

City of Mississauga  
**Corporate Report**



<p>Date: September 18, 2024</p> <p>To: Chair and Members of Planning and Development Committee</p> <p>From: Andrew Whittemore, M.U.R.P., Commissioner of Planning &amp; Building</p>	<p>Originator's file: BL.01-PAR</p>
	<p>Meeting date: October 7, 2024</p>

## Subject

**PUBLIC MEETING INFORMATION/RECOMMENDATION REPORT (ALL WARDS)  
Proposed Amendments to Zoning By-law for Parking in Protected Major Transit Station Areas (PMTSA) and City-wide Accessible Parking Requirements**

## Recommendation

That the proposed amendments to Zoning By-law 0225-2007, as detailed in Appendix 1 of the Report dated September 18, 2024 from the Commissioner of Planning and Building, be approved in accordance with the following:

1. That the implementing zoning by-law amendment be enacted at a future City Council meeting.
2. That notwithstanding planning protocol, that this report regarding the proposed amendments to Zoning Bylaw 0225-2007, be considered both the public meeting and a combined information/recommendation report.
3. That Recommendation PDC-0012-2024 to the report titled "Zoning By-law Amendment to Reduce Residential Parking Requirements along the Hazel McCallion Line (north of the QEW)", which was approved by the Planning and Development Committee on April 8, 2024, be considered null and void.

## Executive Summary

- The City's Planning and Building Department is committed to continuous improvement of our service portfolio so that landowners, businesses, residents, and other parties can help us deliver on our commitment to facilitate housing and the development of land.

- On April 8, 2024, staff presented a corporate report (Appendix 3) to the Planning and Development Committee, including proposed amendments to reduce minimum parking requirements along the Hazel McCallion Line (north of the Queen Elizabeth Way). The recommendation was approved, but shortly thereafter, Bill 185 was released for public consultation. Consequently, staff have not brought forward an implementing by-law.
- On June 6, 2024, [Bill 185, Cutting Red Tape to Build More Homes Act, 2024](#) received Royal Assent and amended the *Planning Act*. Bill 185 prohibits official plans and zoning by-laws from requiring an owner or occupant of a building or structure to provide and maintain parking facilities within a Protected Major Transit Station Area (PMTSA).
- Bill 185 changed how many accessibility parking spaces (a requirement of the *Accessibility for Ontarians with Disabilities Act* (AODA)) to provide for all new development in the PMTSA. Further consultation with the City's Accessibility Office, Zoning Administration, and the Accessibility Advisory Committee will be required prior to recommending changes to the Accessibility Parking regulations in the Zoning By-law.

## Background

As part of the City's strategy to improve housing affordability and encourage transit usage, on June 28, 2023, Council directed staff to investigate the feasibility of reducing parking standards along the Hazel McCallion Line (north of the Queen Elizabeth Way). On April 8, 2024, staff presented a corporate report to the Planning and Development Committee, which approved recommendations to reduce minimum resident parking requirements and update the Parking Study Terms of Reference to consider further parking rate reduction requests from developers.

Following that approval and prior to bringing an implementing zoning by-law to Council, Bill 185 received Royal Assent on June 6, 2024, and amended the *Planning Act* so that no official plan or zoning by-law may require an "...owner or occupant of a building or structure to provide and maintain parking facilities, other than parking facilities for bicycles..." within a Protected Major Transit Station Area (PMTSA). In other words, parking is no longer required for any land use on lands located in a PMTSA but property owners can choose to provide as many spaces as needed.

The eliminated parking requirements in PMTSAs have been in effect since June 6, 2024, regardless of whether municipalities have updated their zoning by-laws to reflect these changes. Staff are proposing amendments to Mississauga's Zoning By-law to provide consistency and align with the legislation.

In addition, the Zoning By-law also regulates accessible parking requirements in the City. They were originally introduced into the Zoning By-law to align with requirements under the *Accessibility for Ontarians with Disabilities Act* (AODA). However, it has come to the attention of staff that there is a minor inconsistency in how accessible parking requirements are calculated in the Zoning By-law. Therefore, staff are proposing amendments to align with AODA requirements.

## Comments

As noted in the April 8, 2024 [Recommendation Report](#), the reduction in parking requirements along higher order transit lines:

- Enable the City to leverage investments made to the Hazel McCallion Line and accelerate the shift to non-vehicular modes;
- Help lower housing construction costs while reducing construction timelines;
- Advance the goals of the City's Climate Change Action Plan, Downtown Movement Plan, Cycling Master Plan, and the Transportation Master Plan amongst others; and,
- Improve overall site design and opportunities for further intensification.

Although Planning and Development Committee approved a planned gradual reduction in parking rates, Bill 185 effectively eliminates any possible transition to re-evaluate parking demands in PMTSAs. Therefore, staff acknowledge the need to proactively address future concerns such as overflow parking and lack of resident parking in residential buildings by:

- Considering on-street parking permit program as part of Parking Matters 2.0
- Commencing a review of the Cycling Master Plan
- Implementing the micro-mobility pilot project (e-bikes and e-scooters)
- Exploring other approaches such as warning clauses in rental and purchaser agreements to inform future residents of a potential lack of on-site parking

The following comments are specific to the proposed amendments to the Zoning By-law.

### 1. PROPOSED ZONING BY-LAW AMENDMENTS

The following discussion provides an overview of the recommendations and rationale of the proposed amendments. For a detailed explanation of all proposed amendments, see Appendix 1.

#### a) Amended Parking Precinct Map

The in-effect Parking Precinct Map includes four parking precincts that are based on Character Areas in Mississauga Official Plan (e.g. Downtown, Major Node, etc.), with Precinct 1 having the lowest parking requirements, and Precinct 4 having the highest.

The proposed amendment to the parking precincts includes the expansion of Parking Precinct 1 to include all lands within a PMTSA, i.e. the entire length of the Hazel McCallion Line, stations along the Dundas bus rapid transit (BRT) and the Lakeshore BRT, Mississauga Transitway, and two GO Stations in Malton and Clarkson which currently receive all day weekday and weekend service. Consequently, the total land area located in Precincts 2 to 4 would be reduced. The majority of the City will not see revisions to the parking precincts. Please see Figure 1 for a map of the proposed Parking Precinct 1.

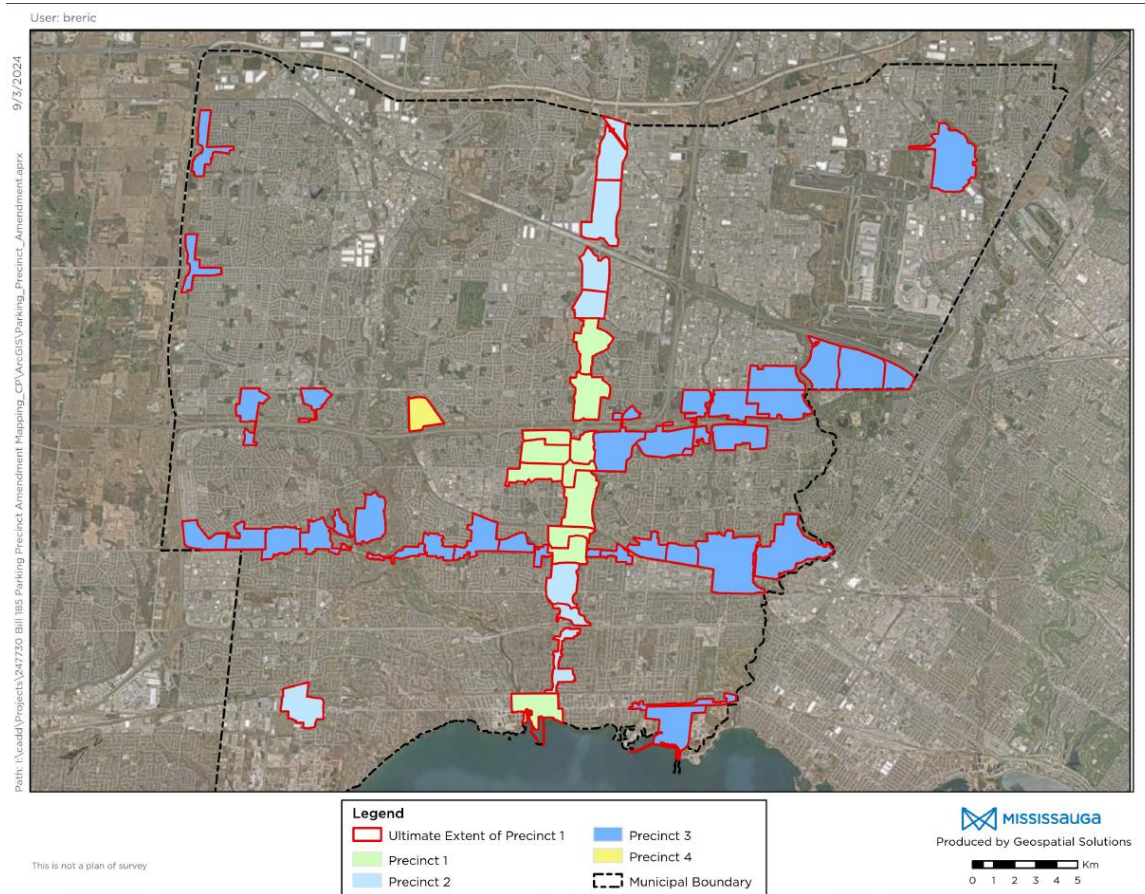


Figure 1 - Conceptual Map of Parking Precinct 1

### b) Elimination of Parking Requirements for all Uses in Precinct 1

The amendments to the Zoning By-law include eliminating the minimum number of residential and non-residential parking spaces in Precinct 1, including visitor parking requirements for apartments and townhouses. Existing landowners can continue to retain their parking supply, but now have the option to intensify their property without having to provide additional parking spaces. Vehicular parking requirements for amended Precincts 2-4 remain unaffected, as well as city-wide bicycle parking requirements, including PMTSAs.

To further create consistency and clarity in the Zoning By-law, existing exceptions for properties located in Precinct 1 where parking requirements were previously modified will also be deleted. For development where parking relief was granted through a minor variance application, the Zoning By-law states that off-street parking requirements shall be calculated based on the lesser parking rate of the minor variance or the regulations of the Zoning By-law.

### c) Accessible Parking Requirements for Provided Parking Spaces

Currently, the Zoning By-law calculates a minimum number of accessible parking spaces based on the number of required (residential) visitor or required non-residential parking spaces and are

based on Section 80.36 (1) of the *Ontario Regulation 191/11: Integrated Accessibility Standards* (O. Reg 191/11). O. Reg 191/11 bases minimum accessible parking spaces on “provided” parking spaces on a site, as opposed to “required” parking spaces as the Zoning By-law currently requires.

However, the impact Bill 185 has on accessible parking spaces is that since developers have the flexibility to build as many parking spaces as needed in a PMTSA, and O. Reg 191/11 bases accessible parking space requirements on “provided” parking spaces, there may be an insufficient number of accessible parking spaces to meet the demands of visitors or patrons.

Further research and consultation with internal staff, as well as attending the Accessibility Advisory Committee will be required prior to recommending proposed changes to the Zoning By-law. In addition, informing the province on the consequences that Bill 185 has on providing sufficient of accessible parking spaces will be necessary to avoid an undersupply of such parking spaces in the future.

## **2. FUTURE CONSIDERATIONS FOR PARKING IN BUSINESS IMPROVEMENT AREAS (BIAs)**

Mississauga has five BIAs where commercial, residential, or mixed-use buildings are built on small lots with a mainstreet character. These commercial streets are vibrant, walkable, and established prior to the automobile era of the 1950s. However, this context has not been historically factored into parking requirements in BIAs. This has necessitated small businesses to seek variances or payment in lieu of off-street parking (PIL), resulting in reduced viability and attractiveness of setting up businesses in BIAs. In extreme cases, buildings or units can remain vacant for an extended period of time.

Bill 185's elimination of parking requirements somewhat addresses the above issue in BIAs as many of them are located within a PMTSA. However, the boundaries of PMTSAs are generally smaller than those of the BIAs, such that only a portion of the BIA's parking requirements have been eliminated. A future parking study to analyze the matter has commenced and will report back in early 2025.

## **PLANNING ANALYSIS SUMMARY**

The Provincial Policy Statement (PPS) establishes the overall policy directions on matters of provincial interest related to land use planning and development within Ontario. It sets out province-wide direction on matters related to the efficient use and management of land and infrastructure; the provision of housing; the protection of the environment, resources and water; and economic development. The Growth Plan for the Greater Golden Horseshoe (Growth Plan) builds upon the policy framework established by the PPS and provides more specific land use planning policies, which support the achievement of complete communities, a thriving economy, a clean and healthy environment and social equity. The Growth Plan establishes minimum

intensification targets and requires municipalities to direct growth to existing built-up areas and strategic growth areas to make efficient use of land, infrastructure and transit.

The Province released the Provincial Planning Statement (PPS), 2024, which streamlines their policy framework by replacing both the Provincial Policy Statement, 2020 and the Growth Plan. The new PPS 2024 will be in effect as of October 20, 2024. Until such time, the previous policy instruments remain in effect; however, staff have reviewed the proposed amendments with consideration of the new PPS.

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

The proposed amendments are consistent with the Provincial Policy Statement and conforms to the Growth Plan for the Greater Golden Horseshoe, and Mississauga Official Plan. A detailed planning policy analysis can be found in Appendix 2.

## Financial Impact

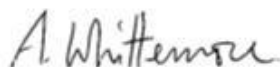
There are no financial impacts resulting from the recommendations in this report.

## Conclusion

Bill 185 has amended the *Planning Act*, which has eliminated minimum parking requirements for land uses within a PMTSA. The proposed zoning by-law amendments are acceptable from a planning perspective and should be approved as they will promote the development of housing near transit stations, leverage existing and future higher order transit and cycling infrastructure and contribute to overall city building especially in the City's downtown and along key intensification corridors.

## Attachments

- Appendix 1: Proposed Zoning By-law Amendments
- Appendix 2: Detailed Planning Analysis
- Appendix 3: Recommendation Report



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

Prepared by: Timothy Lee, Planner

### Proposed Zoning By-law Amendments

#	SECTION	PROPOSED REVISION	COMMENT/EXPLANATION
<b>Part 2: General Provisions</b>			
1.	Subsection 2.1.33 - Lakeview Village Neighbourhood	Delete Articles 2.1.33.8, 2.1.33.9, 2.1.33.10, 2.1.33.11 and 2.1.33.12 as required parking in Lakeview Village is referenced.	Through Bill 185, all parking requirements were eliminated for Protected Major Station Transit Areas such as Lakeview Village. The regulations listed in the proposed revision are no longer necessary.
<b>Part 3: Parking, Loading, Stacking Lane and Bicycle Parking Regulations</b>			
2.	Article 3.1.1.1 – General Parking Regulations	Deleting the word “required” so all parking spaces are not obstructed, or a use is not located within a parking space.	Currently, parking space that is provided (not required) can be obstructed, or a use can be located on a provided parking space.  All parking spaces are considered “provided” where parking is not a requirement. Thus, the amendment prevents any parking space from being obstructed.
3.	Article 3.1.1.1 – General Parking Regulations	Update the enacted date to calculate off-street parking requirements based on the lesser rate	The proposed amendment ensures that approved Minor Variance applications will benefit from eliminated parking requirements due to Bill 185.
4.	Article 3.1.1.2 – Location of Parking	Replace the word “required” with “provided” so all parking spaces are clearly marked and identified with permanent lines and markings.	The proposed amendment ensures that all provided and required parking spaces, included provided parking spaces, loading spaces, and EV parking spaces, are clearly identified whereas currently only required spaces need to be clearly marked.

#	SECTION	PROPOSED REVISION	COMMENT/EXPLANATION
5.	Subsection 3.1.2 – Table 3.1.2.1 – Required Number of Off-Street Parking Spaces for Residential Uses	Eliminate all required residential parking rates under Column C of Table 3.1.2.1 for Precinct 1, which has been expanded to include all Protected Major Station Transit Areas (PMTSAs).	<p>The elimination of parking rates for all land uses within a PMTSAs is a provincially legislated requirement under the Planning Act which was amended through Bill 185 - Cutting Red Tape to Build More Homes Act, 2024.</p> <p>The amendment to Table 3.1.2.1 impacts both resident and visitor parking spaces.</p>
	Subsection 3.1.2 – Table 3.1.2.1 – Required Number of Off-Street Parking Spaces for Residential Uses	<p>Delete the following note at the bottom of Table 3.1.2.1 – Required Number of Off-Street Parking Spaces for Residential Uses:</p> <p><b>Notes: (1) See Sentence 3.1.2.1.2</b></p>	<p>Note (1) refers to a regulation where visitor parking spaces are not required for existing apartments in the Downtown Core built prior to May 29, 2009.</p>
6.	Subsection 3.1.2 – Table 3.1.2.1 – Required Number of Off-Street Parking Spaces for Residential Uses	Delete Sentence 3.1.2.1.2	<p>The elimination of parking rates for all PMTSAs is a provincially legislated requirement under the Planning Act which was amended through Bill 185 - Cutting Red Tape to Build More Homes Act, 2024.</p> <p>This regulation is no longer necessary as no visitor parking spaces is required in the Downtown Core in any development.</p>



#	SECTION	PROPOSED REVISION	COMMENT/EXPLANATION
7.	Subsection 3.1.2 – Table 3.1.2.2 – Required Number of Off-Street Parking Spaces for Non-Residential Uses	Eliminate all required non-residential parking rates under Column C of Table 3.1.2.1 for Precinct 1, which has been expanded to include all Protected Major Station Transit Areas (PMTSAs).	The elimination of parking rates for all land uses within a PMTSAs is a provincially legislated requirement under the Planning Act which was amended through Bill 185 - Cutting Red Tape to Build More Homes Act, 2024.
	Subsection 3.1.2 – Table 3.1.2.2 – Required Number of Off-Street Parking Spaces for Non-Residential Uses	Reduce parking requirements for the following non-residential uses to be consistent with the rates in Precinct 1:  Office Medical Office Truck Terminal	Reduction in the parking requirements for the three non-residential uses will be in alignment with the existing rates for Precinct 1. The proposed rates are consistent with a Parking Study conducted as part of the 2022 parking reform initiative. The new rates is also used for non-residential uses in the C4 Zone (see below).
8.	Article 3.1.2.3 - C4 Zone Parking Requirement	Amend the regulation to:  a. Add the words “and located outside of Precinct 1” b. Replace the word “Precinct 1” with “Precinct 2”	The amendment ensures the regulation applies outside Precinct 1, and non-residential uses in a C4 Zone is subject to Precinct 2 parking rates and not Precinct 1 as all parking rates have been eliminated.  Not amending this regulation would remove all parking requirements for non-residential uses in a C4 Zone outside of Precinct 1.

#	SECTION	PROPOSED REVISION	COMMENT/EXPLANATION
<b>Miscellaneous</b>			
9 to 66.	Various Residential Zone sections of the By-law:  R1 Exception Zones, R2 Exception Zones, R3 Exception Zones, RM4 Exception Zones, RM5 Exception Zones, RM6 Exception Zones, RM8 Exception Zones, RA1 Exception Zones, RA2 Exception Zones, RA3 Exception Zones, RA4 Exception Zones, RA5 Exception Zones	Deleting Sentences and Clauses in the Exception Tables where require parking for residential and non-residential uses have been modified.	<p>The elimination of parking rates for all land uses within a PMTSAs is a provincially legislated requirement under the Planning Act which was amended through Bill 185 - Cutting Red Tape to Build More Homes Act, 2024.</p> <p>The purpose of deleting references to parking requirements within Exception Tables ensures clarity to the reader that parking is no longer required for lands within PMTSAs.</p>
67 to 85.	Various Commercial and Office Zone sections of the By-law:  C3 Exception Zones, C4 Exception Zones, O1 Exception Zones, O2 Exception Zones, O3 Exception Zones.	Deleting Sentences and Clauses in the Exception Tables where require parking for residential and non-residential uses have been modified.	<p>The elimination of parking rates for all land uses within a PMTSAs is a provincially legislated requirement under the Planning Act which was amended through Bill 185 - Cutting Red Tape to Build More Homes Act, 2024.</p> <p>The purpose of deleting references to parking requirements within Exception Tables ensures clarity to the reader that parking is no longer required for lands within PMTSAs.</p>

#	SECTION	PROPOSED REVISION	COMMENT/EXPLANATION
<b>Part 7: Downtown Core Zones</b>			
86.	Subsection 7.1.9 - Downtown Core Parking Exception Area	Delete the entire subsection.	<p>Subsection 7.1.9 contains a series of modified parking requirement and shared parking formula specific to sections of the Downtown Core (Office District and Square One). These regulations impacted required parking only and not provided parking areas.</p> <p>The elimination of parking rates for all land uses within the Downtown Core as a result of Bill 185 - Cutting Red Tape to Build More Homes Act, 2024 renders Section 7.1.9 as unnecessary. No parking is required on these lands, and shared parking can be arranged independent of any formula.</p>

#	SECTION	PROPOSED REVISION	COMMENT/EXPLANATION
87.	Exception Table 7.2.4.1	Deleted Sentence 7.2.4.1.9 as the regulation references modifications to the base required parking rates.	<p>The elimination of parking rates for all land uses within a PMTSAs is a provincially legislated requirement under the Planning Act which was amended through Bill 185 - Cutting Red Tape to Build More Homes Act, 2024.</p> <p>The purpose of deleting references to parking requirements within Exception Tables ensures clarity to the reader that parking is no longer required for lands within PMTSAs.</p>
<b>Miscellaneous</b>			
88 to 93.	<p>Various Employment, Office, and Development Zone sections of the By-law:</p> <p>E1 Exception Zones,            E2 Exception Zones,            D Exception Zones.</p>	Deleting Sentences and Clauses in the Exception Tables where require parking for residential and non-residential uses have been modified.	<p>The elimination of parking rates for all land uses within a PMTSAs is a provincially legislated requirement under the Planning Act which was amended through Bill 185 - Cutting Red Tape to Build More Homes Act, 2024.</p> <p>The purpose of deleting references to parking requirements within Exception Tables ensures clarity to the reader that parking is no longer required for lands within PMTSAs.</p>

#	SECTION	PROPOSED REVISION	COMMENT/EXPLANATION
<b>Part 13: Zoning Maps</b>			
95 to 155.	Zoning Map Number 1, 3-8, 10-28, 30-35E, 36W, 37E, 40W, 43W, 44E, 48W, 49E, 51W, 52E, 55-59 of Schedule "B"	Zoning Maps are amended to change from Parking Precincts 2 and 3 to Parking Precinct 1 within PMTSAs.	<p>The elimination of parking rates though Bill 185 is established within Parking Precinct 1.</p> <p>The purpose of updating this Zoning Map ensures that all the PMTSAs in the city falls within Precinct 1 and are subject to the same parking rates.</p>

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

**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
<p><b>Provincial Policy Statement (PPS) (2020)</b></p>	<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"> <li>a) promote compact form and a structure of nodes and corridors; and,</li> <li>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)</li> </ul>
<p><b>Provincial Planning Statement (PPS) (2024)</b></p> <p><b>In effect October 20, 2024</b></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"> <li>a) accommodating an appropriate range and mix of land uses, housing options, transportation options with multimodal access;</li> <li>b) improving accessibility for people of all ages and abilities by addressing land use barriers which restrict their full participation in society; and,</li> <li>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)</li> </ul> <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><b>Growth Plan for the Greater Golden Horseshoe (Growth Plan) (2020)</b></p>	<p>The Growth Plan applies to the area designated as the Greater Golden Horseshoe growth plan area. All decisions made on or after May 16, 2019, in respect of the exercise of any authority that affects a planning matter will conform with this Plan, 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.

	<b>General Intent</b>
<b>Chapter 4 Vision</b>	<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>
<b>Chapter 5 Direct Growth</b>	<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>
<p><b>Chapter 6 Value the Environment</b></p>	<p>To improve air quality, Mississauga will promote the use of alternative modes of transportation such as transit, cycling and walking. (Section 6.5.1a)</p>
<p><b>Chapter 7 Complete Communities</b></p>	<p>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)</p>
<p><b>Chapter 8 Create a Multi-Modal City</b></p>	<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>
<p><b>Chapter 10 Foster a Strong Economy</b></p>	<p>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)</p>
<p><b>Former Region of Peel Official Plan Policies</b></p>	<p>It is the policy of this plan to:</p> <ul style="list-style-type: none"> <li>• Promote intensification and mixed land uses in strategic growth areas to support sustainable transportation modes, complete communities, and complete streets.</li> <li>• To reduce auto dependency by providing a range of transportation services to meet the diverse needs of the population.</li> </ul>

	<ul style="list-style-type: none"> <li>• 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.</li> <li>• To promote a transportation system that encourages reduced emissions, and energy conservation.</li> <li>• 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.</li> </ul> <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.



# City of Mississauga Corporate Report



Date: March 20, 2024

To: Chair and Members of Planning and Development Committee

From: Andrew Whittemore, M.U.R.P., Commissioner of Planning & Building

Originator's files:  
BL.01-PAR

Meeting date:  
April 8, 2024

## Subject

### **PUBLIC MEETING / RECOMMENDATION REPORT (WARDS 4, 5, 7)**

Zoning By-law Amendment to Reduce Residential Parking Requirements along the Hazel McCallion Line (north of the QEW)

## Recommendation

1. That the proposal to amend Zoning By-law 0225-2007 to reduce minimum resident per unit parking requirements for apartments and dwelling units provided by a public authority and non-profit provider along the Hazel McCallion Line, north of the QEW, in accordance with the report dated March 20, 2024, titled "Zoning By-law Amendment to Reduce Residential Parking Requirements along the Hazel McCallion Line", from the Commissioner of Planning and Building, be approved.
2. That notwithstanding planning protocol, this report regarding the proposed Zoning By-law 0225-2007 be considered both the public meeting and a recommendation report.
3. That the implementing Zoning By-law be brought to a future City Council meeting.

## Executive Summary

- Council Motion (Item 15.2) approved on June 28, 2023 directed staff to look at the feasibility of reducing parking requirements in parking precincts that will be served by the Hazel McCallion Line, including investigating an elimination of minimum parking requirements for resident land uses. This recommendation report is a response to the Motion and [Information Report](#) presented at the October 23, 2023 Planning and Development Committee (Appendix 1). Appendix 2 assesses the proposed changes to the Zoning By-law against the provincial policy framework and other applicable policies.

- Lands south of the Queen Elizabeth Way (QEW) have been excluded from the study area as a result of Recommendation (Item #PDC-0067-2023) approved by Planning and Development Committee on October 23, 2023.
- It is recommended that a reduction of the minimum resident parking requirements for apartments (condominium and rental) to 0.5 spaces per unit and visitor parking requirements to 0.15 spaces per unit, along the Hazel McCallion Line between the QEW and the Brampton border (proposed as Parking Precinct 1a) be approved. Corresponding per unit reductions are also recommended for public authority dwelling units and dwelling units provided by a non-profit housing provider.
- As Mississauga embraces sustainable modes of transportation and transforms communities along the Hazel McCallion Line that are walkable, inclusive, and vibrant, the city is seeking an evolutionary step towards reduced automobile reliance.
- Modernizing parking standards is a transformative process that cannot be done instantly. The approach taken to reduce minimum parking rates for Precinct 1a instead of eliminating parking immediately ensures there is not an undersupply of resident parking in the future while preventing excessive parking supply. Industry leaders with projects along the LRT Corridor have signaled that resident parking would still be needed even if parking minimums were eliminated.
- Should further reductions to minimum resident parking rates in Precinct 1a be requested, developers must demonstrate the reductions will have minimal impact on future residents of the proposed development by meeting a set of criteria included in the Parking Study Terms of Reference. The draft criteria included in Appendix 3 ensures alternative transportation options are available to residents and visitors.

## Background

Ontario is facing significant housing challenges and increasing supply is becoming a strategic priority for all levels of government. In response, the City of Mississauga approved [Growing Mississauga: Action Plan for New Housing \(2023\)](#) (Growing Mississauga), a comprehensive action plan designed to increase the supply of housing, streamline development and building approvals, and improve affordability. Although reducing parking requirements is not a specific Action Item in this Action Plan, further modernizing parking standards can result in getting homes built faster and are affordable by reducing construction time.

According to Growing Mississauga, there is an estimated residential capacity of 81,300 new units in the Urban Growth Centre alone (based on existing Official Plan permissions). Reducing

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automobile dependency not only leverages the investments made along the LRT Corridor and the future Downtown Mississauga Terminal and Transitway Connection (DMTTC) but may also reduce vehicular traffic congestion in the Downtown Core, Fairview, Cooksville, Hospital and Uptown Node areas as population increases over the next several decades. The Hazel McCallion Line will provide a significant opportunity to support transit-oriented development and increase the use of transit.

An evolution to update the City's parking requirements commenced with a comprehensive amendment to Mississauga Zoning By-law 0225-2007 (Zoning By-law) in June 2022. Amongst others, amendments to the off-street parking regulations included:

- The introduction of four Parking Precincts; and,
- Modernizing city-wide parking requirements, including reduced parking rates for apartments (condo and rental) and dwellings units owned/operated by or on behalf of a public authority or a non-profit corporation using the Parking Precincts framework.

On June 28, 2023, City Council approved a motion directing staff to determine the feasibility of reducing minimum resident per unit parking requirements along the Hazel McCallion Line. Responding to the motion, a Corporate Report was brought forward to the October 23, 2023, Planning and Development Committee (Committee) recommending further reductions in the minimum resident parking requirements be along the Light Rapid Transit (LRT) corridor. The purpose of this Corporate Report is to present amendments to Mississauga's Zoning By-law. The implementing Zoning By-law will be brought to a forthcoming City Council meeting, should the Committee approves the recommendations in this Report.

## Comments

As noted in the October 23, 2023 [Information Report](#), reducing parking standards can:

- Enable the City to leverage investments made to the LRT and accelerate the shift to non-vehicular modes;
- Help lower housing construction costs while reducing construction timelines;
- Advance the goals of the city's Climate Change Action Plan, Downtown Movement Plan, and the Transportation Master Plan amongst others; and,
- Improve overall site design by reducing the number of onsite parking supply.

In general, the more parking that is available the more likely it is to induce demand, i.e. result in higher car ownership rates and increased vehicle kilometres travelled.

### 1. LOWER PARKING RATES REDUCES CONSTRUCTION TIME AND COSTS

Reducing minimum parking requirements lowers construction costs and time as fewer underground parking levels need to be built. In the long run, there are fewer repairs and maintenance needed to the parking structure which saves residents money.

In more urbanized locations such as Downtown, developers noted that each underground parking space can cost in the order of \$80,000 to \$120,000, depending on how deep the underground parking is, the type of bedrock, and the presence of groundwater. As each underground parking level takes up to 4 months to complete (includes excavation and construction), a typical five level underground parking garage can take 18 months to build.

Developers have indicated that they are unable to recover the full cost of parking construction when spaces are sold. With recent data showing that Mississauga developers are selling each parking space between \$50,000 to \$80,000 per underground parking space, the unrecovered cost from unsold spaces are being transferred across all residents in the development. Therefore, constructing only the necessary number of parking spaces needed by the market minimizes unrecovered costs.

## **2. AN EVOLUTIONARY PATH TO FURTHER MODERNIZE RESIDENT PARKING STANDARDS ALONG THE LRT CORRIDOR**

Maintaining a minimum parking requirement (albeit lower) will address the continued need to supply parking, as vehicle ownership will remain present for a segment of residents. In order for Mississauga to transition from a primarily car-centric city to one that embraces sustainable modes of transportation and is less reliant on the private vehicle, progressive solutions will be required to “move the marker” along the LRT Corridor such as elimination of parking minimums and considering innovative parking standards that embraces shared mobility such as car share spaces. These solutions are most effective in the Downtown due to a mix of land uses and densities, leveraging investments made to higher order transit and active transportation initiatives.

In progressive cities such as Vancouver, parking minimums were eliminated earlier this year in Vancouver’s West End and the Broadway Plan area as these communities are walkable and dense, and where daily needs can be accessed without a car. These communities are similar to Toronto where parking standards have also been eliminated.

## **3. PERMITTING LOWER RESIDENT PARKING REQUIREMENTS WILL BE EVALUATED AGAINST CRITERIA**

Ontario planning legislation allows any landowner to apply for an amendment to the Zoning By-law and all municipalities are mandated to evaluate the merits of each application. Currently, developers wishing to reduce in-effect parking requirements, as part of a rezoning or a minor variance application, must demonstrate through a Parking Utilization Study that the lower parking supply does not impact future residents and the overall transportation network in the vicinity of the proposed development. Modifications to the parking rate should still give some residents options to own a vehicle.

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As proposed onsite resident parking rates in Precinct 1a will already be the lowest in Mississauga, should further reductions to the parking requirements be requested, developers shall demonstrate how lower parking rates will not impact future residents' ability to:

- Have access to safe and inclusive alternative transportation options such as bicycle infrastructure that are suitable for all abilities (multi-use trails but not bike lanes located on a live traffic lane) in addition to access to a robust higher order transit network;
- Continue to meet the daily needs within walking distance in particular for older adults, children, and individuals with mobility challenges;
- Allow residents to better utilize rideshare and other shared mobility options, and utilizing online delivery services; and,
- Continue to own a vehicle but are made aware at the time of purchase or rent that overflow parking (parking on the surrounding streets) is not permitted and may be subject to enforcement.

To achieve these objectives, proposed updates to the [Parking Utilization Studies Terms of Reference](#) require the developer to submit additional information and data as part of the Parking Utilization Study. This set of criteria would be in addition to the parking surveys developers are currently required to submit to ensure parking utilization rates remain within acceptable levels even with a reduced parking supply.

The set of criteria is useful in determining whether reducing parking rate impacts residents of the proposed development. Each criterion is equally weighed, and a passing score is required before a final recommendation is made by staff. The set of criteria can be found in Appendix 3. The Parking Utilization Studies Terms of Reference may be refined over time as criteria is tested for each Minor Variance or Zoning By-law Amendment application that is reviewed.

#### **4. PROPOSED ZONING BY-LAW AMENDMENT**

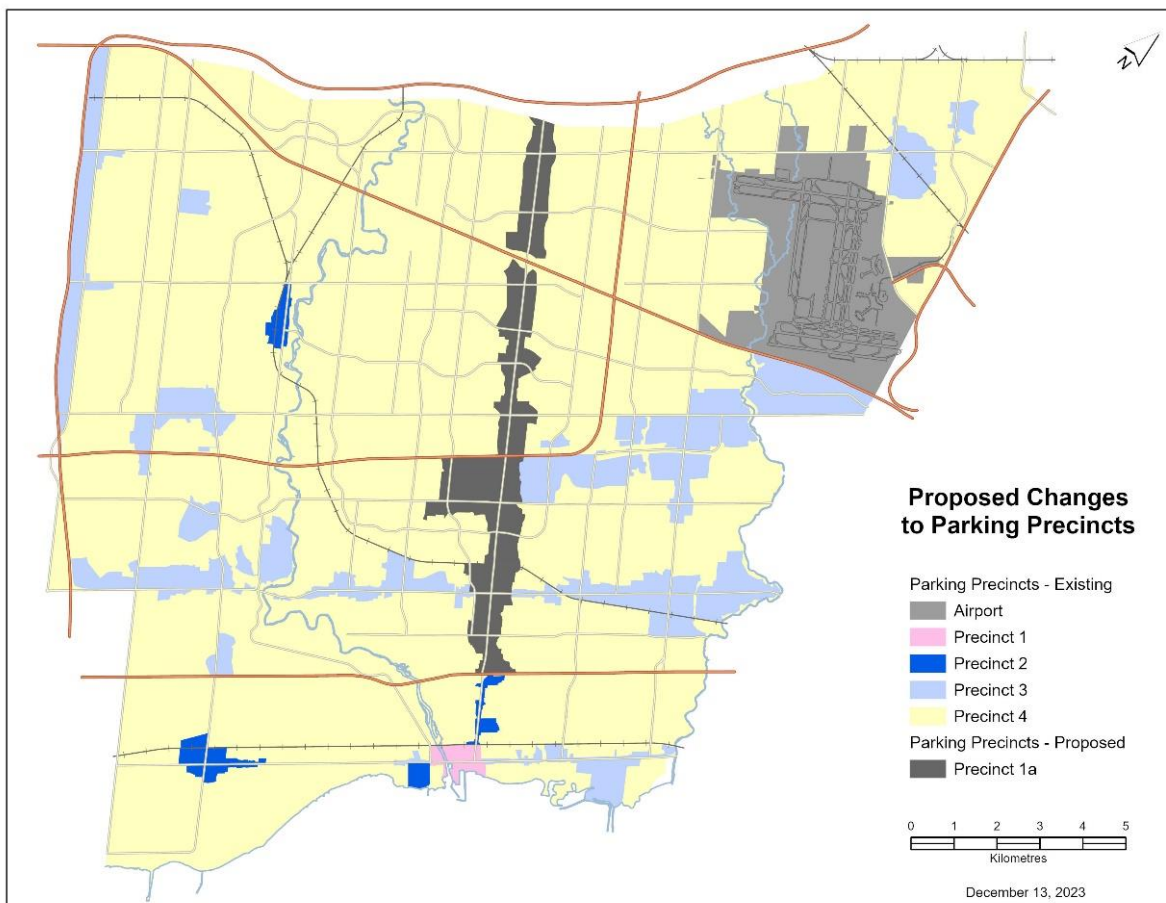
The following discussion provides an overview of the recommendations and rationale of the proposed amendments.

##### **a) New Parking Precinct 1a**

The in-effect off-street parking regulations contained in Part 3 of the Zoning By-law includes four Parking Precincts, with Precinct 1 along the Hurontario Intensification Corridor having the lowest parking rates, whereas Precinct 4 have the highest parking rates. The proposed Parking Precinct 1a will stretch from the QEW to the Brampton border, including the entire Urban Growth Centre (i.e., Downtown Core, Fairview, Cooksville, and Hospital) and Uptown Node.

Gateway Corporate Centre is also included in the proposed Precinct 1a, however residential uses are not permitted in this area. Staff are "future proofing" the Zoning By-law should non-residential uses warrant parking regulations reductions once the Hazel McCallion Line becomes fully operational.

Figure 1: Conceptual Map of Proposed Parking Precinct 1a



Proposed Parking Precinct 1a is shown in Figure 1 in dark grey. There currently are no plans to expand Precinct 1a into other Parking Precincts or amend Parking Precinct boundaries elsewhere in the city. This could be considered in the future based on the success of the reduction along the LRT.

**b) Reduction of Minimum Resident per unit Parking Requirements for Apartment and Dwelling units provided by a Public Authority and Non-Profit Provider**

The in-effect minimum resident parking rates is 0.8 spaces per unit for Apartments (condominium and rental) in Precinct 1, including the Downtown Core. Public authority dwelling units and dwelling units provided by a non-profit housing provider requires half the parking rate at 0.4 spaces per unit.

The proposed new requirement in Precinct 1a for minimum resident parking rates is 0.5 spaces per unit and applies to Apartments (condominium and rental). Further, the minimum parking rate for Public Authority dwelling units and dwelling units provided by a non-profit housing provider is proposed to be reduced to 0.25 spaces per unit to be consistent with the existing approach of

halving the parking rate of the apartment use. Previous research showed that residents living in a public authority dwelling or dwelling units provided by a non-profit housing provider has less reliance on the automobile as a primary source of transportation.

Amendments are also proposed for Part 7 of the Zoning By-law, Table 7.1.9 – Downtown Core Parking Exemption Area with a simplified and lower minimum parking rate of 0.5 spaces per unit as opposed to resident parking requirements by the number of bedrooms per unit.

As part of continued efforts of data collection to understanding trends and planning for future amendments, staff will continue to monitor parking supply and demand through development applications and literature review. Should issues emerge or as parking trends keep changing, staff would recommend necessary amendments to the Zoning By-law. Furthermore, discussions with staff will continue to ensure street parking management and enforcement are conducted, especially in surrounding residential neighbourhoods in close proximity to the LRT Corridor.

**c) Establish a Standard of Minimum Visitor Parking Requirements for Apartment and Dwelling units provided by a Public Authority and Non-Profit Provider**

The in-effect minimum visitor parking rates for apartments and public authority dwelling units and dwelling units provided by a non-profit housing provider is 0.15 spaces per unit in the Downtown Core Zones and 0.2 spaces per unit in the remainder of Precinct 1. Current (0.15 spaces per unit) visitor parking requirements has been effective in the Downtown Core due to the presence of the transit terminal, mix of uses, and on-street parking.

To further parking requirement reductions and meeting the City's housing and transportation targets along Precinct 1a, staff are also recommending having a standard visitor parking rates for apartments to 0.15 spaces per unit in the entire Precinct 1a, thus having a consistent requirement with the Downtown Core. Consistent with the Downtown Core, visitors to Downtown Fairview, Cooksville, Hospital and Uptown Node will benefit from the Hazel McCallion Line as a greater range of transportation options are available. Similar to resident parking, developers can provide more visitor parking if necessary to meet the needs of residents.

Several benchmarked cities, such as in Vaughan Metropolitan Centre (VMC) and along Kitchener and Waterloo's Ion LRT Line, have reduced visitor parking requirements in areas that are supported by higher order transit. Further, recent appeals to the Ontario Lands Tribunal (OLT) of rezoning applications also support lower visitor parking standards due to upcoming higher order transit and active transportation infrastructure.

## 2. PLANNING ANALYSIS SUMMARY

The proposed City-initiated amendment to the Zoning By-law is consistent with the Provincial Policy Statement and conforms to the Growth Plan for the Greater Golden Horseshoe, the Region of Peel Official Plan and Mississauga Official Plan. See Appendix 2 for a detailed Planning Analysis and Summary of Applicable Policies.

### Strategic Plan

The proposed updates to the City's vehicular regulations in the Zoning By-law are consistent with the Move, Connect and Green pillars of the Strategic Plan. In addition, the proposed amendment aligns with other key City strategies:

- Parking Master Plan and Implementation Strategy (PMPIS), 2019
- Transportation Master Plan (TMP), 2019
- Climate Change Action Plan (CCAP), 2019
- Transportation Demand Management Strategy (TDM) Strategy, 2018
- Downtown Movement Plan (DMP), ongoing
- Growing Mississauga: Action Plan for New Housing, 2023

### Engagement and Consultation

Consultation with stakeholders was performed as part of the study to support this report's recommendation such as through the Housing Panel and meetings with staff from benchmarked municipalities and developers. Reducing resident parking requirements along the Hazel McCallion Line was supported by those consulted with for the following reasons:

- Despite the modernization of the off-street parking regulations in the Zoning By-law in recent years, developers indicate that the in-effect parking requirement remains higher than the current demand, resulting in an oversupply of parking spaces. It has been reported that at least one home builder incentivized prospective homebuyers to purchase a parking space.
- Developers who do not want to oversupply parking have sought approval of reduced resident per unit parking through Minor Variance or rezoning applications, which increases application time and staff resources.
- Home builders will continue to provide per unit resident parking spaces based on what the market demands. Researching benchmarked cities have found that developers will continue to provide parking even if parking rates have been eliminated. Further, additional parking spaces are often constructed as a buffer to satisfy future increases in parking demand.
- The cost of constructing each parking space is expensive and time consuming. Further, it takes on average four months to build each underground parking level (due to the removal and shoring of bedrock, constructing and waterproofing each parking level).



- Rents may be higher in order to recover the cost of oversupplying parking spaces in a purpose-built rental development. Furthermore, there is a general trend that tenants may have a lower tendency to own a vehicle, further supporting reduced minimum per unit parking requirements.

## Financial Impact

There are no financial impacts resulting from the Recommendations in this report.

## Conclusion

A City Council motion approved on June 28, 2023, and subsequent Corporate Report directed staff to investigate the feasibility of reducing parking standards along the Hazel McCallion Line from the QEW to the Brampton border. The proposed changes to the Zoning By-law leverage higher order transit investments encouraging more transit use; reduce the reliance of the automobile while increasing the use of active transportation; address climate change; reduce construction costs and time; reduce rents and maintenance fees over the long run; improve public health; and, support connected and complete neighbourhoods. These changes also support the City's goals to improve housing affordability and facilitate more housing production (both market and affordable). The implementing Zoning By-law amendment would be part of a forthcoming Council meeting.

Modernizing parking standards is a transformative process that cannot be done instantly. The approach taken to reduce minimum parking rates for Precinct 1a, while also updating the Parking Utilization Study Terms of Reference guiding further reductions, is designed to balance the need to reduce car dependence while inhibiting an undersupply of spaces. Staff will report back to Council on the success of the updated by-law following the occupancy of a sampling of buildings that utilize the lower rates and the LRT is in operation. Eliminating resident rates along the LRT corridor and/or lowering rates in other areas may be considered as part of that review.

## Attachments

Appendix 1: Information Report

Appendix 2: Planning Analysis and Summary of Applicable Policies

Appendix 3: Parking Study Terms of Reference: Resident Parking Requirement along LRT Corridor (Precinct 1a Only) Criteria for Analysing Reductions



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

Prepared by: Tim Lee, Planner, City Planning Strategies