

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

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1. Summary of Applicable Policies, Regulations and Proposed Amendments

The Planning Act requires that Mississauga Official Plan be consistent with the Provincial Planning Statement and conform with the applicable provincial plans. The policy and regulatory documents that affect these proposed amendments have been reviewed and summarized in the sections below.

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

Policy Document	Legislative Authority/Applicability	Key Policies
Provincial Planning Statement (PPS) (2024)	<p>The Provincial Planning Statement (2024) provides policy direction on matters of provincial interest related to land use planning and development.</p> <p>Zoning and development permit by-laws should facilitate opportunities for an appropriate range and mix of housing options. (PPS 2024 Ch. 1)</p> <p>Building Homes, Sustaining Strong and Competitive Communities (PPS 2024 Ch. 2)</p> <p>Official plans shall identify provincial interests and set out appropriate land use designations and policies (PPS 2024 Policy 6.1)</p> <p>Planning authorities' role to keep zoning by-laws up to date with their official plans and the PPS (PPS 2024 Policy 6.6)</p>	<p>Increase the supply and mix of <i>housing options</i>, addressing the full range of housing affordability needs; prioritizing compact and transit-supportive design to support access to housing, quality employment, services and recreation. (PPS 2024 Ch. 1)</p> <p>Provide a range and mix of housing options and densities required to meet projected requirements of current and future residents of the regional market area, by maintaining at all times the ability to accommodate residential growth for a minimum of 15 years through lands which are designated and available for residential development. (PPS 2024 2.1.4.a))</p> <p>Planning authorities should support the achievement of complete communities by accommodating an appropriate range and mix of land uses, housing options, transportation options with multimodal access, employment, public service facilities and other institutional uses. (PPS 2024 2.1.6.a))</p>

		<p>Land use patterns within settlement areas should be based on densities and a mix of land uses which efficiently use land and resources; optimize existing and planned infrastructure and public service facilities; support active transportation; and, are transit supportive. (PPS 2024 2.3.1.2)</p> <p>To support the achievement of complete communities, a range and mix of housing options, intensification and more mixed-use development, strategic growth areas should be planned:</p> <ul style="list-style-type: none"> a) to accommodate significant population and employment growth; b) as focal areas for education, commercial, recreational, and cultural uses; c) to accommodate and support the transit network and provide connection points for inter-and intra-regional transit; and d) to support <i>affordable</i>, accessible, and equitable housing. (PPS 2024 2.4.1.2) <p>Planning authorities are encouraged to promote development and intensification within major transit station areas, where appropriate, by:</p> <ul style="list-style-type: none"> a) planning for land uses and built form that supports the achievement of minimum density targets; and b) supporting the redevelopment of surface parking lots within major transit station areas, including commuter parking lots, to be transit supportive and promote complete communities. <p>(PPS 2024 2.4.2.3)</p>
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		<p>All major transit station areas should be planned and designed to be transit supportive and to achieve multimodal access to stations and connections to local and regional transit services to support transit service integration <i>and</i> accommodate a range of mobility needs and supports active transportation, including sidewalks, bicycle lanes, and secure bicycle parking. (PPS 2024 2.4.2.6)</p> <p>Planning authorities shall plan to reduce greenhouse gas emissions and prepare for the impacts of a changing climate by achieving compact, transit-supportive, and complete communities and promoting green infrastructure, low impact development, and active transportation. (PPS 2024 2.9.1.d))</p>
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Mississauga Official Plan (in-effect)

The policies of Mississauga Official Plan (MOP) implement provincial directions for growth. MOP is generally consistent with the PPS 2024 and conforms with the Greenbelt Plan and Parkway Belt West Plan. An Official Plan Review was recently conducted and Mississauga Official Plan 2051 is scheduled to be adopted by City Council on April 16, 2025 (see below).

As of July 1, 2024, the Region of Peel's Official Plan (ROP) has been deemed to form part of an official plan of Mississauga.

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

Relevant Mississauga Official Plan (in-effect) Policies

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

	General Intent
Chapter 1 Introduction	Strategic Plan: Developing a Transit Oriented City Pillar Relevant Strategic Goals: <ul style="list-style-type: none"> • Connect our City • Build a Reliable and Convenient System • Increase Transportation Capacity • Direct Growth
	Strategic Plan: Completing Our Neighbourhoods Relevant Strategic Goals:

	<ul style="list-style-type: none"> • Develop Walkable, Connected Neighbourhoods • Build Vibrant Communities • Provide Mobility Choices • Build and Maintain Infrastructure • Create a Vibrant Downtown
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> <p>Mississauga will build a desirable urban form by creating vibrant mixed use communities. (Section 4.5 - Build a Desirable Urban Form)</p>
Chapter 5 Direct Growth	<p>Corridors support high levels of transit use and mobility options through encouraging compact, mixed use development in appropriate locations. (Section 5.1 – Introduction)</p> <p>Most of Mississauga's future growth will be directed to Intensification Areas (Section 5.1.4)</p> <p>Mississauga encourages compact, mixed use development that is transit supportive, in appropriate locations, to provide a range of local live/work opportunities. (Section 5.1.6)</p>

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

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

	<p>A City-initiated comprehensive planning study is required for a Protected Major Transit Station Area, the study will set out, among other matters, policies to support:</p> <p>An appropriate mix of land uses and amenities that foster vibrant, transit supportive neighbourhoods</p> <ul style="list-style-type: none"> • Development to accommodate growth that respects the character and scale of the surrounding community • Improved access and connectivity to transit stations and stops • Land use compatibility and the separation or mitigation of impacts on sensitive land uses • Protection of lands that may be required for future enhancement or expansion of transit infrastructure (Section 5.7.1.5)
Chapter 5 Direct Growth (continued)	<p>Inclusionary zoning will apply to specific Protected Major Transit Station Areas to increase housing affordability (Section 5.7.1.6)</p> <p>Development will be compatible with surrounding uses and mitigate impacts to and not interfere with existing or future operations of adjacent uses in Employment Areas (Section 5.7.5.1)</p>
Chapter 6 Value the Environment	<p>Mississauga will consider the impacts of climate change that may increase risks to the city. Mississauga will develop policies on climate change that will:</p> <ol style="list-style-type: none"> a. promote development and land use patterns that conserve and enhance biodiversity and consider the impacts of a changing climate; and, b. promote and protect green infrastructure (Section 6.1.11) <p>Mississauga will build communities that are environmentally sustainable and encourage sustainable ways of living (Section 6.2.2)</p> <p>Mississauga will require development proposals to address the management of stormwater using stormwater best management practices (Section 6.2.7)</p> <p>To improve air quality, Mississauga will:</p> <ol style="list-style-type: none"> a. promote the use of alternative modes of transportation such as transit, cycling and walking; b. give preference to compact, mixed use and transit oriented development that reduces car dependency; c. direct growth to Intensification Areas; d. encourage a balance of housing and jobs that provide opportunities for shorter commutes and active transportation modes (Section 6.5.1)

Chapter 6 Value the Environment (continued)	<p>When determining land use compatibility, regard will be given to odours, air particulates, noise and other contaminants, which may impact adjacent or nearby land uses and natural areas. Incompatible land uses such as sensitive land uses and those uses that are sources of noise, odour and dust will be separated and/or the nuisances will be mitigated, so they do not interfere with each other (Section 6.5.5)</p> <p>To ensure that contaminated sites are identified and appropriately addressed by the proponent of development, the following will be required:</p> <ol style="list-style-type: none"> a. the owners of lands proposed for development will submit information as required by the City to identify the potential for contamination; b. landowners will consider all potential sources of contamination such as disposal of waste materials, raw material storage, residue left in containers, maintenance activities and spills and may also include contamination from adjacent commercial properties, such as, gas bars, motor vehicle service stations, motor vehicle repair garages and dry-cleaning facilities (Section 6.7.1)
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 off-street parking requirements for development to reflect levels of vehicle ownership and usage, and as a means of encouraging the greater use of transit, cycling and walking. (Section 8.4.3)</p> <p>Within Intensification Areas, Mississauga will consider reducing minimum parking requirements to reflect transit service levels. (Section 8.4.7a)</p>
Chapter 11 General Land Use Designations	<p>The introduction of the Mixed Use Limited designation which permit all uses within the Mixed Use Designation except for: sensitive land uses, including residential and drive-through facilities, but also permit additional commercial uses such as banquet halls, media and broadcast facilities, conference centres, and entertainment and sports facilities (Section 11.2.7.1)</p> <p>Residential uses and other sensitive land uses may be permitted</p> <ul style="list-style-type: none"> • Without an Official Plan amendment where the use can be appropriately designed, buffered and/or separated from Employment Areas and/or major facilities • Is not impacted by adverse effects from air, vibration, noise, dust, odour and other fugitive emissions • Does not pose a risk to public health and safety

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

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

Former Region of Peel Official Plan Policies	<p>It is the policy of this plan to:</p> <ul style="list-style-type: none"> • To optimize the efficient use of the existing land supply by directing growth to protected MTSA's. • Encourage a balance mix of transit-supportive uses, as defined by local municipalities, such as residential, retail, offices, open space, and public uses that supports the needs of employees and residents in a walkable environment. • Leverage infrastructure investments by planning for transit-supportive densities and increased transit ridership within Major Transit Station Areas • Supports a compact urban form that directs the highest intensity transit-supportive uses close to the transit station or stop • Addresses Regional and local municipal housing policies to provide a range and mix of housing options and densities, including affordable housing <p>(ROP Section 5.6.19 – Major Transit Station Areas)</p>
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Mississauga Official Plan 2051

The policies of Mississauga Official Plan 2051 (MOP 2051) implement provincial directions for growth which focuses, amongst others, climate change; protection of natural heritage; increasing housing supply and affordability; and, creating a multi-modal city with less reliance on driving with the planning horizon to 2051.

MOP 2051 is scheduled to be council adopted on April 16, 2025 on the basis that its policies are consistent with the Provincial Planning Statement, 2024. Following that, the document will be sent to the Minister of Municipal Affairs and Housing for approval.

Relevant Mississauga Official Plan 2051 Policies

The proposed City-initiated Zoning By-law amendments has been reviewed against the MOP 2051 as the proposed height permissions especially certain lands along the Dundas and Lakeshore BRT and Hazel McCallion Line are based on the height schedules from this document.

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

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

Chapter 4 Sustaining the Natural Environment	<p>Mississauga will build communities that are compact, low carbon, mixed use, and transit-supportive (Section 4.2.4)</p> <p>To improve air quality, Mississauga will prioritize compact, mixed use and transit oriented development that reduces car dependency, direct growth to Strategic Growth Areas and encourage a balance of housing and jobs that provide opportunities for shorter commutes and <i>active transportation</i> modes (Section 4.6.1).</p> <p>In accordance with the Provincial Compatibility guidelines, the development proponent will be required to undertake a feasibility study in those cases where sensitive land use is proposed within the area of influence of a facility that generates contaminant discharges (Section 4.8.4).</p>
Chapter 5 Housing Choices and Affordable Homes	<p>Housing unit targets considers a wide range of housing types such as: multiple housing types and built forms; diverse housing arrangements; housing that is affordable to a range of low- and moderate- income households; diverse housing tenure; and housing provided to specific populations (Section 5.1).</p> <p>In accordance with projected requirements and available land resource, ability to accommodate residential growth for a minimum of 15 years through residential intensification and redevelopment and lands which are designated and available for residential development (Section 5.3.1.1a)).</p> <p>Housing is provided that fully implements the intent of the Provincial housing policies (Section 5.3.1.4).</p> <p>Housing created within complete communities will have access to active modes of transportation, increased opportunities for walkability, access to parks and open spaces and proximity to community supportive services (Section 5.3.10).</p>
Chapter 7 Getting Around our Communities	<p>Mississauga may acquire lands for a transit right-of-way along <i>higher order transit</i> corridors, where the creation of a transit right-of-way separate from, adjacent to, or in addition to, a street right-of-way is deemed appropriate (Section 7.3.2.4).</p> <p>Future additions to the street network will be public streets. Public easements will be required for cases where a private street is considered. An appropriate terminus is required for maintenance and operations where a private street connects with a public street (Section 7.3.4.7).</p>
Chapter 8 Well Designed Healthy Communities	<p>Within Strategic Growth Areas, an urban form that promotes a diverse mix of uses and supports pedestrian movement, transit and active transportation modes will be required (Section 8.2.2).</p> <p>The city vision will be supported by site development that respects the hierarchy established by the City Structure, demonstrates context sensitivity and transition, including to the public realm (Section 8.2.10).</p>

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

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

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

The Provincial Planning Statement, 2024 (PPS), was released on August 20, 2024, and came into effect on October 20, 2024. This new document replaces both the Provincial Policy Statement, 2020, and the Growth Plan for the Greater Golden Horseshoe; consolidating the two frameworks into a single, province-wide document.

The update aims to streamline policies and place greater responsibility on municipalities to manage growth locally, with a focus on intensification, housing development, and transit-supportive communities.

The new PPS provides direction on land use planning by ensuring that municipal decisions align with provincial interests, such as promoting efficient land use, encouraging diverse housing options, and supporting sustainable development by

coordinating land use with existing and planned public infrastructure.

The PPS includes policies promoting the creation of healthy, liveable, and safe communities.

3. Consistency with PPS (2024)

The PPS includes policies that allow for a range of intensification opportunities within Protected Major Transit Station Areas (PTMSAs) and Strategic Growth Areas in order to facilitate the development of a range and mix of housing. Therefore, the draft zoning by-law to introduce new and updated for development standards influenced by the policies contained in the PPS 2024 on primarily underutilized lands traditionally used for standalone uses.

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

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

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

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

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

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

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

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

Section 2.9.1.d) requires planning authorities to plan to reduce greenhouse gas emissions and prepare for the impacts of a changing climate by achieving compact, transit-supportive, and complete communities and promoting green infrastructure, low impact development, and active transportation. The proposed amendment leverages investments made to the Hazel McCallion Line, the Transitway, and the Dundas and Lakeshore BRT as the majority of the city's future population and employment growth will occur along these higher order transit projects.

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

4. Mississauga Official Plan (MOP)

The proposed City-initiated zoning by-law amendments align strongly with key policies outlined above in Mississauga's Official Plan. The zoning by-law amendment to introduce development standards in MTSAs to permit residential, commercial and mixed use development along intensification corridors (such as Hurontario Street and Dundas Street) is a response to a land use pattern that will evolve over time to a dense community with mix of land uses where active transportation, walking, and transit is a priority over the dependence of the automobile as a mode of transportation.

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

Implementing the Strategic Plan and Vision

MOP is guided by the Strategic Plan, in which the most relevant pillars include "Developing a Transit Oriented City" where directing growth at higher order transit and increasing transportation capacity are action items. The second relevant pillar is "Completing Our Neighbourhoods" where building walkable and connected neighbourhoods, building vibrant communities and a vibrant downtown, and providing mobility choices is achieved through the proposed amendment.

MOP's vision includes providing for a range of mobility options through coordinated land use and urban design; plan for a wide range of housing, jobs, and community infrastructure to meet the daily needs of residents and supporting and focusing growth along transportation corridors through compact and pedestrian focused communities. The proposed amendment achieves MOP's vision.

Directing the City's Growth

MOP's policies direct growth by focusing on locations that will be supported by planned and higher order transit, higher density, pedestrian oriented development and community infrastructure, and encourage compact, mixed-use development that increases housing supply and increases employment opportunities. The proposed amendment increases development opportunities along intensification corridors as identified in MOP by allowing a mix of land uses where the current permissions restrict the uses; increases in heights and densities; and reducing the need for expansive

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

Protected Major Transit Station Areas

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

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

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

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

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

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

Leveraging Investments in Higher Order Transit and Active Transportation

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

Addressing Climate Change through Resiliency

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

5. Mississauga Official Plan 2051

The proposed City-initiated zoning by-law amendment aligns strongly with key policies outlined above in Mississauga Official Plan 2051. The amendment implements the PMTSA policies as it introduces zoning standards that will facilitate residential, commercial and mixed-use development along intensification corridors (such as Hurontario Street and Dundas Street) as well as the Transitway.

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

Directing New Development

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

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

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

Climate Change Resiliency

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

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

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

Housing Choice and Affordability for All

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

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

Building Transit Communities

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

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

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

Building Healthy Communities

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

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

Major Transit Station Areas

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

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

Land Use Compatibility

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

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

Servicing of Future Development

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

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

Growth Centres

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

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

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

Growth Nodes

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

Growth Nodes will also support healthy, sustainable, *complete communities* that provide a wide range of uses, supply a mixture of residential built forms, unit types and sizes, deliver a compact built form and density. There will also be a range of transportation options so residents will be able to rely less on driving.

6. Zoning

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

7. Conclusion

City staff have evaluated the proposed amendments against the PPS (2024), Mississauga Official Plan including MOPAs 141-146 which introduce MTSA policies into the in-effect Official Plan, and MOP 2051.

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

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