment of surface parking lots within major transit station areas. (PPS 2024 2.4.2.3)</p> <p>Prepare for the impacts of a changing climate through approaches that support the achievement of compact, transit-supportive, and complete communities and support energy conservation and efficiency. (PPS 2024 2.9.1)</p> <p>Transportation systems should be provided which are safe, energy efficient and support the use of zero- and low-emission vehicles. (PPS 2024 3.2.1)</p>
<p>Growth Plan for the Greater Golden Horseshoe (Growth Plan) (2020)</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, subject to any legislative or regulatory provisions providing otherwise. (Growth Plan 1.2.2)</p>	<p>All municipalities will develop a strategy to achieve the minimum intensification target and intensification throughout delineated built-up areas, which will:</p> <p>c) encourage intensification generally throughout the delineated builtup area; and, d) ensure lands are zoned and development is designed in a manner that supports the achievement of complete communities. (Growth Plan 2.2.2.3)</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, and Parkway Belt West Plan. An update to MOP is currently underway to ensure MOP is consistent with and conform to changes resulting from the recently released Provincial Planning Statement, 2024, which will take effect October 20, 2024.

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 policies are applicable in the review of the proposed zoning bylaw amendments. In some cases, the description of the general intent summarizes multiple policies.

The proposed City-initiated Zoning By-law amendments 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 amendments. In some cases, the description of the general intent summarizes multiple policies.

	General Intent
Chapter 4 Vision	<p>Mississauga will provide a range of mobility options (e.g., walking, cycling, transit, vehicular) for people of all ages and abilities by connecting people with places through coordinated land use, urban design and transportation planning efforts. (Section 4.4.5)</p> <p>Mississauga will plan for a wide range of housing, jobs and community infrastructure resources so that they are available to meet the daily needs of the community through all stages of life. (Section 4.4.6)</p> <p>Mississauga will support the creation of distinct, vibrant and complete communities by building beautifully designed and inspiring environments that contribute to a sense of community identity, cultural expression and inclusiveness. (Section 4.4.7)</p> <p>Mississauga will direct growth by focusing on locations that will be supported by planned and higher order transit, higher density, pedestrian oriented development and community infrastructure, services and facilities. (Section 4.5 – Direct Growth)</p> <p>Mississauga will create a multi-modal city by: developing and promoting an efficient, safe and accessible transportation system for all users; promoting a transportation network that connects nodes with a range of transportation modes, to reduce dependency on cars for local trips; promoting transit as a priority for moving people; and implementing a viable and safe active transportation network for cyclists and pedestrians of all abilities. (Section 4.5 - Create a Multi-Modal City)</p>
Chapter 5 Direct Growth	<p>Mississauga encourages compact, mixed use development that is transit supportive, in appropriate locations, to provide a range of local live/work opportunities. (Section 5.1.6)</p> <p>The Downtown will be served by frequent transit services, including higher order transit facilities, which provide connections to all parts of the city and to neighbouring municipalities. (Section 5.3.1.12)</p> <p>The Downtown will be developed to support and encourage active transportation as a mode of transportation. (Section 5.3.1.13)</p>

	<p>Pedestrian movement and access from major transit routes will be a priority in Intensification Areas. (Section 5.5.14)</p> <p>Intensification Areas will be served by transportation Corridors containing transit and active transportation and may contain higher order transit facilities. (Section 5.5.15)</p> <p>Major Transit Station Areas will be planned and designed to provide access from various transportation modes to the transit facility, including consideration of pedestrians, bicycle parking and commuter pick-up/drop-off areas. (Section 5.5.16)</p>
Chapter 6 Value the Environment	To improve air quality, Mississauga will promote the use of alternative modes of transportation such as transit, cycling and walking. (Section 6.5.1a)
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. (Section 7.1.3a)
Chapter 8 Create a Multi-Modal City	<p>Mississauga will strive to create a transportation system that reduces dependence on non-renewable resources. (Section 8.1.4)</p> <p>Consideration will be given to reducing offstreet parking requirements for development to reflect levels of vehicle ownership and usage, and as a means of encouraging the greater use of transit, cycling and walking. (Section 8.4.3)</p> <p>Within Intensification Areas, Mississauga will give consideration to reducing minimum parking requirements to reflect transit service levels. (Section 8.4.7a)</p>
Chapter 10 Foster a Strong Economy	Transit supportive development with compact built form and minimal surface parking will be encouraged in Corporate Centres, Major Transit Station Areas and Corridors. (Section 10.1.8)
Former Region of Peel Official Plan Policies	<p>It is the policy of this plan to:</p> <ul style="list-style-type: none"> • Promote intensification and mixed land uses in strategic growth areas to support sustainable transportation modes, complete communities, and complete streets. • To reduce auto dependency by providing a range of transportation services to meet the diverse needs of the population.

	<ul style="list-style-type: none"> • To achieve a 50 per cent sustainable modal share in the Region of Peel by 2041 by providing sustainable transportation infrastructure and promoting its use. • To promote a transportation system that encourages reduced emissions, and energy conservation. • To support and encourage transit-supportive development densities and patterns, particularly along rapid transit corridors and at designated nodes such as transit terminals, Urban Growth Centres, strategic growth areas, GO rail stations, and Major Transit Station Areas consistent with local Official Plans. <p>(ROP Section 5.10 – Transportation System)</p>
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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.

The Province has recently released an updated Provincial Planning Statement (PPS), 2024, which streamlines their policy framework by replacing both the PPS 2020 and the Growth Plan. Staff have reviewed the proposed amendments with consideration of the new PPS.

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 (2020)

The PPS includes policies that allow for a range of intensification opportunities and appropriate development standards. In addition to being a requirement under Bill 185, the proposed amendment to the Parking Precincts and elimination of residential and non-residential parking requirements and including visitor parking for apartments in Precinct 1 are influenced by the policies contained in the PPS 2020.

The Vision of the PPS includes building communities with efficient development patterns that optimizes the use of land and in turn, increases transportation choices such as the use of active transportation and transit before other modes of travel. The proposed amendment implements the vision as it reduces parking supply for residential and non-residential uses, resulting in less dependence on the automobile.

Section 1.1.1.e of the PPS further promotes the integration of transit-supportive development to achieve an optimization of transit investments. The proposed amendment leverages the investments made to the Hazel McCallion Line and Transitway, and future investments to the Dundas BRT and upcoming electrification of the Lakeshore West Line.

Section 1.4.3e of the PPS promotes densities for new housing in areas being supported by active transportation and transit, and where transit supportive development is required especially along corridors and transit stations. The proposed amendment leverages existing and planned transit and active transportation infrastructure and reduces reliance on the automobile.

Section 1.6.7.1 of the PPS identifies transportation systems (which includes transit stops and stations, sidewalks, cycle lanes, bus lanes, parking facilities, and park'n'ride lots) as being safe, energy efficient, and facilitates the movement of people and are appropriate to address projected needs. The proposed amendment reduces automobile dependence within the MTSA which is a significant contributor to Greenhouse Gas (GHG) emissions. Further, promoting active transportation and transit further promotes energy efficient and safe modes of travel.

Section 1.6.7.4 of the PPS promotes a land use pattern, density, and mix of uses that minimizes the length and number of motor vehicle trips to support sustainable modes of transportation. Within a Major Transit Station Area (MTSA), the need for an automobile for travel is not only reduced, but the reliance in other modes of transportation is increased. As MTSA's continue to evolve, the proposed amendment addresses the reduced reliance of the automobile over time.

Section 1.7.1 of the PPS promotes long term prosperity by providing a range of housing options, maintaining and, where possible, enhancing the vitality and viability of downtowns and main streets. The proposed amendment reduces the need to maintain expensive underground parking facilities for high density residential development further reducing the cost of maintenance fees and rents, and over time, ensures the vitality of main streets such as Port Credit is maintained without excessive parking supplies.

Section 1.8.1 acknowledges transportation as a major source of GHG emissions and is a contributing factor of climate change. Notably, Section 1.8.1b promotes the use of active transportation and transit in and between residential, employment (including commercial and industrial) and institutional uses and other areas, and Section 1.8.1e) encourages transit-supportive development to improve the mix of employment and housing uses to shorten commute journeys and decrease transportation congestion. The proposed amendment leverages investments made to the Hazel McCallion Line as the LRT provides transit access between residential and commercial uses south of Matheson Blvd, and primarily employment and office uses to the north. Similar future investments to the Dundas BRT as the transit line provides access to residential, employment, and institutional uses along Dundas Street.

Overall, the proposed Zoning By-law amendment to modify the Parking Precinct Map and eliminate parking requirements in MTSA's for residential and non-residential uses is consistent with the PPS' goal to foster complete communities that promote efficient development and land use patterns that encourages active transportation and transit use, and reduces

the reliance of driving, while also increasing access to housing by reducing housing costs and construction time.

4. Consistency with PPS (2024)

A review of this Zoning By-law amendment also considers the new Provincial Policy Statement (2024) even though its in-effect date is October 20, 2024. The Provincial Planning Statement (2024) applies to all decisions in respect of the exercise of any authority that affects a planning matter made on or after October 20, 2024.

In addition to being a requirement under Bill 185, the proposed amendment to the Parking Precincts and elimination of residential and non-residential parking requirements and including visitor parking for apartments in Precinct 1 are also influenced by the policies contained in the PPS 2024.

As noted in Chapter 5 of this Appendix, new policies are introduced into the PPS 2024 due to the revocation of A Place to Grow (Growth Plan).

The Vision of the PPS aims to provide a sufficient supply of housing, considering the mix of housing options to support a diverse and growing population. At the same time, prioritizing compact and transit-supportive design while optimizing investments in infrastructure and public service facilities.

Although different policies are quoted in the PPS 2024, contemporary planning principles such as building complete communities; providing for a range of housing options to meet projected needs for people of all ages, abilities, incomes, and equity deserving groups. Communities must also be planned

to improve accessibility. Policies 2.1.6a and 2.2.1b) of PPS 2024 thus contains similar policies to the PPS 2020.

Both the PPS 2020 and 2024 contains policies addressing transportation systems that are safe and energy efficient (PPS 2024 3.2.1). By eliminating parking requirements within MTSA's, residents and visitors will consider other transportation options while leveraging investments made to current and future higher order transit projects such as the Hazel McCallion Line and cycling infrastructure.

Section 2.4.2.3 contains policies on Major Transit Station Areas (MTSA) to promote development and intensification by supporting the achievement of minimum density targets and redevelopment of surface parking lots.

Based on the foregoing, the Zoning By-law Amendment is consistent with the PPS 2024, Further, the PPS 2024 contains similar policies with respect to building complete communities and reducing the reliance on the automobile.

5. Conformity with the 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, and 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 amendment indirectly impacts housing supply and create an appropriate built form within the Strategic Growth Areas through the elimination of parking requirements in a protected MTSA by reducing construction costs and time to complete a residential development and allows underutilized parking supplies in commercial properties to be redeveloped.

As of October 20, 2024, the Growth Plan will be revoked, to which the PPS 2024 will be applied for policy guidance.

6. Mississauga Official Plan (MOP)

The proposed City-initiated zoning by-law amendments align strongly with key policies outlined above in Mississauga's Official Plan. These zoning by-law amendments to eliminate parking requirements in MTSA's is a response to a land use pattern that will evolve over time to a dense community with mix of land uses where active transportation, walking, and transit is a priority over the dependence of the automobile as a mode of transportation. Reducing on-site parking supply can contribute to financially increasing the reach of more housing options through lower construction costs and time, resulting in lower maintenance fees and rents.

The MOP's policies direct growth by focusing on locations that will be supported by planned and higher order transit, higher density, pedestrian oriented development and community infrastructure, and encourage compact, mixed use

development that reduces travel needs. The creation of such communities is not a result of the proposed Zoning By-law amendment to eliminate parking requirements, but rather fosters greater reliance on active transportation and higher order transit that the city has invested in and reduces the reliance of the automobile to leverage such investments. Without reductions to the parking rates would result in significant traffic congestion as the automobile would remain the transportation of choice for many residents.

Reducing the City's GHG emission is an important goal and is highlighted in the MOP's policies by promoting the use of alternative modes of transportation such as transit, cycling and walking, and creating a transportation system that reduces dependence on non-renewable resources. The proposed amendment to eliminate parking requirements will allow developers to determine how many parking spaces to provide based on the presence of higher order transit and cycling infrastructure.

7. Zoning

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

8. Conclusion

City staff have evaluated the proposed amendments against the PPS (2020, 2024), the Growth 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 PPS and the Growth Plan and conform to the Mississauga

Official Plan. Further, staff are of the opinion the proposed amendments can be supported, as the changes are in accordance with *Bill 185* and the *Planning Act*, while also meeting local planning documents. Overall, the proposed zoning by-law amendment, regarding eliminating parking requirements within Mississauga's MTSAs, is aimed at creating a sustainable, economically diverse, and inclusive city.