
Planning and Development Committee

Date: May 31, 2021
Time: 6:00 PM
Location: Online Video Conference

Members

Mayor Bonnie Crombie	
Councillor Stephen Dasko	Ward 1
Councillor Karen Ras	Ward 2
Councillor Chris Fonseca	Ward 3
Councillor John Kovac	Ward 4
Councillor Ron Starr	Ward 6 (Vice-Chair)
Councillor Dipika Damerla	Ward 7
Councillor Matt Mahoney	Ward 8
Councillor Sue McFadden	Ward 10
Councillor George Carlson	Ward 11 (Chair)
Councillor Carolyn Parrish	Ward 5 (ex-officio)
Councillor Pat Saito	Ward 9 (ex-officio)

Participate Virtually

Advance registration is required to participate in the virtual public meeting. Please email deputations.presentations@mississauga.ca no later than Friday, May 28, 2021 at 4:00 p.m. Any materials you wish to show the Committee during your presentation must be provided as an attachment to the email. Links to cloud services will not be accepted. You will be provided with directions on how to participate from Clerks' staff.

Participate by Telephone

Residents without access to the internet, via computer, smartphone or tablet, can participate and/or make comment in the meeting via telephone. To register, please call Megan Piercey at 905-615-3200 ext. 4915 no later than Friday, May 28, 2021 at 4:00 p.m. You must provide your name, phone number, and application number if you wish to speak to the Committee. You will be provided with directions on how to participate from Clerks' staff.

Contact

Megan Piercey, Legislative Coordinator,
Legislative Services 905-615-3200 ext. 4915 megan.piercey@mississauga.ca

PUBLIC MEETING STATEMENT: In accordance with the Ontario Planning Act, if you do not make a verbal submission to the Committee or Council, or make a written submission prior to City Council making a decision on the proposal, you will not be entitled to appeal the decision of the City of Mississauga to the Local Planning and Appeal Tribunal (LPAT), and may not be added as a party to the hearing of an appeal before the LPAT.

Send written submissions or request notification of future meetings to: Mississauga City Council
Att: Development Assistant c/o Planning and Building Department 6th Floor 300 City Centre Drive,
Mississauga, ON, L5B 3C1
Or Email: application.info@mississauga.ca

1. **CALL TO ORDER**

2. **DECLARATION OF CONFLICT OF INTEREST**

3. **MINUTES OF PREVIOUS MEETING**

3.1. Planning and Development Committee Meeting Draft Minutes - May 10, 2021

4. **MATTERS TO BE CONSIDERED**

4.1. INFORMATION REPORT (WARD 5)

Sign Variance Application to permit one (1) Billboard Sign with two (2) electronic changing copy sign faces

5965 Dixie Road

Applicant: Permit World

File: SGNBLD 20-1229 VAR (W5)

4.2. PUBLIC MEETING INFORMATION REPORT (WARD 10)

Rezoning and Draft Plan of Subdivision applications to permit 47 townhomes (42 back to back townhomes and 5 condominium townhomes) on condominium roads 5150 Ninth Line, west side of Ninth Line, north of Eglinton Avenue West

Owner: Mattamy (5150 Ninth Line) Limited

Files: OZ 20/021 W10 T-M20005 W10

4.3. RECOMMENDATION REPORT (WARD 10)

Rezoning and Draft Plan of Subdivision applications to permit 122 townhomes on condominium roads and a new public road from Ninth Line

5150 Ninth Line, west side of Ninth Line, north of Eglinton Avenue West

Owner: Mattamy (5150 Ninth Line) Limited

Files: OZ 19/018 W10 and T-M19006 W10

4.4. RECOMMENDATION REPORT (WARD 6)

Official Plan Amendment and Rezoning applications to permit 105 townhomes 1240-1310 Britannia Road West, 0 Cabrera Crescent, 5939-5989 Cabrera Crescent and 1295 Galesway Boulevard, south side of Britannia Road West, east of Whitehorn Avenue

Owner: National Homes (1240 Britannia) Inc. and Mattamy (Country Club) Ltd.

File: OZ 20/004 W6

4.5. PUBLIC MEETING INFORMATION REPORT (WARDS 1 TO 11) – Off-street Parking Regulations Updates

5. **ADJOURNMENT**

City of Mississauga Corporate Report



Date: May 7, 2021

To: Chair and Members of Planning and Development Committee

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

Originator's file:
SGNBLD 20-1229 VAR
(W5)

Meeting date:
May 31, 2021

Subject

RECOMMENDATION REPORT (WARD 5)

Sign Variance Application to permit one (1) Billboard Sign with two (2) electronic changing copy sign faces

5965 Dixie Road

Applicant: Permit World

File: SGNBLD 20-1229 VAR (W5)

Recommendation

1. That the report dated May 7, 2021, from the Commissioner of Planning and Building regarding variances to the Sign By-law under File SGNBLD 20-1229 VAR (W5), Permit World, 5965 Dixie Road, be received for information.
2. That the request to permit one (1) Billboard Sign with two (2) electronic changing copy sign faces be approved.

Background

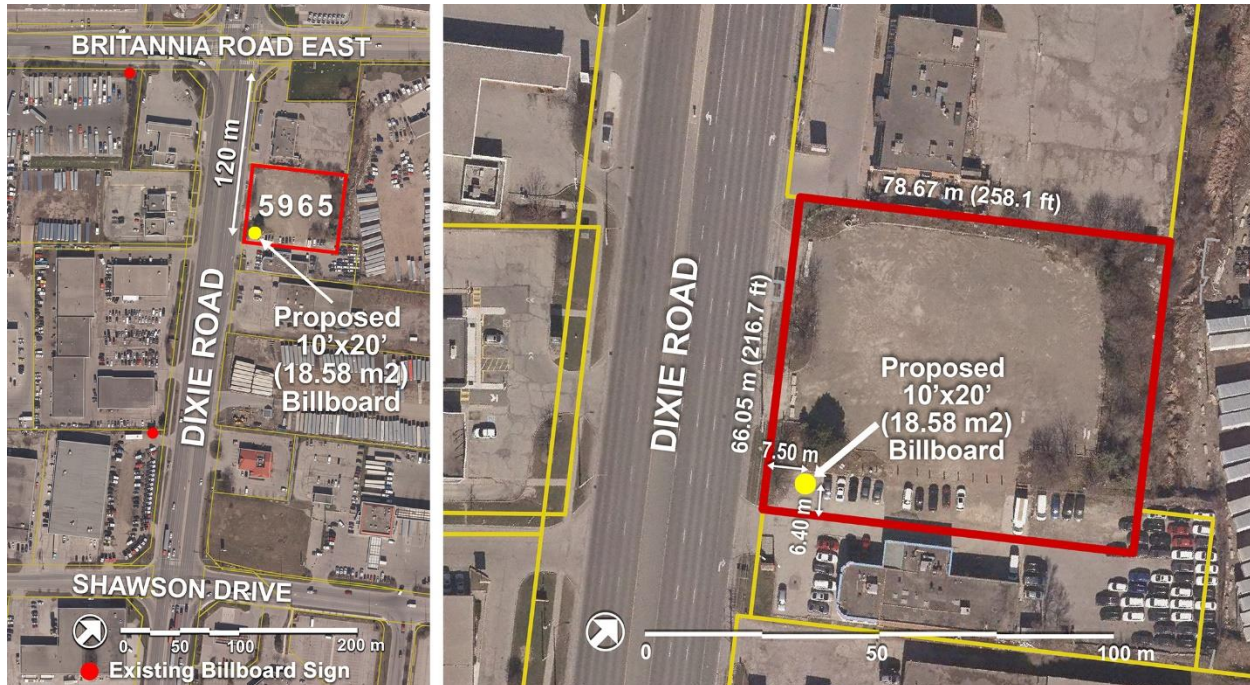
The applicant has requested a variance to the Sign By-law to permit one (1) Billboard Sign with two (2) electronic changing copy sign faces (Appendix 1). Planning and Building Department staff support the variance as proposed. In accordance with Recommendation PDC-0065-2017, all proposed billboard signs with electronic changing copy are to be reviewed in accordance with the *Guidelines for the Review of Sign Variance Applications for Billboard Signs with Electronic Changing Copy* (the Guidelines) and brought to Planning and Development Committee for consideration.

The purpose of this report is to provide information regarding the application and the rationale for the recommendations.

Comments

Site Location

The site is a vacant property located on the east side of Dixie Road, between Britannia Road East and Shawson Drive to the south.



Aerial Images of Subject Property

Context and Surrounding Land Uses

The subject property is zoned **E2** (Employment), which allows for a variety of business operations in the current Zoning By-Law 0225-2007. The site is surrounded by properties also zoned **E2** (Employment). There are no residential or other sensitive uses visible from or within the subject property's surrounding context.

Other similar sign variance applications previously approved

There are no similar sign variance applications that were previously approved in the vicinity of the subject property.

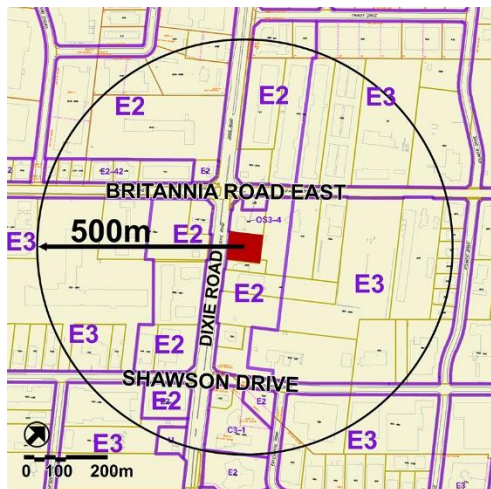
History

There is an active Tree Permit application number TP 20-109 on the subject property to remove some trees from the area close to the proposed billboard. Dixie Road is a Regional road, and the applicant has obtained clearance from the Region of Peel. (Appendix 1)

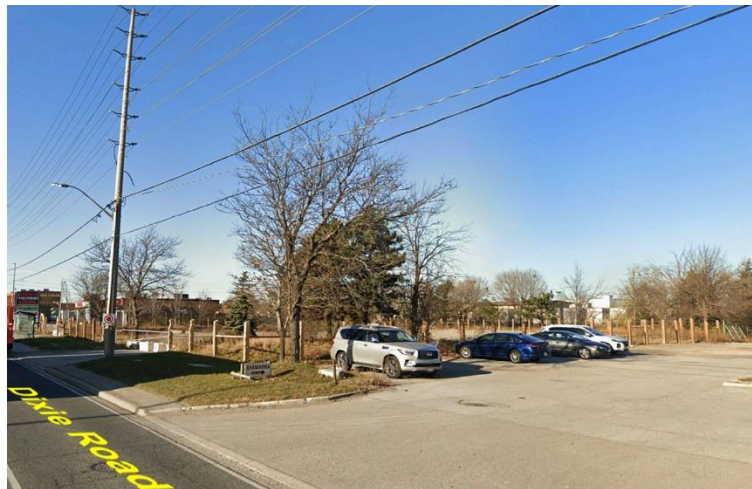
Proposal

The applicant has requested a variance to the Sign By-law to permit one (1) Billboard Sign with two (2) electronic changing copy sign faces. The proposed billboard sign is located at the southwest corner of the site with a 7.5 m (24.6 ft.) setback from the Dixie Road lot line.

The billboard sign is V-shaped with two faces angled to provide maximum visibility for the north and south traffic along Dixie Road. The dimensions of each face of the proposed billboard sign are 6.1 m x 3.05 m (20 ft. x 10 ft.) with an area of 18.6 m² (200 ft²) and 7.6 m (25.0 ft.) height. (Appendix 2)



Existing Zoning within 500 m



Existing Condition

Application Assessment

The proposed billboard sign satisfactorily addresses the Sign By-law 54-02, and the Council approved *Guidelines for the Review of Billboard Signs with Electronic Changing Copy* (the Guidelines) as follows:

The Sign By-law or Guidelines	Applicant's proposal	Meet (✓)
		Not Meet (X)
Location: Table (4) in Sign By-law states that billboard sign is permitted in vacant industrial property	The subject property is vacant and zoned E2 and located in an employment area along Dixie Road with an approximate 750 m (2460.6 ft.) distance from Highway 401	✓
Maximum height: 7.6 m (25.0 ft.)	7.6 m (25.0 ft.)	✓
Setback from the street line: 7.5 m (24.6 ft.)	7.5 m (24.6 ft.)	✓
Number of faces: No part of a billboard shall be a multi-faced	One billboard with two (2) faces in V-shape	✓
Maximum sign area per face: 20 m ² (215.3 ft ²)	18.6 m ² (200 ft ²)	✓

The Sign By-law or Guidelines	Applicant's proposal	Meet (✓)
		Not Meet (X)
Minimum distance from another billboard sign on the same side of the street: 250 m (820.2 ft.)	There are no billboards located within 250 m (820.2 ft.) of the subject property on the same side of the street	✓
Minimum distance from a residential zone: 250 m (820.2 ft.)	There are no residential properties within 1.0 km (3,280.8 ft.) of the proposed sign	✓
Minimum distance to the closest traffic control device: 120 m (393.7 ft.) from a major traffic sign or driver decision point, where the posted speed limit on a road is less than 80 km/hr	120 m (393.7 ft.) from the controlled intersection at Dixie Road and Britannia Road East intersection. The speed limit along this section of the road is 70 km/hr	✓
Specifications: sections 3.7, 3.8, 3.9, 3.10, 3.11, and 3.12 of the Guidelines states the required specifications for a proposed billboard sign, including the minimum message display duration, the transition between successive displays, message sequencing and amount of information displayed, sign animation, and the sign brightness and luminance	The proposed billboard sign satisfactory addressed all the required specifications in the Guidelines (Appendix 2)	✓

Financial Impact

The recommendation contained herein does not have any financial impact to the City of Mississauga.

Conclusion

The requested variances to permit one (1) Billboard Sign with two (2) electronic changing copy sign faces should be approved. The proposed electronic billboard sign meets the *Guidelines for the Review of Sign Variance Applications for Billboard Signs with Electronic Changing Copy*.

Attachments

- Appendix 1: Applicant's Urban Design Impact Study
- Appendix 2: Applicant's Drawings
- Appendix 3: Variance Letter



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

Prepared by: Amr Merdan, Urban Designer



33 Young St. E., Unit 1, Waterloo, ON N2J 2L4 T: 519-585-1201 F: 519-208-7008

May 8, 2020

City of Mississauga
Planning and Building Department
Development and Design Division
300 City Centre Drive
Mississauga, ON L5B 3C1

Attention: Jeff Grech

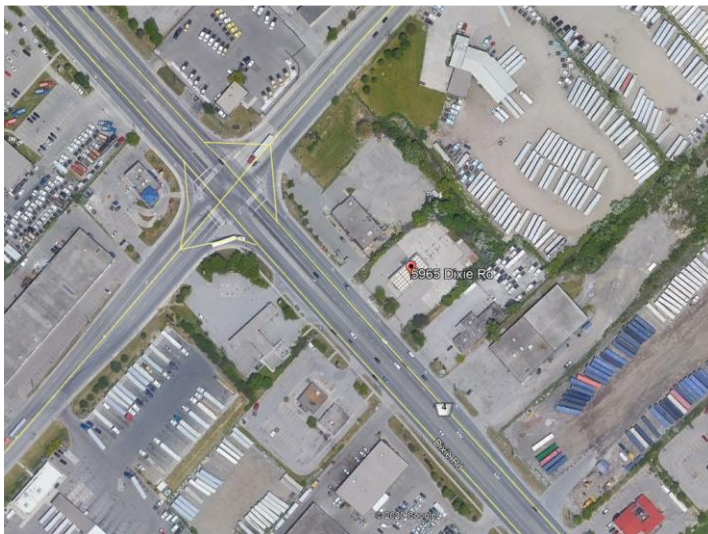
Re: Urban Design Impact Study – SGNBLD 20-1229 - Sign Variance 5965 Dixie Road, Mississauga, ON

Dear Sir,

The following submission is our Design Impact Assessment Study as it relates to our sign variance submission for the property known as 5965 Dixie Road.

The property is located at 5965 Dixie Road and is zoned Vacant Commercial E2. Permit World, on behalf of Len Regina, owner of the above property, is requesting approval to install two electronic changing copy sign faces in a “V” formation on the above property.

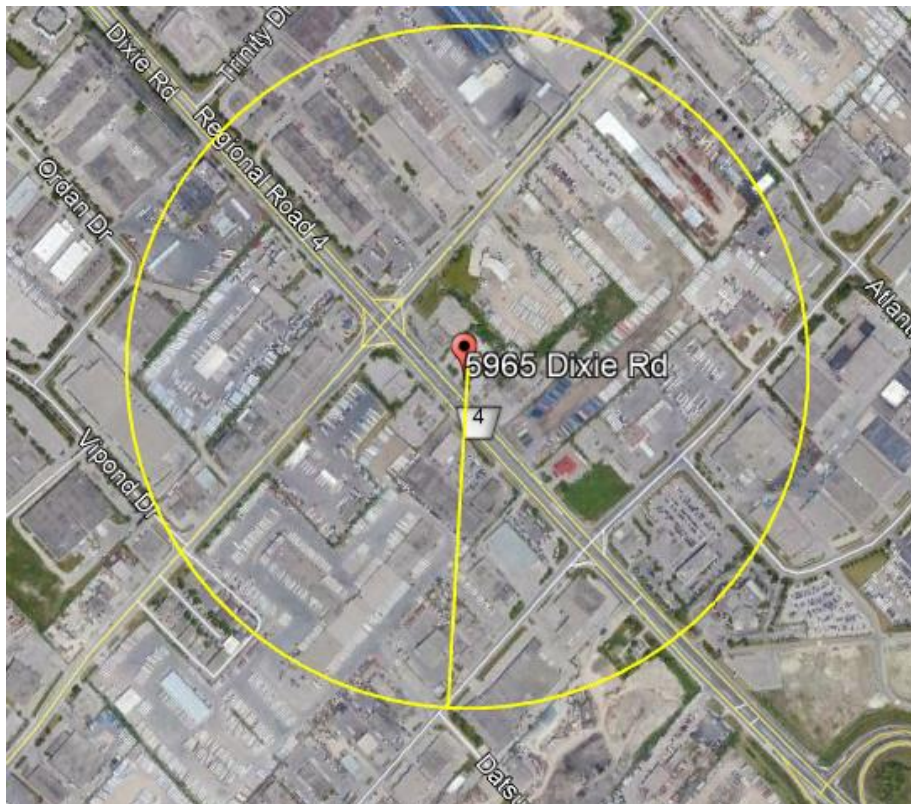
The property is located on the eastern side of Dixie Road with Britannia Road East to the north and Shawson Drive to the south. The frontage is 66.05m with an overall depth of 78.67m. The properties to the immediate north and south of the subject property are fully development commercial.



The digital boards are proposed to be oriented with the attached corner of the “V” facing towards Dixie Road with the intention to provide maximum safe visibility for north and south bound traffic. The proposed sign face area of 18.58 sq m (200 sq ft) is appropriate to the size of the property and the overall neighbourhood.

The variances being sought are to permit one electronic billboard sign with two static electronic changing copy faces and the sign will be installed in a V-shape with two sign faces angled to provide optimal viewing along Dixie Road.

The photo below shows the property location and properties within 500 m of the proposed sign.



The following assessment of our application will be completed in conjunction with the document titled “Guidelines for the Review of Sign Variance Applications for Billboard Signs with Electronic Changing Copy”. Our analysis will be compared to the “Guideline” excerpt:

“The purpose of this document is to establish a set of criteria by which sign variance applications for billboard signs with electronic changing copy will be evaluated. Municipalities generally establish controls to mitigate the impacts of electronic billboard signs on traffic safety, sensitive land uses and on the visual image of the communities in which they are located.”

The guidelines contained in that document and their criteria will be applied in this review and submission for our request to install a “V” shaped billboard featuring electronic changing copy. One face of the board will be oriented towards south bound traffic and the other will be facing north bound traffic on Dixie Road.

3.1 Waiver

A waiver releasing the City and Road Authority from liability and committing to indemnifying the City and Road Authority against any claim, action or process for damage and/or injury as a result of the installation or existing of the billboard sign has been submitted to the city.

3.2 Location

Billboard signs with electronic changing copy shall only be considered wherever billboard signs are permitted in accordance with Sign by-Law 54-02 (see Table 4, page 19) and in the following areas of the City:

- Public Squares in the Downtown Core
- Public Squares within the Cooksville 4 Corners
- Public Squares within Major Nodes
- Specific areas of the City, deemed by the City to be locations in which electronic billboard signs are seen as key elements that contribute to the character and vibrancy of the area.

Although the subject property is not within those areas identified above, the vacant commercial property at 5965 Dixie Road is ideally located for this type of sign. The property is reasonably close to the northern edge of the city and can function as “gateway” signage. HWY 401 is approximately 3/4 km to the south and Dixie Road is heavily travelled due to the highway proximity and the heavily commercial and industrial nature of the area. The entire area is industrial with no residential or other sensitive properties which could be impacted by the proposed sign.

Dixie Road is also a Region of Peel road and clearance has been obtained from the Region of Peel that they have no issues with the sign (copy of email attached).

3.3 Urban Design Impact Assessment

Each sign variance application package for a billboard sign with electronic changing copy shall include an urban design impact assessment of the proposed sign on the views, visual quality and character of the existing and planned surrounding context (see Appendix C for Terms of Reference).

A contextual plan/site plan is attached to this submission as per the criteria contained in Appendix C of the Guidelines.

3.4 Sign By-law 54-02

As per Table 4 and Sec. 20 of the Sign By-law 54-02 the proposed billboard featuring electronic changing copy will abide by all the criteria as set out on Page 20 of the Sign By-law 54-02 except that the sign shall be V-shaped and the current zoning is Vacant Commercial E2 rather than Vacant Industrial.

3.5 Separation Distances, Heights, Setbacks, Maximum Sign Area

Billboard signs with electronic changing copy shall be positioned relative to one another such that not more than one electronic billboard display shall be visible to an approaching driver at the same time.

Except for 2(a) and 2(b), the provisions of the Sign By-law 54-02 Sec. 20 shall also apply to billboard signs with electronic changing copy. No part of a billboard sign with electronic changing copy shall:

- Exceed 7.62 m in height (240-07)
- Be located closer than 7.5 m to the street line (240-07)
- Be multi-faced
- The maximum sign area of a billboard shall be 20 m² per sign face (240-07)

The proposed sign will not exceed 7.62 m in height.

The proposed sign will be set back not less than 7.5 m from the property line

The proposed sign will have two faces forming an “V”. The proposed sign will have a sign face area per face of 3.048m x 6.0989m = 18.58 sq m or 200 sq ft.

Notwithstanding the provisions of Sign By-law 54-02, Section 20, 2(a) and 2(b), no part of a billboard sign with electronic changing copy shall be:

- Located closer than 250 m from another billboard on the same side of the street but this does not apply to billboard signs on opposite sides of grade separated by railway crossings.
- Located closer than 250 m measured in a straight line from a residential Zone.

It should be noted that there are no billboards located within 250 m of the subject property on the same side of the street as the proposed billboard. However, there are two static billboards on the opposite or west side of Dixie Road, one approximately 200m to the south and the other approximately 225m to the north. There are no residential properties within 1.0 km of the proposed sign.

3.6 Location of billboard signs with electronic changing copy, relative to traffic control devices and important driver decision points

Where the posted speed limit on a road is less than 80 km/hr, a billboard sign with electronic changing copy shall not be erected within 120 m of a major traffic sign or driver decision point.

The proposed billboard sign will be located approximately 120.0 m from the controlled intersection at Dixie Road and Britannia Road East. The speed limit along this section of road is 70 kmph. This separation satisfies the Sign by-laws for setback for a static image billboard.

Driver decision points include intersections, on ramps, interchanges, merge areas, right/left turn lanes and close to traffic signals, toll plaza, pedestrian crossings, rail crossings, work zones, where the cognitive demands on drivers are greatest.

There is a signalized intersection approximately 120 m to the north of the property at the intersection of Dixie Road and Britannia Road East. The proposed billboard sign will have no impact on that intersection. It should be noted that there are left and right turn lanes which are both fully expanded south of the subject property. Driver decision points should not be impacted by the proposed billboard.

3.7 Minimum Message Display Duration

Generally, bright lights and visual changes, both of which are associated with electronic billboards, can draw the eye to a stimulus that is brighter than its surroundings. Bright lights and visual change can also draw the eye to a stimulus that exhibits movement or apparent movement. In addition, the Zeigarnik Effect (the increased memory recall of an incomplete task/message) suggests that drivers will focus longer on a display in which the message changes, in an effort to complete the viewing experience. Ideally, the dwell time for an individual message should be set so that drivers will see no more than one complete message, thus reducing any possible distracting effects of trying to complete the viewing experience. The minimum dwell time of the proposed billboard with electronic changing copy shall be 10 seconds.

3.8 Transition between successive displays

The transition time between successive displays on a billboard sign with electronic changing copy shall appear seamless and imperceptible to approaching drivers.

- The maximum interval between successive displays on a billboard sign with electronic changing copy shall be 0.1 seconds.
- There shall be no visual effects or animation of any kind, including but not limited to, fading, dissolving, blinking or the illusion of such effects, during the message transition or interval between successive displays.

The proposed billboard will only display static images which will change on 10 second intervals. There will be no visual effects or animation of any kind as described above. The maximum transition interval between successive displays on the proposed sign will adhere to 0.1 seconds.

3.9 Message Sequencing

When a single message or advertisement is divided into segments and presented over two or more successive display phases on a single electronic billboard or across two or more billboards, it is described as Message Sequencing. The objective of this type of advertising is to capture and hold the viewers' attention throughout the time or distance required to complete the message.

The proposed billboard with electronic changing copy will not use message sequencing or text scrolling of any kind, over successive display phases on a single billboard or across multiple billboards.

3.10 Amount of information displayed

It takes approximately one second for a road user to read one word. The number of words displayed on a billboard sign with electronic changing copy shall not be greater than the number of seconds required for the duration of the message display. The height of each character on the message display shall be sufficient to ensure that the message is clearly legible over the entire viewing distance.

The proposed billboard will adhere to the maximums above.

Interactive billboard messages that permit, support or encourage interactive communication with drivers in real time shall not be permitted. These include billboard signs with electronic changing copy that respond to text messages, phone calls or emails from passing drivers or that request immediate response

by text, phone, email, etc. The proposed billboard will only display static images which meet the criteria above and will include no interactive communication whatsoever.

3.11 Sign Animation

Animation refers to any motion in the advertisement, including video, special effects within a single frame and transition, movement and rotation between successive frames.

There shall be no animation, flashing movement or appearance of movement on a billboard with electronic changing copy, except where the billboard sign with electronic changing copy is not visible from any vehicular roadway.

The proposed electronic changing copy billboard will provide only static images and those images will change in 10 second intervals. In addition, there will be no video, or animation or flashing as well as those criteria mentioned above and to as *“Transition between successive displays”*.

3.12 Sign Brightness and Luminance

Brightness is the perceived intensity of a source of light. It is the appearance of light to the viewer. Luminance is the amount of light leaving a surface in a particular direction or the amount of light that is deflected off a surface. Sign brightness is a function of sign luminance, the background against which the sign is viewed, the driver’s age, level of adaptation to the eyes, and atmospheric conditions, such as fog.

Brightness can be measured as luminance, in candelas per square m (cd/m²) or illuminance in foot candles (fc). Luminance is the amount of light that is emitted from a surface, while illumination is the amount of light falling upon a surface. The human eye is drawn to the brightest objects in a field of view and this is generally referred to as the “moth effect”. A brightly illuminated electronic billboard sign could draw a driver’s attention away from the road, other vehicles and traffic devices. This is of particular concern at nighttime, dusk or dawn and during periods of inclement weather. The maximum luminance level for a billboard sign with electronic changing copy shall be:

- 5000cd/m² from sunrise to sunset (One nit = One Candela per m² [cd/m²])
- 300cd/m² from sunset to sunrise (One nit = One candela per m² [cd/m²])
- The maximum illumination level for a billboard sign with electronic changing copy shall be 0.3 lux above ambient light levels (One lux = 0.093 foot-candles [fc])
- All billboard signs with electronic changing copy shall be equipped with ambient light sensors and automatic dimmers that control the light output relative to ambient conditions
- Electronic billboard signs shall be illuminated between the hours of 5:00 am and 12 midnight only each day.

To measure illumination, the International Sign Association (2011) has provided the following equation to determine the distance away from the billboard sign at which the measurement shall be taken:

Measurement distance = Square Root of (Sign Area [m²] x 100)

The proposed billboard will adhere to the proposed criteria of 5,000 nits during the day and powering down to 300 nits during the night. This is typical for many other municipalities in Ontario. The hours of illumination from 5:00 am to 12 midnight will also be adhered to, daily.

Conclusion

It is important to remember that these are guidelines only and are not contained in any municipal law. The intent is to allow for applications of this type to be reviewed on a case by case basis by staff and decided through Council.

As stated in the introduction, the property location and proposed billboard with electronic changing copy are ideally suited to this particular location. It will function as a suitable “gateway” sign being situated close to the northern edge of the city. The sign meets all of the criteria identified in the by-law with the exception of the “V” shape of the sign which is proposed to enhance driver viewing.

We respectfully request your support for this application.

Yours sincerely,



Gilda Collins
Senior Project Manager – Special Projects

Leonard Regina, Joan Pighin & Michelle Regina
25 Taber Road
Totonto, Ontario
M9W3A7
Email: len.regina@hellnet.ca

May 11, 2020

City of Mississauga
Planning & Building Department, Sign Unit
300 City Centre Drive
Mississauga, Ontario
L5B 3C1

Re: 5965 Dixie Road, Proposed Bill Board Sign

Dear Sir:

We are the legal owners of the above noted property. We are "prepared to execute a waiver in a form provided by the City of Mississauga that releases the City and Road Authority from liability and shall further indemnify the City and Road Authority against any claim, action or process for damage and/or injury that arises as a result of the installation or existence of the proposed billboard sign".

Yours truly,
For and On Behalf of Leonard Regina,
Joan Pighin and Michelle Regina

A handwritten signature in black ink, appearing to be 'Len Regina', with a long horizontal stroke extending to the right.

Len Regina

From: [Marzo, Christina](#)
To: [Gilda Collins](#)
Subject: RE: 3rd Party digital billboard, 5965 Dixie Rd., Mississauga
Date: May 6, 2020 2:39:17 PM

Hi Gilda,
I can confirm that we have no concerns with this sign.

Thank you,

Christina Marzo MCIP RPP

Manager

Development Services,
Public Works, Region of Peel

T: 905-791-7800 x4362
C: 905-867-3431
E: christina.marzo@peelregion.ca

10 Peel Centre Drive Suite A, 6th Floor
Brampton, Ontario L6T 4B9



In response to the emergence of the novel coronavirus, the Region of Peel is implementing various measures to protect our customers, employees and workplaces. Development Services will endeavour to maintain the continuity of our business operations, however delays in service may still be experienced. We appreciate your patience during this time.

Check out our recently updated website
<https://www.peelregion.ca/planning/about/devservices.htm>
Let us know how we can serve you better

This email, including any attachments, is intended for the recipient specified in the message and may contain information which is confidential or privileged. Any unauthorized use or disclosure of this email is prohibited. If you are not the intended recipient or have received this e-mail in error, please notify the sender via return email and permanently delete all copies of the email. Thank you.

From: Gilda Collins <admin@permitworld.ca>
Sent: April 28, 2020 3:01 PM
To: Marzo, Christina <christina.marzo@peelregion.ca>
Subject: 3rd Party digital billboard, 5965 Dixie Rd., Mississauga

CAUTION: EXTERNAL MAIL. DO NOT CLICK ON LINKS OR OPEN ATTACHMENTS YOU DO NOT TRUST.

Good afternoon,

We have applied to the City of Mississauga for permission to allow a 3rd party digital billboard at the above location. The city have requested that we obtain Region of Peel approval before proceeding further. A site survey showing the proposed location of the billboard sign and the proposed design are attached.

Please let me know if you require any additional information or have questions.

Thank you.

Gilda Collins

Senior Project Manager – Special Projects

Permit World

33 Young St. E., Waterloo, ON N2J 2L4

T: 519-585-1201 ext. 102

E: admin@permitworld.ca W: www.permitworld.ca

Please note that in order to slow the spread of COVID-19, I will be working remotely. I will continue to be available via email between the hours of 9 am and 3 pm, Monday through Friday. Thank you for your patience and understanding in this uncertain time.

From: [Kotowicz, Agnes](#)
To: [Straatsma, Greg](#)
Cc: [ZZG-Construction Compliance](#); [Zurek, Wojtek](#); admin@permitworld.ca
Subject: FW: 04-ZM20005 RE: 6900 Dixie Road, Mississauga - 3rd party digital billboard
Date: April 28, 2020 3:20:56 PM

Hi Greg,
Can you please follow up with NavCanada regarding digital billboard project, see email below.
Thank you.



Agnes Kotowicz
Geomatics Planning Analyst, Construction Compliance & Permits Office
Airport Development and Technical Services
Greater Toronto Airports Authority
P.O. Box 6031, 3111 Convair Drive, Toronto AMF, Ontario, L5P 1B2
Phone (416) 776-3488
Constructioncompliance@gtaa.com
www.TorontoPearson.com

Visit our web page: <https://www.torontopearson.com/en/operators-at-pearson/construction>

Effective **June 1, 2019** the **new FAP Fees Schedule** will be in effect for all tenant projects plus an **updated** on-line **Fees Pre-payment Process** – more info to coming soon. Also the **new 2020 Airport Construction Code** is in progress and scheduled for release in the coming months..

From: Gilda Collins <admin@permitworld.ca>
Sent: Tuesday, April 28, 2020 2:54 PM
To: Kotowicz, Agnes <Agnes.Kotowicz@gtaa.com>
Cc: Zurek, Wojtek <wojtek.zurek@gtaa.com>; ZZG-Construction Compliance <constructioncompliance@gtaa.com>
Subject: RE: 04-ZM20005 RE: 6900 Dixie Road, Mississauga - 3rd party digital billboard

Good afternoon,

I wanted to follow up to see if any comment has been received from NavCanada yet. Mississauga Planning and Development Committee will be considering this application at their May 6th meeting.

Thank you.

Gilda Collins
Senior Project Manager – Special Projects

Permit World

33 Young St. E., Waterloo, ON N2J 2L4

T: 519-585-1201 ext. 102

E: admin@permitworld.ca W: www.permitworld.ca

Please note that in order to slow the spread of COVID-19, I will be working remotely. I will continue to be available via email between the hours of 9 am and 3 pm, Monday through Friday. Thank you for your patience and understanding in this uncertain time.

From: Kotowicz, Agnes [<mailto:Agnes.Kotowicz@gtaa.com>]
Sent: March 12, 2020 1:39 PM
To: admin@permitworld.ca
Cc: Zurek, Wojtek <wojtek.zurek@gtaa.com>; ZZG-Construction Compliance <constructioncompliance@gtaa.com>

Subject: 04-ZM20005 RE: 6900 Dixie Road, Mississauga - 3rd party digital billboard

Hi Gilda,

We have reviewed the proposed sign and have no objection to the project. Due to the proximity of the proposed development to the Airport, NavCanada's review is required. We have submitted your project to NavCanada. Nav Canada review may take up to 12 weeks.

Regards,



Agnes Kotowicz
Geomatics Planning Analyst, Construction Compliance & Permits Office
Airport Development and Technical Services
Greater Toronto Airports Authority

P.O. Box 6031, 3111 Convair Drive, Toronto AMF, Ontario, L5P 1B2

Phone (416) 776-3488

Constructioncompliance@gtaa.com

www.TorontoPearson.com

Visit our web page: <https://www.torontopearson.com/en/operators-at-pearson/construction>

Effective **June 1, 2019** the **new FAP Fees Schedule** will be in effect for all tenant projects plus an **updated** on-line **Fees Pre-payment Process** – more info to coming soon. Also the **new 2020 Airport Construction Code** is in progress and scheduled for release in the coming months..

From: Zurek, Wojtek <wojtek.zurek@gtaa.com>

Sent: Wednesday, March 11, 2020 3:26 PM

To: Gilda Collins <admin@permitworld.ca>

Cc: Kotowicz, Agnes <Agnes.Kotowicz@gtaa.com>

Subject: RE: 6900 Dixie Road, Mississauga - 3rd party digital billboard

Hi Gilda,

I will ask LUP staff to give you an update on the review tomorrow, when they are back from training.

Regards,



Wojtek Zurek, OLS

Manager, Land Use Planning

Greater Toronto Airports Authority | Strategy and Growth

P.O. Box 6031, 3111 Convair Drive, Toronto AMF, Ontario, L5P 1B2

Phone (416) 776-5473 | **Fax** (416) 776-4168 |

www.TorontoPearson.com

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Any views or opinions presented are solely those of the author and do not necessarily represent those of the Greater Toronto Airports Authority.

Although this e-mail and any attachments are believed to be free of any virus or other defects that might affect any computer or IT system into which they are received, no responsibility is accepted by the Greater Toronto Airports Authority for any loss or damage arising in any way from the receipt or use thereof.

From: Gilda Collins <admin@permitworld.ca>
Sent: Wednesday, March 11, 2020 12:23 PM
To: Zurek, Wojtek <wojtek.zurek@gtaa.com>
Subject: RE: 6900 Dixie Road, Mississauga - 3rd party digital billboard

Good afternoon,

I realize it is still a bit early, but I am wondering if you have any comments or concerns regarding the proposed sign.

Thanks.

Gilda Collins
Senior Project Manager – Special Projects

33 Young St. E., Waterloo, ON N2J 2L4
T: 519-585-1201 ext. 102
E: admin@permitworld.ca W: www.permitworld.ca

From: Gilda Collins [<mailto:admin@permitworld.ca>]
Sent: February 18, 2020 12:38 PM
To: 'wojtek.zurek@gtaa.com' <wojtek.zurek@gtaa.com>
Subject: 6900 Dixie Road, Mississauga - 3rd party digital billboard

Good afternoon,

As discussed on the phone today, I have attached the site plan and all the information I have relating to the structure of the sign and the screen information. To date, the City of Mississauga have recommended the sign for approval subject to final approval at Council.

Please let me know if you need additional information.

Thank you.

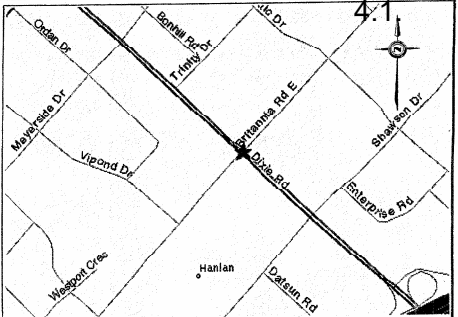
Gilda Collins
Senior Project Manager – Special Projects

33 Young St. E., Waterloo, ON N2J 2L4
T: 519-585-1201 ext. 102
E: admin@permitworld.ca W: www.permitworld.ca

Please note I will be out of the office from Thursday, February 20, 2020, returning to the office on Friday, March 6, 2020. Please contact ext. 100 or pm@permitworld.ca for assistance in my absence.

NOTES:

1. ALL DIMENSIONS AND ELEVATIONS ARE METRIC, UNLESS NOTED OTHERWISE.
2. ALL DIMENSIONS AND DESIGN ELEVATIONS MUST BE VERIFIED BY THE CONTRACTOR PRIOR TO CONSTRUCTION. ANY DISCREPANCIES MUST BE BROUGHT TO THE ATTENTION OF THE DESIGN ENGINEER OR THE ARCHITECT AS APPLICABLE.
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7. THE PORTIONS OF THE DRIVEWAY WITHIN THE MUNICIPAL BOULEVARD WILL BE PAVED BY THE APPLICANT.
8. AT THE ENTRANCES TO THE SITE, THE MUNICIPAL CURB AND SIDEWALK WILL BE CONTINUOUS THROUGH THE DRIVEWAY AND A CURB DEPRESSION WILL BE PROVIDED FOR EACH ENTRANCE.
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10. ALL EXCESS EXCAVATED MATERIAL WILL BE REMOVED FROM THE SITE.
11. THE EXISTING DRAINAGE PATTERN WILL BE MAINTAINED.
12. MINIMUM CLEARANCE OF 1.0m FROM ALL ABOVE GROUND SERVICES AND UTILITIES.
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14. MINIMUM FROST COVER TO BE 1200mm.
15. NO BLASTING IS PERMITTED ON THE CITY RIGHT-OF-WAY AND NEAR ANY ADJACENT BUILDINGS.
16. THE STRUCTURAL DESIGN OF ANY RETAINING WALL OVER 0.80m (2.0 ft.) IN HEIGHT OR ANY RETAINING WALL LOCATED ON A PROPERTY LINE, IS TO BE APPROVED BY THE Consulting Engineer FOR THE PROJECT.
17. GRADES WILL BE MET WITHIN A 33% MAXIMUM SLOPE AT THE PROPERTY LINES AND WITHIN THE SITE.
18. The City of Mississauga requires that all working drawings submitted to the Building Division as part of an application for the issuance of a building permit shall be certified by the architect or engineer as being in conformity with the site development plan as approved by the City of Mississauga.
19. ALL EXTERIOR LIGHTING WILL BE DIRECTED ONTO THE SITE AND WILL NOT INFRINGE UPON THE ADJACENT PROPERTIES.
20. ALL ROOF TOP MECHANICAL UNITS SHALL BE SCREENED FROM VIEW BY THE APPLICANT.
21. PARKING SPACE(S) RESERVED FOR THE DISABLED PERSONS MUST BE IDENTIFIED BY A SIGN, INSTALLED AT THE APPLICANT'S EXPENSE, IN ACCORDANCE WITH THE DESIGN SPECIFICATIONS OF FIGURE 1 TO SCHEDULE 1 OF BY-LAW 134-83.
22. THE APPLICANT WILL BE RESPONSIBLE FOR ENSURING THAT ALL PLANS CONFORM TO Transport Canada's RESTRICTIONS.

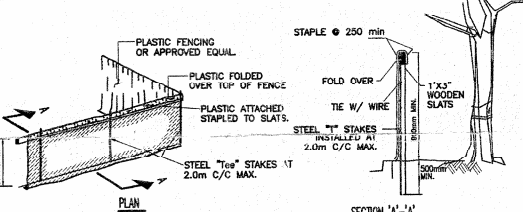


KEY PLAN
PART OF LOT 5,
CONCESSION 4
EAST OF HURONTARIO STREET

(GEOGRAPHIC TOWNSHIP OF TORONTO)
CITY OF MISSISSAUGA
REGIONAL MUNICIPALITY OF PEEL

DETAILS OF DEVELOPMENT

DATA		REQUIRED	PROVIDED
ZONING		AC6-1633	AC6-1633
SETBACKS TO EXIST. STORE	FY	13.5m	±27.10m
	RY	10.5m	±45.56m
	WY	4.5m	±15.32m
	EY	4.5m	±38.74m
NET LOT AREA			±5247.7 sq.m
BLDG./CANOPY COVERAGE %			±7.4%
LANDSCAPE COVERAGE %			±31.07%
PAVED AREA			3229.0 sq.m
LANDSCAPE AREA			1630.4 sq.m
EXISTING CONVENIENCE STORE	HEIGHT		
	GROSS FLOOR AREA		±84.0 sq.m
	RETAIL AREA		±58.12 sq.m
EXIST. CANOPY	HEIGHT		±5.10m
	AREA		±306.4 sq.m
LANDSCAPED AREA			±1572.3 sq.m
PARKING:		5.4	6
HANDICAPPED		0	0
LOADING		0	0



NOTES:

1. EXACT LOCATION OF STAKES TO BE DETERMINED IN FIELD.
2. UNDER NO CIRCUMSTANCES SHALL ANY CONSTRUCTION MATERIALS OR EQUIPMENT BE PLACED WITHIN THE TREE PROTECTION HOARDING.
3. FENCE IS TO BE REMOVED WHEN CONSTRUCTION IS COMPLETED.
4. FOR SOME TREES TO BE PRESERVED, WHOSE TRUNKS ARE FAR FROM ANY MEASURED SURVEYOR'S ELEVATION, AN EXTRAPOLATED VALUE IS GIVEN FOR THE BASE OF THE TREE AND IS MARKED LIKE THIS: ○

TREE PROTECTION HOARDING

SCALE NTS

THE APPLICANT IS RESPONSIBLE FOR ENSURING THAT TREE PROTECTION HOARDING IS MAINTAINED THROUGHOUT ALL PHASES OF CONSTRUCTION AND CONSTRUCTION IN THE LOCATION AND CONDITION AS APPROVED BY THE Planning and Building Department. NO MATERIALS (BUILDING MATERIALS, SOIL, ETC.) MAY BE STOCKPILED WITHIN THE AREA OF HOARDING. FAILURE TO MAINTAIN THE HOARDING AS ORIGINALLY APPROVED OR THE STORAGE OF MATERIALS WITHIN THE HOARDING WILL BE CAUSE FOR THE Letter of Credit to BE HELD FOR TWO (2) YEARS FOLLOWING COMPLETION OF ALL SITE WORKS.

PROJECT MANAGER: *[Signature]* DATE: Jan 24/07

I HEREBY CERTIFY THAT THIS DRAWING CONFORMS IN ALL RESPECTS TO THE SITE DEVELOPMENT PLANS AS APPROVED BY THE City of Mississauga UNDER FILE NUMBER SP 05/233 W5.

ENGINEER'S SIGNATURE & SEAL:

SITE PLAN FILE APPLICATION NUMBER: SP 05/233 W5

GENERAL NOTES:

1. VERIFY ALL DIMENSIONS PRIOR TO CONSTRUCTION.
2. DO NOT SCALE DRAWINGS.
3. REPORT ALL DISCOVERIES OF ERRORS, OMISSIONS OR DISCREPANCIES TO THE ARCHITECT OR DESIGN ENGINEER AS APPLICABLE.
4. USE ONLY LATEST REVISED DRAWINGS OR THOSE THAT ARE MARKED "ISSUED FOR CONSTRUCTION".
5. DESIGN AND CONSTRUCTION OF THIS PROJECT SHALL COMPLY WITH THE PROVINCIAL AND LOCAL BUILDING CODES LATEST EDITION.
6. ALL WORKS AND MATERIALS USED SHALL COMPLY AS REQUIRED BY THE O.B.C. LATEST EDITION.
7. THIS DRAWING SHALL BE READ IN CONJUNCTION WITH ALL RELEVANT DRAWINGS & SPECIFICATIONS.
8. ALL DIMENSIONS SHOWN ARE IN MILLIMETER.

9. EVERYTHING IS TO BE CONSIDERED EXISTING UNLESS NOTED "NEW" OTHERWISE.

THE undersigned has reviewed and takes responsibility for this design, and has the qualifications and meets the requirements set out in the Ontario Building Code to be a designer.

QUALIFICATION INFORMATION
Required unless design is exempt under 2.17.5.1 of Ontario Building Code

21685 BCN

REGISTRATION INFORMATION
Required unless design is exempt under 2.17.4.1 of Ontario Building Code

28953 BCN

File No. SP 05/233 W5

APPROVED

J AND B ENGINEERING INC.

5734 Yonge Street, Suite 501, City of Toronto, Ontario M2M 4E7, Tel: (416) 229-2636

OWNER/CLIENT:

SUNCOR ENERGY

Project: SUNCOR ENERGY PRODUCTS INC. FLEETFUELS COMMERCIAL CARDLOCK

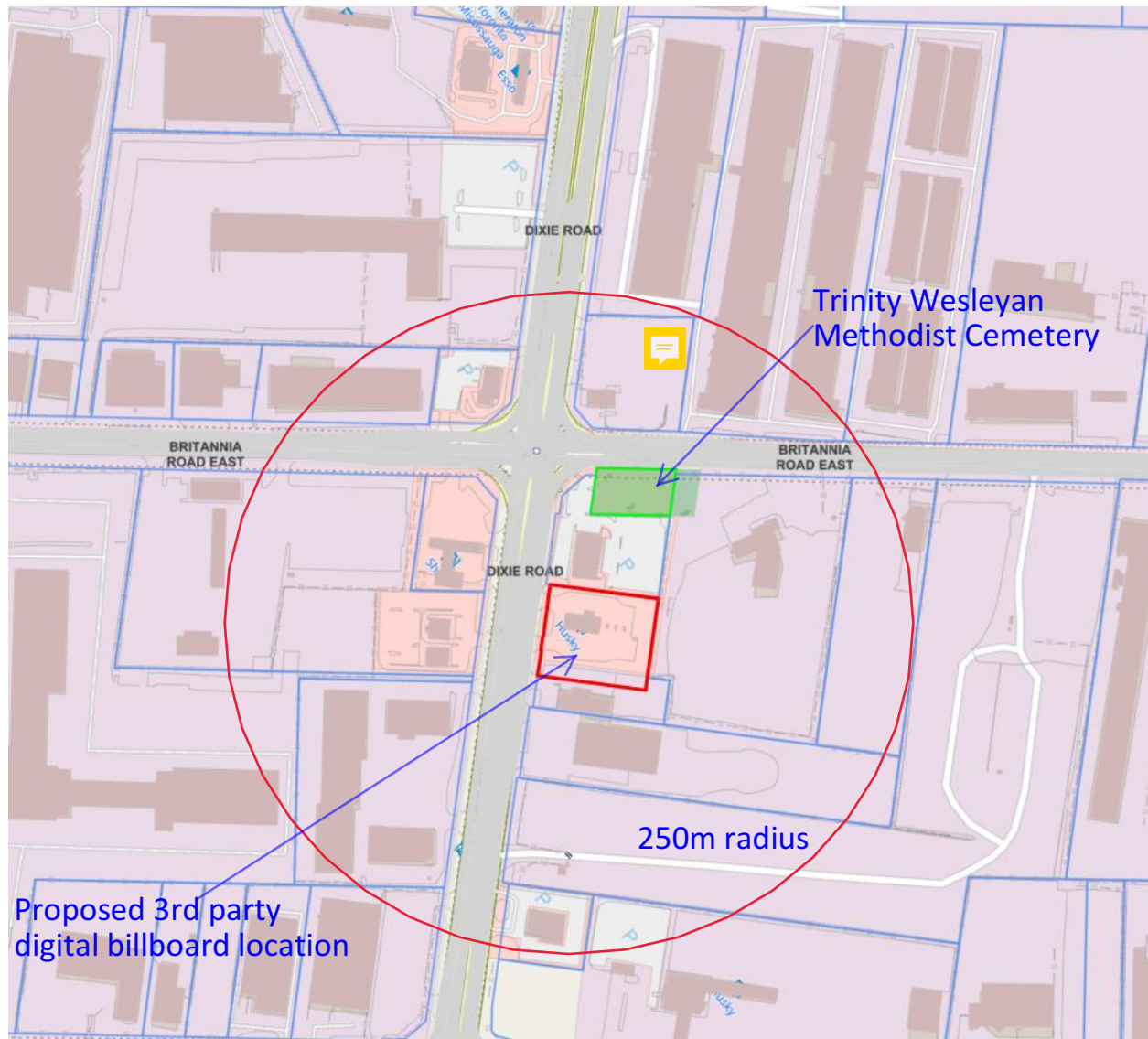
PROPOSED SITE PLAN

5965 DIXIE RD. & BRITANNIA RD. EAST MISSISSAUGA, ON

File No: 031190 Date: 16 FEB. '04 ACAD INFO

Drawn By: ME Scale: 1=200 Dwg. File: 031190-P-200

Checked By: DR/KO Sheet 1 of 1 Plotting Scale: 1=1 Drawing Size: D



Context Site Plan for 5965 Dixie Road
Shows:
250 m radius from proposed sign location
all layers turned on for sensitive land uses, existing
parkland, street names, traffic lights, public art
installations and Heritage or Cultural Heritage resources

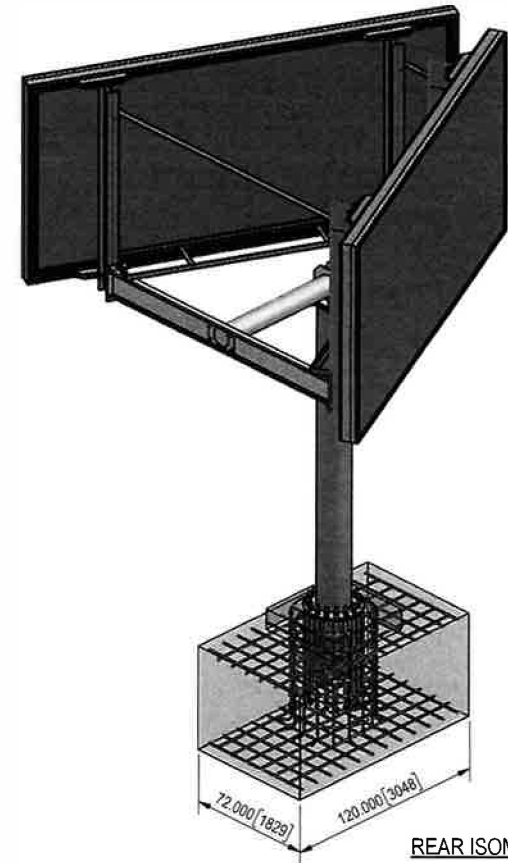






View Northbound
5965 Dixie Road

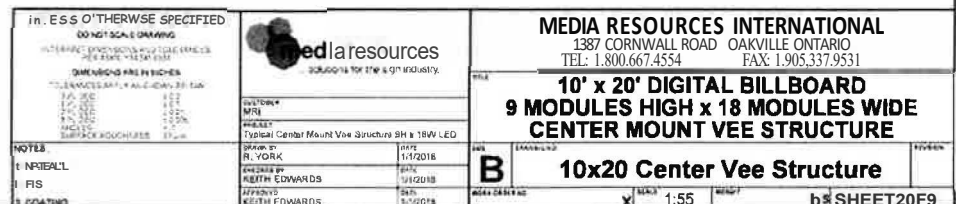


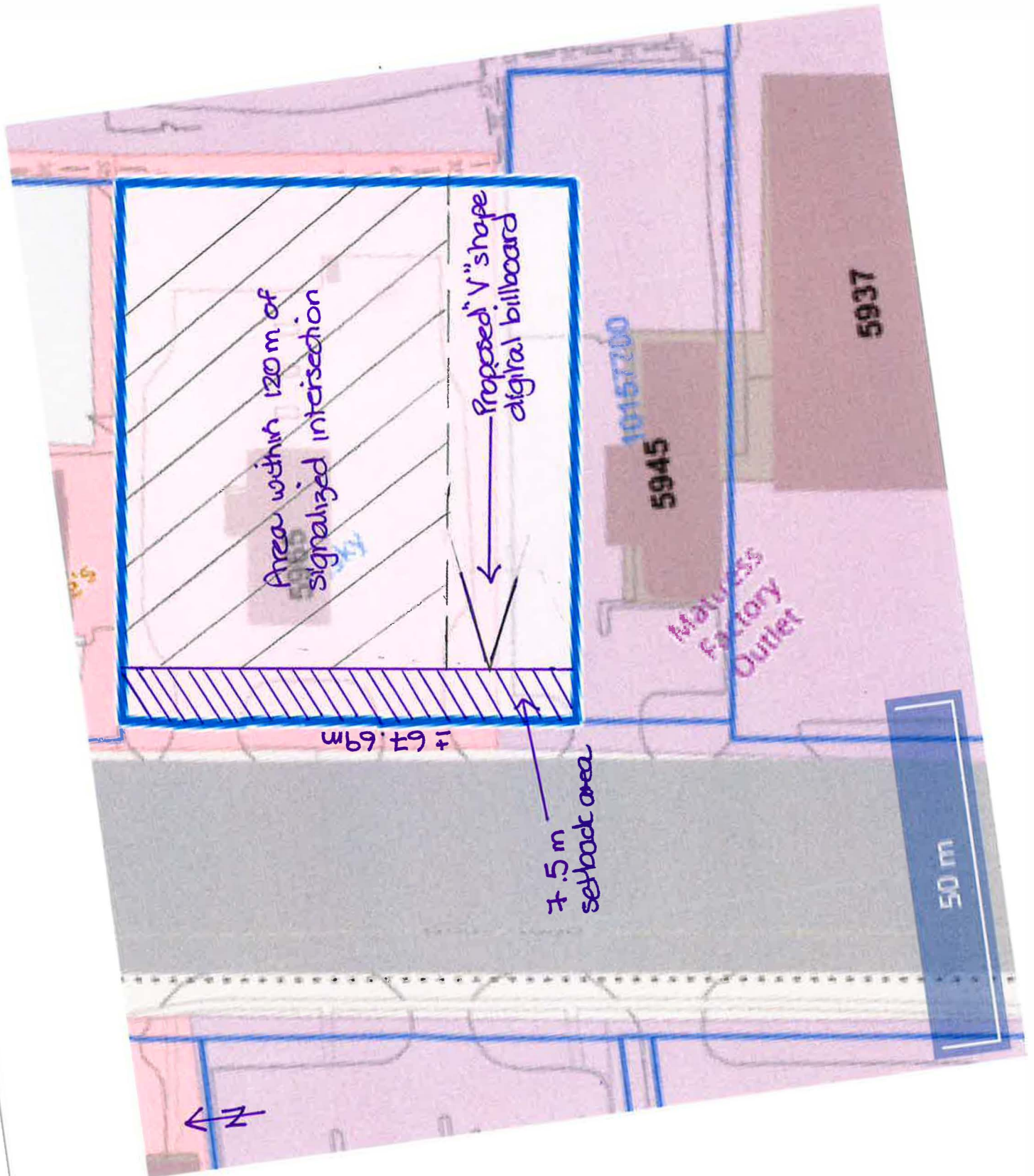
View Southbound
5965 Dixie Road

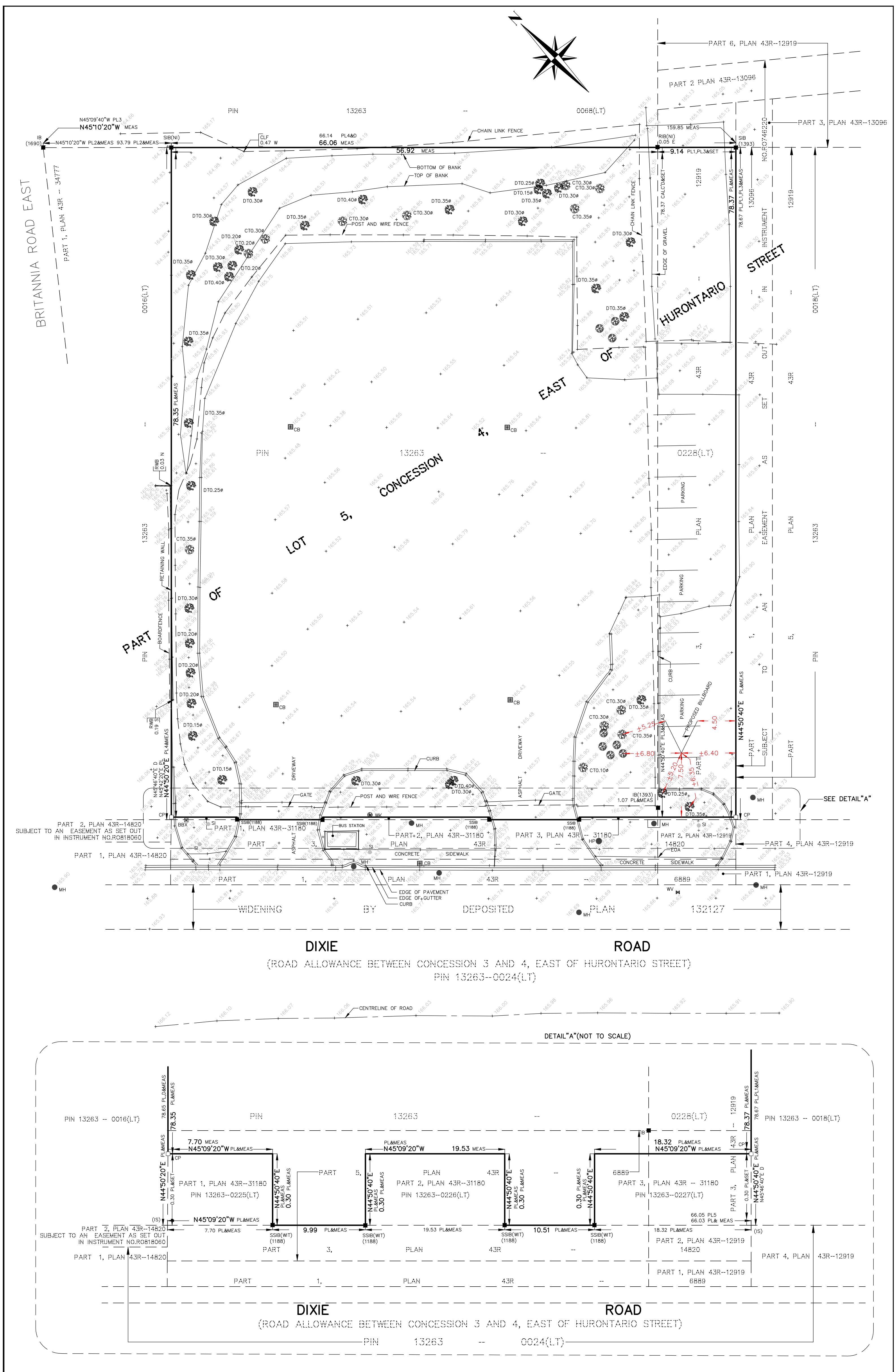


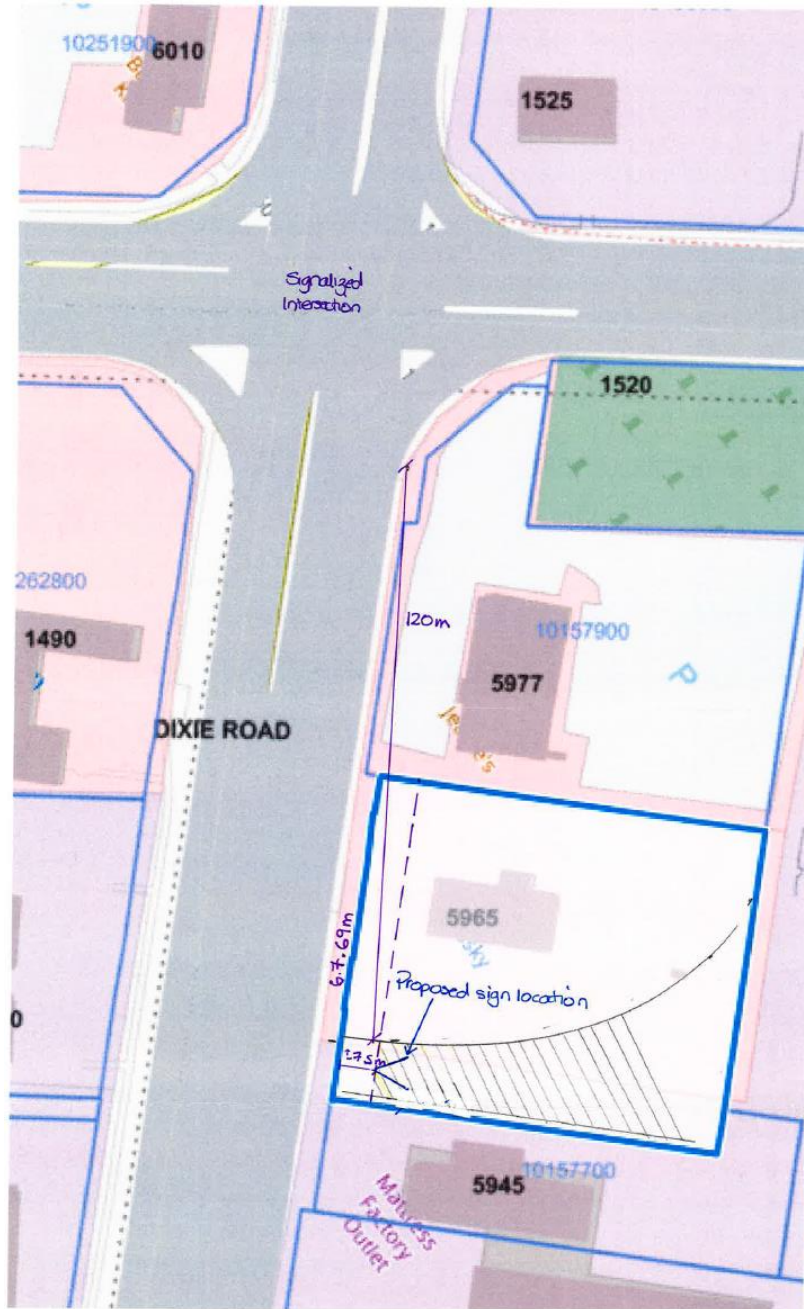
REAR ISOMETRIC

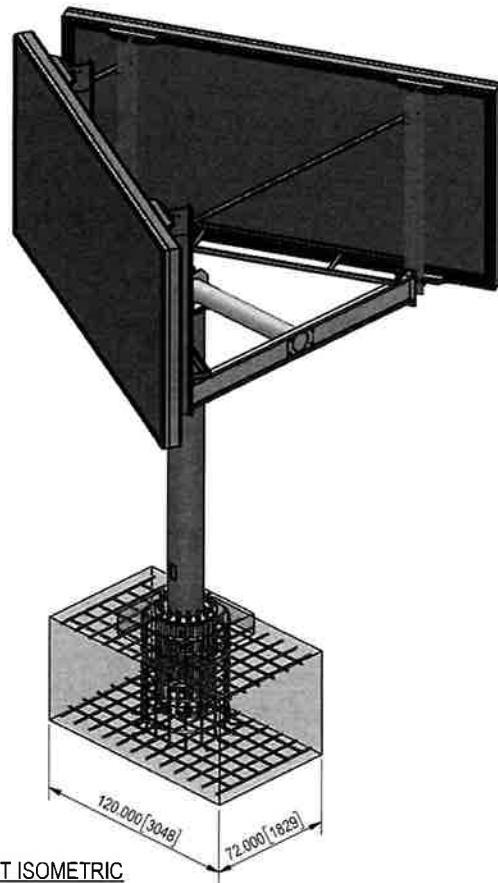
UNLESS OTHERWISE SPECIFIED		 mediaresources ...tools for the sign industry.		MEDIA RESOURCES INTERNATIONAL 1387 CORNWALL ROAD OAKVILLE ONTARIO TEL: 1.800.667.4554 FAX: 1.905.337.9531	
DO NOT SCALE DRAWINGS				TITLE	
INTERPRET OF ABBREVIATIONS PLEASED BY MRM-1994				10' x 20' DIGITAL BILLBOARD	
DIMENSIONS ARE IN INCHES				9 MODULES HIGH x 18 MODULES WIDE	
TOLERANCES APPLY AS SHOWN aa, cw				CENTER MOUNT VEE STRUCTURE	
CIVIL DEC 02		LIFE FORMER			
F.P. DEC 02		Autodesk Inventor			
		Typical C.nlar Mount Vee Strucbna 9H x 18W LED			
NOTES:		DESIGNED BY R.YORK DATE 1/12/11B		REVISED	
1. ALTERNATE:		CHECKED BY KEITH EDWARDS DATE 1/11/11B		<div style="font-size: 2em; font-weight: bold;">B</div>	
2. FINISH:		APPROVED BY KEITH EDWARDS 11/10/2011		<div style="font-size: 2em; font-weight: bold;">10x20 Center Vee Structure</div>	
3. COATING:				ACME SHEET NO. 1 OF 9	



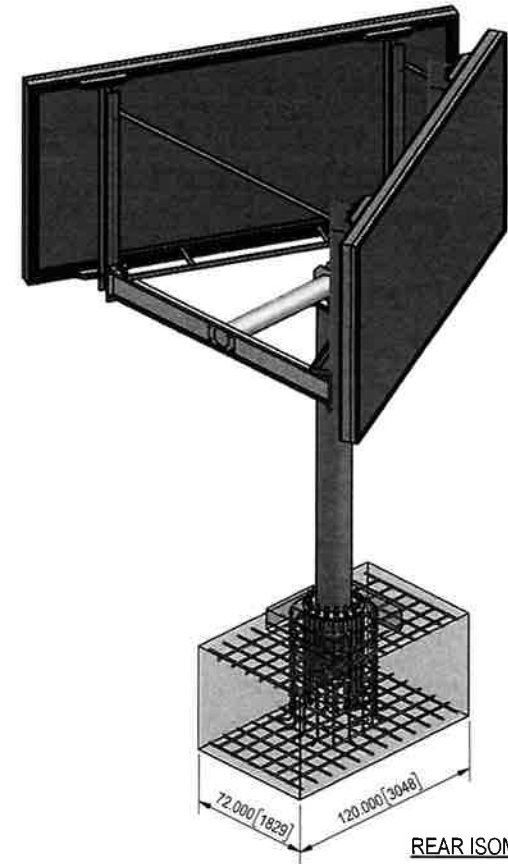
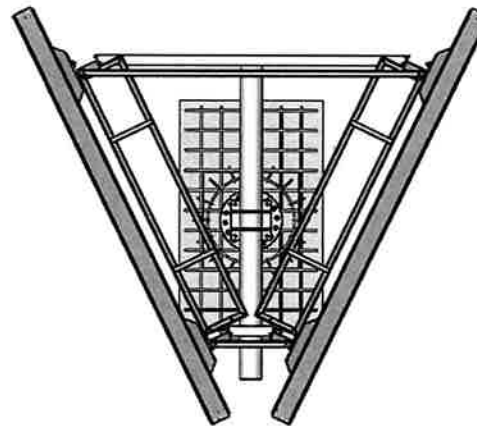








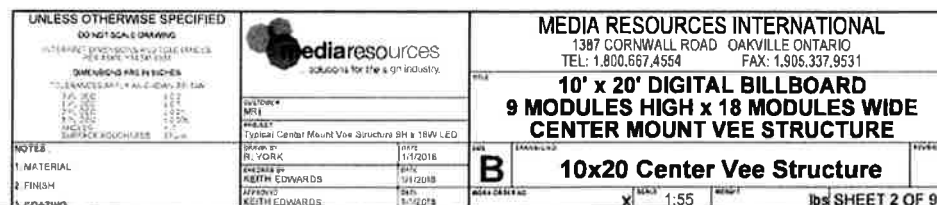
FRONT ISOMETRIC

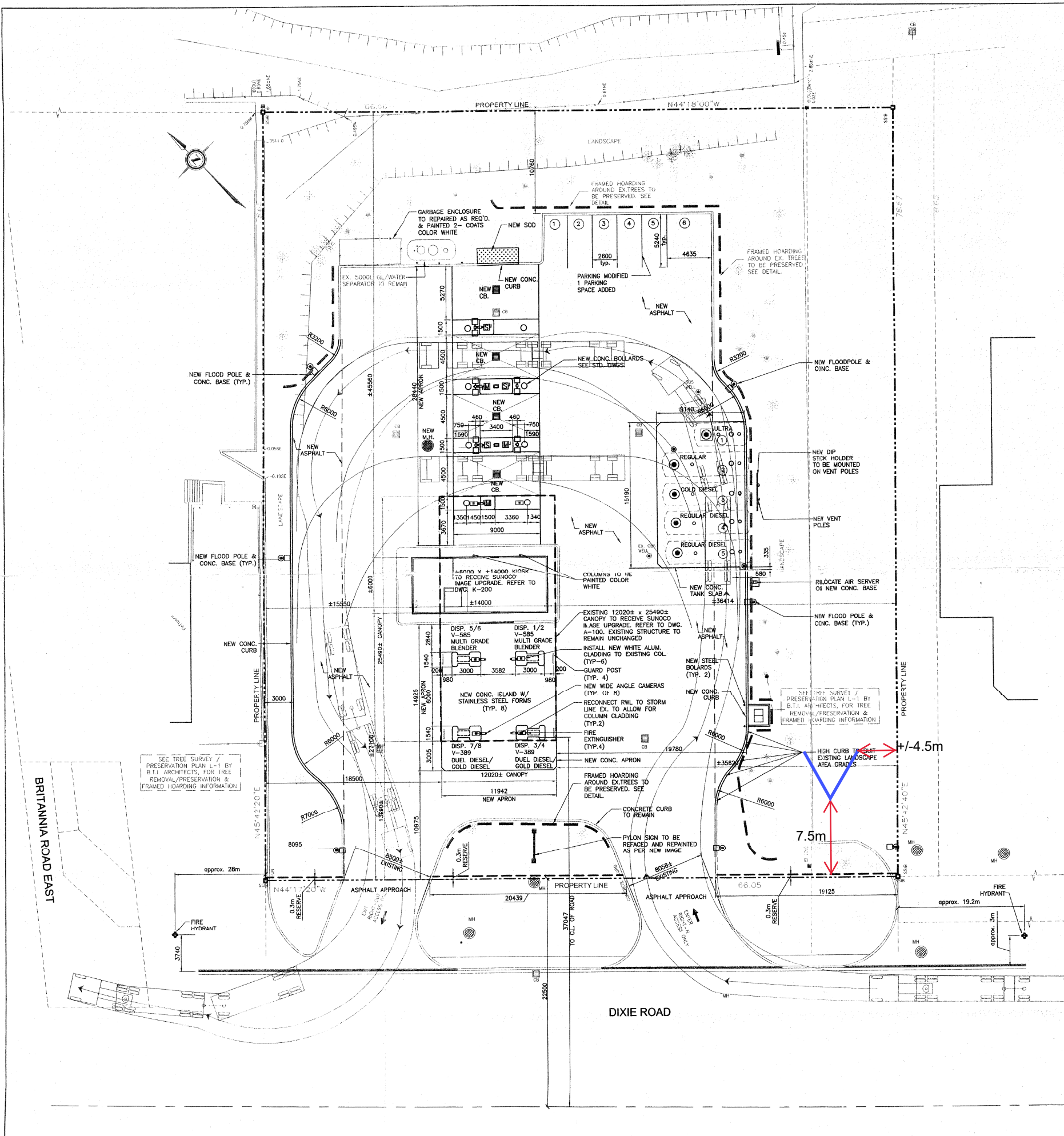


REAR ISOMETRIC

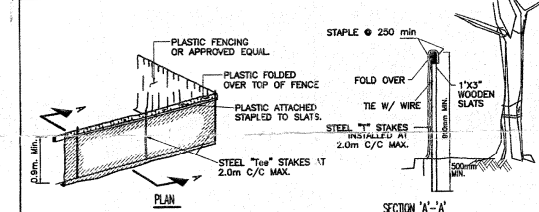
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UNLESS OTHERWISE SPECIFIED		mediaresources		MEDIA RESOURCES INTERNATIONAL	
DO NOT SCALE DRAWING		1387 CORNWALL ROAD OAKVILLE ONTARIO		TEL: 1.800.667.4554 FAX: 1.905.337.9531	
INTERPRET: DIMENSIONS AND TOLERANCES PER ASME Y14.5M-1994		CUSTOMER		TITLE	
DIMENSIONS ARE IN INCHES		MRI		10' x 20' DIGITAL BILLBOARD	
TOLERANCES APPLY AS SHOWN BELOW		PROJECT		9 MODULES HIGH x 18 MODULES WIDE	
0 PL DEC ± 0.2		Typical Center Mount Vee Structure 9H x 18W LED		CENTER MOUNT VEE STRUCTURE	
1 PL DEC ± 0.1		DRAWN BY		DATE	
2 PL DEC ± 0.01		R. YORK		1/1/2018	
3 PL DEC ± 0.005		CHECKED BY		DATE	
SURFACE ROUGHNESS 32 μ in		KEITH EDWARDS		1/1/2018	
NOTES:		APPROVED		DATE	
1. MATERIAL:		KEITH EDWARDS		1/1/2018	
2. FINISH:		MEDIA ORDER NO.		SCALE	
3. COATING:		X		1:60	
		B		10x20 Center Vee Structure	
				lbs SHEET 1 OF 9	





- NOTES:**
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TREE PROTECTION HOARDING

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PROJECT MANAGER: DATE: Jan 24/07

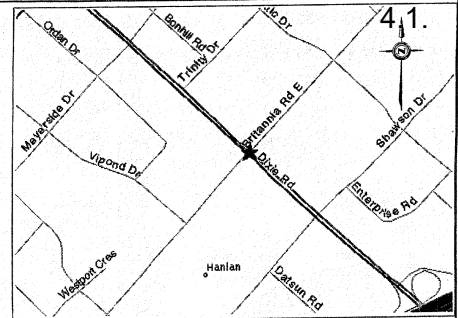
I HEREBY CERTIFY THAT THIS DRAWING CONFORMS IN ALL RESPECTS TO THE SITE DEVELOPMENT PLAN AS APPROVED BY The City of Mississauga UNDER FILE NUMBER SP 05/233 W5.

ENGINEER'S SIGNATURE & SEAL:

SITE PLAN FILE APPLICATION NUMBER: SP 05/233 W5

- GENERAL NOTES:**
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9. EVERYTHING IS TO BE CONSIDERED EXISTING UNLESS NOTED "NEW" OTHERWISE.



KEY PLAN
PART OF LOT 5,
CONCESSION 4
EAST OF HURONTARIO STREET

(GEOGRAPHIC TOWNSHIP OF TORONTO)
CITY OF MISSISSAUGA
REGIONAL MUNICIPALITY OF PEE

DETAILS OF DEVELOPMENT			
DATA		REQUIRED	PROVIDED
ZONING		AOB-1633	AOB-1633
SETBACKS TO EXIST. STORE	FY	13.5m	±27.10m
	RY	10.5m	±45.56m
	WY	4.5m	±15.32m
	EY	4.5m	±36.74m
NET LOT AREA			±5247.7 sq.m
BLDG./CANOPY COVERAGE %			±7.4%
LANDSCAPE COVERAGE %			±31.07%
PAVED AREA			3229.0 sq.m
LANDSCAPE AREA			1630.4 sq.m
EXISTING CONVENIENCE STORE	HEIGHT	-	
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RETAIL AREA	HEIGHT		±58.12 sq.m
	AREA		±5.10m
EXIST. CANOPY			±308.4 sq.m
LANDSCAPED AREA			±1572.3 sq.m
PARKING:		5.4	6
HANDICAPPED		0	0
LOADING		0	0

No.	Date	Description	Drawn	Checked
9	23 JAN '07	ISSUED FOR BUILDING PERMIT	ME/EW/JG	JFW
8	09 JAN '06	REVISED AS PER CITY COMMENTS	DK/JG	JFW
7	25 NOV '05	REDUCTION IN PAVED AREA	JF	JFW
6	04 NOV '05	REVISED FOR SITE PLAN APPROVAL	K/P	JFW
5	04 APR '05	ISSUED FOR CLIENT REVIEW	KG	
4	01 FEB '05	ISSUED FOR CLIENT REVIEW	EW	
3	27 MAY '04	SITE PLAN REVISED AS PER SURVEY	IL/DK	
2	15 APR '04	RE-ISSUED FOR APPROVAL	GL	
1	04 MAR '04	SITE STATISTICS ADDED	MBO	
0	16 FEB '04	ISSUED FOR APPROVAL	ME	

REVISIONS

The undersigned has reviewed and takes responsibility for this design, and has the qualifications and meets the requirements set out in the Ontario Building Code to be a designer.

QUALIFICATION INFORMATION
Required unless design is exempt under 2.17.5.1 of Ontario Building Code

SIGNATURE: 21685 BCN

REGISTRATION INFORMATION
Required unless design is exempt under 2.17.4.1 of Ontario Building Code

File No. SP: 05/233 W5
Dwg. No. 1 of 3
J AND B ENGINEERING INC. 28953 BCN

J AND B ENGINEERING INC.
5734 Yonge Street, Suite 501, City of Toronto, Ontario M2M 4E7, Tel: (416) 229-2636

OWNER/CLIENT: **SUNCOR ENERGY**

Project: SUNCOR ENERGY PRODUCTS INC. FLEETFUELS COMMERCIAL CARDLOCK
1.D.#33509
PROPOSED SITE PLAN
SP05-233 W5

5965 DIXIE RD. & BRITANNIA RD. EAST MISSISSAUGA, ON

File No: 031190	Date: 16 FEB '04	ACAD INFO
Drawn By: ME	Scale: 1=200	Dwg. File: 031190-P-200
Checked By: DR/KO	Sheet 1 of 1	Plotting Scale: 1=1
Drawing No: P-200		Drawing Size: D



33 Young St. E., Unit 1, Waterloo, ON N2J 2L4 T: 519-585-1201 F: 519-208-7008

May 8, 2020

City of Mississauga
Planning and Building Department
Development and Design Division
300 City Centre Drive
Mississauga, ON L5B 3C1

Attention: Jeff Grech

Re: Sign by-law 54-05 Variance Rationale for 5965 Dixie Road, Mississauga, ON

Dear Sir,

By way of this letter, we are formally making an application for a sign variance in conjunction with the above noted location.

The property is located at 5965 Dixie Road, is owned by Len Regina and is zoned Vacant Commercial E2. Permit World, on behalf of Len Regina, is requesting approval to install one billboard sign with electronic static changeable copy in a "V" formation on the above property.

The subject property is located on the west side of Dixie Road. The digital board is proposed to be oriented with the attached corner of the "V" facing towards the Dixie Road with the intention to provide maximum safe visibility to traffic from both directions on Dixie Road. There is no intention to attract attention for traffic along Britannia Road E. to the north.

The sign variance application is to permit one billboard sign with two electronic changing copy sign faces. The variances being sought under Sign By-law 54-05 are as follows:

- (a) Table 4 billboard signs permitted on Vacant Industrial property – the subject property is zoned Vacant Commercial property E2
- (b) Sec. 20 (1) where the sign shall be double-faced. The proposed sign will be in a V-shape

The proposed sign complies with the by-law in all other respects.

While the by-law as it relates to billboard signs requires a property to be vacant industrial, the subject property is fully surrounded by a variety of industrial and commercial operations zoned E2 which is an Employment zone. There are no residential or other sensitive uses visible from or within the surrounding context of the subject property. There is little apparent differentiation between the subject property and the two properties on the opposite side of Dixie Road which currently have approved billboard signs and

are zoned industrial. The addition of a billboard sign with static electronic changing copy in this immediate area is appropriate and will not adversely affect any of the surrounding properties.

For the above reasons, we are asking for your approval of the requested variances which we feel is in keeping with previously approved billboard signs with electronic changing copy within the City and that this sign will make an important contribution to business owners and the City alike.

Yours sincerely,

A handwritten signature in purple ink, appearing to read "G. Collins", with a long horizontal flourish extending to the right.

Gilda Collins
Senior project Manager – Special Projects

City of Mississauga

Corporate Report



Date: May 7, 2021 To: Chair and Members of Planning and Development Committee	Originator's files: OZ 20/021 W10 and T-M20005 W10
From: Andrew Whittemore, M.U.R.P., Commissioner of Planning & Building	Meeting date: May 31, 2021

Subject

PUBLIC MEETING INFORMATION REPORT (WARD 10)

Rezoning and Draft Plan of Subdivision applications to permit 47 townhomes (42 back to back townhomes and 5 condominium townhomes) on condominium roads 5150 Ninth Line, west side of Ninth Line, north of Eglinton Avenue West

Owner: Mattamy (5150 Ninth Line) Limited

Files: OZ 20/021 W10 T-M20005 W10

Recommendation

That the report dated May 7, 2021, from the Commissioner of Planning and Building regarding the applications by Mattamy (5150 Ninth Line) Limited to permit 42 back to back townhomes and 5 condominium townhomes under Files OZ 20/021 W10 and T-M20005 W10, 5150 Ninth Line, be received for information.

Background

These applications form the second phase of a larger development proposal encompassing the entirety of 5150 Ninth Line. The first phase of the development is being reviewed under Files OZ 19/018 W10 and T-M19006 W10, 5150 Ninth Line, and proposes 122 townhomes on condominium roads and a new municipal road extending west through the subject lands from Ninth Line.

The applications have been deemed complete and circulated for technical comments. The purpose of this report is to provide preliminary information on the applications and to seek comments from the community. The report consists of two parts: a high level overview of the applications, and a detailed information and preliminary planning analysis (Appendix 1).

PROPOSAL

The rezoning application is required to permit 42 back-to-back townhomes and 5 condominium townhomes on condominium roads and an addition to an adjacent woodlot to the north. The

zoning by-law will need to be amended from **D** (Development) and **PB1** (Parkway Belt) to **RM6-Exception** (Townhouses on a CEC-Road), **RM11-Exception** (Back to Back Townhouses on a CEC-Road) and **G1** (Greenlands) to implement this development proposal. A portion of the subject lands adjacent to the Highway 407 ETR will retain the current (Parkway Belt) zone. A plan of subdivision is required to create the residential blocks for the townhomes, the condominium roads and the woodlot block. The applicant has also submitted an application to the Ministry of Municipal Affairs and Housing to remove a portion of the subject lands from the Parkway Belt West Plan.

During the ongoing review of these applications, staff may recommend different land use designations and zoning categories to implement the proposal.

Comments

The property is located on the west side of Ninth Line, north of Eglinton Avenue West within the Ninth Line Neighbourhood Character Area. The site is occupied by a telecommunications tower.



Aerial image of 5150 Ninth Line – Phase 1 and Phase 2 lands

The *Parkway Belt West Plan* (PBWP) is a provincial land use plan intended to designate and protect land needed for linear regional infrastructure, including transit, utility and electric power facility corridors. It serves as an urban separator and is used to link open space systems. The subject lands are located within the Public Use Areas of the PBWP and are designated Road and Inter-Urban Transit. Within the City of Mississauga, lands within the PBWP are within the City's Green System and are to be preserved and enhanced through public acquisition.

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

Additional information and details are found in Appendix 1, Section 4.

AGENCY AND CITY DEPARTMENT COMMENTS

Agency and department comments are summarized in Appendix 1, Section 7.

Financial Impact

All fees paid by developers are strictly governed by legislation, regulation and City by-laws. Fees are required to be paid prior to application approval, except where otherwise may be prescribed. These include those due to the City of Mississauga as well as any other external agency.

Conclusion

Most agency and City department comments have been received. The Planning and Building Department will make a recommendation on this project after the public meeting has been held and the issues have been resolved. The matters to be addressed include:

- Provision of additional technical information
- Consistency with Ninth Line Neighbourhood Character Area policies of Mississauga Official Plan and the Shaping Ninth Line Urban Design Guidelines
- Is the proposed development compatible with the existing and planned character of the area given the proposed massing, building height, and lotting fabric
- Are the proposed zoning by-law exception standards appropriate
- Assessment of the proposed circulation network (i.e. multi-use trails, walkways, trails, and mid-block connections)
- Compatibility with Phase 1 of the 5150 Ninth Line development currently in process under Files OZ/19/018 W10 and T-M19006 W10
- Confirmation from the Ministry of Municipal Affairs and Housing that any required amendments to the Parkway Belt West Plan have been sought and granted
- Confirmation from the Ministry of Transportation that the proposed buffer block is adequate.

Attachments

Appendix 1: Detailed Information and Preliminary Planning Analysis



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

Prepared by: Matthew Shilton, Development Planner

Detailed Information and Preliminary Planning Analysis

Owner: Mattamy (5150 Ninth Line) Limited

5150 Ninth Line (Phase 2)

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1. Proposed Development

The applicant proposes to develop the property with 42 back to back townhomes and 5 condominium townhomes on condominium roads. A rezoning application is required to permit the proposed development (refer to Section 4 for details concerning the proposed amendments). A draft plan of subdivision application is required to create blocks for townhomes, woodlot buffer, MTO setback, and transitway purposes. This is the second phase of a two phase development. The first phase of the development is being reviewed under rezoning and draft plan of subdivision Files OZ 19/018 W10 and T-M19006 W10, and proposes 122 townhomes of various types and tenures on public and private roads.

Development Proposal	
Applications submitted:	Received: November 19, 2020 Deemed complete: December 14, 2020
Developer/ Owner:	Mattamy (5150 Ninth Line) Limited
Applicant:	Korsiak Urban Planning
Number of units:	47 units
Proposed Gross Floor Area:	7,474.0 m ² (80,449.5 ft ²)
Height:	3 storeys / 15 m (49.2 ft.)
Net Density (Phase 2)	62.7 units/hectare (154.8 units/acre)
Road Type:	Common element condominium road (CEC)
Anticipated Population:	110* *Average household sizes for all units (by type) based on the 2016 Census

Development Proposal		
Parking:	Required:	Provided:
Resident spaces	94	94
Visitor spaces	12	2*
Total	106	96
		*Phase 1 of the proposed development accommodates all required visitor parking.
Green Initiatives:	<ul style="list-style-type: none"> Stormwater retention Landscaped bioretention area with amphibian habitat features is proposed within the 10 m (32.8 ft.) buffer adjacent to the woodlot LED lighting options will be integrated into buildings to reduce energy, maintenance and cooling costs 	

Supporting Studies and Plans

The applicant has submitted the following information in support of the applications which can be viewed at <http://www.mississauga.ca/portal/residents/development-applications>:

- Planning Justification Report Addendum and Zoning Matrices
- Urban Design Study
- Low Impact Design Features Memo
- Sun/Shadow Study
- Noise Study
- Arborist Report

- Easements / Restrictions on Title
- Traffic Impact Study
- Transportation Demand Management Plan
- Right-of-Way Justification
- Environmental Impact Study and Memos
- Functional Servicing & Stormwater Management Report
- Ditch Slope Stability (Top of Bank Survey)
- Geotechnical Report
- Environmental Site Assessment Phase 1
- Environmental Site Assessment Phase 2
- Record of Site Condition
- Heritage Impact Assessment
- Archaeological Assessment – Stage 1 Report and Supplementary Memo
- Archaeological Assessment – Stage 2 Report and Supplementary Memo
- Archaeological Registries for Stage 1 and 2 Reports
- Housing Report
- Affordable Housing Memo
- Lease Agreement (Rogers Communications)
- Context Map
- Concept Plan and Phasing Plan
- Draft Plan of Subdivision
- Composite Plan

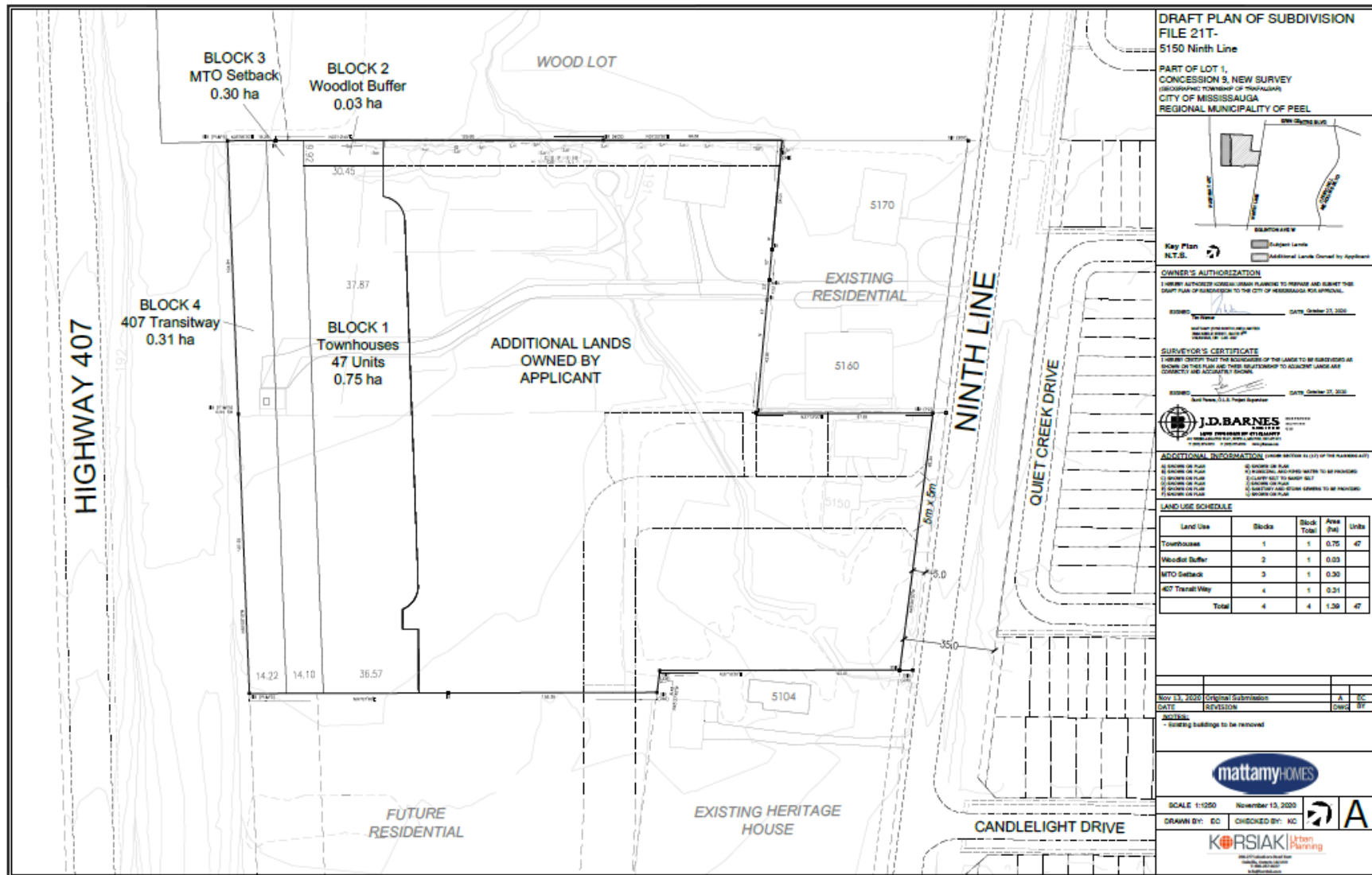
- Draft Zoning By-law Amendment
- Survey
- Building Elevations
- Civil Engineering Drawing Package (Grading, Servicing, ROW Cross Sections, Storm Drainage Plans)
- Landscape Concept Plan
- Tree Management Plan

Application Status

Upon deeming the applications complete, the supporting studies and plans were circulated to City departments and external agencies for review and comment. These comments are summarized in Section 7 of this appendix and are to be addressed in future resubmissions of the applications.

A pre-application community meeting was held on June 24, 2019. The community meeting was held for the proposed applications at 5150 Ninth Line (Mattamy) and the proposed applications at 5080 Ninth Line (Your Home Developments). Your Home Developments has not yet submitted development applications for 5080 Ninth Line. Refer to Section 6 of this appendix for a summary of comments received at the community meeting and from written submissions received.

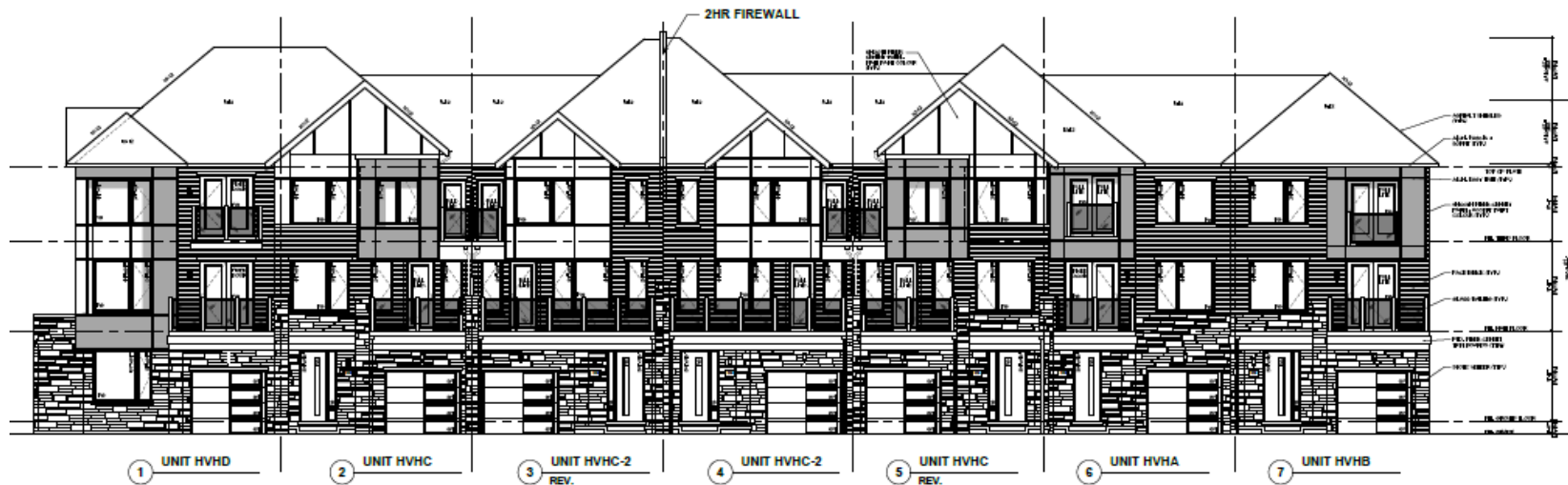




Draft Plan of Subdivision



Front Elevation of Street Townhomes



Front Elevation of Back-to-Back Townhomes

2. Site Description

Site Information

The subject property is located within the Ninth Line Neighbourhood Character Area, on the west side of Ninth Line, north of Eglinton Avenue West. The area consists of vacant agricultural land and existing rural residential properties. There is a small commercial development on the west side of Ninth Line, and low density residential development on the east side of Ninth Line. The vacant agricultural land forms part of the Parkway Belt West Plan area.



Aerial Photo of 5150 Ninth Line – Phase 1 and 2 lands

Property Size and Use (Includes Phase 1 Lands)	
Frontages:	99.3 m (325.8 ft.)
Depth:	248 m (813.6 ft.)
Gross Lot Area:	4.8 ha (11.9 ac.)
Existing Uses:	Vacant, with the exception of a telecommunications tower at the rear of the site.



Photo of 5150 Ninth Line from Ninth Line



Photo of 5150 Ninth Line from Highway 407 ETR

Site History

- January 1, 2010 – The Ninth Line lands (lands on the west side of Ninth Line, between Highway 401 and Highway 403) are transferred to the Region of Peel / City of Mississauga as a result of a municipal boundary realignment with the Region of Halton / Town of Milton.
- October 2011 – City Council directed staff to commence the Ninth Line Lands Study; a two phase joint project between the City of Mississauga and the Region of Peel to study the 350 hectares (870 acres) of lands on the west side of Ninth Line. This study resulted in the development of a land use concept used to advance a Region of Peel Official Plan Amendment and the development of Mississauga Official Plan policies, associated zoning and urban design guidelines for the lands.
- November 28, 2017 – Consent and Minor Variance applications, under files "B" 003/018, "B" 004/018, "B" 005/018, "A" 014/018, "A" 015/018 and "A" 016/018, were approved resulting in addition of lands to 5150 Ninth Line and to create new parcels at 5160 Ninth Line and 5170 Ninth Line. Minor variance applications were also required to recognize zoning by-law deficiencies on the newly created parcels.
- April 13, 2018 – Ministry of Municipal Affairs and Housing agree to the Mississauga Official Plan Amendment (MOPA) for Ninth Line proceeding in advance of the Region of Peel Official Plan Amendment (ROPA).
- June 18, 2018 – Planning and Development Committee approve staff recommendation report to bring forward amendments to Mississauga Official Plan and Zoning By-law 0225-2007 for Ninth Line lands (PDC-005-2018)
- July 2, 2018 – By-law 0168-2018 (amending Zoning by-law) came into effect, which rezoned the Ninth Line lands from the Town of Milton "A1" and "GA" zones to City of Mississauga "OS1" (Open Space – Community Park), "G1" (Greenlands – Natural Hazards), "G2" (Greenlands – Natural Features), "PB1" (Parkway Belt) and "D" (Development) zones
- August 1, 2018 – By-law 0167-2018 (MOPA 90 implementing by-law) came into effect, which created the new Ninth Line Neighbourhood Character Area and designated the Ninth Line lands **Residential Medium Density, Mixed Use, Business Employment, Public Open Space, Greenlands, Parkway Belt West**, Utility and **Natural Hazard**, and to add Transitway Route and Transitway Stations
- October 31, 2019 – Rezoning and Draft Plan of Subdivision applications, under files OZ 19/018 W10 and T-M19006 W10, were submitted by Mattamy (5150 Ninth Line) Limited to rezone and subdivide a portion of the subject lands to permit 119 townhomes on private condominium roads and a new public road from Ninth Line. These applications were subsequently revised to permit 122 townhomes
- October 19, 2020 – The Ministry of Transportation completes the "407 Transitway – Brant Street to Hurontario Street" Environmental Assessment, which finalized the alignment of the proposed 407 Transitway and identified the impacts of the transitway to the subject property and greater Ninth Line corridor.

3. Site Context

Surrounding Land Uses

The surrounding area on the west side of Ninth Line is characterized by predominantly detached dwellings on large, rural residential lots, small scale commercial uses and community service uses. Immediately north of the property is the City owned woodlot known as P-460. Beyond the woodlot is the site of the future Churchill Meadows Community Centre and Park (under construction).

The east side of Ninth Line consists of planned, low density residential communities consisting of detached homes, semi-detached homes and townhomes.

The surrounding land uses are:

- North: Woodlot and Churchill Meadows Community Centre and Park
- East: Churchill Meadows Animal Hospital, detached, semi-detached and townhomes
- South: Rural residential uses and Eglinton Avenue West
- West: Highway 407 ETR and Future 407 Transitway.

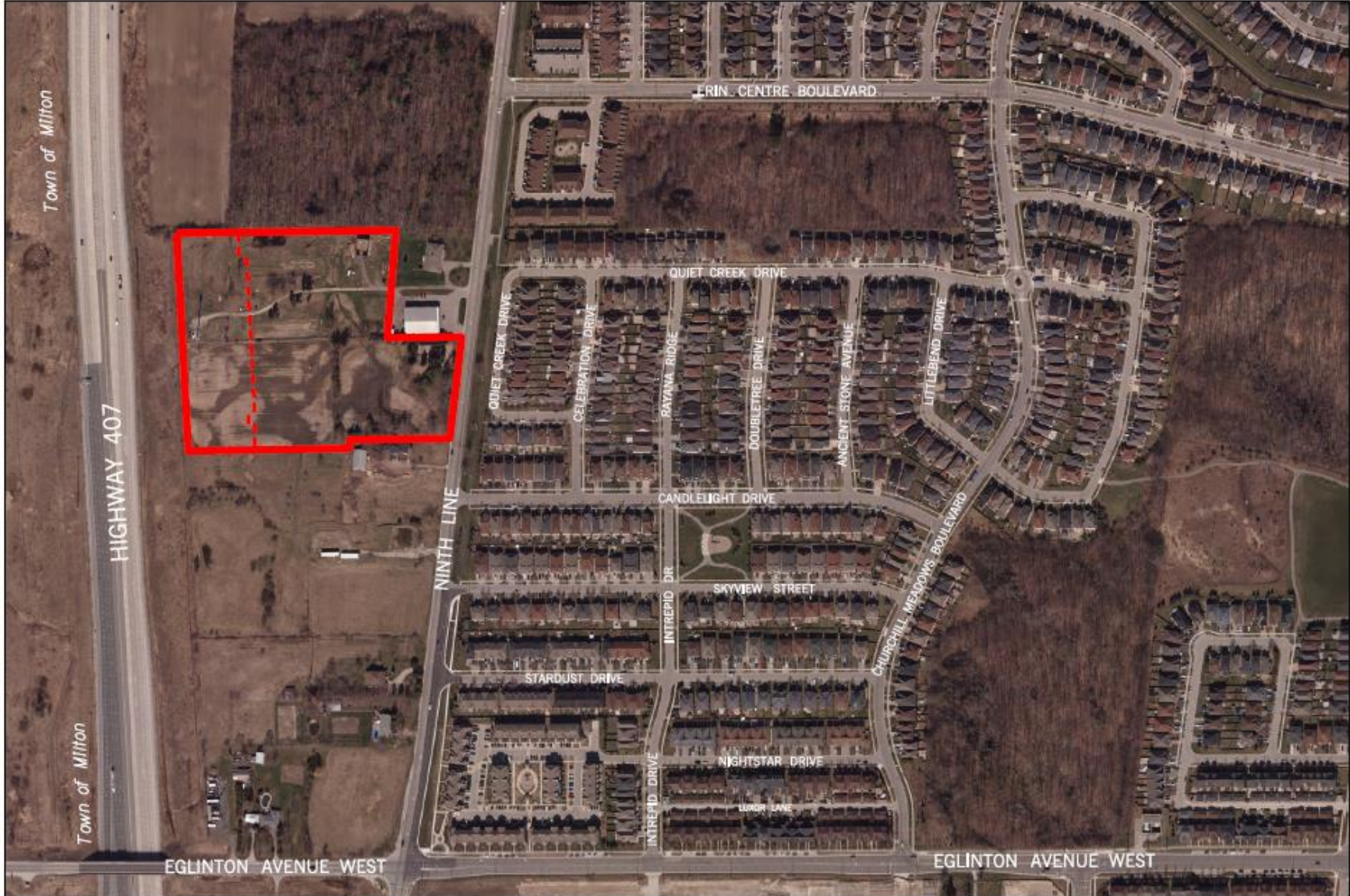
Neighbourhood Context

The subject lands are located in Precinct 5 (Community Park/Residential Area) of the Ninth Line Neighbourhood Character Area.

The lands on the west side of Ninth Line are predominantly vacant, with limited agricultural uses remaining. The primary

use is rural residential, with approximately 20 detached homes on large lots. Other existing uses include Churchill Meadows Animal Hospital, St. Peter's Mission Church, Sid's Pond and Gardenscape (a landscaping supply business), an outdoor storage operation, and the Enbridge/Union Gas/TransCanada Joint Operating Facility (a natural gas transmission and distribution pumping station). The Churchill Meadows Community Centre and Park are currently under construction between Eglinton Avenue West and Britannia Road West, approximately 310 m (1,017 ft.) north of the subject lands.

On the east side of Ninth Line, south of Britannia Road West is the Churchill Meadows Neighbourhood Character Area, a low and medium density residential community consisting of a mix of detached homes, semi-detached homes and townhomes. Other uses on the east side of Ninth Line include schools, daycares, a Montessori School, parkland and open space, and some commercial uses, including a small commercial plaza and a gas station. Further north, are a number of large scale industrial buildings, the Garry W. Morden Centre and a driving range.



Aerial Photo of 5150 Ninth Line - Phases 1 and 2

Demographics

According to the 2016 census, the Ninth Line Neighbourhood Character Area has 63 jobs and no reported population, resulting in 0.2 PPJ (persons plus jobs) per hectare (0.49 PPJ per acre). The Ninth Line Character Area contains the last remaining greenfield lands in the City of Mississauga. Significant growth is proposed for this community, resulting from the Shaping Ninth Line study and Mississauga Official Plan policies. The City uses the 2013 Mississauga Growth Forecast to project anticipated population within specific areas of the City. Since the approved land use framework for the Ninth Line corridor did not come into effect until 2018, the anticipated population is not reflected in the 2013 Mississauga Growth Forecast.

The following table summarizes the minimum densities that are applicable to the Ninth Line Neighbourhood Character Area at Provincial, Regional and Municipal levels:

	Minimum Densities* (People Plus Jobs = PPJs)
Growth Plan for the Greater Golden Horseshoe (2017)**	Designated Greenfield Area: 80 PPJs/Ha (32.4 PPJs/Ac)
Growth Plan for the Greater Golden Horseshoe (2019)	Designated Greenfield Area: 50 PPJs/Ha (20.2 PPJs/Ac)
Region of Peel ROPA 33	Designated Greenfield Area: 79 PPJs/Ha (32 PPJs/Ac)
Mississauga Official Plan (MOPA 90)	82 PPJs/Ha (33.2 PPJs/Ac)

*does not account for minimum densities in a Major Transit Station Area (MTSA)

**in effect during the Shaping Ninth Line study

The minimum density of 82 people and jobs per hectare (33.2 people and jobs per acre) was established through the Shaping Ninth Line study and is an average density for all of the Ninth Line lands. The density for the Ninth Line lands was determined based on the total developable land area and the projected population and jobs for each land use designation in the Official Plan. The density calculation assumed 110 ha (271.8 ac) of developable land area on Ninth Line, which includes **Residential Medium Density**, **Mixed Use**, **Business Employment**, and **Public Open Space** land use designations. Although the Business Employment and Public Open Space areas account for nearly 30% of the developable area (32.4 ha 80 ac.), they are expected to contribute very few people and jobs towards the overall density. Therefore, other lands (i.e. lands designated Residential medium Density and Mixed Use) need to reach higher densities to achieve the overall planned average of 82 people and jobs per hectare (33.2 people and jobs per acre).

It should be noted that the densities in the Growth Plan for the Greater Golden Horseshoe, Region of Peel Official Plan and Mississauga Official Plan (MOP) are minimum densities. Exceedances to these planned densities would not necessitate an Official Plan Amendment; however, the appropriateness of any exceedances would be evaluated through the processing of the development applications.

Other Development Applications

The following development applications are in process or were recently approved in the immediate vicinity of the subject property:

- SP 17/001 W10 – 5320 Ninth Line – Approval was obtained for the Churchill Meadows Community Centre and Park
- SP 18/061 W8 – 3560, 3580, 3610 and 3630 Odyssey Drive – Site Plan approval was obtained for four multi-tenant employment buildings
- SPM 18/086 W8 – 3650 Platinum Drive – Site Plan Minor application in process for a sports playing field and parking lot expansion at Sherwood Heights Private School
- SP 18/113 W8 – 3665 Odyssey Drive – Site Plan approval was obtained for 2, one-storey, multi-unit employment buildings
- SP 19/025 W8 – 3986 and 3990 Eglinton Avenue West – Site Plan application in process for a new gas bar, convenience store and drive-through
- SP 19/106 W8 – 3645 Platinum Drive – Site Plan application in process for a 6 storey hotel with surface parking
- OZ 19/012 W10 and T-M19003 W10 – 6432, 6500 and 0 Ninth Line – Rezoning and Draft Plan of Subdivision applications in process to permit a mix of residential dwelling types, parkland and school uses
- OZ 19/013 W10 and T-M19004 W10 – 6136, 6168, 0, 0, 0, 6252, 6276, 6302, 6314, 6400 and 6432 Ninth Line – Rezoning and Draft Plan of Subdivision applications in process to permit a mix of residential dwelling types, parkland and school uses
- OZ 19/018 W10 and T-M19006 W10 – 5150 Ninth Line – Rezoning and Draft Plan of Subdivision applications in process to permit a mix of condominium and freehold townhomes.

These applications are well within the anticipated population forecasted for the neighbourhood.

Community and Transportation Services

The Ninth Line Character Area is a greenfield neighbourhood. Therefore, services such as a school site and parks will be developed and provided through the processing of development applications.

In addition to park blocks that will be conveyed to the City as the Ninth Line Character Area is developed, future residents of the proposed development will also be served by existing parks on the east side of Ninth Line, including Sparling Woods Park (which is approximately 280 metres (918.6 ft.) from the subject lands), McLeod Park (which is approximately 250 metres (820.2 ft.) from the subject lands), and Marco Muzzo Senior Memorial Woods and Park (which is approximately 560 metres (1,837.3 ft.) from the subject lands). These parks are connected by an existing trail network to be shared by cyclists and pedestrians, which connects to other parks within the community. There are additional cycling facilities within the

community as well, including a multi-use trail on Britannia Road West, east of Ninth Line.

The Churchill Meadows Community Centre and Park is currently under construction on the west side of Ninth Line, between Eglinton Avenue West and Britannia Road West.

The following major MiWay bus routes currently service the site:

- Route 9 – Ninth Line
- Route 35 – Ninth Line

The site is serviced by the Lisgar GO Station at the southwest corner of Argentia Road and Tenth Line West and the Milton GO Train and GO Bus Lines. GO Train service is available Monday to Friday, during the morning and evening peak hours. GO Bus service is offered Monday to Friday during non-peak hours.

The 407 Transitway is a planned, 150 km (93 miles) high-speed interregional transit service extending from Brant Street in Burlington to Highways 35/115 in Pickering. The Transitway will be a two-lane, grade separated transit facility on an exclusive right-of-way, running parallel to the existing Highway 407 ETR. The Ministry of Transportation recently completed an

Environmental Project Report for the section of the Transitway between Brant Street in Burlington and Hurontario Street in Mississauga. The report finalized the preferred alignment of the Transitway route and the impacts that the route would have on properties along the corridor. There are two Transitway stations proposed along Ninth Line at Britannia Road West and Derry Road West.

Transportation and Works staff have commenced the Ninth Line Environmental Assessment (EA) Study for the 6.2 km (3.2 miles) corridor between Eglinton Avenue West and Derry Road West. An introductory Open House was held on February 20, 2020, and subsequent virtual consultation occurred between June 25, 2020 and July 17, 2020, as well as January 13, 2021 and February 3, 2021.

The purpose of the study is to review, evaluate and recommend multi-modal transportation solutions for the Ninth Line corridor in order to accommodate future transportation needs and to complete Phases 1 through 4 of the Municipal Class EA process. The Official Plan identifies a designated right-of-way width of 35 m (114.8 ft.) for Ninth Line.

4. 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 applications have been reviewed and summarized in the table below. Only key policies relevant to the applications have been

included. The table should be considered a general summary of the intent of the policies and should not be considered exhaustive. In the sub-section that follows, the relevant policies of Mississauga Official Plan are summarized. The development application will be evaluated based on these policies in the subsequent recommendation report.

Policy Document	Legislative Authority/Applicability	Key Policies
Provincial Policy Statement (PPS)	<p>The fundamental principles set out in the PPS apply throughout Ontario. (PPS Part IV)</p> <p>Decisions of the council of a municipality shall be consistent with PPS. (PPS 4.1)</p> <p>The Official Plan is the most important vehicle for implementation of the Provincial Policy Statement (PPS 4.6)</p>	<p>Settlement areas shall be the focus of growth and development. (PPS 1.1.3.1)</p> <p>Land use patterns within settlement areas will achieve densities and a mix of uses that efficiently use land, resources, infrastructure, public service facilities and transit. (PPS 1.1.3.2.a)</p> <p>Planning authorities shall identify appropriate locations and promote opportunities for intensification and redevelopment. (PPS 1.1.3.3)</p> <p>Planning authorities shall provide for an appropriate range and mix of housing types and densities to meet projected needs of current and future residents of the regional market area. (PPS 1.4.3)</p> <p>Natural features and areas shall be protected for the long term. (PPS 2.1.1)</p> <p>Development and site alteration shall not be permitted in habitat of endangered species and threatened species, except in accordance with provincial and federal requirements. (PPS 2.1.7)</p> <p>Planning authorities shall not permit development and site alteration on adjacent lands to protected heritage property except where the proposed development and site alteration has been evaluated and it has been demonstrated that the heritage attributes of the protected heritage property will be conserved. (PPS 2.6.3)</p> <p>Sites with contaminants in land or water shall be assessed and remediated. (PPS 3.2.2)</p>

Policy Document	Legislative Authority/Applicability	Key Policies
<p>Growth Plan for the Greater Golden Horseshoe (Growth Plan)</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>Within settlement areas, growth will be focused in delineated built-up areas; strategic growth areas; locations with existing or planned transit; and, areas with existing or planned public service facilities. (Growth Plan 2.2.1.2 c)</p> <p>Complete communities will feature a diverse mix of land uses; improve social equity and quality of life; provide a range and mix of housing options; provide convenient access to a range of transportation options, public service facilities, open spaces and parks, and healthy, local and affordable food options; provide a more compact built form; mitigate and adapt to climate change impacts; and, integrate green infrastructure. (Growth Plan 2.2.1.4)</p> <p>Municipalities will continue to protect any natural heritage features and areas in a manner that is consistent with the PPS and may continue to identify new systems in a manner that is consistent with the PPS. (Growth Plan 4.2.2.6)</p> <p>Cultural heritage resources will be conserved in order to foster a sense of place and benefit communities, particularly in strategic growth areas. (Growth Plan 4.2.7)</p> <p>To achieve minimum intensification and density targets, municipalities will develop and implement urban design and site design official plan policies and other supporting documents that direct the development of high quality public realm and compact built form. (Growth Plan 5.2.5.6)</p>
<p>Parkway Belt West Plan (PBWP)</p>	<p>The policies of MOP generally conform with the PBWP. Lands within the PBWP are within the City's Green System and are therefore intended to be preserved and enhanced through public acquisition.</p> <p>Lands within the PBWP are appropriately designated and zoned in the Mississauga Official Plan and Zoning By-law to implement the provisions and regulations of the Parkway Belt West Plan.</p>	<p>Portions of the subject lands are within the Public Use Area of the Parkway Belt West Plan and are designated Road and Inter-Urban Transit.</p> <p>Permitted uses in Public Use Area:</p> <ul style="list-style-type: none"> a) Legally existing uses b) Linear facilities (e.g. linear transportation, communication and utility facilities) c) Other public uses (subject to specific conditions including preservation of natural features, size of structures, landscaping, etc.) d) Interim uses (subject to specific conditions) e) Additions to existing uses (subject to specific conditions) (PBWP 5.4.1) <p>Public Works in Public Use Area:</p> <ul style="list-style-type: none"> a) Linear facilities <ul style="list-style-type: none"> i) Constructed to minimize detrimental effects on natural features ii) Transportation facilities will be constructed to restrict the number and capacity of traffic routes connecting Urban Areas and to retain the open space character of the area covered by the Plan. iv) Landscaping and buffers will be provided where appropriate, both

Policy Document	Legislative Authority/Applicability	Key Policies
		<p>along and between facility rights-of-way. (PBWP 5.4.3)</p> <p>Specific Objection</p> <p>h) Minimize the number of transportation routes crossing this Link and connecting the Oakville Urban Area to the Mississauga Urban Area and connecting the Milton East Future Urban Area to the Mississauga Northwest Urban Area (PBWP 6.7.2)</p> <p>Implementing Actions</p> <p>a) Restrict the number of transportation routes crossing the Link to:</p> <p>i) Existing facilities and their essential expansions;</p> <p>ii) Highway 403, inter-urban transit facilities, and other essential new facilities consistent with the Plan. (PBWP 6.7.3).</p>
Halton Region Official Plan	<p>Regional Official Plan Amendment 28 (ROPA 28) came into force and effect on December 21, 2005 and implemented the Ninth Line Corridor Policy Area policies and schedules.</p> <p>Regional Plan Amendment 38 (ROPA 38) subsequently deleted all policies and schedules implemented through ROPA 28 as a result of the land transfer to the Region of Peel / City of Mississauga. ROPA 38 was approved by the Minister of Municipal Affairs and Housing on November 24, 2011 and subsequently appealed to the Ontario Municipal Board (OMB), who approved the ROPA through a series of decisions between February 2014 and April 2017.</p>	<p>There are no current Halton Region Official Plan policies for the Ninth Line. As part of Regional Official Plan Amendment 38 (ROPA 38), the land use schedules and specific policies implemented by Regional Official Plan Amendment 28 (ROPA 28) were removed to reflect that the lands were no longer within Halton Region.</p>
Region of Peel Official Plan (ROP)	<p>The Region of Peel approved MOP on September 22, 2011, which is the primary instrument used to evaluate development applications. The Region provided additional comments, which are discussed in Section 8 of this Appendix.</p>	<p>On March 12, 2020, the Council of the Regional Municipality of Peel passed By-law 18-2020 to adopt Regional Official Plan Amendment 33 (ROPA 33).</p> <p>The purpose and effect of ROPA 33 is to delete and replace the Ninth Line Lands policies, which amend the Region of Peel Official Plan to expand the Regional Urban Boundary to include the Ninth Line Lands and establish an updated planning framework.</p> <p>ROPA 33 includes the following key policies:</p> <p>To establish the Ninth Line Lands designated greenfield area in Mississauga as a healthy, complete, transit-supportive urban community, which provides appropriate transitions to existing neighbourhoods to the east. (ROPA 33 – 5.3.5.1.1).</p>

Policy Document	Legislative Authority/Applicability	Key Policies
		<p>To achieve compact urban form and densities which are supportive of transit and active transportation as key components of the transportation network. (ROPA 33 – 5.3.5.1.2)</p> <p>To recognize, protect, and enhance a linked natural heritage system within the Ninth Line Lands including features of Provincial and Regional significance which form part of the Region's Core Areas of the Greenlands System (ROPA 33 – 5.3.5.1.3).</p> <p>That a well-connected and sustainable natural heritage system be designated to identify, protect and enhance natural heritage features in conformity with the Ninth Line Scoped Subwatershed Study. (ROPA 33 – 5.35.2.6.c).</p> <p>That development be phased to ensure servicing of development progresses in a financially responsible and environmentally sustainable manner that is coordinated with the Region's Capital Plan, Peel Water and Wastewater Master Plan, and Transportation Master Plans. (ROPA 33 – 5.3526.d).</p> <p>Development within the designated Greenfield areas shall be designed to meet or exceed the following minimum densities:</p> <ul style="list-style-type: none"> City of Mississauga: 79 residents and jobs combined per hectare (32 residents and jobs combined per acre) (applicable to existing designated greenfield area as shown on Schedule D4) (ROPA 33 – 5.5.4.2.2).

Mississauga Official Plan

The policies of Mississauga Official Plan (MOP) implement provincial directions for growth. MOP is generally consistent with the PPS and conforms with the Growth Plan, Greenbelt Plan, PBWP and ROP. An update to MOP is currently underway to ensure MOP is consistent with and conform to changes resulting from the recently released Growth Plan, 2019 and Amendment No. 1 (2020).

The subject property is not located within a Major Transit Station Area (MTSA).

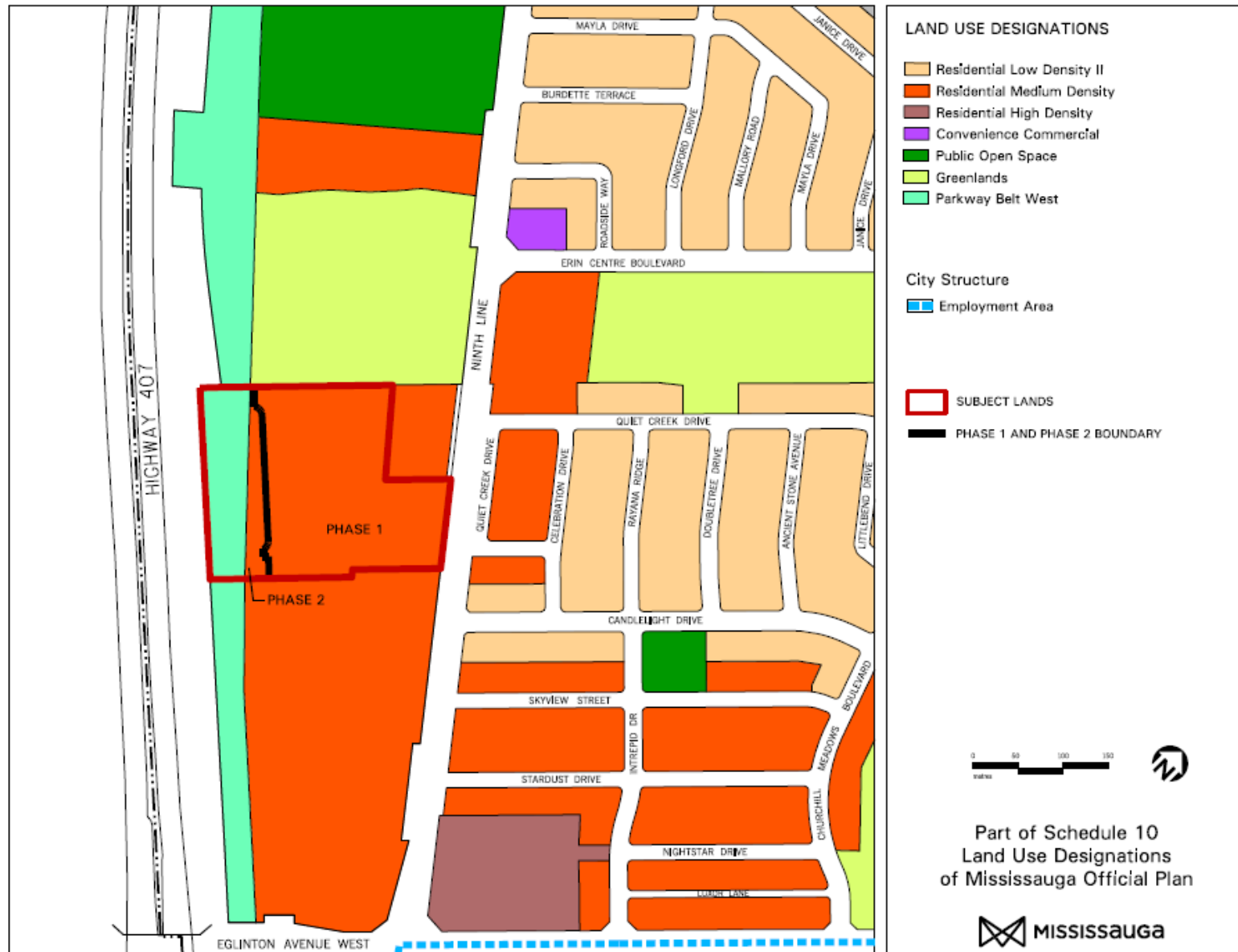
Existing Designations

The lands are located within the Precinct 5 (Community Park/Residential Area) of the Ninth Line Neighbourhood Character Area and are designated **Residential Medium Density** and **Parkway Belt West**.

In Precinct 5, the **Residential Medium Density** designation permits all forms of townhomes, low and mid-rise apartments, and at grade commercial uses on lands fronting onto Ninth Line. The permitted building height on the subject lands is three to six storeys.

Lands designated **Parkway Belt West** are governed by the provisions of the Parkway Belt West Plan. Once the Parkway Belt West Plan is amended, the land use designations shown on Reference Maps M1-M3 in MOP come into effect without amending MOP.

Ninth Line is identified as a Corridor in MOP.



Excerpt of Ninth Line Neighbourhood Character Area

Relevant Mississauga Official Plan Policies

The following policies are applicable in the review of these applications. In some cases, the description of the general intent summarizes multiple policies.

	General Intent
Chapter 5 Direct Growth	<p>Mississauga will ensure that the City's natural, environmental, and cultural resources are maintained for present and future generations (Section 5.1.5).</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>New development will not exceed the capacity of existing and planned engineering services, transit services and community infrastructure. Development proposals may be refused if existing or planned servicing and/or infrastructure are inadequate to support the additional population and employment growth that would be generated or by phased to coordinate with the provision of services and infrastructure. (Section 5.1.9).</p> <p>Intensification within Neighbourhoods may be considered where the proposed development is compatible in built form and scale to surrounding development, enhances the existing or planned development and is consistent with the policies of this Plan. (Section 5.3.5.5).</p> <p>Development will be sensitive to the existing and planned context and will include appropriate transition in use, built form, density and scale. (Section 5.3.5.6).</p> <p>Development on Corridors should be compact, mixed use and transit friendly and appropriate to the context of the surrounding Neighbourhood. (Section 5.4.4).</p> <p>Where higher density uses within Neighbourhoods are directed to Corridors, development will be required to have regard for the character of the Neighbourhoods and provide appropriate transitions in height, built form and density to the surrounding lands. (Section 5.4.5).</p> <p>Land uses and building entrances will be oriented to the Corridor where possible and surrounding land use development patterns permit (Section 5.4.7).</p> <p>There are lands in the Ninth Line Neighbourhood Character Area that are identified as a designated greenfield area pursuant to the Growth Plan for the Greater Golden Horseshoe (Section 5.6).</p>
Chapter 6 Value The Environment	<p>Parks also have a role in creating a complete community and strong economy. The availability of a park system is a factor for residents and businesses concerned about quality of life. (6.3).</p> <p>Buffers are vegetated protection areas that provide a physical separation of development from the limits of natural heritage features and Natural Hazard Lands. Buffers will be determined on a site specific basis as part of an Environmental Impact Study to the satisfaction of the City and conservation authority. (Section 6.3.7 and Section 6.3.8).</p>

	<p>General Intent</p> <p>The exact limit of components of the Natural Heritage System will be determined through site specific studies such as an Environmental Impact Study. (Section 6.3.10).</p> <p>Significant Natural Areas are areas that meet one or more of the following criteria:</p> <ul style="list-style-type: none"> c) Habitat of threatened species or endangered species; f) Significant woodlands are those that meet one or more of the following criteria: <ul style="list-style-type: none"> • Any woodland greater than 0.5 hectares that: <ul style="list-style-type: none"> • Supports old growth trees (greater than or equal to 100 years old); • Supports a significant linkage function as determined through an Environmental Impact Study approved by the City in consultation with the appropriate conservation authority • Is located within 100 m (328.1 ft.) of another Significant Natural Area supporting a significant ecological relationship between the two features; • Is located within 30 m (98 ft.) of a watercourse or significant wetland; or • Supports significant species or communities. (Section 6.3.12) <p>The Natural Heritage System will be protected, enhanced, restored and expanded by ensuring that development in or adjacent to the Natural Heritage System protects and maintains natural heritage features and their ecological functions and placing those areas into public ownership. (Section 6.3.24.a & b).</p> <p>Development and site alteration on lands adjacent to habitat of endangered species and threatened species or other Significant Natural Area will require an Environmental Impact Study, demonstrating no negative impact to the natural heritage features or on their ecological function, to the satisfaction of the City and appropriate conservation authority (6.3.29).</p>
<p>Chapter 7 Complete Communities</p>	<p>Mississauga will ensure that the housing mix can accommodate people with diverse housing preferences and socioeconomic characteristics and needs. (Section 7.1.6).</p> <p>Mississauga will ensure that housing is provided in a manner that maximizes the use of community infrastructure and engineering services, while meeting the housing needs and preferences of Mississauga residents. (Section 7.2.1)</p> <p>Mississauga will provide opportunities for:</p> <ul style="list-style-type: none"> a. the development of a range of housing choices in terms of type, tenure and price; b. the production of a variety of affordable dwelling types for both the ownership and rental markets; and c. the production of housing for those with special needs, such as housing for the elderly and shelters. (Section 7.2.2) <p>When making planning decisions, Mississauga will ensure that housing is provided in a manner that fully implements the intent of the Provincial and Regional housing policies. (Section 7.2.3).</p> <p>The proponent of any construction, development, or property alteration that might adversely affect a listed or designated cultural heritage resource or which is proposed adjacent to a cultural heritage resource will be required to submit a Heritage Impact Assessment, prepared to the satisfaction of the City and other appropriate authorities having jurisdiction. (Section 7.4.1.12).</p> <p>Development adjacent to a cultural property will be encouraged to be compatible with the cultural heritage property (Section 7.4.2.3).</p>

<p>Chapter 8 Create a Multi-Modal City</p>	<p>General Intent</p> <p>Mississauga will ensure that transportation corridors are identified and protected to meet current and projected needs for various travel modes. (Section 8.1.9).</p> <p>Mississauga will create a multi-modal road network through:</p> <ul style="list-style-type: none"> a. a transportation system that provides mobility and accessibility to all users; b. opportunities for transit priorities; c. pedestrian and cycling access and routes; and d. priority truck routes for the efficient movement of goods. (Section 8.2.2.2). <p>Mississauga will strive to create a fine-grained system of roads that seeks to increase the number of road intersections and overall connectivity throughout the city. (Section 8.2.2.3).</p>
<p>Chapter 9 Build A Desirable Urban Form</p>	<p>Mississauga will develop an urban form based on the urban system and the hierarchy identified in the city structure as shown on Schedule 1: Urban System. (Section 9.1.1).</p> <p>Infill and redevelopment within Neighbourhoods will respect the existing and planned character. (Section 9.1.3).</p> <p>Development on Corridors will be consistent with existing or planned character, seek opportunities to enhance the Corridor and provide appropriate transitions to neighbouring uses. (Section 9.1.5).</p> <p>Mississauga will promote a built environment that protects and conserves heritage resources. (Section 9.1.7).</p> <p>Urban form will support the creation of an efficient multi-modal transportation system that encourages a greater utilization of transit and active transportation modes. (Section 9.1.9).</p> <p>New development proposed on adjacent lands to existing or planned corridors and transportation facilities should be compatible with, and supportive of, the long-term purpose of the corridor and should be designed to avoid, mitigate or minimize adverse impacts on and from the corridor and transportation facilities. (Section 9.1.15).</p> <p>Neighbourhoods are stable areas where limited growth is anticipated. Where increases in density and a variety of land uses are considered in Neighbourhoods, they will be directed to Corridors. Appropriate transitions to adjoining areas that respect variations in scale, massing and land uses will be required. (Section 9.2.2).</p> <p>Development on Corridors will be encouraged to:</p> <ul style="list-style-type: none"> a. Assemble small land parcels to create efficient development parcels; b. Face the street, except where predominate development patterns dictate otherwise; c. Not locate parking between the building and the street; d. Site buildings to frame the street; f. Support transit and active transportation modes; h. Provide concept plans that show how the site can be developed with surrounding lands. (Section 9.2.2.6). <p>Development will be sensitive to the site and ensure that Natural Heritage Systems are protected, enhanced and restored (Section 9.2.3.1).</p>

	<p>General Intent</p> <p>Opportunities to conserve and incorporate cultural heritage resources into community design and development should be undertaken in a manner that enhances the heritage resources and makes them focal points for the community. (Section 9.2.4.1).</p> <p>Development and open spaces adjacent to significant cultural heritage resources will:</p> <ol style="list-style-type: none"> Contribute to the conservation of the heritage attribute of the resource and the heritage character of the area; Emphasize the visual prominence of cultural heritage resources; and Provide a proper transition with regard to the setting, scale, massing and character to cultural heritage resources. (Section 9.2.4.2). <p>Development will be designed to:</p> <ol style="list-style-type: none"> Respect the natural heritage features, such as forests, ridges, valleys, hills, lakes, rivers, streams and creeks; Respect cultural heritage features such as designated buildings, landmarks and districts; Accentuate the significant identity of each Character Area, its open spaces, landmarks and cultural heritage resources; Achieve a street network that connects to adjacent streets and neighbourhoods at regular intervals, wherever possible; Meet universal design principles; Address new development and open spaces; Be pedestrian oriented and scaled and support transit use; Be attractive, safe and walkable; Accommodate a multi-modal transportation system; and Allow common rear laneways or parallel service streets to provide direct access for lots fronting arterial roads and major collector roads, when appropriate. (Section 9.3.1.4). <p>Natural features, parks and open spaces will contribute to a desirable urban form by:</p> <ol style="list-style-type: none"> Assisting with the protection, enhancement, restoration and expansion of the Natural Heritage System; Connecting to the city's system of trails and pathways; Connecting to other natural areas, woodlands, wetlands, parks and open spaces, including streets, schools, cemeteries and civic spaces; Ensuring that all new parks and Open Spaces address the street, providing clear visibility, access and safety; Ensuring that adjacent uses, buildings and structure front onto them, with direct access, and encouraging natural surveillance; and, Appropriately sizing parks and open spaces to meet the needs of a community and ensuring they are able to accommodate social events and individual needs, inclusive of recreation, playgrounds, sports and community gardens, where possible. (Section 9.3.5.3). <p>Open Spaces will be designed as places where people can socialize, recreate and appreciate the environment. (Section 9.3.5.4).</p> <p>Private open space and/or amenity areas will be required for all development. (Section 9.3.5.5.).</p> <p>Residential developments of significant size, except for freehold developments, will be required to provide common outdoor on-site amenity areas that are suitable for the intended users. Section 9.3.5.6).</p>
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	<p>General Intent</p> <p>The design of all development will foster the improvement of connections and accessibility for transit uses and promote active transportation modes. (Section 9.4.1.1).</p> <p>Buildings and site design will be compatible with site conditions, the surrounding context and surrounding landscape of the existing or planned character of the area. (Section 9.5.1.1).</p> <p>Development proposals will demonstrate compatibility and integration with surrounding land uses and the public realm by ensuring adequate privacy; sunlight and sky views are maintained. (Section 9.5.1.9).</p> <p>New residential development abutting major roads should be designed with a built form that mitigates traffic noise and ensures the attractiveness of the thoroughfare. (Section 9.5.1.11).</p> <p>Noise will be mitigated through appropriate built form and site design mitigation techniques such as fencing and berms will be discourages (Section 9.5.1.12).</p> <p>Where direct vehicular access to development is not permitted from major roads, buildings should be designed with front doors or individual units oriented towards the major road with vehicular access provided from a side street, service road or rear laneways. (Section 9.5.2.4).</p> <p>Front building facades should be parallel to the street. (Section 9.5.3.5).</p>
Chapter 11 General Land Use Designations	<p>Lands designated Residential Medium Density will permit the following uses:</p> <ul style="list-style-type: none"> a) All forms of townhouse dwellings (Section 11.2.5.5). <p>Lands designated Parkway Belt West will be governed by the provisions of the Parkway Belt West Plan (11.2.13.1).</p>
Chapter 16 Neighbourhoods	<p>For lands within Neighbourhoods, a maximum building height of four storeys will apply unless Character Area policies specify alternative building height requirements. (Section 16.1.1.1).</p> <p>The Ninth Line Neighbourhood Character Area will be planned to achieve a minimum density of 82 residents and jobs combined per hectare, on all lands where development is permitted. (Section 16.20.1.1).</p> <p>Land Use and Built Form Planning in the area will be based on the following land use and built form principles:</p> <ul style="list-style-type: none"> a) Provide a mix of housing to accommodate people with diverse housing preferences and socioeconomic needs. This also includes housing which is affordable as outlined in the City's housing strategy; c) Provide a diversity of community infrastructure and facilities to meet the daily needs of residents, employees and visitors; d) Work in collaboration with the school boards to determine the need for educational facilities. The location of these facilities will be determined through the development application process. f) Recognize the significance of cultural heritage sites and landscapes including the natural heritage system; g) Support transit and active transportation as key components of the transportation network;

	General Intent
	<ul style="list-style-type: none"> h) Complement existing and future transportation facilities including taller, more compact mixed use buildings at the 407 Transitway Stations; i) Demonstrate distinct and appropriate design of all buildings, streets and open spaces; and j) Provide appropriate transition to neighbourhoods to the east. (Section 16.20.2.2.1). <p>Planning in the area will be based on a series of connections including:</p> <ul style="list-style-type: none"> a) A network of trails that link open spaces and key destinations, and trail networks beyond the Ninth Line Lands; b) Safe pedestrian crossings of Ninth Line; c) Key access points d) Pedestrian supportive streets; and e) Integrated cycling lanes and/or multi-use routes on or adjacent to Ninth Line and other roads. (Section 16.20.2.2.2) <p>Parks, Open Spaces and Natural Heritage Planning in the area will be based on a series of parks, open spaces and a natural heritage system that:</p> <ul style="list-style-type: none"> a) Creates a well-connected and sustainable natural heritage system; b) Provides a variety of parks and open spaces for all ages and abilities including those which encourage passive and active use in all seasons, promote unique experiences and educational opportunities, and incorporate naturalized areas; c) Provides parks and open spaces in close proximity to adjacent neighbourhoods and employment areas; and d) Has regard for the Ninth Line Sixteen Mile Creek Scoped Sub-watershed Study (Section 16.20.2.2.3). <p>Connections throughout the area will be supported by a modified grid system of public streets, public and privately owned public space, as well as wayfinding and signage plans. (Section 16.20.2.3.1).</p> <p>Trails and sidewalks should link 407 Transitway Stations, community facilities, parks and commercial and employment areas. The layout and design of blocks, streets, and boulevards will support the use of transit, walking and cycling. (Section 16.20.2.3.2).</p> <p>The layout and design of blocks, streets, and boulevards will support the use of transit, walking and cycling. (Section 16.20.2.3.3).</p> <p>Development fronting Ninth Line will be designed to provide appropriate transition to uses on the east side of the street. (Section 16.20.2.3.4).</p> <p>Buildings will be designed and massed to frame streets and support an active public realm. Pedestrian comfort will be supported through the use of landscaping and other features. (Section 16.20.2.3.5).</p> <p>A significant amount of land in the Ninth Line area is designated Parkway Belt as per the Parkway Belt West Plan. Once the alignment of the 407 Transitway is finalized, lands no longer required for the Transitway may be removed from the Parkway Belt West Plan (PBWP) through amendment to the PBWP. Once the PBWP is amended, the land use designations shown on Reference Maps (M1-M3) will come into force and effect, without further amendment to this Plan.(Section 16.20.2.6).</p>

	<p>General Intent</p> <p>The primary focus of this area will be the Community Park and related facilities to serve residents of the local and broader communities. (Section 16.20.3.5.1).</p> <p>Development in the northwest quadrant of Eglinton Avenue West and Ninth Line will have a mix of housing forms such as townhouses and midrise apartments. Heights will range from 3 to 6 storeys. (Section 16.20.3.5.2).</p> <p>Notwithstanding the Residential Medium Density policies of this Plan, low-rise and mid-rise apartment dwellings will also be permitted. (Section 16.20.4.1.1).</p> <p>For lands fronting onto Ninth Line in Precincts 2 and 5, commercial uses will be permitted at grade. (Section 16.20.4.1.2).</p> <p>The Ninth Line Neighbourhood Character Area is designed to encourage multi-modal transportation with an emphasis on transit and active transportation modes. (Section 16.20.5.1).</p> <p>All development in the Ninth Line Neighbourhood Character Area will be designed to protect for, and support, the 407 Transitway and any related facilities. (Section 16.20.5.4).</p> <p>Local roads will be designed to serve all modes of transportation including pedestrians, cyclists and transit users. (Section 16.20.5.6).</p>
<p>Chapter 19 Implementation</p>	<p>Development applications will be evaluated and processed in accordance with the policies of this Plan, approved streetscape studies and design guidelines and other relevant City Council policies and Provincial policies. (Section 19.4.1).</p> <p>To provide consistent application of planning and urban design principles, all development applications will address, among other matters:</p> <ul style="list-style-type: none"> a) The compatibility of the proposed development to existing or planned land uses and forms, including the transition in height, density and built form; b) Conformity with the policies of this Plan; c) The sustainability of the development to support public transit and to be oriented to pedestrians; d) In circumstances where medium and high density residential uses are in proximity to developments of a lower density, measures, such as increased setbacks, sensitive building location, transition and design; and landscaping, may be required to ensure compatibility with the lower density designations; e) The adequacy of engineering services; f) The adequacy of community infrastructure; g) The adequacy of multi-modal transportation systems; h) The suitability of the site in terms of size and shape, to accommodate the necessary on site functions, parking, landscaping and on site amenities; i) The relationship of the proposed development to the street environment and its contribution to an effective and attractive public realm; j) The impact of the height and form of development, in terms of overshadowing and amenity loss, on neighbouring residential and park uses;

	General Intent
	<p>k) Site specific opportunities and constraints; l) Sustainable design strategies; and m) Urban form and public health (Section 19.4.3).</p> <p>This section contains criteria which requires an applicant to submit satisfactory planning reports to demonstrate the rationale for the proposed amendment as follows:</p> <ul style="list-style-type: none"> the proposal would not adversely impact or destabilize the following: the overall intent, goals and objectives of the Official Plan; and the development and functioning of the remaining lands which have the same designation, or neighbouring lands; that a municipal comprehensive review of the land use designation or a five year review is not required; the lands are suitable for the proposed uses, and compatible with existing and future uses of surrounding lands; there are adequate engineering services, community infrastructure and multi-modal transportation systems to support the proposed application; a planning rationale with reference to Mississauga Official Plan policies, other relevant policies, good planning principles and the merits of the proposed amendment in comparison with the existing designation has been provided by the applicant. (Section 19.5.1)

Mississauga Zoning By-law

Existing Zoning

The portion of the site proposed for redevelopment under these applications is currently zoned **D** (Development) and **PB1** (Parkway Belt).

The **D** (Development) zone permits buildings or structures legally existing on the date of the passage of the By-law and the existing legal use of such building or structure. New buildings or structures and the enlargement or replacement of existing buildings and structures is not permitted.

The **PB1** (Parkway Belt) zone implements the provisions and regulations of the Parkway Belt West Plan. The **PB1** zone permits passive recreational uses and conservation uses.

Proposed Zoning

The applicant is proposing to zone a portion of the property **RM6 – Exception** (Townhouses on a CEC - Road – Exception) to permit 5 townhomes, **RM11 – Exception** (Back To Back Townhouses on a CEC - Road – Exception) to permit 42 back to back townhomes, and **G1** (Greenlands) to permit a 10 m (32.8 ft.) vegetative buffer. A portion of the subject lands will remain **PB1** (Parkway Belt) in order to implement the provisions and regulations of the Parkway Belt West Plan and facilitate the 407 Transitway.

Through the processing of the applications, staff may recommend a more appropriate zone category for the development in the Recommendation Report.



Zone Regulations	Existing RM6 Zone Regulations	Proposed Amended Zone RM6 Regulations
Minimum rear yard setback – interior lot / CEC - corner lot	7.5 m (24.6 ft.)	5.8 m (19 ft.)
Maximum height	10.7 m (35.3 ft.) & 3 Storeys	15.0 m (49.2 ft.) & 3 Storeys
Minimum landscaped area	25%	24%
Maximum encroachment of porch or deck inclusive of stairs located at and accessible from the first story or below the first storey into the required front and exterior side yards	1.5 m (4.9 ft.)	2.5 m (8.2 ft.)
Maximum encroachment of a balcony , window, chimney , pilaster or corbel, window well, & stairs with a maximum of 3 risers, into the required rear yard	1.0 m (3.3 ft.)	2.5 m (8.2 ft.)
Maximum driveway width	3.0 m (9.8 ft.)	3.2 m (10.5 ft.)
Minimum width of sidewalk (CEC)	2.0 m (6.5 ft.)	1.5 m (4.9 ft.)
Note: The provisions listed are based on information provided by the applicant, which is subject to revisions as the applications are further refined.		

Proposed RM11 Exception Zoning Regulations

Zone Regulations	Existing Zone Regulations	Proposed Amended Zone Regulations
Minimum front yard – interior lot / CEC - corner lot	4.5 m (14.8 ft.)	4.0 m (13.1 ft.)
Minimum exterior side yard – lot with an exterior side lot line that is a street line	7.5 m (24.6 ft.)	4.0 m (13.1 ft.)
Maximum driveway width	2.6 m (8.5 ft.)	3.4 m (11.2 ft.)
Minimum width of a sidewalk not traversed by a driveway	2.0 m (6.5 ft.)	1.5 m (4.9 ft.)
Note: The provisions listed are based on information provided by the applicant, which is subject to revisions as		

Zone Regulations	Existing Zone Regulations	Proposed Amended Zone Regulations
the applications are further refined.		

Affordable Housing

In October 2017 City Council approved *Making Room for the Middle – A Housing Strategy for Mississauga* which identified housing affordability issues for low and moderate incomes in the city. In accordance with the Provincial Growth Plan (2019) and Amendment No. 1 (2020), *Provincial Policy Statement* (2020), Regional Official Plan and Mississauga Official Plan (MOP), the City requests that proposed multi-unit residential developments incorporate a mix of units to accommodate a diverse range of incomes and household sizes.

Applicants proposing non-rental residential developments of 50 units or more – requiring an official plan amendment or rezoning for additional height and/or density beyond as-of-right permissions – will be required to demonstrate how the proposed development is consistent with/conforms to Provincial, Regional and City housing policies. The City's official plan indicates that

the City will provide opportunities for the provision of a mix of housing types, tenures and at varying price points to accommodate households. The City's annual housing targets by type are contained in the Region of Peel Housing and Homelessness Plan 2018-2028

<https://www.peelregion.ca/housing/housinghomelessness/pdf/plan-2018-2028.pdf>

To achieve these targets, the City is requesting that a minimum of 10% of new ownership units be affordable. The 10% contribution rate will not be applied to the first 50 units of a development. The contribution may be in the form of on-site or off-site units, land dedication, or financial contributions to affordable housing elsewhere in the city.

As the applications proposes less than 50 units, the City's affordable housing requirements are not applicable.

5. School Accommodation

The Peel District School Board

Student Yield	School Accommodation			
11 Kindergarten to Grade 5 5 Grade 6 to Grade 8 5 Grade 9 to Grade 12	Artesian Drive Public School	Erin Centre Middle School	Stephen Lewis Secondary School	
	Enrolment: 574 Capacity: 698 Portables: 0	Enrolment: 806 Capacity: 766 Portables: 3	Enrolment: 1535 Capacity: 1530 Portables: 0	

The Dufferin-Peel Catholic District School Board

Student Yield	School Accommodation	
4 Kindergarten to Grade 8 3 Grade 9 to Grade 12	St. Bernard of Clairvaux Catholic Elementary School	St. Joan of Arc Catholic Secondary School
	Enrolment: 567 Capacity: 519 Portables: 8	Enrolment: 1116 Capacity: 1371 Portables: 0

6. Community Questions and Comments

A pre-application community meeting was held by Mattamy (5150 Ninth Line) Limited and Your Homes Developments on June 24, 2019. The community meeting was for applications at 5150 Ninth Line and the proposed applications at 5080 Ninth Line (applications not yet submitted). There were approximately 30 people in attendance.

The following comments made by the community as well as any others raised at the public meeting will be addressed in the Recommendation Report, which will come at a later date.

- Concern as Ninth Line cannot accommodate the current traffic volumes and the proposed development will further increase traffic.
- Concern with the proposed density of the development.

7. Development Issues

The following is a summary of comments from agencies and departments regarding the applications:

Agency / Comment Date	Comments
Region of Peel (April 20, 2021)	<p>Region of Peel – Water and Wastewater Servicing:</p> <p>The development is located within the Pressure Zone 4W of the Region's water distribution system. Through the associated subdivision application to the east, a 300 mm (11.8 inch) watermain is proposed within the new public road (Street A) west of Ninth Line and will connect to the existing 400 mm (15.7 inch) watermain on Ninth Line. Local, looped watermain are proposed within the private roads to service the development. All proposed units will be provided with individual water service connections in accordance with Region design criteria. Hydrant testing and water modelling will be conducted as part of the detailed engineering design to confirm adequate fire flow is available.</p> <p>The development is located within the Erin Centre and Motorway Sewersheds of the west trunk system, which ultimately discharge to the Clarkson Water Pollution Control Plant. Through the associated subdivision application to the east, a new 375 mm (14.7 inch) sanitary trunk sewer is proposed along Ninth Line that will connect to an existing 900 mm (35.4 inch) sanitary sewer located just north of the subject site at Erin Centre Boulevard and Ninth Line. The new sanitary sewer will be extended through the proposed Street A to provide a drainage outlet for future developments to the south. The extension of the watermain along Ninth Line and through Street A will provide adequate servicing capacity to accommodate this site, the associated development to the east and future development to the south. The location of the proposed sanitary sewer is subject to the Ninth Line EA study. The design of the sewer will be reviewed and commented on by Region of Peel staff following an engineering submission for the infrastructure and confirmation of the new Ninth Line right-of-way design at an advanced stage of the EA study for this section of Ninth Line.</p> <p>The Region of Peel does not have any objections to the proposed water and wastewater servicing proposal for this development. Approval of this development is subject to approval of the associated subdivision application to the east and its infrastructure – T-M19006.</p> <p>Region of Peel – Waste Collection:</p> <p>The Region of Peel will provide curbside collection of garbage, recyclable materials, household organics and yard waste. The Region of Peel does not have any objections to the proposed waste collection design for this development.</p>
Dufferin-Peel Catholic District School Board and the Peel District School Board (January 6, 2021)	<p>Both School Boards responded that they are satisfied with the current provision of educational facilities for the catchment area and, as such, the school accommodation condition as required by City of Mississauga Council Resolution 152-98 pertaining to satisfactory arrangements regarding the adequate provision and distribution of educational facilities need not be applied for these development applications.</p> <p>Both School Boards require their standard warning clauses to be placed within the Development Agreement to advise that some of the children from the development may have to be accommodated in temporary facilities or bused to schools.</p>

Agency / Comment Date	Comments
	In addition, if approved, the Peel District School Board and the Dufferin-Peel Catholic District School Board also require certain conditions be added to the applicable Development Agreements and to any purchase and sale agreements.
City Community Services Department – Park Planning Section (February 11, 2021)	<p>In comments dated February, 11 2021 Community Services indicated that the proposed development is adjacent to Churchill Meadows Community Centre and Park (P-459), zoned G2 and OS1. This 20.23ha (50.0ac) park contains a woodlot, trails, play equipment, soccer pitches and a community centre, with potential for enhancements in future park development phases.</p> <p>Park Planning recommends the woodlot buffer be dedicated gratuitously to the City as Greenlands for conservation purposes. Should this application be approved, hoarding and fencing is required along the boundary of Churchill Meadows Park (P-459). Additional, securities will be required for greenbelt clean-up, restoration and protection, hoarding, and fencing.</p> <p>Prior to the issuance of building permits for each lot or block cash-in-lieu for park or other public recreational purposes is required pursuant to Section 42 of the Planning Act (R.S.O. 1990, c.P. 13, as amended) and in accordance with City's Policies and Bylaws.</p>
Mississauga Fire and Emergency Services (January 25, 2021)	Fire is withholding their review of the Phase 2 development until the emergency access issues associated with the Phase 1 development are addressed.
City Transportation and Works Department (March 16, 2021)	<p>Technical reports and drawings have been submitted and are under review to ensure that engineering matters related to noise, grading, servicing, stormwater management, traffic and environmental compliance can be satisfactorily addressed to confirm the feasibility of the project, in accordance with City requirements.</p> <p>Based on a review of the materials submitted to date, the owner has been requested to provide additional technical details and revisions prior to the City making a recommendation on both the rezoning and draft plan of subdivision applications, as follows:</p> <p>Stormwater A Functional Servicing & Stormwater Management Report (FSR & SWM), prepared by Urbantech Consulting, dated November 2020, was submitted in support of the proposed development. The purpose of the report is to evaluate the proposed development impact on the municipal drainage system (e.g. storm sewers, etc.) and to mitigate the quality and quantity impacts of stormwater run-off generated from the site. Mitigation measures may include improvements to existing stormwater servicing infrastructure, new infrastructure and/or on-site stormwater management controls.</p> <p>The second phase of the development requires that the services be constructed through the first phase first, including a new storm sewer to service the development lands and the public road, with an outlet to the existing storm sewer on Ninth Line, as well as on-site stormwater management controls for the post development discharge. The proposed plan requires additional approvals such as the Ministry of Transportation.</p> <p>The applicant is required to provide further technical information to:</p> <ul style="list-style-type: none"> • Demonstrate the feasibility of the proposed storm sewer; • Develop an acceptable strategy to accommodate external drainage from the adjacent properties; • Demonstrate that there will be no impact on the City's existing drainage system; and

Agency / Comment Date	Comments
	<ul style="list-style-type: none"> Verify that the internal SWM strategy satisfies the criteria and overall principles of the Ninth Line Corridor Scoped Subwatershed Study (SWS). <p>Traffic A Traffic Impact Study (TIS) prepared by C.F. Crozier & Associates Inc. dated November 2020 was submitted in support of the proposed development. A full review and audit was completed by Transportation and Works staff. Based on the information provided to date, staff are not satisfied with the study. The Traffic Impact Study is to be updated to include:</p> <ul style="list-style-type: none"> The development of 5080 Ninth Line in the background development analysis; A section to address community concerns identified through the public meetings. <p>Environmental Compliance A Phase One ESA (18-748-100), dated 2019-02-11 and Phase Two ESA (18-748-100), dated 2019-10-16, both prepared by DS Consultants Ltd were submitted in support of the proposed development. Based on these reports a Record of Site Conditions has been filed for the property.</p> <p>The applicant is required to provide further information as part of subsequent submissions, as follows:</p> <ul style="list-style-type: none"> Reliance Letter for the Phase One and Phase Two Environmental Site Assessment; The Temporary Discharge to Storm Sewer Commitment Letter; Proof of the Above Ground Tank removal; Written document which includes a plan to decommission the wells or proof of decommissioning if already completed; Written document which includes a plan to decommission or abandon the septic system, or proof of decommissioning if already completed; Certification letter which confirms suitability of lands to be dedicated to the City. <p>Noise An Acoustical Feasibility Study prepared HGC Engineering Ltd., dated November 17, 2020, was submitted for review. The Noise Study evaluates the potential impact both to and from the proposed development and recommends mitigation measures to reduce any negative impacts. Noise sources that may have an impact on this development include road and rail traffic. Further information from the applicant is required to confirm that any noise mitigation measure is based on the latest concept configuration and grading information.</p> <p>Engineering Plans/Drawings The applicant has submitted a number of technical plans and drawings (i.e. grading and servicing plans), which need to be revised as part of subsequent submissions, in accordance with City Standards.</p>
Credit Valley Conservation (January 4, 2021)	The proposal shows that the lands subject to natural heritage features, hazards and woodlot buffer are proposed to be zoned G1. CVC staff recommend that the appropriate restrictive zoning be placed over all lands beyond the approved limit of development (natural heritage features and hazards) including buffers (i.e. vegetation protection zone), and placed into public ownership for long term protection and maintenance.
Other City Departments and External Agencies	The following City Departments and external agencies offered no objection to these applications provided that all technical matters are addressed in a satisfactory manner:

Agency / Comment Date	Comments
	<ul style="list-style-type: none"> • City of Mississauga – City Community Services Department – Heritage Planning Section • City of Mississauga – City Community Services Department – Public Art • City of Mississauga – Planning and Building Department – Economic Development • Bell Canada • Greater Toronto Airports Authority • Alectra Utilities • Hydro One Network
	<p>The following City Departments and external agencies were circulated the applications but provided no comments:</p> <ul style="list-style-type: none"> • Region of Halton • Town of Milton • Trillium Health Partners • Enbridge Gas Inc. (Formerly Union Gas) • Enbridge Pipelines Inc. • Enbridge Gas Distribution • TransCanada Pipelines • Ministry of Transportation • Canada Post • Rogers Cable • Conseil Scolaire Viamonda • Conseil Scolaire de District Catholique Centre-Sud • Peel Regional Police • City of Mississauga – Corporate Services Department – Realty Services • City of Mississauga – Transportation and Works Department – MiWay • City of Mississauga – Fire and Emergency Services

Development Requirements

There are engineering, traffic, and planning matters that will require the applicant to enter into agreements with the City. Prior to any development proceeding on-site, the City will require the submission and review of an application for site plan approval.

8. Section 37 Community Benefits (Bonus Zoning)

Section 37 community benefits (bonus zoning) is not considered applicable for the current proposal as no official plan amendment is required and the proposed zoning is

implementing the in force Mississauga Official Plan policies.

9. Next Steps

Based on the comments received and the applicable Mississauga Official Plan policies, the following matters will have to be addressed:

- Is the proposed development consistent with Ninth Line Neighbourhood Character Area policies of Mississauga Official Plan and the Shaping Ninth Line Urban Design Guidelines
- Is the proposed development compatible with the existing and planned character of the area given the proposed massing, building height, and lot fabric
- Are the proposed zoning by-law exception standards appropriate
- Assessment of the proposed circulation network (i.e. multi-use trails, walkways, trails, and mid-block connections)
- Confirmation from the Ministry of Municipal Affairs and Housing that any required amendments to the Parkway Belt West Plan have been sought and granted
- Confirmation from the Ministry of Transportation that the proposed buffer block is adequate

Upon satisfying the requirements of various City departments and external agencies, the Planning and Building Department will bring forward a recommendation report to a future Planning and Development Committee meeting. It is at this meeting that the members of the Committee will make a decision on the applications.

City of Mississauga

Corporate Report



<p>Date: May 7, 2021</p> <p>To: Chair and Members of Planning and Development Committee</p> <p>From: Andrew Whittemore, M.U.R.P., Commissioner of Planning & Building</p>	<p>Originator's files: OZ 19/018 W10 and T-M19006 W10</p>
	<p>Meeting date: May 31, 2021</p>

Subject

RECOMMENDATION REPORT (WARD 10)

Rezoning and Draft Plan of Subdivision applications to permit 122 townhomes on condominium roads and a new public road from Ninth Line

5150 Ninth Line, west side of Ninth Line, north of Eglinton Avenue West

Owner: Mattamy (5150 Ninth Line) Limited

Files: OZ 19/018 W10 and T-M19006 W10

Recommendation

1. That the applications under File OZ 19/018 W10, Mattamy (5150 Ninth Line) Limited, 5150 Ninth Line to change the zoning to **RM5-58** (Street Townhouses – Exception), **RM6-26** and **H-RM6-26** (Townhouses on a CEC Road) **RM6-27** and **H-RM6-27** (Townhouses on a CEC Road), **RM6-28** (Townhouses on a CEC Road – Exception), **RM11-1** (Back to Back Townhouses on a CEC Road – Exception) and **G** (Greenlands) to permit 122 townhomes (16 dual frontage, 65 condominium, 15 street and 26 back to back townhomes) on condominium roads and a new public road from Ninth Line, and that the draft plan of subdivision under File T-M19006 W10, be approved subject to the conditions referenced in the staff report dated May 7, 2021 from the Commissioner of Planning and Building.
2. That the applicant agree to satisfy all the requirements of the City and any other external agency concerned with the development.
3. That the decision of Council for approval of the rezoning application be considered null and void, and a new development application be required unless a zoning by-law is passed within 18 months of the Council decision.
4. That the “H” holding symbol is to be removed from the **H-RM6-26** (Townhouses on a CEC – Road) and **H-RM6-27** (Townhouses on a CEC – Road) zoning applicable to the subject

lands, by further amendment upon confirmation from applicable agencies and City Departments that matters outlined in the report dated May 7, 2021 from the Commissioner of Planning and Building having been satisfactorily addressed.

5. That notwithstanding subsection 45.1.3 of the *Planning Act*, subsequent to Council approval of the development application, the applicant can apply for a minor variance application, provided that the height, number of dwelling units and FSI shall not increase.
6. That notwithstanding Council Resolution 0121-91, the applications be approved with the number of car spaces per dwelling and visitor parking spaces proposed.

Report Highlights

- The applications are to change the zoning by-law and create a plan of subdivision to allow 122 townhomes on condominium roads and a new public road from Ninth Line
- The applicant has made revisions to the proposal, including: 3 additional townhomes, a new condominium road, increased front yard setbacks, additional pedestrian connections a temporary turning circle and a temporary emergency access lane to Street A
- It has been concluded that the proposed development is supportable from a planning perspective
- Staff are satisfied with the changes to the proposal and find it to be acceptable from a planning standpoint, and recommend that the applications be approved

Background

A public meeting was held by the Planning and Development Committee on July 13, 2020, at which time an Information Report:

(<https://pub-mississauga.escribemeetings.com/FileStream.ashx?DocumentId=2411>)

was received for information. Recommendation PDC-0022-2020 was then adopted by Council on July 22, 2020.

That the report dated June 19, 2020, from the Commissioner of Planning and Building regarding the applications by Mattamy (5150 Ninth Line) Limited to permit 119 townhomes (15 dual frontage townhomes, 63 condominium townhomes, 17 street townhomes and 24 back to back townhomes) on private condominium roads and a new public road from Ninth Line, under Files OZ 19/018 W10 and T-M19006 W10, 5150 Ninth Line, be received for information.

Comments

REVISED DEVELOPMENT PROPOSAL

The applicant has made some modifications to the proposed concept plan including:

- Increasing the number of proposed townhomes from 119 to 122. The development consists of four types and tenures of townhomes including 16 dual frontage, 65 condominium, 15 street and 26 back to back townhomes
- Reducing the amount of common amenity area on the property from 824 m² (8,869.5 ft²) to 685 m² (7,373.3 ft²)
- Increasing front yards for the majority of units, including a reduction in the number of risers into the units and/or a reconfiguration of the risers to allow for increased space for street tree planting
- Increasing the landscape buffer to the woodlot along the north property line and the introduction of a sidewalk along the buffer
- Proposing of a mid-block pedestrian connection to break up the back to back townhomes
- Proposing of an extension of CEC Road F south to Street A to improve pedestrian and vehicular traffic flow, fire route options, landscaping, and general site layout
- Proposing a temporary turning circle where Street A terminates at 5080 Ninth Line to the south and a temporary emergency access lane through Block 2, until Street A is extended through the lands to the south and back out to Ninth Line

COMMUNITY ENGAGEMENT

Notice signs were placed on the subject lands advising of the proposed zoning change. All property owners within 120 m (393 ft.) were notified of the applications on December 13, 2019. A pre-submission community meeting was held by Mattamy (5150 Ninth Line) Limited and Your Home Developments on June 24, 2019. The community meeting was for the proposed applications at 5150 Ninth Line and the proposed applications by Your Home Developments at 5080 Ninth Line (applications not yet submitted). Approximately 30 people attended the meeting. Four written submissions were received during the processing of the applications. All written submissions requested to be notified of future meetings pertaining to the applications. Supporting studies were posted on the City's website at <http://www.mississauga.ca/portal/residents/development-applications>.

The virtual public meeting was held on July 13, 2020. No members of the public made deputations regarding the applications. Responses to the issues raised at the pre-submission community meeting can be found in Appendix 2.

PLANNING ANALYSIS SUMMARY

The *Planning Act* allows any property owner within the Province of Ontario the ability to make a development application to their respective municipality in order to accommodate a particular development proposal on their site. Upon the submission of mandated technical information, the municipality is obligated under the *Planning Act* to process and consider the application within the rules set out in the Act.

The Province identifies through its *Provincial Policy Statement* matters that are of provincial interest, which require the development of efficient land use patterns and sustainability in urban areas that already exist. The Province has also set out the *Growth Plan for the Greater Golden Horseshoe*, which is designed to promote economic growth, increase housing supply and build communities that are affordable and safe, among other items. The Growth Plan requires municipalities to manage growth within already existing built up areas to take advantage of existing services to achieve this mandate. In order to meet required housing supply projections, the *Planning Act* instructs municipalities to make planning decisions that are consistent with the *Provincial Policy Statement* and the Growth Plan.

A detailed Planning Analysis is found in Appendix 2. The applications are consistent with the *Provincial Policy Statement* and conform to the *Growth Plan for the Greater Golden Horseshoe*, the Region of Peel Official Plan and Mississauga Official Plan.

The proposed townhomes are an appropriate form of development along the Ninth Line corridor. The Residential Medium Density designation in Mississauga Official Plan permits townhomes. The proposed townhomes are also consistent with the recently completed Shaping Ninth Line planning study, and the recently approved Ninth Line Character Area policies. The proposal accommodates the recently approved 407 Transitway alignment, and protects for future development of the adjacent property to the south and the second phase of the applicants' development.

Strategic Plan

The applications are consistent with the Connect pillar of the Strategic Plan by contributing a choice of housing type for residents that supports the principle of building complete communities to accommodate growth.

Financial Impact

All fees paid by developers are strictly governed by legislation, regulation and City by-laws. Fees are required to be paid prior to application approval, except where otherwise may be prescribed. These include those due to the City of Mississauga as well as any other external agency.


Conclusion

In summary, the proposed development has been designed to address the existing context and planned character of the Ninth Line corridor, and is consistent with the Ninth Line Character Area policies. The proposed development adheres to the City's Shaping Ninth Line Urban Design Guidelines, and protects for the future 407 Transitway as well as public road connections to adjacent properties. The proposed rezoning and draft plan of subdivision are acceptable from a planning standpoint and should be approved.

Should the applications be approved by Council, the implementing zoning by-law will be brought forward to Council at a future date.

Attachments

- Appendix 1: Information Report
- Appendix 2: Detailed Planning Analysis
- Appendix 3: City Conditions of Approval



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

Prepared by: Matthew Shilton, Planner, Development North

City of Mississauga

Corporate Report



<p>Date: June 19, 2020</p> <p>To: Chair and Members of Planning and Development Committee</p> <p>From: Andrew Whittemore, M.U.R.P., Commissioner of Planning & Building</p>	<p>Originator's files: OZ 19/018 W10 and T-M19006 W10</p>
	<p>Meeting date: July 13, 2020</p>

Subject

PUBLIC MEETING INFORMATION REPORT (WARD 10)

Rezoning and Draft Plan of Subdivision applications to permit 119 townhomes (15 dual frontage townhomes, 63 condominium townhomes, 17 street townhomes and 24 back to back townhomes) on private condominium roads and a new public road from Ninth Line

5150 Ninth Line, west side of Ninth Line, north of Eglinton Avenue West

Owner: Mattamy (5150 Ninth Line) Limited

Files: OZ 19/018 W10 and T-M19006 W10

Recommendation

That the report dated June 19, 2020, from the Commissioner of Planning and Building regarding the applications by Mattamy (5150 Ninth Line) Limited to permit 119 townhomes (15 dual frontage townhomes, 63 condominium townhomes, 17 street townhomes and 24 back to back townhomes) on private condominium roads and a new public road from Ninth Line, under Files OZ 19/018 W10 and T-M19006 W10, 5150 Ninth Line, be received for information.

Background

The applications have been deemed complete and circulated for technical comments. The purpose of this report is to provide preliminary information on the applications and to seek comments from the community. The report consists of two parts, a high level overview of the applications and a detailed information and preliminary planning analysis (Appendix 1).

PROPOSAL

The rezoning application is required to permit 119 townhomes (15 dual frontage townhomes, 63 condominium townhomes, 17 street townhomes and 24 back to back townhomes) on private condominium roads and a new public road from Ninth Line. The zoning by-law will also need to be amended from **D** (Development) and **PB1** (Parkway Belt) to **RM8-Exception** (Back to Back and/or Stacked Townhouses) to implement this development proposal. A plan of subdivision is

required to create the residential blocks for the townhomes and for the creation of the public road that will connect to Ninth Line.

During the ongoing review of these applications, staff may recommend different land use designations and/or zoning categories to implement the proposal.

Comments

The property is located on the west side of Ninth Line, north of Eglinton Avenue West within the Ninth Line Neighbourhood Character Area. The site is currently occupied by a detached home and accessory farm structures.



Aerial image of 5150 Ninth Line



Applicant's rendering of the proposed townhome development

LAND USE POLICIES AND REGULATIONS

The *Planning Act* allows any person within the Province of Ontario to submit development applications to the local municipality to build or change the use of any property. Upon submitting all required technical information, the municipality is obligated under the *Planning Act* to process and consider these applications within the rules set out in the Act.

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 Parkway Belt West Plan (PBWP) is a provincially prepared plan intended to designate and protect land needed for linear regional infrastructure, including transit, utility and electric power facility corridors. It also serves as an urban separator and is used to link open space systems. The subject lands are located within the Public Use Areas of the PBWP and are designated Road and Inter-Urban Transit. Within the City of Mississauga, lands within the PBWP are within the City's Green System and are therefore intended to be preserved and enhanced through public acquisition.

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

Conformity of this proposal with the policies of Mississauga Official Plan is under review.

Additional information and details are found in Appendix 1, Section 5.

AGENCY AND CITY DEPARTMENT COMMENTS

Agency and department comments are summarized in Appendix 1, Section 8.

Financial Impact

All fees paid by developers are strictly governed by legislation, regulation and City by-laws. Fees are required to be paid prior to application approval, except where otherwise may be prescribed. These include those due to the City of Mississauga as well as any other external agency.

Conclusion

Most agency and City department comments have been received. The Planning and Building Department will make a recommendation on this project after the public meeting has been held and the issues have been resolved. The matters to be addressed include:

- Provision of additional technical information
- Provision of a concept plan with sufficient detail to allow for a fulsome review of the proposed development
- Consistency with Ninth Line Neighbourhood Character Area policies of Mississauga Official Plan and Shaping Ninth Line Urban Design Guidelines
- Appropriateness of the proposed built form and the proposed zoning by-law exceptions
- Impacts resulting from the Ministry of Transportation's Environmental Assessment for the 407 Transitway
- Assessment of the proposed circulation network (i.e. multi-use trails, walkways, trails, and mid-block connections)
- Adequacy of open space and outdoor amenity areas
- Provision of affordable housing
- Implementing the requirements of the final Ninth Line Scoped Subwatershed Study
- Compliance with Fire Route By-law
- Acceptable noise mitigation and associated buffers

Attachments

Appendix 1: Detailed Information and Preliminary Planning Analysis



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

Prepared by: Ashlee Rivet-Boyle, Development Planner

Detailed Information and Preliminary Planning Analysis

Owner: Mattamy (5150 Ninth Line) Limited

5150 Ninth Line

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1. Site History

- January 1, 2010 – The Ninth Line lands (i.e. all lands on the west side of Ninth Line, between Highway 401 and Highway 403) transferred to the Region of Peel / City of Mississauga as a result of a municipal boundary realignment with the Region of Halton / Town of Milton
- October 2011 – City Council directed staff to commence the Ninth Line Lands Study; a two phase joint project between the City of Mississauga and the Region of Peel to study the 350 hectares (870 acres) of lands on the west side of Ninth Line. The study included retaining a consortium of consultants to complete numerous technical studies (i.e. environmental, transportation and land use) and conducting extensive public consultation. This study resulted in the development of a land use concept used to advance a Region of Peel Official Plan Amendment and the development of Mississauga Official Plan policies, associated Zoning and urban design guidelines for the lands
- November 28, 2017 – Consent and Minor Variance applications, under files "B" 003/018, "B" 004/018, "B" 005/018, "A" 014/018, "A" 015/018 and "A" 016/018, were submitted by Luigi and Rossana Cofini to add lands to the adjacent property at 5150 Ninth Line and to create new parcels for the existing animal hospital at 5160 Ninth Line and the existing detached home at 5170 Ninth Line. Minor variance applications were also required to recognize zoning by-law deficiencies on the newly created parcels
- April 13, 2018 – Letter from the Ministry of Municipal Affairs and Housing agreeing to the Mississauga Official Plan Amendment (MOPA) for Ninth Line proceeding in advance of the Region of Peel Official Plan Amendment (ROPA) given the uniqueness of the situation and the existing policy framework established by Halton Region Official Plan Amendment No. 28
- June 18, 2018 – Planning and Development Committee approve staff recommendation report to bring forward amendments to Mississauga Official Plan and Zoning By-law 0225-2007 for Ninth Line lands (PDC-005-2018)
- July 2, 2018 – By-law 0168-2018 (amending Zoning by-law) came into effect, which rezoned the Ninth Line lands from the Town of Milton "A1" and "GA" zones to City of Mississauga "OS1" (Open Space – Community Park), "G1" (Greenlands – Natural Hazards), "G2" (Greenlands – Natural Features), "PB1" (Parkway Belt) and "D" (Development) zones
- August 1, 2018 – By-law 0167-2018 (MOPA 90 implementing by-law) came into effect, which created the new Ninth Line Neighbourhood Character Area and designated the Ninth Line lands **Residential Medium Density, Mixed Use, Business Employment, Public Open Space, Greenlands, Parkway Belt West, Utility and Natural Hazard**, and to add Transitway Route and Transitway Stations

2. Site and Neighbourhood Context

Site Information

The property is located on the west side of Ninth Line, north of Eglinton Avenue West.

The subject property consists of mostly vacant, formerly agricultural lands and lands forming part of the Parkway Belt West Plan area. There is a detached home along the Ninth Line frontage and accessory farm structures.

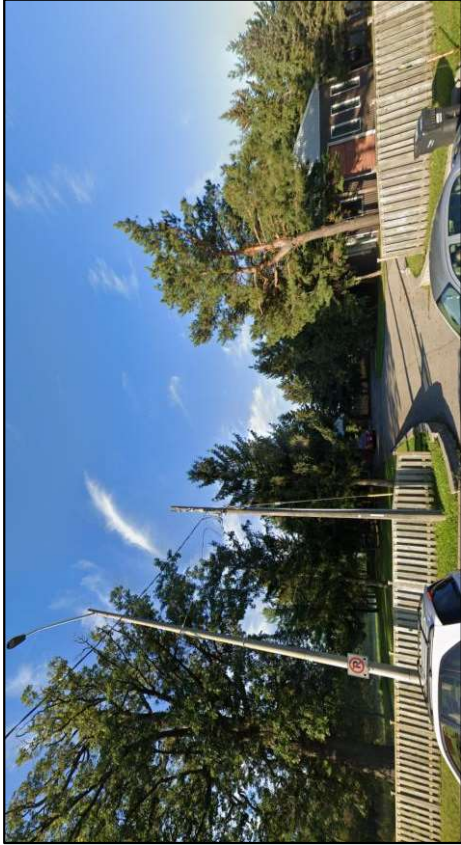


Photo of existing detached dwelling at 5150 Ninth Line from Ninth Line.



Photo of 5150 Ninth Line from Highway 407 ETR

Property Size and Use	
Frontages:	99.3 m (325.8 ft.)
Depth:	248 m (813.6 ft.)
Gross Lot Area:	4.8 ha (11.9 ac.)
Existing Uses:	Mostly vacant, a detached home fronts onto the Ninth Line frontage

Surrounding Land Uses

The surrounding area on the west side of Ninth Line is characterized by predominantly rural residential uses, small scale commercial uses and community service uses. Immediately north of the property is the City owned woodlot known as P-460. Beyond the woodlot is the site of the future Churchill Meadows Community Centre and Park (under construction).

The east side of Ninth Line is mainly residential, in the form of detached homes, semi-detached homes and townhomes.

The surrounding land uses are:

- North: Woodlot and Churchill Meadows Community Centre and Park
- East: Churchill Meadows Animal Hospital, detached home, Ninth Line, and detached, semi-detached and townhomes east of Ninth Line
- South: Rural residential uses and Eglinton Avenue West
- West: Future 407 Transitway and Highway 407



Aerial Photo of 5150 Ninth Line

The Neighbourhood Context

The subject lands are located in Precinct 5 (Community Park/Residential Area) of the Ninth Line Neighbourhood Character Area.

The lands on the west side of Ninth Line are predominantly vacant. There are some remaining agricultural uses; however, most farming activity has ceased. The primary use is rural residential, with approximately 20 detached homes on large lots. Other existing uses include Churchill Meadows Animal Hospital, St. Peter's Mission Church, Sid's Pond & Gardenscape (a landscaping supply business), an outdoor storage operation, and the Enbridge/Union Gas/TransCanada Joint Operating Facility (a natural gas transmission and distribution pumping station). The Churchill Meadows Community Centre and Park are currently under construction between Eglinton Avenue West and Britannia Road West, approximately 310 m (1,017 ft.) north of the subject lands.

On the east side of Ninth Line is the Churchill Meadows (south of Britannia Road West) Neighbourhood Character Area, a low and medium density residential community consisting of a mix of detached, semi-detached and townhomes. Other uses on the east side of Ninth Line include schools, daycares and a Montessori School, parkland and open space, and some commercial uses (including a small commercial plaza and a gas station). Further north, are a number of large scale industrial buildings, the Garry W Morden Centre and a driving range.

Demographics

The Ninth Line Neighbourhood Character Area contains the last remaining greenfield lands in the City of Mississauga. Significant growth is proposed for this community, resulting from the *Shaping Ninth Line* study and in force Mississauga Official Plan policies. The 2016 census did not report a population for the Ninth Line Neighbourhood Character Area, but did identify 63 jobs. The City uses the 2013 Mississauga

Growth Forecast to project anticipated population within specific areas of the City. Since the approved land use scenario for Ninth Line did not come into effect until 2018, the anticipated population is not reflected in the 2013 Mississauga Growth Forecast.

The following table summarizes the minimum densities that are applicable to the Ninth Line Neighbourhood Character Area at the Provincial, Regional and Municipal levels:

	Minimum Densities* (people and jobs = PPJs)
Growth Plan for the Greater Golden Horseshoe (2017)**	Designated Greenfield Area: 80 PPJs/Ha (32.4 PPJs/Ac)
Growth Plan for the Greater Golden Horseshoe (2019)	Designated Greenfield Area: 50 PPJs/Ha (20.2 PPJs/Ac)
Region of Peel ROPA 33	Designated Greenfield Area: 79 PPJs/Ha (32 PPJs/Ac)
Mississauga Official Plan (MOPA 90)	82 PPJs/Ha (33.2 PPJs/Ac)

*does not account for minimum densities in a Major Transit Station Area (MTSA)

**in effect during the Shaping Ninth Line study

The minimum density of 82 people and jobs per hectare (33.2 people and jobs combined per acre) was established through the *Shaping Ninth Line* study and is an average density for all of the Ninth Line lands. The density for the Ninth Line lands was determined based on the total developable land area and the projected population and jobs for each land use designation in the Official Plan. The density calculations assume 110 ha (271.8 ac.) of developable land area on Ninth Line, which includes **Residential Medium Density, Mixed Use, Business Employment**, and **Public Open Space** land

uses designations. Although the **Business Employment** and **Public Open Space** areas account for nearly 30% of the developable area (32.4 ha (80 ac.)), they are expected to contribute very few people and jobs towards the overall density. Therefore, other lands (i.e. lands designated **Residential Medium Density** and **Mixed Use**) need to reach higher densities to achieve the overall planned average of 82 people and jobs per hectare (33.2 people and jobs per acre).

It should also be noted that the densities in the Growth Plan for the Greater Golden Horseshoe, Region of Peel Official Plan and Mississauga Official Plan (MOP) are minimum densities. Exceedances to these planned densities would not necessitate an Official Plan Amendment; however, the appropriateness of any exceedances would need to be carefully evaluated through the processing of the development applications. Refer to Section 3 – Project Details of this appendix for additional information pertaining to proposed densities on the subject lands.

Other Development Applications

The following development applications are in process or were recently approved in the immediate vicinity of the subject property:

- SP 17/001 W10 – 5320 Ninth Line – Approval was obtained for the Churchill Meadows Community Centre and Park
- SP 18/061 W8 – 3560, 3580, 3610 and 3630 Odyssey Drive – Site Plan approval was obtained for four multi-tenant employment buildings

- SP 18/080 W8 – 4650 Ridgeway Drive – Site Plan application in process for 10 one-storey and 1 two-storey retail and office buildings
- SPM 18/086 W8 – 3650 Platinum Drive – Site Plan Minor application in process for a sports playing field and parking lot expansion at Sherwood Heights Private School
- SP 18/113 W8 – 3665 Odyssey Drive – Site Plan approval was obtained for 2 one-storey multi-unit employment buildings
- OZ 19/012 W10 and T-M 19003 W10 – 6432, 6500 and 0 Ninth Line – Rezoning and Draft Plan of Subdivision applications in process to permit a mix of residential dwelling types, parkland and school uses
- OZ 19/013 W10 and T-M 19004 W10 – 6136, 6168, 0, 0, 0, 6252, 6276, 6302, 6314, 6400 and 6432 Ninth Line – Rezoning and Draft Plan of Subdivision applications in process to permit a mix of residential dwelling types, parkland and school uses
- SP 19/025 W8 – 3986 and 3990 Eglinton Avenue West – Site Plan application in process for a new gas bar, convenience store and drive-through
- SP 19/041 W8 – 3500 Platinum Drive – Site Plan application in process for eight commercial buildings and one multi-tenant industrial building
- SP 19/106 W8 – 3645 Platinum Drive – Site Plan application in process for a 6 storey hotel with surface parking

Community and Transportation Services

As a new neighbourhood, community services (i.e. schools, parks, community centres, etc.) will be required to be developed and provided through the processing of development applications on the Ninth Line lands. Refer to Section 8 of this Appendix for initial comments from the Parks Planning Section of the Community Services Department.

In addition to the proposed park blocks, future residents of the proposed development will also be served by existing parks in the surrounding community, including Sparling Woods Park, McLeod Park, and Marco Muzzo Senior Memorial Woods and Park. These parks are connected by an existing trail network to be shared by cyclists and pedestrians, which connects to other parks within the community. There are additional cycling facilities within the community as well, including bicycle lanes on Erin Centre Blvd and Tenth Line, and a multi-use trail on Britannia Road West, east of Ninth Line.

The Churchill Meadows Community Centre and Park is currently under construction on the west side of Ninth Line, between Eglinton Avenue West and Britannia Road West. With a scheduled opening during the fall of 2020, the complex will serve the future residents of Ninth Line and the surrounding community.

Current MiWay transit service in the area includes routes 9 and 35, both of which provide two-way, all day service, seven days a week. The proposed development is anticipated to increase transit ridership demand along the Ninth Line corridor. As ridership demands increase, MiWay adjusts service provision accordingly factoring in the greater good of all MiWay network customers.

Lisgar GO Station is located at the southwest corner of Argentia Road and Tenth Line West and is serviced by the Milton GO Train and GO Bus lines. GO Train service is available Monday to Friday, during the morning and evening peak hours. GO Bus service is offered Monday to Friday during non-peak hours.

The 407 Transitway is a 150 km (93 miles) high-speed interregional transit service extending from Brant Street in Burlington to Highways 35/115 in Pickering. The Transitway will be a two-lane, grade separated transit facility on an exclusive right-of-way, running parallel to the existing Highway 407 ETR. Although initially designed for bus rapid transit service, provisions will be made for future conversion to a two-track light-rail transit technology (source: Ministry of Transportation (MTO)). The portion of the Transitway along the Ninth Line lands is proposed between the Highway 407 ETR right-of-way and the subject lands. The MTO is currently undertaking an Environmental Assessment (EA) and preliminary design for the Transitway. Public Information Centre (PIC) #2 was held in February 2020 to present the technically preferred stations, alignment and maintenance facilities for the Transitway. There are two Transitway stations proposed along Ninth Line, one south of Britannia Road West and one north of Derry Road West.

Ninth Line Environmental Assessment

Transportation and Works staff has started the Ninth Line Environmental Assessment (EA) Study for the 6.2 km (3.9 miles) corridor between Eglinton Avenue West and Derry Road West. The introductory Open House was held February 20, 2020. The purpose of this study is to review, evaluate and recommend multi-modal solutions for this corridor in order to

accommodate future transportation needs and to complete Phases 1 through 4 of the Municipal Class EA process. The Official Plan identifies a designated right-of-way width of 35 m (114.8 ft.) for Ninth Line, alternative design concepts and solutions (including the ultimate number of lanes) will be determined through the EA process.

Through the EA Study there will be several opportunities for consultation with the public, stakeholders and various government and technical agencies. A study of this magnitude typically requires 18-24 months to complete, which includes Council endorsement and a minimum 30-day review period. Should a Part II Order be requested by a member of the public (formerly known as a "bump-up" request, which requires a higher level of assessment), the approval from the Minister of Conservation, Environment and Parks may be delayed. The 2019 Capital Budget provides the necessary funding to initiate the detailed engineering design with construction expected to begin in 2023.

Subwatershed Study

The City is in the process of preparing a Scoped Subwatershed Study (SWS), a technical study which reviewed existing environmental features along the Ninth Line corridor, between Eglinton Avenue West and Highway 401. The SWS is one of the numerous technical studies initiated as part of the broader Ninth Line Lands Study. Its primary objectives are to establish a better understanding of surface water and groundwater, as well as the presence and significance of natural features; including, streams, flora and fauna. The SWS is nearing completion, pending final acceptance from Conservation Halton. It is important to note that the management strategy that will result from the SWS is founded

on the principle that it can have no negative impacts on adjacent and downstream lands and in fact should work towards overall improvements.

3. Project Details

The current applications are to permit 119 townhomes, which constitutes Phase 1 of the development on the subject lands. Phase 2 is not presently part of the active development applications due to its proximity to the future Transitway corridor.

Phase 1 consists of a 20 m (65.6 ft.) wide public road which runs from the property line at Ninth Line to the south property line. Ultimately, this road will extend through the properties to the south (5034, 5054 and 5080 Ninth Line) and reconnect to Ninth Line. Phase 1 includes 119 townhomes, of which, 17 are freehold units fronting onto the proposed public right-of-way and the remaining 112 are condominium townhomes in the form of dual frontage, back to back and traditional condominium units with access from private condominium roads.

Phase 2 is located at the rear of the property and encompasses the portion of the lands that are encumbered by the 60 m (197 ft.) Transitway corridor study area. A total of 45 townhomes are proposed and the units will be accessed by private roads.

The Draft Plan of Subdivision consists of five residential development blocks and the proposed public right-of-way, referred to as Street "A".

Development Proposal	
Applications submitted:	Received: October 31, 2019 Deemed complete: November 28, 2019
Developer/Owner:	Mattamy (5150 Ninth Line) Limited
Applicant:	Korsiak Urban Planning
Number of units:	Phase 1: 119 units Phase 2: 45 units Total: 164 units
Height:	15 m (49.2 ft.) and 3 storeys
Net** Density Units: (Includes units from Phases 1 and 2)	41.7 units/ha (16.9 unit/ac)
Net** Density People and Jobs: (utilizing Hemson Consulting's people per unit assumptions from Shaping Ninth Line)	116.8 PPJs/ha (47.3 PPJs/ac)
Road Type:	Public road from Ninth Line and private condominium internal roads
Anticipated Population:	440* *Average household sizes for all units (by type) based on the 2016 Census

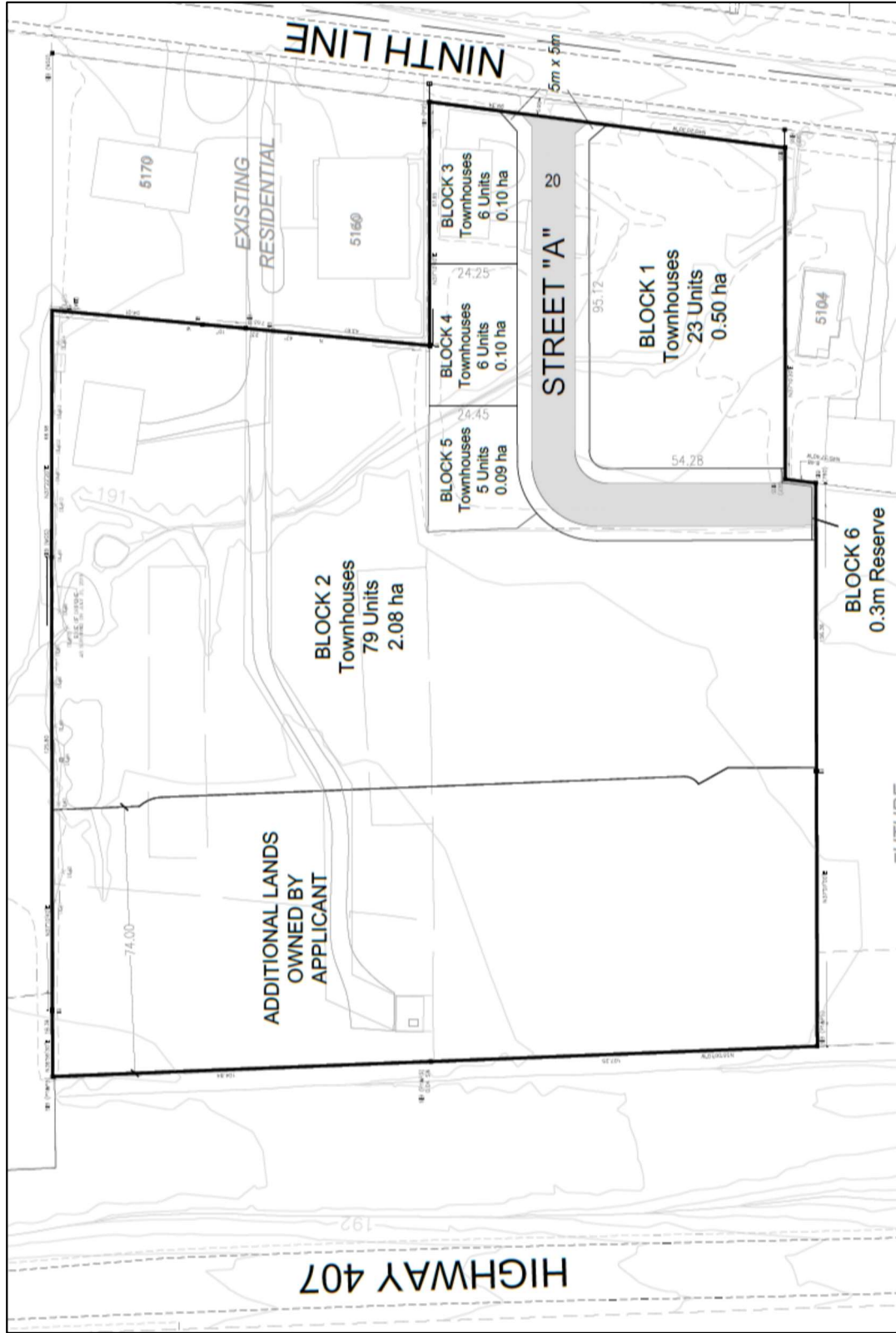
**Net area excludes lands for public roads and the transitway

Supporting Studies and Plans

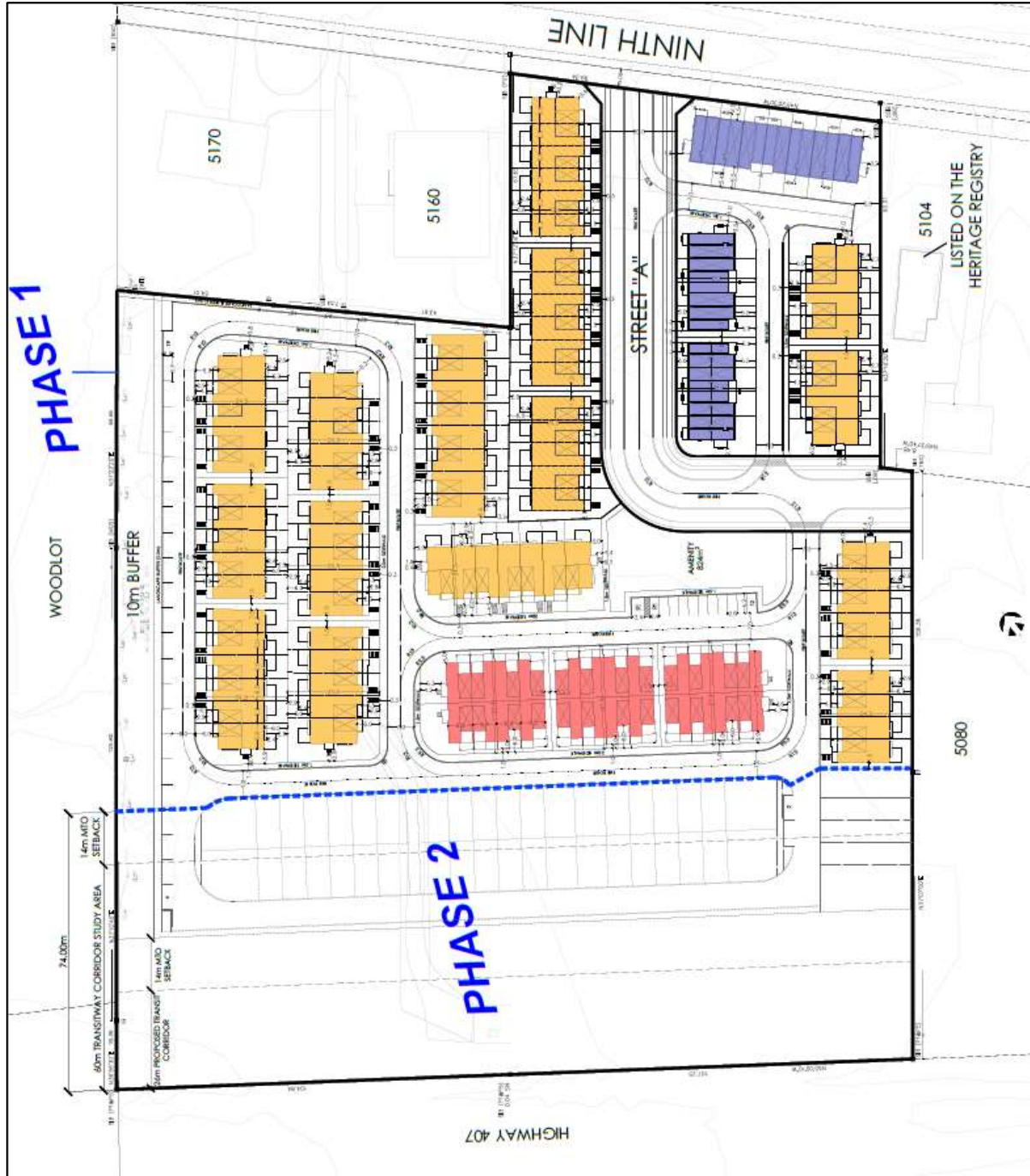
The applicant has submitted the following information in support of the applications which can be viewed at <http://www.mississauga.ca/portal/residents/development-applications>:

- Survey
- Context Map
- Concept/Phasing Plan
- Composite Concept
- Draft Plan of Subdivision
- Building Elevations
- Planning Justification Report
- Draft Zoning By-law
- Urban Design Study
- Sun/Shadow Study
- Arborist Report
- Tree inventory/Tree Preservation Plan
- Landscape Concept Plan
- Traffic Impact Study
- Traffic Impact Brief
- Transportation Demand Management Plan
- Functional Servicing and Stormwater Management Report
- Grading, Servicing, and Drainage Plans
- Noise Study
- Environmental Impact Study
- Ditch Slope Stability Letter in lieu of Top of Bank Survey
- Geotechnical Report
- Phase I and II Environmental Site Assessments
- Heritage Impact Assessment
- Stage 1 Archaeological Assessment
- Ministry of Tourism Culture and Sport Letter for Stage 1 Archaeological Assessment
- Status of Archaeological Assessment Stage 2 memo

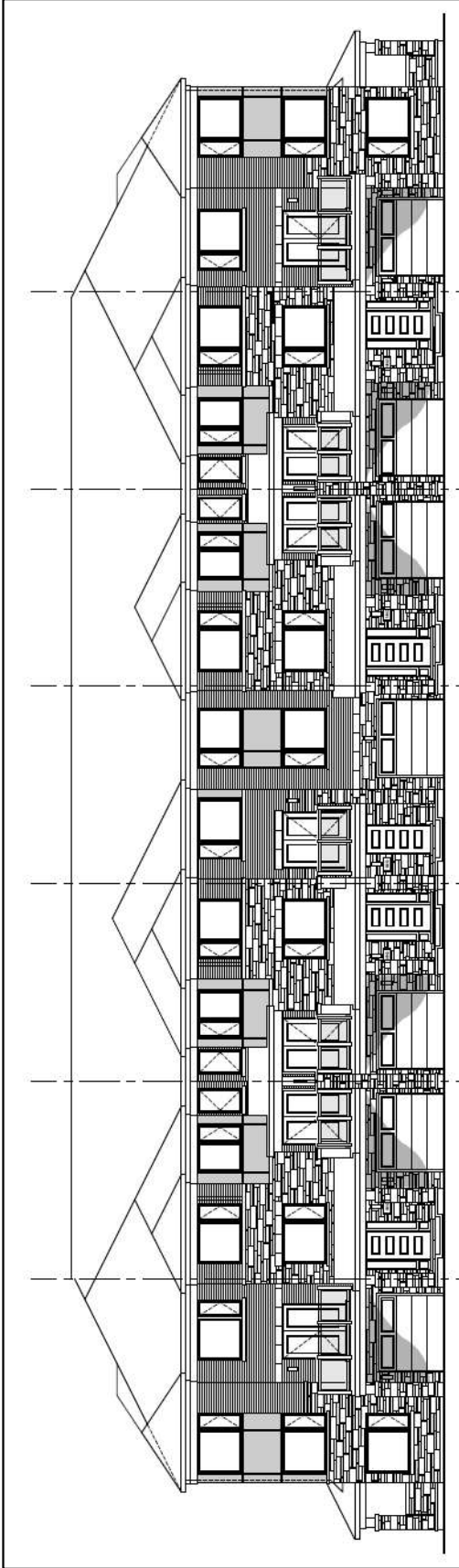
Draft Plan of Subdivision, Concept Plan and Elevations



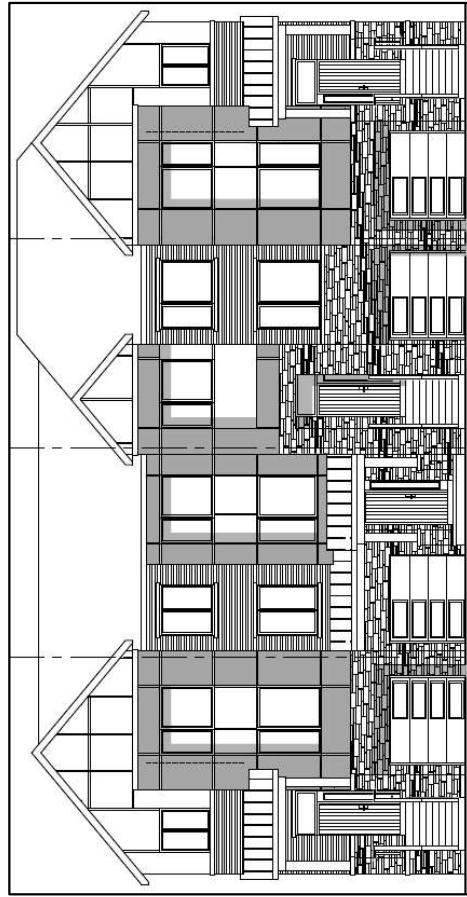
Draft Plan of Subdivision



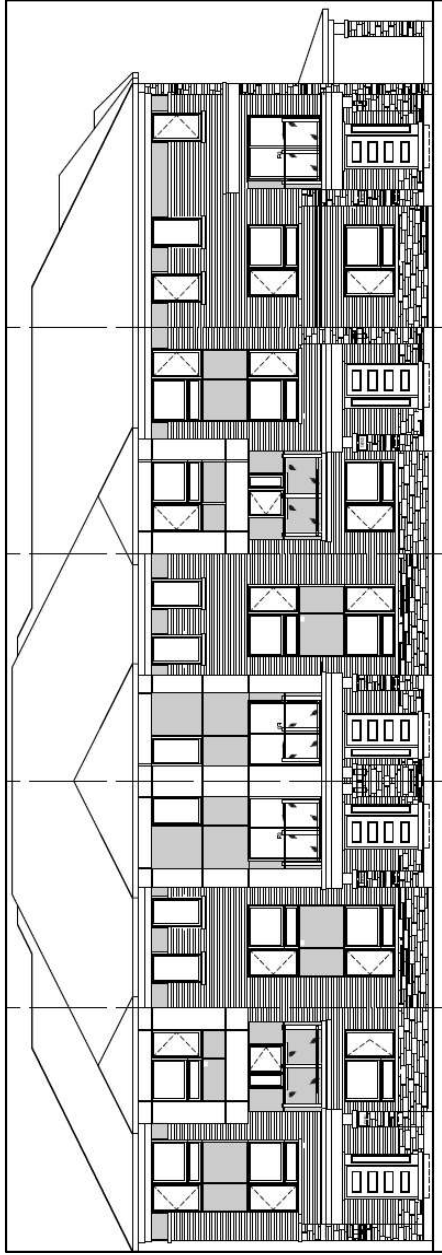
Concept Plan



Back to Back Townhomes



Street Townhomes



Dual Frontage Townhomes

Elevations



Back to Back Townhomes



Dual Frontage Townhomes (front)



Dual Frontage Townhomes (rear)

Applicant's Renderings

4. Land Use Policies, Regulations & Amendments

Mississauga Official Plan

Existing Designation

The subject lands are located within Precinct 5 (Community Park/Residential Area) of the Ninth Line Neighbourhood Character Area and are designated **Residential Medium Density** and **Parkway Belt West**. The **Residential Medium Density** designation permits all forms of townhomes, as well as low and mid-rise apartments. Section 16.20.4.1.2 of Mississauga Official Plan (MOP) allows for commercial uses at grade for lands fronting onto Ninth Line in Precinct 5. The maximum permitted building height on the subject lands is three to six storeys. Lands designated **Parkway Belt West** are governed by the provisions of the Parkway Belt West Plan.

An official plan amendment is not required.

Note: Detailed information regarding relevant Official Plan policies are found in Section 5.

Excerpt of Ninth Line Neighbourhood Character Area Land Use

PART OF SCHEDULE 10 LAND USE DESIGNATIONS OF MISSISSAUGA OFFICIAL PLAN

LAND USE DESIGNATIONS

- Residential Low Density I
- Residential Low Density II
- Residential Medium Density
- Residential High Density
- Mixed Use
- Convenience Commercial
- Major Vehicle Commercial
- Office
- Business Employment
- Industrial
- Airport
- Institutional
- Public Open Space
- Private Open Space
- Greenlands
- Parkway Belt West
- Special Waterfront
- Partial Approval Area

BASE MAP INFORMATION

- Heritage Conservation District
- 1996 NEP/2000 NEP
- Composite Nader Contours
- Precinct Boundary
- Area Exempt from LRP4 Operating Area
- Natural Hazards

CITY STRUCTURE

- Downtown
- Major Node
- Community Node
- Neighbourhood

SUBJECT LANDS

EXISTING LAND USE

TITLE: Excerpt of Ninth Line Neighbourhood Character Area Land Use

FILE NO: OZ 19/018 W10

MISSISSAUGA

Produced by CPS, Geospatial Solutions

Mississauga Zoning By-law

Existing and Proposed Zoning Context Map

Legend

FROM: D, PB1, TO: D, PB1, RM8-XX

EXISTING ZONING

PROPOSED ZONING

5. Summary of Applicable Policies

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 applications have been reviewed and summarized in the table below. Only key policies relevant to the applications have been included. The table should be considered a general summary

of the intent of the policies and should not be considered exhaustive. In the sub-section that follows, the relevant policies of Mississauga Official Plan are summarized. The development application will be evaluated based on these policies in the subsequent recommendation report.

Policy Document	Legislative Authority/Applicability	Key Policies
Provincial Policy Statement (PPS)	<p>The fundamental principles set out in the PPS apply throughout Ontario. (PPS Part IV)</p> <p>Decisions of the council of a municipality shall be consistent with PPS. (PPS 4.1)</p> <p>The Official Plan is the most important vehicle for implementation of the Provincial Policy Statement (PPS 4.6)</p>	<p>Settlement areas shall be the focus of growth and development. (PPS 1.1.3.1)</p> <p>Land use patterns within settlement areas will achieve densities and a mix of uses that efficiently use land, resources, infrastructure, public service facilities and transit. (PPS 1.1.3.2)</p> <p>Planning authorities shall identify appropriate locations and promote opportunities for transit-supportive development, accommodating a significant supply and range of housing options through intensification and redevelopment. (PPS 1.1.3.3)</p> <p>Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected market-based and affordable housing needs of current and future residents of the regional market area. (PPS 1.4.3)</p> <p>Natural features and areas shall be protected for the long term. (PPS 2.1.1)</p> <p>Development and site alteration shall not be permitted in habitat of endangered species and threatened species, except in accordance with provincial and federal requirements. (PPS 2.1.7)</p> <p>Planning authorities shall not permit development and site alteration on adjacent lands to protected heritage property except where the proposed development and site alteration has been evaluated and it has been demonstrated that the heritage attributes of the protected heritage property will be conserved. (PPS 2.6.3)</p> <p>Sites with contaminants in land or water shall be assessed and remediated. (PPS 3.2.2)</p>

Policy Document	Legislative Authority/Applicability	Key Policies
Growth Plan for the Greater Golden Horseshoe (Growth Plan)	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>Within settlement areas, growth will be focused in delineated built-up areas; strategic growth areas; locations with existing or planned transit; and, areas with existing or planned public service facilities. (Growth Plan 2.2.1.2 c)</p> <p>Complete communities will feature a diverse mix of land uses; improve social equity and quality of life; provide a range and mix of housing options; provide convenient access to a range of transportation options, public service facilities, open spaces and parks, and healthy, local and affordable food options; provide a more compact built form; mitigate and adapt to climate change impacts; and, integrate green infrastructure. (Growth Plan 2.2.1.4)</p> <p>Municipalities will continue to protect any natural heritage features and areas in a manner that is consistent with the PPS and may continue to identify new systems in a manner that is consistent with the PPS. (Growth Plan 4.2.2.6)</p> <p>To achieve minimum intensification and density targets, municipalities will develop and implement urban design and site design official plan policies and other supporting documents that direct the development of high quality public realm and compact built form. (Growth Plan 5.2.5.6)</p> <p>Cultural heritage resources will be conserved in order to foster a sense of place and benefit communities, particularly in strategic growth areas. (Growth Plan 4.2.7)</p>
Parkway Belt West Plan (PBWP)	<p>The policies of MOP generally conform with the PBWP. Lands within the PBWP are within the City's Green System and are therefore intended to be preserved and enhanced through public acquisition.</p> <p>Lands within the PBWP are appropriately designated and zoned in the Mississauga Official Plan and Zoning By-law to implement the provisions and regulations of the Parkway Belt.</p>	<p>Portions of the subject lands are within the Public Use Area of the Parkway Belt West Plan and are designated Road and Inter-Urban Transit.</p> <p>Permitted uses in Public Use Area:</p> <ul style="list-style-type: none"> a) Legally existing uses b) Linear facilities (e.g. linear transportation, communication and utility facilities) e) Other public uses (subject to specific conditions including preservation of natural features, size of structures, landscaping, etc.) f) Interim uses (subject to specific conditions) g) Additions to existing uses (subject to specific conditions) (PBWP 5.4.1) <p>Public Works in Public Use Area:</p> <ul style="list-style-type: none"> a) Linear facilities <ul style="list-style-type: none"> ii) Constructed to minimize detrimental effects on natural features iii) Transportation facilities will be constructed to restrict the number and capacity of traffic routes connecting Urban Areas ...and to retain the open-space character of the area covered by the Plan. iv) Landscaping and buffers will be provided where appropriate, both along and between facility rights-of-way. (PBWP 5.4.3)

Policy Document	Legislative Authority/Applicability	Key Policies
		<p>Specific Objective</p> <p>h) minimize the number of transportation routes crossing this Link and connecting the Oakville Urban Area to the Mississauga Urban Area and connecting the Milton East Future Urban Area to the Mississauga Northwest Urban Area. (PBWP 6.7.2)</p> <p>Implementing Actions</p> <p>a) Restrict the number of transportation routes crossing the Link to:</p> <p>i) Existing facilities and their essential expansions;</p> <p>iii) Highway 403, inter-urban transit facilities, and other essential new facilities consistent with the Plan. (PBWP 6.7.3)</p> <p>There are no current Halton Region Official Plan policies for the Ninth Line. As part of Regional Official Plan Amendment 38 (ROPA 38), the land use schedules and specific policies implemented by ROPA 28 were removed to reflect that the lands were no longer within Halton Region.</p>
Halton Region Official Plan	Regional Official Plan Amendment 28 (ROPA 28) came into force and effect on December 21, 2005 and implemented the Ninth Line Corridor Policy Area policies and schedules. Regional Official Plan Amendment 38 (ROPA 38) subsequently deleted all policies and schedules implemented through ROPA 28 as a result of the land transfer to the Region of Peel / City of Mississauga. ROPA 38 was approved by the Minister of Municipal Affairs and Housing on November 24, 2011 and subsequently appealed to the Ontario Municipal Board (OMB), who approved the ROPA through a series of decisions between February 2014 and April 2017.	
Region of Peel Official Plan (ROP)	The Region of Peel approved MOP on September 22, 2011, which is the primary instrument used to evaluate development applications. The Region provided additional comments which are discussed in Section 8 of this Appendix.	<p>On March 12, 2020, the Council of the Regional Municipality of Peel passed By-law 18-2020 to adopt Regional Official Plan Amendment 33 (ROPA 33).</p> <p>The purpose and effect of ROPA 33 is to delete and replace the Ninth Line Lands policies which amend the Region of Peel Official Plan to expand the Regional Urban Boundary to include the Ninth Line Lands and establish an updated planning framework.</p> <p>The Minister of Municipal Affairs and Housing is the approval authority for ROPA 33 and has 120 days to give notice of a decision. If the Minister does not give notice of decision within the timeline, ROPA 33 may be appealed to the Local Planning Appeal Tribunal (LPAT) by the Region of Peel only.</p> <p>ROPA 33 includes the following key policies:</p> <p>To establish the Ninth Line Lands designated greenfield area in Mississauga as a healthy, complete, transit-supportive urban community, which provides</p>

Policy Document	Legislative Authority/Applicability	Key Policies
		<p>appropriate transitions to existing neighbourhoods to the east. (ROPA 33 – 5.3.5.1.1)</p> <p>To achieve compact urban form and densities which are supportive of transit and active transportation as key components of the transportation network. (ROPA 33 – 5.3.5.1.2)</p> <p>To recognize, protect, and enhance a linked natural heritage system within the Ninth Line Lands including features of Provincial and Regional significance which form part of the Region's Core Areas of the Greenlands System. (ROPA 33 – 5.3.5.1.3)</p> <p>That a well-connected and sustainable natural heritage system be designated to identify, protect and enhance natural heritage features in conformity with the Ninth Line Scoped Subwatershed Study; (ROPA 33 – 5.3.5.2.6.c)</p> <p>That development be phased to ensure servicing of development progresses in a financially responsible and environmentally sustainable manner that is co-ordinated with the Region's Capital Plan, Peel Water and Wastewater Master Plan, and Transportation Master Plans; (ROPA 33 – 5.3.5.2.6.d)</p> <p>Development within the designated Greenfield areas shall be designed to meet or exceed the following minimum densities:</p> <ul style="list-style-type: none"> City of Mississauga: 79 residents and jobs combined per hectare (32 residents and jobs combined per acre) (applicable to existing designated greenfield area as shown on Schedule D4) (ROPA 33 – 5.5.4.2.2)

Relevant Mississauga Official Plan Policies

The policies of Mississauga Official Plan (MOP) implement provincial directions for growth. MOP is generally consistent with the PPS and conforms with the Growth Plan, Greenbelt Plan, PBWP and ROP. An update to MOP is currently underway to ensure MOP is consistent with and conform to changes resulting from the recently released Growth Plan, 2019.

The subject property is not located within a Major Transit Station Area (MTSA).

The lands are located within Precinct 5 (Community Park/Residential Area) the Ninth Line Neighbourhood Character Area and are designated **Residential Medium Density** and **Parkway Belt West**. In Precinct 5, the

Residential Medium Density designation permits all forms of townhomes, low- and mid-rise apartments, and at grade commercial uses on lands fronting onto Ninth Line. The permitted building height on the subject lands is three to six storeys. Lands designated **Parkway Belt West** are governed by the provisions of the Parkway Belt West Plan.

Ninth Line is identified as a Corridor in MOP.

The following policies are applicable in the review of these applications. In some cases the description of the general intent summarizes multiple policies.

Chapter 5 Direct Growth	Specific Policies	General Intent
	<p>Section 5.1.5 Section 5.1.6 Section 5.1.9 Section 5.3.5.5 Section 5.3.5.6 Section 5.3.5.7 Section 5.4.4 Section 5.4.5 Section 5.4.7 Section 5.6.1</p>	<p>Mississauga will ensure that the City's natural, environmental, and cultural resources are maintained for present and future generations.</p> <p>Mississauga encourages compact, mixed use development that is transit supportive, in appropriate locations, to provide a range of local live/work opportunities.</p> <p>New development will not exceed the capacity of existing and planned engineering services, transit services and community infrastructure. Development proposals may be refused if existing or planned servicing and/or infrastructure are inadequate to support the additional population and employment growth that would be generated or be phased to coordinate with the provision of services and infrastructure.</p> <p>Intensification within Neighbourhoods may be considered where the proposed development is compatible in built form and scale to surrounding development, enhances the existing or planned development and is consistent with the policies of this Plan.</p> <p>Development will be sensitive to the existing and planned context and will include appropriate transition in use, built form, density and scale.</p> <p>Transportation planning within Neighbourhoods will give priority to active transportation modes.</p> <p>Development on Corridors should be compact, mixed use and transit friendly and appropriate to the context of the surrounding Neighbourhood.</p> <p>Where higher density uses within Neighbourhoods are directed to Corridors, development will be required to have regard for the character of the Neighbourhoods and provide appropriate transitions in height, built form and density to the surrounding lands.</p> <p>Land uses and building entrances will be oriented to the Corridor where possible and surrounding land use development patterns permit.</p> <p>There are lands in the Ninth Line Neighbourhood Character Area that are identified as a designated greenfield area pursuant to the Growth Plan for the Greater Golden Horseshoe. Character Area policies may specify alternative density requirements, provided the total</p>

	Specific Policies	General Intent
Chapter 6 Value The Environment	<p>Section 6.3.6 Section 6.3.7 Section 6.3.8 Section 6.3.10 Section 6.3.12 Section 6.3.14 Section 6.3.24.a & b Section 6.3.26 Section 6.3.29</p>	<p>designated greenfield area in the Region will achieve a minimum density target of 50 residents and jobs combined per hectare, excluding environmental take-outs.</p> <p>The City will seek to enhance the connectivity of lands in the Green System by linking features in the Natural Heritage System through management initiatives on public lands and encouragement of stewardship on private lands.</p> <p>Buffers are vegetated protection areas that provide a physical separation of development from the limits of natural heritage features and Natural Hazard Lands.</p> <p>Buffers will be determined on a site specific basis as part of an Environmental Impact Study to the satisfaction of the City and conservation authority.</p> <p>The exact limit of components of the Natural Heritage System will be determined through site specific studies such as an Environmental Impact Study.</p> <p>Significant Natural Areas are areas that meet one or more of the following criteria:</p> <ul style="list-style-type: none"> c. Habitat of threatened species or endangered species; f. Significant woodlands are those that meet one or more of the following criteria: <ul style="list-style-type: none"> • Any woodland greater than 0.5 hectares that: <ul style="list-style-type: none"> • Supports old growth trees (greater than or equal to 100 years old); • Supports a significant linkage function as determined through an Environmental Impact Study approved by the City in consultation with the appropriate conservation authority; • Is located within 100 m (328.1 ft.) of another Significant Natural Area supporting a significant ecological relationship between the two features; • Is located within 30 m (98 ft.) of a watercourse or significant wetland; or • Supports significant species or communities. <p>Natural Green Spaces are areas that meet one or more of the following criteria:</p> <ul style="list-style-type: none"> b. Wetlands that do not fulfill the requirements of a significant wetland <p>The Natural Heritage System will be protected, enhanced, restored and expanded by ensuring that development in or adjacent to the Natural Heritage System protects and maintains natural heritage features and their ecological functions and placing those areas into public ownership.</p> <p>Lands identified as or meeting the criteria of a Significant Natural Area, as well as their associated buffers will be designated Greenlands and zoned to ensure their long term protection.</p> <p>Development and site alteration on lands adjacent to habitat of endangered species and threatened species or other Significant Natural Area will require an Environmental Impact Study, demonstrating no negative impact to the natural heritage features or on their ecological function, to the satisfaction of the City and appropriate conservation authority.</p>

	Specific Policies	General Intent
Chapter 7 Complete Communities	Section 7.1.6 Section 7.2.1 Section 7.2.2 Section 7.2.3 Section 7.4.1.12 Section 7.4.2.3	<p>Mississauga will ensure that the housing mix can accommodate people with diverse housing preferences and socioeconomic characteristics and needs.</p> <p>Mississauga will ensure that housing is provided in a manner that maximizes the use of community infrastructure and engineering services, while meeting the housing needs and preferences of Mississauga residents.</p> <p>Mississauga will provide opportunities for:</p> <ul style="list-style-type: none"> a. the development of a range of housing choices in terms of type, tenure and price; b. the production of a variety of affordable dwelling types for both the ownership and rental markets; and c. the production of housing for those with special needs, such as housing for the elderly and shelters. <p>When making planning decisions, Mississauga will ensure that housing is provided in a manner that fully implements the intent of the Provincial and Regional housing policies.</p> <p>The proponent of any construction, development, or property alteration that might adversely affect a listed or designated cultural heritage resource or which is proposed adjacent to a cultural heritage resource will be required to submit a Heritage Impact Assessment, prepared to the satisfaction of the City and other appropriate authorities having jurisdiction.</p> <p>Development adjacent to a cultural heritage property will be encouraged to be compatible with the cultural heritage property.</p>
Chapter 9 Build A Desirable Urban Form	Section 9.1.1 Section 9.1.5 Section 9.1.6 Section 9.1.7 Section 9.1.9 Section 9.1.15 Section 9.2.2.6 Section 9.2.3.1 Section 9.2.4.1 Section 9.2.4.2 Section 9.3.1.4 Section 9.3.5.3 Section 9.3.5.4 Section 9.3.5.5 Section 9.4.1.1 Section 9.5.1.1 Section 9.5.1.9 Section 9.5.1.11 Section 9.5.1.12 Section 9.5.2.4	<p>Mississauga will develop an urban form based on the urban system and the hierarchy identified in the city structure as shown on Schedule 1: Urban System.</p> <p>Development on Corridors will be consistent with existing or planned character, seek opportunities to enhance the Corridor and provide appropriate transitions to neighbouring uses.</p> <p>The urban form of the city will ensure that the Green System is protected, enhanced and contributes to a high quality urban environment and quality of life.</p> <p>Mississauga will promote a built environment that protects and conserves heritage resources.</p> <p>Urban form will support the creation of an efficient multi-modal transportation system that encourages a greater utilization of transit and active transportation modes.</p> <p>New development proposed on adjacent lands to existing or planned corridors and transportation facilities should be compatible with, and supportive of, the long-term purpose of the corridor and should be designed to avoid, mitigate or minimize adverse impacts on and from the corridor and transportation facilities.</p> <p>Development on Corridors will be encouraged to:</p>

	Specific Policies	General Intent
	Section 9.5.3.5	<p>a. Assemble small land parcels to create efficient development parcels; b. Face the street, except where predominate development patterns dictate otherwise; c. Not locate parking between the building and the street; d. Site buildings to frame the street; f. Support transit and active transportation modes; h. Provide concept plans that show how the site can be developed with surrounding lands.</p> <p>Development will be sensitive to the site and ensure that Natural Heritage Systems are protected, enhanced and restored.</p> <p>Opportunities to conserve and incorporate cultural heritage resources into community design and development should be undertaken in a manner that enhances the heritage resource and makes them focal points for the community.</p> <p>Development and open spaces adjacent to significant cultural heritage resources will:</p> <ul style="list-style-type: none"> a. Contribute to the conservation of the heritage attribute of the resource and the heritage character of the area; b. Emphasize the visual prominence of cultural heritage resources; and c. Provide a proper transition with regard to the setting, scale, massing and character to cultural heritage resources. <p>Development will be designed to:</p> <ul style="list-style-type: none"> a. Respect the natural heritage features, such as forests, ridges, valleys, hills, lakes, rivers, streams and creeks; b. Respect cultural heritage features such as designated buildings, landmarks and districts; c. Accentuate the significant identity of each Character Area, its open spaces, landmarks and cultural heritage resources; d. Achieve a street network that connects to adjacent streets and neighbourhoods at regular intervals, wherever possible; e. Meet universal design principles; f. Address new development and open spaces; g. Be pedestrian oriented and scaled and support transit use; h. Be attractive, safe and walkable; i. Accommodate a multi-modal transportation system; and j. Allow common rear laneways or parallel service streets to provide direct access for lots fronting arterial roads and major collector roads, when appropriate. <p>Natural features, parks and open spaces will contribute to a desirable urban form by:</p> <ul style="list-style-type: none"> a. Assisting with the protection, enhancement, restoration and expansion of the Natural Heritage System; b. Connecting to the city's system of trails and pathways; c. Connecting to other natural areas, woodlands, wetlands, parks, and open spaces, including streets, schools, cemeteries and civic spaces; d. Ensuring that all new parks and Open Spaces address the street, providing clear visibility,

	Specific Policies	General Intent
		<p>access and safety;</p> <ul style="list-style-type: none"> e. Ensuring that adjacent uses, buildings and structures front onto them, with direct access, and encouraging natural surveillance; and, f. Appropriately sizing parks and open spaces to meet the needs of a community and ensuring they are able to accommodate social events and individual needs, inclusive of recreation, playgrounds, sports and community gardens, where possible. <p>Private open space and/or amenity areas will be required for all development.</p> <p>Residential developments of significant size, except for freehold developments, will be required to provide common outdoor on-site amenity areas that are suitable for the intended users.</p> <p>The design of all development will foster the improvement of connections and accessibility for transit users and promote active transportation modes.</p> <p>Buildings and site design will be compatible with site conditions, the surrounding context and surrounding landscape of the existing or planned character of the area.</p> <p>Development proposals will demonstrate compatibility and integration with surrounding land uses and the public realm by ensuring adequate privacy, sunlight and sky views are maintained.</p> <p>New residential development abutting major roads should be designed with a built form that mitigates traffic noise and ensures the attractiveness of the thoroughfare.</p> <p>Noise will be mitigated through appropriate built form and site design. Mitigation techniques such as fencing and berms will be discouraged.</p> <p>Where direct vehicular access to development is not permitted from major roads, buildings should be designed with front doors of individual units oriented towards the major road with vehicular access provided from a side street, service road or rear laneways.</p> <p>Front building facades should be parallel to the street.</p> <p>Lands designated Residential Medium Density will permit the following uses:</p> <ul style="list-style-type: none"> a. All forms of townhouse dwellings <p>Lands designated Parkway Belt West will be governed by the provisions of the Parkway Belt West Plan.</p> <p>Notwithstanding the provisions of the Parkway Belt West Plan, the following uses will not be permitted:</p> <ul style="list-style-type: none"> a. Major power generating facility; and b. Waste processing stations or waste transfer stations and composting facilities. <p>For lands within Neighbourhoods, a maximum building height of four storeys will apply unless</p>
Chapter 11 General Land Use Designations	Section 11.2.5.5 Section 11.2.13	
Chapter 16	Section 16.1.1.1	

	Specific Policies	General Intent
Neighbourhoods	<p>Section 16.20.1.1 Section 16.20.2.2.1 Section 16.20.2.2.2 Section 16.20.2.2.3 Section 16.20.2.3.1 Section 16.20.2.3.2 Section 16.20.2.3.3 Section 16.20.2.3.4 Section 16.20.2.3.5 Section 16.20.2.6.1 Section 16.20.3.5.1 Section 16.20.3.5.2 Section 16.20.4.1.1 Section 16.20.4.1.2 Section 16.20.5.1 Section 16.20.5.4 Section 16.20.5.7</p>	<p>Character Area policies specify alternative building height requirements.</p> <p>The Ninth Line Neighbourhood Character Area will be planned to achieve a minimum density of 82 residents and jobs combined per hectare, on all lands where development is permitted.</p> <p>Land Use and Built Form Planning in the area will be based on the following land use and built form principles:</p> <ul style="list-style-type: none"> a. provide a mix of housing to accommodate people with diverse housing preferences and socioeconomic needs. This also includes housing which is affordable as outlined in the City's housing strategy; c. provide a diversity of community infrastructure and facilities to meet the daily needs of residents, employees and visitors; d. work in collaboration with the school boards to determine the need for educational facilities. The location of these facilities will be determined through the development application process; f. recognize the significance of cultural heritage sites and landscapes including the natural heritage system; g. support transit and active transportation as key components of the transportation network; h. complement existing and future transportation facilities including taller, more compact mixed use buildings at the 407 Transitway Stations; i. demonstrate distinct and appropriate design of all buildings, streets and open spaces; and j. provide appropriate transition to neighbourhoods to the east. <p>Planning in the area will be based on a series of connections including:</p> <ul style="list-style-type: none"> a. a network of trails that link open spaces and key destinations, and trail networks beyond the Ninth Line Lands; b. safe pedestrian crossings of Ninth Line; c. key access points; d. pedestrian supportive streets; and e. integrated cycling lanes and/or multi-use routes on or adjacent to Ninth Line and other roads. <p>Parks, Open Spaces and Natural Heritage Planning in the area will be based on a series of parks, open spaces and a natural heritage system that:</p> <ul style="list-style-type: none"> a. creates a well connected and sustainable natural heritage system; b. provides a variety of parks and open spaces for all ages and abilities including those which encourage passive and active use in all seasons, promote unique experiences and educational opportunities, and incorporate naturalized areas; c. provides parks and open space in close proximity to adjacent neighbourhoods and employment areas; and d. has regard for the Ninth Line Sixteen Mile Creek Scoped Sub-watershed Study. <p>Connections throughout the area will be supported by a modified grid system of public streets, public and privately owned public space, (POPS) as well as wayfinding and signage plans.</p>

	Specific Policies	General Intent
		<p>Trails and sidewalks should link 407 Transitway Stations, community facilities, parks and commercial and employment areas. The layout and design of blocks, streets, and boulevards will support the use of transit, walking, and cycling.</p> <p>Development fronting Ninth Line will be designed to provide appropriate transition to uses on the east side of the street.</p> <p>Buildings will be designed and massed to frame streets and support an active public realm. Pedestrian comfort will be supported through the use of landscaping and other features.</p> <p>A significant amount of land in the Ninth Line area is designated Parkway Belt as per the Parkway Belt West Plan. Once the alignment of the 407 Transitway is finalized, lands no longer required for the Transitway may be removed from the Parkway Belt West Plan (PBWP) through amendment to the PBWP. Once the PBWP is amended, the land use designations shown on Reference Maps (M1-M3) will come into force and effect, without further amendment to this Plan.</p> <p>The primary focus of this area will be the Community Park and related facilities to serve residents of the local and broader communities.</p> <p>Development in the northwest quadrant of Eglinton Avenue West and Ninth Line will have a mix of housing forms such as townhouses and midrise apartments. Heights will range from 3 to 6 storeys.</p> <p>Notwithstanding the Residential Medium Density policies of this Plan, low-rise and mid-rise apartment dwellings will also be permitted.</p> <p>For lands fronting onto Ninth Line in Precincts 2 and 5, commercial uses will be permitted at grade. The Ninth Line Neighbourhood Character Area is designed to encourage multi-modal transportation with an emphasis on transit and active transportation modes.</p> <p>Local roads will be designed to serve all modes of transportation including pedestrians, cyclists and transit users.</p> <p>All development in the Ninth Line Neighbourhood Character Area will be designed to protect for, and support, the 407 Transitway and any related facilities.</p>
Chapter 19 Implementation	Section 19.4.1 Section 19.4.3	<p>Development applications will be evaluated and processed in accordance with the policies of this Plan, approved streetscape studies and design guidelines and other relevant City Council policies and Provincial policies.</p> <p>To provide consistent application of planning and urban design principles, all development applications will address, among other matters:</p> <ol style="list-style-type: none"> the compatibility of the proposed development to existing or planned land uses and forms, including the transition in height, density, and built form; conformity with the policies in this Plan;

	Specific Policies	General Intent
		<p>c. the sustainability of the development to support public transit and to be oriented to pedestrians;</p> <p>d. in circumstances where medium and high density residential uses are in proximity to developments of a lower density, measures, such as increased setback; sensitive building location, transition and design; and landscaping, may be required to ensure compatibility with the lower density designations;</p> <p>e. the adequacy of engineering services;</p> <p>f. the adequacy of community infrastructure;</p> <p>g. the adequacy of the multi-modal transportation systems;</p> <p>h. the suitability of the site in terms of size and shape, to accommodate the necessary on site functions, parking, landscaping, and on site amenities;</p> <p>i. the relationship of the proposed development to the street environment and its contribution to an effective and attractive public realm;</p> <p>j. the impact of the height and form of development, in terms of overshadowing and amenity loss, on neighbouring residential and park uses;</p> <p>k. site specific opportunities and constraints;</p> <p>l. sustainable design strategies; and</p> <p>m. urban form and public health.</p>

Affordable Housing

In October 2017 City Council approved *Making Room for the Middle – A Housing Strategy for Mississauga* which identified housing affordability issues for low and moderate incomes in the city. In accordance with the Provincial Growth Plan (2019), *Provincial Policy Statement* (2020), Regional Official Plan and Mississauga Official Plan (MOP), the City requests that proposed multi-unit residential developments incorporate a mix of units to accommodate a diverse range of incomes and household sizes.

Applicants proposing non-rental residential developments of 50 units or more – requiring an official plan amendment or rezoning for additional height and/or density beyond as-of-right permissions – will be required to demonstrate how the proposed development is consistent with/conforms to Provincial, Regional and City housing policies. The City's official plan indicates that the City will provide opportunities for the provision of a mix of housing types, tenures and at varying price points to accommodate households. The City's annual housing targets by type are contained in the Region of Peel Housing and Homelessness Plan 2018-2028 <https://www.peelregion.ca/housing/housinghomelessness/pdf/plan-2018-2028.pdf>.

To achieve these targets, the City is requesting that a minimum of 10% of new ownership units be affordable. The 10% contribution rate will not be applied to the first 50 units of a development. The contribution may be in the form of on-site

or off-site units, land dedication, or financial contributions to affordable housing elsewhere in the city.

Based on the size of the proposed development, the City has requested that a minimum of seven units in the proposed development be affordable to middle income households.

6. School Accommodation

The Peel District School Board	The Dufferin-Peel Catholic District School Board
<p>Student Yield:</p> <p>27 Kindergarten to Grade 5 12 Grade 6 to Grade 8 11 Grade 9 to Grade 12</p> <p>School Accommodation:</p> <p>Artesian Drive Public School</p> <p>Enrolment: 574 Capacity: 698 Portables: 0</p> <p>Erin Centre Middle School</p> <p>Enrolment: 806 Capacity: 766 Portables: 3</p> <p>Stephen Lewis Secondary School</p> <p>Enrolment: 1,535 Capacity: 1,530 Portables: 0</p>	<p>Student Yield:</p> <p>8 Junior Kindergarten to Grade 8 7 Grade 9 to 12</p> <p>School Accommodation:</p> <p>St. Bernard of Clairvaux Catholic Elementary School</p> <p>Enrolment: 629 Capacity: 519 Portables: 2</p> <p>St. Joan of Arc Catholic Secondary School</p> <p>Enrolment: 1,093 Capacity: 1,371 Portables: 0</p>

7. Community Comments

A pre-application community meeting was held by Mattamy (5150 Ninth Line) Limited and Your Home Developments on June 24, 2019. The community meeting was for the proposed applications at 5150 Ninth Line and proposed applications at 5080 Ninth Line (applications not yet submitted). There were approximately 30 people in attendance.

The following comments made by the community as well as any others raised at the public meeting will be addressed in the Recommendation Report, which will come at a later date.

- Ninth Line cannot accommodate the current traffic volumes. The proposed development will make traffic even worse.
- The proposed density is a concern.

Ninth Line Improvements in Advance of Environmental Assessment

A detailed review of the Transportation Impact Study occurs as part of the development application review process, which will further inform the requirements for infrastructure, mitigation measures, parking standards, transportation demand management, transit, pedestrian/cycling connections, access management, and if required, the phasing of the development. In addition, the applicant will be responsible for the design, construction and implementation of any interim road improvements that may be required, in the event that the

development occurs before the Ninth Line corridor improvements are complete.

Subwatershed Study

The City is undertaking a Scoped Subwatershed Study that comprehensively reviews drainage, as well as the presence and significance of natural features. At present, this study is under review with Conservation Halton, who will ultimately be responsible for issuing final approval of the document. The Applicant will be required to implement and follow the management strategy prescribed in the final approved study.

8. Development Issues

The following is a summary of comments from agencies and departments regarding the applications:

Agency / Comment Date	Comments
Ministry of Transportation (January 6, 2020)	The Ministry of Transportation will only provide formal comments when the Transitway Environmental Assessment (EA) has been approved (expected mid-2020).
Credit Valley Conservation Authority (January 15, 2020)	A portion of the property is regulated due to wetland features located on the adjacent property. CVC staff recommend that the appropriate restrictive zoning be placed over all lands beyond the approved limit of development (natural heritage features and hazards) including buffers (i.e. vegetation protection zone), and placed into public ownership for long term protection and maintenance. At detailed design, a detailed planting plan for the 10 m (32.8 ft.) Vegetation Protection Zone (VPZ) and the landscape buffer/infiltration trench shall be prepared, as per pertinent CVC guidelines. These applications will not require a Regional Official Plan Amendment.
Region of Peel (February 13, 2020)	The Region of Peel is reviewing the servicing options available for the proposal. Draft Plan comments and conditions will be provided at a later date upon completion of this review. The Region of Peel will provide curbside collection of garbage, recyclable materials, household organics and yard waste subject to the requirements of the Waste Collection Design Standards Manual being met. Given the significance of Ninth Line as a rare opportunity to build a new, complete community in Mississauga, we recommend the applicant: <ul style="list-style-type: none"> • Contribute to the Region's Peel Housing and Homelessness Plan (PHHP) housing unit targets to address affordable housing need; • Provide rental housing options through this development; • Consider how this development contributes to an appropriate range and mix of housing types, densities, sizes and tenure in Ninth Line After review of the subdivision application, Regional staff have determined that: <ul style="list-style-type: none"> • 10.3% of all units should be made available to low income residents • 13.3% of all units should be made available to middle income residents • 25% of all units should be rental • 50% of all units should be in medium- and high- density forms
Dufferin-Peel Catholic District School Board (December 19, 2019)	The Dufferin-Peel Catholic District School Board is satisfied with the current provision of educational facilities for the catchment area in which the subject applications are located. The City of Mississauga school accommodation condition need not be applied. The school board requires certain warning clauses be included in the servicing and/or subdivision

Agency / Comment Date	Comments
Peel District School Board (January 13, 2020)	<p>agreement.</p> <p>The Peel District School Board is not satisfied with the current provision of educational facilities for the catchment area in which the subject applications are located. Accordingly, the Board has requested that in the event that the applications are approved, the standard school accommodation condition in accordance with City of Mississauga Resolution 152-98, be applied. Among other things, the standard school accommodation condition requires that the development application include the following condition of approval:</p> <p>"Prior to final approval, the City of Mississauga shall be advised by the School Boards that satisfactory arrangements regarding the adequate provision and distribution of educational facilities have been made between the developer/applicant and the School Boards for this plan."</p>
City Community Services Department – Park Planning Section (February 5, 2020)	<p>The proposed development is adjacent to Churchill Meadows Community Centre and Park (P-459), zoned G2 and OS1. This 20.23 ha (50.0 ac) park contains a woodlot, trails, play equipment, soccer pitches and a community centre, with potential for enhancements in future park development phases.</p> <p>Park Planning recommends the woodlot buffer be dedicated gratuitously to the City as Greenlands for conservation purposes. Should this application be approved, hoarding and fencing is required along the boundary of Churchill Meadows Park (P-459). Additionally, securities will be required for greenbelt clean-up, restoration and protection, hoarding, and fencing.</p> <p>Prior to the issuance of building permits for each lot or block cash-in-lieu for park or other public recreational purposes is required pursuant to Section 42 of the Planning Act and in accordance with City's Policies and Bylaws.</p>
City Community Services Department – Heritage Planning Section (December 20, 2019)	<p>Heritage Planning disagrees with the determination that 5104 Ninth Line, adjacent to the development property, does not meet the criteria of the Ontario Heritage Act, as noted in the submitted Heritage Impact Assessment (HIA). However, the HIA provides adequate mitigation recommendations for the impacts to the adjacent heritage property and Heritage Planning accepts the HIA with all recommended mitigation measures. All mitigation measures outlined in the HIA are to be incorporated into the development.</p> <p>A Stage 2 Archaeological Assessment is required to be submitted to the Culture Division of the Community Services Department and to the Archeology Programs Unit at the Province.</p>
Fire Prevention Plan Examination (December 23, 2019)	<p>This project is subject to Mississauga's fire access route by-law (By-law 1036-81). However, without further details of the configuration of the buildings and private drives, we cannot comment on whether the proposed design will comply with the fire access by-law design requirements.</p>
City Transportation and Works Department (March 9, 2020)	<p>Technical reports and drawings have been submitted and are under review to ensure that engineering matters related to noise, grading, servicing, stormwater management, traffic and environmental compliance can be satisfactorily addressed to confirm the feasibility of the project, in accordance with City requirements.</p> <p>Based on a review of the materials submitted to date, the owner has been requested to provide additional technical details and revisions prior to the City making a recommendation on the application, as follows:</p>
	Stormwater

Agency / Comment Date	Comments
	<p>A Functional Servicing & Stormwater Management Report (FSR & SWM), prepared by Urbantech Consulting, dated October 2019, was submitted in support of the proposed development. The purpose of the report is to evaluate the proposed development impact on the municipal drainage system (e.g. storm sewers, etc.) and to mitigate the quality and quantity impacts of stormwater run-off generated from the site. Mitigation measures may include improvements to existing stormwater servicing infrastructure, new infrastructure and/or on-site stormwater management controls.</p> <p>The applicant is proposing to construct a new storm sewer to service the development lands and public road, with an outlet to the existing storm sewer on Ninth Line, as well as on-site stormwater management controls for the post development discharge. Approval of the proposed plan is dependent on the completion of and conformance with the Ninth Line Corridor Scoped Subwatershed Study (SWS). The proposed plan may require additional approvals such as the Ministry of Transportation. The applicant will be required to enter into a subdivision agreement to construct the new storm sewer in the public road right-of-way.</p> <p>The applicant is required to provide further technical information to:</p> <ul style="list-style-type: none"> • Demonstrate that they are satisfying the requirements of the Ninth Line Lands: Scoped Subwatershed Study (once finalized); • Demonstrate the feasibility of the proposed storm sewer; • Develop an acceptable strategy to accommodate external drainage from the adjacent property; and, • Demonstrate that there will be no impact on the City's existing drainage system. <p>Traffic</p> <p>A traffic impact study (TIS), prepared by C.F. Crozier & Associates Ltd. and dated October 2019, was submitted in support of the proposed development and a full review and audit was completed by Transportation and Works staff. Based on the information provided to date, staff is not satisfied with the study and require further clarification on the information provided.</p> <p>The applicant is required to provide the following information as part of subsequent submissions, to the satisfaction of the Transportation and Works Department:</p> <ul style="list-style-type: none"> • An updated Traffic Impact Study addressing all staff comments; • Turning movement diagrams to evaluate the internal site circulation; • MTO approval regarding corridor setbacks; • An easement for a temporary cul-de-sac at the current terminus of Street 'A'; • Updated plans that show the new alignment of Street 'A' as a Municipal ROW of 20m; • Updated plans that show the future property lines as result of the required road widening towards the ultimate 35.0 m (114.8 ft.) right-of-way of Ninth Line as identified in the Official Plan and the required 0.3m reserve; and, • Information required to address any traffic concerns from the Community related to the proposed development. <p>Environmental Compliance</p> <p>A Phase I and II Environmental Site Assessment (ESA), both prepared by DS Consultants Ltd and both dated October 16, 2019, were submitted in support of the proposed development. The purpose of the reports is to identify if actual or potential</p>

Agency / Comment Date	Comments
	<p>environmental sources of contamination may be present in soil or groundwater as a result of current or former activities on the site. The reports conclude that no significant environmental concerns were identified and that no further investigative work is required. A Record of Site Condition will be required in accordance with O. Reg. 153/04 prior to the proposed change in use.</p> <p>The applicant is required to submit a complete Record of Site Condition (RSC), including all supporting documents to the Transportation and Works Department for review.</p> <p>The RSC must be posted to the Ministry of the Environment, Conservation and Parks Environmental Site Registry (ESR).</p> <p>Noise</p> <p>The Noise Study evaluates the potential impact to and from the development, and recommends mitigation measures to reduce any negative impacts. Noise sources that may have an impact on this development include road traffic.</p> <p>The applicant is required to submit an updated Noise Study that includes in the analysis the noise impacts and mitigation measures as required for all Phases within this development (including Phase II lands).</p> <p>Engineering Plans/Drawings</p> <p>The applicant has submitted a number of technical plans and drawings (i.e. Draft Plan, Grading and Servicing Plans), which need to be revised as part of subsequent submissions, in accordance with City Standards.</p>
City Transportation and Works Department – MiWay (January 30, 2020)	<p>With the planned development proposed along this corridor, MiWay is anticipating the need to provide service in the future, along the Ninth Line corridor.</p> <p>The City is working on an Environmental Assessment (EA) along the Ninth Line corridor as such; locations to intersections are yet to be determined. If warranted through the works from the EA, and based on signalized intersection locations that will be determined through the EA, MiWay may make adjustments to the locations of transit infrastructure. The applicant is required to abide with clearing boulevard areas.</p>
Other City Departments and External Agencies	<p>The following City Departments and external agencies offered no objection to these applications provided that all technical matters are addressed in a satisfactory manner:</p> <ul style="list-style-type: none"> - Community Services Department , Public Art - Alectra - Hydro One - Enbridge Gas - TransCanada Pipeline - Enbridge Pipeline - Canada Post - Bell Canada - Rogers - GTAA - CP Railway

Agency / Comment Date	Comments
	<ul style="list-style-type: none"> - Metrolinx - Peel Police
	<p>The following City Departments and external agencies were circulated the applications but provided no comments:</p> <ul style="list-style-type: none"> - Union Gas - Conseil Scolaire - Conseil Scolaire Mon Avenir - Town of Milton - Region of Halton

Based on the comments received and the applicable Mississauga Official Plan policies, the following matters will have to be addressed:

- Provision of additional technical information
- Provision of a concept plan with sufficient detail to allow for a fulsome review of the proposed development
- Consistency with Ninth Line Neighbourhood Character Area policies of Mississauga Official Plan and Shaping Ninth Line Urban Design Guidelines
- Appropriateness of the proposed built form and the proposed zoning by-law exceptions
- Impacts resulting from the Ministry of Transportation's Environmental Assessment for the 407 Transitway
- Assessment of the proposed circulation network (i.e. multi-use trails, walkways, trails, and mid-block connections)
- Adequacy of open space and outdoor amenity areas
- Provision of affordable housing
- Implementing the requirements of the final Ninth Line Scoped Subwatershed Study
- Compliance with Fire Route By-law
- Acceptable noise mitigation and associated buffers

Development Requirements

There are engineering matters including: noise mitigation, municipal works, boulevard works, road works, environmental, grading and servicing, and stormwater management that will require the applicant to enter into agreements with the City.

Prior to any development proceeding on-site, the City will require the submission and review of applications for site plan approval.

9. Section 37 Community Benefits (Bonus Zoning)

Section 37 community benefits (bonus zoning) is not considered applicable for the current proposal as no official plan amendment is required and the proposed zoning is implementing the in force Mississauga Official Plan policies.

Recommendation Report Detailed Planning Analysis

Owner: Mattamy (5150 Ninth Line) Limited

5150 Ninth Line

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1. Community Comments

Comments received at the pre-submission community meeting were generally directed towards the proposed density and increased traffic on Ninth Line. Below is a summary and response to the specific comments heard.

Comment

Concern that Ninth Line cannot accommodate the current traffic volumes and the proposed development will increase traffic further.

Response

A Traffic Impact Study (TIS) was submitted in support of the application. The TIS investigated how the proposed development would impact the existing traffic network and concluded that the development would not negatively impact the surrounding traffic network.

The City of Mississauga is undertaking a Municipal Class Environmental Assessment to study the existing and future transportation needs of the Ninth Line corridor. The study contemplates widening Ninth Line from a two lane road to a four lane multi-modal road that will support growth.

Comment

Concern with the proposed density.

Response

The proposed density is similar to other medium density townhome developments in Mississauga.

The City established a vision for a medium density residential community, with a variety of housing types through the Shaping Ninth Line Planning study. The proposed development is consistent with the Medium Residential policies in the Official Plan, and proposes only minor adjustments from the City's Zoning By-law regulations for street, condominium, and back-to-back townhomes.

2. Updated Agency and City Department Comments

The applications were circulated to all City departments and commenting agencies December 5, 2019, with further circulations on June 17, 2020, November 12, 2020 and March 2, 2021. A summary of the comments are contained in the Information Report attached as Appendix 1. Below are updated comments.

Transportation and Works

Technical reports and drawings have been reviewed to ensure that engineering matters related to noise, grading, servicing, stormwater management, traffic, and environmental compliance have been satisfactorily addressed to confirm the feasibility of the project, in accordance with City requirements.

Noise

The evaluation of the noise sources that may have an impact on this development include road and rail traffic. Noise mitigation will be required, including acoustical barriers for some outdoor amenity areas and upgraded building construction.

Mitigation details will be confirmed through the Site Plan and Building Permit processes. Potential vibration from the future Transitway corridor is not expected to affect the development. Potential noise sources that may be generated by this development will be mitigated through detailed design at site plan stage.

Stormwater

The applicant has demonstrated a satisfactory stormwater servicing concept. Infiltration will be pursued on site. Further details related to the construction of the municipal storm sewer on Street 'A', internal stormwater tank, infiltration features to meet the water balance requirement, as well as the overall refinement of the stormwater management report can be addressed as part of the detailed design in support of the Subdivision Agreement prior to registration of the Draft Plan of Subdivision.

Traffic

A total of four (4) traffic impact study (TIS) submissions were provided by C.F. Crozier & Associates Inc. in support of the proposed development. The final study, dated February 2021, complied with the City's TIS guidelines and is deemed satisfactory. The study concluded that the proposed development is anticipated to generate 60 (14 in, 46 out) and 74 (46 in, 28 out) two-way site trips for the weekday AM and PM peak hours in 2024 respectively.

With the traffic generated by the proposed development, the study area intersections and proposed vehicular access are expected to operate at acceptable levels of service with minimal impact on existing traffic conditions.

Environmental Compliance

Based on the Phase One Environmental Site Assessment (ESA), dated 2019-02-11; Phase Two ESA, dated 2019-10-16; both prepared by DS Consultants Ltd, and the Record of Site Conditions, the site meets the applicable standards.

Other Engineering Matters

As part of this development proposal, a temporary turning circle for the terminus of Street 'A' is required, as well as a temporary secondary emergency services access connecting Ninth Line to Street 'A'. These temporary works will remain until Street 'A' is extended to the south and the road network is completed as part of the redevelopment of the lands to the south.

Other site-specific details including, but not limited to, municipal infrastructure design and construction, servicing, land dedications, easements and road works are required in support of this development and will be dealt with through the related Subdivision Agreement and draft conditions of approval.

School Accommodation

On May 27, 1998, Council adopted Resolution 152-98 which, among other things requires that a Bill 20 development application include the following as a condition of approval:

Prior to final approval, the City of Mississauga shall be advised by the School Boards that satisfactory arrangements regarding the adequate provision and distribution of educational facilities have been made between the developer/applicant and the School Boards for this plan.

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

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

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

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

4. Consistency with PPS

Section 1.1.3.6 of the PPS states that "*new development taking place in designated growth areas should occur adjacent to the existing built-up area and should have a compact form, mix of uses and densities that allow for the efficient use of land, infrastructure and public service facilities.*"

Section 5 of Mississauga Official Plan (MOP) (Direct Growth) has policies that identify the Ninth Line Neighbourhood

Character Area as a designated greenfield area. Section 16.20.2.1 of MOP establishes the vision for the Ninth Line Neighbourhood Character Area and states that "*existing and future residents will have access to a well connected and sustainable natural heritage system, multi-use trails, parks and open spaces, higher order transit, community uses and facilities. A variety of housing choices and employment opportunities to meet their needs will also be accommodated.*" The Ninth Line Neighbourhood Character Area is planned to achieve a minimum density of 82 residents and jobs combined per hectare, on all lands where development is permitted. Land use and built form will be based on providing a mix of housing (including affordable housing), providing a diversity of community infrastructure and facilities, recognizing the significance of cultural heritage sites and natural heritage systems, supporting transit (including the 407 Transitway) and active transportation, and providing an appropriate transition to neighbourhoods to the east.

Section 7 of MOP (Complete Communities) contains policies that require developments to be compact in nature to support public health and safety, and to provide a range of housing choices in terms of type, tenure and price. The proposed development is compact in nature, providing 122 units over 2.92 hectares (7.2 ac), and features a common amenity area and access to nearby planned and existing recreational facilities. Further, the proposed development features a variety of townhome typologies including freehold street townhomes, condominium townhomes, and condominium back to back townhomes.

Section 9 of MOP (Build a Desirable Urban Form) has a range of policies that encourages intensification in Neighbourhoods, provided that the design is appropriate and context sensitive to the surrounding area. The Ninth Line Neighbourhood Character Area is generally undeveloped, but the proposed development is consistent with the planned character of the area.

The relevant MOP policies in this report are consistent with the PPS.

5. Conformity with Growth Plan

Section 2.2.2.3 in the Growth Plan directs municipalities to "identify the appropriate type and scale of development in strategic growth areas and transition of built form to adjacent areas". The PPS and Growth Plan indicate that development must be governed by appropriate standards including density and scale.

Section 5.3.5.5 of MOP states that intensification may be considered in neighbourhoods where the proposed development is compatible in built form and scale to surrounding development, enhances the existing or planned development and is consistent with the policies of the plan.

Section 5.3.5.6 of MOP requires development in neighbourhoods to be sensitive to the existing and planned context and include appropriate transitions in use, built form, density and scale.

The relevant MOP policies in this report conform with the Growth Plan for the Greater Golden Horseshoe.

The policies of the Greenbelt Plan and the Parkway Belt Plan are not applicable to these applications.

6. Region of Peel Official Plan

The subject property is located within the Urban System within the Region of Peel. General Objectives in Section 5.3.1 and General Policies in Section 5.5 direct development and redevelopment to the Urban System to achieve healthy complete urban communities that contain living, working and recreational opportunities, which respect the natural environment, resources and the characteristics of existing communities.

Section 9.1 of MOP (Introduction – Build a Desirable Urban Form) states that urban form refers to the physical layout and design of the city. This section addresses the natural and built environments and influences that lead to successful cities. This section also emphasizes where growth will be directed and other areas where limited growth will occur. It envisions that growth may be directed to Neighbourhood Character Areas where the proposed development is compatible in built form and scale with the surrounding area.

The relevant MOP policies in this report are in conformity with the Region of Peel Official Plan.

7. Mississauga Official Plan (MOP)

The proposal does not require an amendment to the Mississauga Official Plan Policies for the Ninth Line Neighbourhood Character Area. Planning staff have undertaken an evaluation of the relevant policies of the PPS, Growth Plan and MOP during the review of the subject development applications.

Front Load Townhome – Front Elevation

9. Zoning

The site is currently zoned **D** (Development) and **PB1** (Parkway Belt).

A zoning by-law amendment is required to rezone a portion of the lands to **RM5-58** (Street Townhouses – Exception), **RM6-26** (Townhouses on a CEC Road – Exception), **H-RM6-26** (Townhouses on a CEC Road – Exception with a Holding Provision) **RM6-27** (Townhouses on a CEC Road – Exception), **H-RM6-27** (Townhouses on a CEC Road – Exception with a Holding Provision), **RM6-28** (Townhouses on a CEC Road – Exception), and **RM11-1** (Back to Back Townhouses on a CEC Road – Exception) to permit 122 townhomes (16 dual frontage townhomes, 65 condominium townhomes, 15 street townhomes and 26 back to back townhomes) on condominium and a new public road from Ninth Line. A 10 m (32.8 ft.) wide strip of land adjacent to the woodlot will be rezoned to G1 (Greenlands) to permit a landscaped buffer block between the woodlot and the proposed townhouses.

Below is an updated summary of the proposed site specific zoning provisions:

Proposed RM5-58 Zoning Regulations

Zone Regulations	RM5 Zone Regulations	Proposed RM5-58 Zone Regulations
Minimum lot area - interior lot	200 m ² (2153 ft ²)	145 m ² (1560 ft ²)
Minimum lot area – corner lot	280 m ² (3014 ft ²)	240 m ² (2583 ft ²)
Minimum lot frontage - interior lot	6.8 m (22.3 ft.)	6.0 m (19.7 ft.)
Maximum dwelling height – flat roof	10.7 m (351 ft.) and 3 storeys	15 m (49.2 ft.) and 3 storeys
Minimum front yard	4.5 m (14.8 ft.)	2.5 m (8.2 ft.)
Minimum exterior side yard	4.5 m (14.8 ft.)	3.5 m (11.5 ft.)
Minimum rear yard	7.5 m (24.6 ft.)	5.7 m (18.7 ft.)
Maximum gross floor area - residential	0.75 times the lot area	1.5 times the lot area
Maximum driveway width	5.2 m (17 ft.)	6.2 m (20.3 ft.)

Proposed RM6-26 (Dual Frontage) Zoning Regulations

Zone Regulations	RM6 Zone Regulations	Proposed RM6-26 Zone Regulations
Minimum lot area – CEC - corner lot	190 m ² (2045 ft ²)	189m ² (2034 ft ²)
Minimum front yard – CEC - corner lot	4.5 m (14.8 ft.)	3.1 m (10.2 ft.)
Minimum exterior side yard	7.5 m (24.6 ft.)	3.4 m (11.1 ft.)
Maximum dwelling height – flat roof	10.7 m (351 ft.) and 3 storeys	13.5 m (44.3 ft.) and 3 storeys
Minimum rear yard – CEC - corner lot	7.5 m (24.6 ft.)	3.7 m (12.1 ft.)
Minimum landscaped area	25 % of lot area	22 % of lot area
Maximum driveway width	3.0 m (9.8 ft.)	3.5 m (11.5 ft)

Proposed RM6-27 Zoning Regulations

Zone Regulations	RM6 Zone Regulations	Proposed RM6-27 Zone Regulations
Minimum exterior side yard for a lot with an exterior side lot line that is a street line of a designated right of way 20.0 of greater	7.5 m (24.6 ft.)	3.1 m (10.2 ft.)
Minimum exterior side yard for a lot with an exterior side lot line abutting a CEC sidewalk	3.3 m (10.8 ft)	1.5 m (4.9 ft)
Minimum rear yard for an interior lot / CEC – corner lot	7.5 m (24.6 ft.)	5.8 m (18.7 ft.)
Maximum dwelling height	10.7 m (351 ft.) and 3 storeys	15 m (49.2 ft.) and 3 storeys
Maximum driveway width	3.0 m (9.8 ft.)	6.2 m (20.3 ft)

Proposed RM6-28 Zoning Regulations

Zone Regulations	RM6 Zone Regulations	Proposed RM6-28 Zone Regulations
Minimum lot area – CEC - corner lot	190 m ² (2045 ft ²)	158m ² (1700 ft ²)
Minimum lot frontage – CEC - corner lot	8.3 m (27.2 ft.)	7.8 m (25.6 ft.)
Maximum dwelling height – flat roof	10.7 m (351 ft.) and 3 storeys	15 m (49.2 ft.) and 3 storeys
Minimum exterior side yard for a lot with an exterior side lot line abutting a CEC sidewalk	3.3 m (10.8 ft.)	1.2 m (3.9 ft.)
Minimum rear yard for an interior lot/CEC – corner lot	7.5 m (24.6 ft.)	5.8 m (18.7 ft.)
Maximum driveway width	3.0 m (9.8 ft.)	6.2 m (20.3 ft.)

Proposed RM11-1 Zoning Regulations

Zone Regulations	RM11 Zone Regulations	Proposed RM1-1 Zone Regulations
Minimum front yard – interior lot/CEC - corner lot	4.5 m (14.8 ft.)	3.6 m (11.8 ft.)
Minimum exterior side yard for a lot with an exterior side lot line that is a street line	7.5 m (24.1 ft.)	5.4 m (17.7 ft.)
Maximum driveway width	2.6 m (8.5 ft.)	3.4 m (11.2 ft.)

In addition to the regulations listed, other minor and technical variations to the implementing by-law may also apply, including changes that may take place before Council adoption of the by-law, should the application be approved.

10. Bonus Zoning

The proposal has been reviewed for applicability with Section 37 Community Benefits (Bonus Zoning) policies of MOP. The development does not meet the criteria for a Section 37 agreement as no Official Plan Amendment is required. The proposed zoning is implementing the Mississauga Official Plan policies.

11. "H" Holding Symbol

Should this application be approved by Council, staff will request an "H" Holding Symbol be applied to a portion of the lands which can be lifted upon:

- Confirmation from Mississauga Fire and Emergency Services that the temporary emergency access lane off of Ninth Line is no longer required
- Confirmation from Transportation and Works Department that the turning circle at the terminus of the proposed Street "A" is no longer required
- Completion of the road network, including but not limited to the provision of updated reports, drawings and other documentation as might be applicable for the construction/extension of Street 'A' to the lands on the south and connecting Ninth Line; removal of the temporary cul-de-sac; and removal of the temporary second emergency services access, to the satisfaction of the City, the Region and any other applicable authority.

12. Site Plan

Prior to the development of the lands, the applicant will be required to obtain site plan approval. A site plan application (SP 20-084 W10) was submitted to the Planning and Building Department for review on August 10, 2020. A subsequent submission made on December 4, 2020, and comments were provided to the applicant on February 5, 2021.

While the applicant has worked with City departments to address many site plan related issues through review of the rezoning concept plan, further revisions will need to address matters such as adherence to the City's various development engineering, landscaping and urban design standards.

13. Green Development Initiatives

The applicant has identified a number of green development initiatives will be incorporated into the development including the following:

- A landscaped bioretention area with amphibian habitat features is proposed within the 10 m (32.8ft.) buffer adjacent to the woodlot.
- An underground infiltration stormwater tank is proposed below the communal amenity area.
- Landscaping plantings will target a minimum 50% native species.
- Reduced lighting levels to negate impacts on sensitive fauna while reducing energy consumption.
- Participation in the Natural Resources Canada's Energy Star for New Homes Program, resulting in up to 20% energy efficiencies.

14. Draft Plan of Subdivision

The proposed draft plan of subdivision creates 11 blocks of land for the following purposes:

- 5 blocks for townhouses
- 1 block for a woodlot buffer
- 1 block for a road widening on Ninth Line
- 3 blocks for 0.3m reserves
- 1 block for the new public road from Ninth Line

The proposed plan of subdivision was reviewed by City Departments and agencies and is acceptable subject to certain conditions attached as Appendix 3.

The lands are the subject of a Draft Plan of Subdivision. Development will be subject to the completion of services and registration of the plan.

15. Conclusions

In conclusion, City staff have evaluated the applications to permit 122 townhouse dwellings on condominium roads and a new public road against the *Provincial Policy Statement*, the *Growth Plan for the Greater Golden Horseshoe*, The Parkway Belt West Plan, Region of Peel Official Plan, Mississauga Official Plan and Shaping Ninth Line Urban Design Guidelines.

The applications are seeking to develop greenfield lands within the Ninth Line Neighbourhood Character Area in accordance with the Medium Density Designation of MOP. The proposed

development offers various housing types and tenures, adequate amenity space, sufficient parking. The proposed development exhibits a compatible built form and scale to the surrounding area, and enhances the existing and planned local context.

Staff are of the opinion that the applications are consistent with and conform to Provincial, Regional and City planning instruments, and have no objection to the approval of the applications subject to the recommendations provided in this report.



**SCHEDULE A
CONDITIONS OF APPROVAL**

FILE:	T-M19006 W10
SUBJECT:	Draft Plan of Subdivision CON 9 NS PART LT 1, 20R21132 PTS 1, 2, 6, 7, 9, 10 5150 Ninth Line City of Mississauga Mattamy (5150 Ninth Line) Limited Phase 1

Approval of a draft plan of subdivision granted under Section 51 of the *Planning Act*, R.S.O. 1990, c.P.13, as amended, will be valid until approval is either withdrawn or the plan is registered. Approval may be withdrawn by the Commissioner, Planning and Building Department if approval of the final plan has not been given three (3) years after the date of approval of the draft plan.

NOTE: City is "The Corporation of the City of Mississauga"
Region is "The Regional Municipality of Peel"

The City has not required either the dedication of land for park or other public recreational purposes, or a payment of money in lieu of such conveyance as a condition of subdivision draft approval authorized by Section 51.1 of the *Planning Act*, R.S.O. 1990, c.P13 as amended. The City will require payment of cash-in-lieu for park or other public recreational purposes as a condition of development for each lot and block, prior to the issuance of building permits pursuant to Section 42(6) of the *Planning Act*, R.S.O. 1990, c.P13, as amended, and in accordance with the City's policies and by-laws.

- 1.0 Approval of the draft plan applies to the plan dated February 17, 2021.
- 2.0 That the owner agree, in writing, to satisfy all the requirements, financial and otherwise of the City and the Region.
- 3.0 The applicant/owner shall enter into a Subdivision Agreement including Municipal Infrastructure Schedules, and any other necessary agreements, in a form satisfactory to the City, Region or any other appropriate authority, prior to ANY development within the plan. These agreements may deal with matters including, but not limited to, the following: engineering matters such as municipal infrastructure detailed design, including receipt of any supporting technical reports, studies, drawings and plans as required; site services; municipal services, road widenings, land dedications, public easements, construction and reconstruction, signals, grading, fencing, noise mitigation, and warning clauses; financial issues such as cash contributions, levies (development charges), land dedications or reserves, securities or letters of credit; planning matters such as residential reserve blocks, buffer blocks,

site development plan and landscape plan approvals; conservation and environmental matters; phasing and insurance. THE DETAILS OF THESE REQUIREMENTS ARE CONTAINED IN COMMENTS FROM AUTHORITIES, AGENCIES, AND DEPARTMENTS OF THE CITY AND REGION AS CONTAINED IN THE APPLICATION STATUS REPORT DATED May 14 2021, THAT CORRESPONDS WITH THE RESUBMISSION DATED MARCH 2, 2021, AS WELL AS THE SUPPLEMENTARY RESUBMISSION DATED MARCH 22, 2021 AND REMAIN APPLICABLE. THESE COMMENTS HAVE BEEN PROVIDED TO THE APPLICANT OR THEIR CONSULTANTS AND FORM PART OF THESE CONDITIONS.

- 4.0 All processing and administrative fees shall be paid prior to the registration of the plan. Such fees will be charged at prevailing rates of approved City and Regional Policies and By-laws on the day of payment.
- 5.0 The applicant/owner shall agree to convey/dedicate, gratuitously, any required road or highway widenings, 0.3 m (1 ft.) reserves, walkways, sight triangles, buffer blocks and utility or drainage easements to the satisfaction of the City, Region or other authority.
- 6.0 The applicant/owner shall provide all outstanding reports, plans or studies required by agency and departmental comments.
- 7.0 That a Zoning By-Law for the development of these lands shall have been passed under Section 34 of the *Planning Act*, R.S.O. 1990, c.P.13, as amended, and be in full force and effect prior to registration of the plan.
- 8.0 The proposed streets shall be named to the satisfaction of the City and the Region. In this regard, a list of street names shall be submitted to the City Transportation and Works Department as soon as possible after draft plan approval has been received and prior to any servicing submissions. The owner is advised to refer to the Region of Peel Street Names Index to avoid proposing street names which conflict with the approved or existing street names on the basis of duplication, spelling, pronunciation, and similar sounding.
- 9.0 Prior to final approval, the Engineer is required to submit, to the satisfaction of the Region, all engineering drawings in Micro-Station format as set out in the latest version of the Region of Peel "Development Procedure Manual".
- 10.0 Prior to final approval, the developer will be required to monitor wells, subject to the homeowner's permission, within the zone of influence, and to submit results to the satisfaction of the Region.
- 11.0. Prior to execution of the Subdivision Agreement, the developer shall name to the satisfaction of the City Transportation and Works Department the telecommunications provider.
- 12.0 Prior to execution of the Subdivision Agreement, the developer, under separate arrangements or agreements with the various utility companies, is to determine the precise extent of their requirements.
- 13.0 Prior to execution of the Subdivision Agreement, the developer must submit in writing, evidence to the Commissioner of the City Transportation and Works Department, that satisfactory arrangements have been made with the telecommunications provider, Cable TV and Hydro for the installation of their plant in a common trench, within the prescribed location on the road allowance.

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- 14.0 Prior to final approval, the Owner shall register Restrictions on Title to the satisfaction of the City Transportation and Works Department and Planning and Building Department for certain Lots within Blocks 2 on draft plan 21T-M19006 W10 (last revised February 17, 2021) to the effect that no transfer shall be made, or charge created, without the prior written consent of The Corporation of the City of Mississauga, Commissioner, Transportation and Works, until such time as the temporary turning circle and temporary emergency access lane are no longer required.
- 15.0 The owner shall make satisfactory arrangements with the City of Mississauga to provide the registered owner of lands described as 5150 Ninth Line, 5160 Ninth Line and 5170 Ninth Line with access to Block 1 on draft plan 21T-M19006 W10 (last revised February 17, 2021) for the purpose of pedestrian and vehicular access and access to servicing, as may be required.
- 16.0 Prior to final approval, the Planning and Building Department must be satisfied that appropriate provisions are contained in the Subdivision Agreement indicating that the owner shall provide a security for an affordable housing contribution in an amount, and by way of an irrevocable Letter of Credit, each, respectively, in an amount and in a form satisfactory to the City. Further, prior to final approval, terms and conditions that are satisfactory to the City which detail how and when the affordable housing security will be utilized must be included within the Subdivision Agreement.
- 17.0 Prior to final approval, provisions shall be made in the Subdivision Agreement that satisfactory arrangements will be made with regards to the developer's responsibility to monitor the barn swallow structure under the three (3) year monitoring program until 2022, as per MECP guidelines. In the event that Barn Swallows occupy the structure at the end of the three (3) year monitoring period, the developer is responsible to address the relocation of the structure prior to the conveyance of the 10 m Environmental Buffer Lands to the City, and agrees to any associated relocation costs and external approvals required. The developer agrees to provide the City with securities to ensure monitoring and removal of the structure.
- 18.0 Prior to final approval, the applicant shall address all comments on the Environmental Impact Statement to the Satisfaction of the Community Services Department.
- 19.0 That prior to signing of the final plan, the Commissioner of Planning and Building is to be advised that all of the above noted conditions have been carried out to the satisfaction of the appropriate agencies and the City.

THE REQUIREMENTS OF THE CITY WILL BE EFFECTIVE FOR THIRTY-SIX (36) MONTHS FROM THE DATE THE CONDITIONS ARE APPROVED BY THE COMMISSIONER, PLANNING AND BUILDING DEPARTMENT. AFTER THIS DATE REVISED CONDITIONS WILL BE REQUIRED. NOTWITHSTANDING THE SERVICING REQUIREMENTS MENTIONED IN SCHEDULE A, CONDITIONS OF APPROVAL, THE STANDARDS IN EFFECT AT THE TIME OF REGISTRATION OF THE PLAN WILL APPLY.

City of Mississauga

Corporate Report



<p>Date: May 7, 2021</p> <p>To: Chair and Members of Planning and Development Committee</p> <p>From: Andrew Whittemore, M.U.R.P., Commissioner of Planning & Building</p>	<p>Originator's file: OZ 20/004 W6</p>
	<p>Meeting date: May 31, 2021</p>

Subject

RECOMMENDATION REPORT (WARD 6)

Official Plan Amendment and Rezoning applications to permit 105 townhomes 1240-1310 Britannia Road West, 0 Cabrera Crescent, 5939-5989 Cabrera Crescent and 1295 Galesway Boulevard, south side of Britannia Road West, east of Whitehorn Avenue
Owner: National Homes (1240 Britannia) Inc. and Mattamy (Country Club) Ltd.
File: OZ 20/004 W6

Recommendation

1. That notwithstanding that subsequent to the public meeting, changes to the application have been proposed, Council considers that the changes do not require further notice and, therefore, pursuant to the provisions of subsection 34(17) of the *Planning Act*, any further notice regarding the proposed amendment is hereby waived.
2. That the application under File OZ 20/004 W6, National Homes (1240 Britannia) Inc. and Mattamy (Country Club) Ltd., 1240 Britannia Road West to change the zoning to **RM6-25** (Townhouses on a CEC – Road) to permit 105 townhomes, be approved subject to the conditions referenced in the staff report dated May 7, 2021 from the Commissioner of Planning and Building.
3. That the city initiated, technical official plan amendment to remove the Cabrera Crescent extension from Schedule 10 (Land Use Designation), of Mississauga Official Plan, be approved.
4. That the applicant agrees to satisfy all the requirements of the City and any other external agency concerned with the development.
5. That Realty Services be directed to order an appraisal of Blocks 71, 74, 75 and the lands south of Block 75, in order to establish a purchase price for the lands. That, Legal Services

and Realty Services draft an Agreement of Purchase and Sale between National Homes (1240 Britannia) Inc. and the City for these lands once the value of the lands has been determined.

6. That Realty Services be directed to prepare a report for consideration at General Committee, to declare Blocks 71, 74, and 75 of Plan 43M-1563 and the lands south of Block 75 surplus and recommend that the unopened road allowance be closed by by-law.
7. That Council direct the Transportation and Works Department to prepare a by-law to stop up and close the unopened road allowance on the lands south of Block 75 on plan 43M-1563.
8. That Council direct staff to amend the existing Development Agreement and Servicing Agreement for Plan 43M-1563, to facilitate the execution of the Agreement of Purchase and Sale to transfer Blocks 71, 74, 75 and the lands south of Block 75 on plan 43M-1563 to the applicant, and that the Commissioner of Planning and Building be authorized to approve the amended Development Agreement.
9. That Council direct the Planning and Building Department to prepare a by-law to deregister Lots 60 to 69 and Blocks 70, 71, 74, 75 and the lands south of Block 75 on Plan 43M-1563.
10. That the decision of Council for approval of the rezoning application be considered null and void, and a new development application be required unless a zoning by-law is passed within 36 months of the Council decision.
11. That the "H" holding symbol is to be removed from the **RM6-25** (Townhouses on a CEC - Road) zoning applicable to the subject lands, by further amendment upon confirmation from applicable agencies and City Departments that matters as outlined in the report dated May 7, 2021, from the Commissioner of Planning and Building have been satisfactorily addressed.
12. Notwithstanding subsection 45.1.3 of the *Planning Act*, subsequent to Council approval of the development application, the applicant can apply for a minor variance application, provided that height shall not increase.

Executive Summary

- The application is to change the zoning by-law to allow 105 townhomes
- As a result of the recommendation to eliminate the extension of Cabrera Crescent, it has been determined that a City-initiated technical official plan amendment is required to Schedule 10 (Land Use Designations) of Mississauga Official Plan

- The applicant has made minor revisions to the proposal to address issues raised at the Public Meeting and by staff, including reducing the total number of units proposed, retention of mature trees, adding a second vehicular access onto Galesway Boulevard and increased side yard setbacks
- It has been concluded that the proposed development is supportable from a planning perspective
- Staff are satisfied with the changes to the proposal and find them to be acceptable from a planning standpoint, and recommend that the applications be approved.

Background

A public meeting was held by the Planning and Development Committee on September 8, 2020, at which time an Information Report:

(<https://pub-mississauga.escibemeetings.com/FileStream.ashx?DocumentId=4287>)

was received for information. Recommendation PDC-0029-2020 was then adopted by Council on September 16, 2020.

That the report dated August 14, 2020, from the Commissioner of Planning and Building regarding the applications by National Homes (1240 Britannia) Inc. and Mattamy (Country Club) Ltd. to permit 108 townhomes and one single detached home, under Files OZ 20/004 W6 and T-M20001 W6, 1240 Britannia Road West, be received for information.

Comments

REVISED DEVELOPMENT PROPOSAL

The applicant has made some minor modifications to the proposed concept plan including:

- The total number of units proposed has been reduced from 109 units to 105 units in order to accommodate a more centrally located amenity space, which has been increased from 606 m² (6,523 ft²) to 633 m² (6,813 ft²). The reduced density has also provided an increased side yard setback from Block 5 to the existing residential homes to the east and an increased side yard setback from Block 3 to the proposed public sidewalk. The proposed revisions will provide additional privacy to existing and future area residents
- The proposal has been revised to accommodate three Tree Preservation Areas along the east property boundary, which will ensure the retention of 5 mature trees. The proposal has also been revised to include 147 replacement trees, which will provide privacy and long term environmental benefits
- The proposed emergency access onto Cabrera Crescent has been removed and a second vehicular access has been provided onto Galesway Boulevard.

COMMUNITY ENGAGEMENT

Notice signs were placed on the subject lands advising of the proposed zoning change. All property owners within 120 m (393 ft.) were notified of the application on July 7, 2020. A pre-

submission community meeting was held by Ward 6 Councillor Ron Starr on March 10, 2020.

Supporting studies were posted on the City's website at

<http://www.mississauga.ca/portal/residents/development-applications>.

The public meeting was held on September 8, 2020. There were no members of the public that made deputations regarding the application. Responses to the issues raised at the community meeting and from correspondence received can be found in Appendix 2.

PLANNING ANALYSIS SUMMARY

The *Planning Act* allows any property owner within the Province of Ontario the ability to make a development application to their respective municipality in order to accommodate a particular development proposal on their site. Upon the submission of mandated technical information, the municipality is obligated under the *Planning Act* to process and consider the application within the rules set out in the Act.

The Province identifies through its *Provincial Policy Statement* matters that are of provincial interest, which require the development of efficient land use patterns and sustainability in urban areas that already exist. The Province has also set out the *Growth Plan for the Greater Golden Horseshoe*, which is designed to promote economic growth, increase housing supply and build communities that are affordable and safe, among other items. The Growth Plan requires municipalities to manage growth within already existing built up areas to take advantage of existing services to achieve this mandate. In order to meet required housing supply projections, the *Planning Act* instructs municipalities to make planning decisions that are consistent with the *Provincial Policy Statement* and the Growth Plan.

A detailed Planning Analysis is found in Appendix 2. The application 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 (MOP). An official plan amendment is not required for the proposed townhomes. A city-initiated technical Official Plan Amendment to remove the extension of Cabrera Crescent on Schedule 10 (Land Use Designations) is recommended.

A draft plan of subdivision (currently being held in abeyance until a decision is made by Planning and Development Committee to approve the proposed rezoning and city-initiated official plan applications), is also necessary in order to develop the site. A detailed analysis of the matters to be addressed prior to draft plan of subdivision approval can be found in Section 15 of Appendix 2. The evaluation of the proposed rezoning was analyzed using the following criteria:

- Directing Growth: Are townhomes consistent with the Residential Medium Density designation in MOP?
- Compatibility with Neighbourhood Character: Is the proposed built form appropriate?
- Compatibility with road network: Should Cabrera Crescent be extended to Galesway Boulevard?
- Services and Infrastructure: Is there adequate infrastructure to support the proposal?

The proposed rezoning to permit 105 townhomes has been found acceptable, based upon the following:

- The proposal represents intensification that is compatible with the neighbourhood context and conforms to existing MOP policies
- The proposal provides appropriate transition to the existing land uses and provides a range of residential built forms while continuing to respect the character of the area
- The proposed CEC road is compatible with the existing road network, which is characterized by cul-de-sacs and crescents
- The existing municipal infrastructure is adequate to support the proposed development

Strategic Plan

The applications are consistent with the Connect pillar of the Strategic Plan by contributing a choice of housing type to residents that supports the principle of building complete communities to accommodate growth.

Financial Impact

All fees paid by developers are strictly governed by legislation, regulation and City by-laws. Fees are required to be paid prior to application approval, except where otherwise may be prescribed. These include those due to the City of Mississauga as well as any other external agency.

Conclusion

In summary, the proposed development is compatible with adjacent uses and provides for a built form that supports a mix of housing types, tenures and at varying price points to accommodate households. The proposed rezoning and City-initiated technical official plan amendment are acceptable from a planning standpoint and should be approved.

Should the applications be approved by Council, the implementing official plan amendment and zoning by-law will be brought forward to Council at a future date.

Attachments

Appendix 1: Information Report

Appendix 2: Detailed Planning Analysis



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

Prepared by: Tori Stockwell, Development Planner

City of Mississauga

Corporate Report



Date: August 14, 2020

To: Chair and Members of Planning and Development Committee

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

Originator's files:
OZ 20/004 W6 and
T-M20001 W6

Meeting date:
September 8, 2020

Subject

PUBLIC MEETING INFORMATION REPORT (WARD 6)

Rezoning and Draft Plan of Subdivision applications to permit 108 townhomes and one detached home

1240 Britannia Road West, south side of Britannia Road West, east of Whitehorn Avenue

Owner: National Homes (1240 Britannia) Inc. and Mattamy (Country Club) Ltd.

Files: OZ 20/004 W6 and T-M20001 W6

Recommendation

That the report dated August 14, 2020, from the Commissioner of Planning and Building regarding the applications by National Homes (1240 Britannia) Inc. and Mattamy (Country Club) Ltd. to permit 108 townhomes and one single detached home, under Files OZ 20/004 W6 and T-M20001 W6, 1240 Britannia Road West, be received for information.

Background

The applications have been deemed complete and circulated for technical comments. The purpose of this report is to provide preliminary information on the applications and to seek comments from the community. The report consists of two parts, a high level overview of the applications and a detailed information and preliminary planning analysis (Appendix 1).

PROPOSAL

A plan of subdivision is required to permit one detached home and 108 townhomes on a private condominium road. The zoning by-law will need to be amended from **R1** (Detached Dwellings – Typical Lots), **RM2 - 23** (Semi-detached), and **RM2 - 29** (Semi-Detached), to **R7 – Exception** (Detached Dwellings – Shallow Lots) and **RM6 - Exception** (Townhouses on a CEC - Road) to implement this development proposal.

During the ongoing review of these applications, staff may recommend different zoning categories to implement the proposal.

Comments

The property is located on the south side of Britannia Road West, east of Whitehorn Avenue within the East Credit Neighbourhood Character Area. The site is currently occupied by two detached homes.



Aerial image of 1240 Britannia Road West



Applicant's rendering of the proposed townhomes

LAND USE POLICIES AND REGULATIONS

The *Planning Act* allows any person within the Province of Ontario to submit development applications to the local municipality to build or change the use of any property. Upon submitting all required technical information, the municipality is obligated under the *Planning Act* to process and consider these applications within the rules set out in the Act.

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

Conformity of this proposal with the policies of Mississauga Official Plan is under review.

Additional information and details are found in Appendix 1, Section 5.

AGENCY AND CITY DEPARTMENT COMMENTS

Agency and department comments are summarized in Appendix 1, Section 8.

Financial Impact

All fees paid by developers are strictly governed by legislation, regulation and City by-laws. Fees are required to be paid prior to application approval, except where otherwise may be prescribed. These include those due to the City of Mississauga as well as any other external agency.

Conclusion

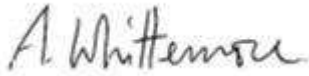
Most agency and City department comments have been received. The Planning and Building Department will make a recommendation on this project after the public meeting has been held and the issues have been resolved. The matters to be addressed include: provision of additional

Files: OZ 20/004 W6 and T-M 20001 W6

technical information, including noise, grading, servicing, stormwater management, traffic and environmental compliance; ensuring compatibility of new buildings and community consultation.

Attachments

Appendix 1: Detailed Information and Preliminary Planning Analysis



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

Prepared by: Tori Stockwell, Development Planner

Detailed Information and Preliminary Planning Analysis
Owner: National Homes (1240 Britannia) Inc. and Mattamy (Country Club) Ltd.
1240 Britannia Road West

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1. Site History

- August 14, 2002 – Council approved a zoning by-law amendment for the lands known municipally as 0, 5939, 5961, 5965, 5969, 5973, 5977, 5981, 5985, 5989 Cabrera Crescent and 1295 Galesway Boulevard to permit detached and semi-detached homes
- November 13, 2002 – Council executed a Servicing Agreement which deeded the lands known municipally as 0, 5939, 5961, 5965, 5969, 5973, 5977, 5981, 5985, 5989 Cabrera Crescent and 1295 Galesway Boulevard to the City until such time that Cabrera Crescent is completed to Galesway Boulevard
- June 20, 2007 – Zoning By-law 0225-2007 came into force. The subject lands are zoned **R1** (Detached Dwellings – Typical Lots) which permits single detached homes, **RM2-23** (Semi-Detached) which permits semi-detached homes and **RM2-29** (Semi-Detached) which permits detached and semi-detached homes
- November 14, 2012 – Mississauga Official Plan (MOP) came into force except for those site/policies which have been appealed. The subject lands are designated Residential Medium Density in the East Credit Character Area

2. Site and Neighbourhood Context

Site Information

The property is located within the East Credit Neighbourhood Character Area on the south side of Britannia Road West, east of Whitehorn Avenue. The subject lands are currently occupied by two detached homes. In November 2002 Council executed a Servicing Agreement under File T-M98012 which deeded the western portion of the site known municipally as 0, 5939, 5961, 5965, 5969, 5973, 5977, 5981, 5985, 5989 Cabrera Crescent and 1295 Galesway Boulevard to the City of Mississauga by Mattamy (Country Club) Limited. The lands are to be held in escrow by the City until such time that the eastern portion of Cabrera Crescent (presently terminating in a temporary turning circle), is extended to Galesway Boulevard, and the lands can be developed to accommodate detached homes. In order to carry out the construction of the easterly leg of Cabrera Crescent a section of the lands known municipally as 1240 to 1310 Britannia Road West is required to be dedicated to the City as public highway.

On October 24, 2019 the lands known municipally as 1240 to 1310 Britannia Road West were purchased by National Homes (1240 Britannia) Incorporated. In consultation with Mattamy (Country Club) Ltd. the proposal put forward by National Homes (1240 Britannia) Inc. consists of the above properties as well as those lands currently held in escrow by the City of Mississauga. The application proposes to upgrade the existing turning circle on Cabrera Crescent to a standard cul-de-sac to permit frontage for one additional detached home. The

remaining lands would be developed as standard townhomes with access onto a proposed common element condominium road, with a single entry point onto Galesway Boulevard, thereby eliminating the completion of Cabrera Crescent as originally intended.



Image of existing conditions facing north

Property Size and Use	
Frontages:	129.8 m (425.8 ft.)
Britannia Road West	169.5 m (556.1 ft.)
Galesway Boulevard	
Depth:	135.2 m (443.5 ft.)
Gross Lot Area:	2.14 ha (5.28 ac.)
Existing Uses:	Two detached homes

Surrounding Land Uses

The surrounding area is characterized by a mix of residential, commercial and community uses. The broader surrounding area located to the east and west of the site is largely comprised of detached, semi-detached and townhomes. A one storey commercial plaza is located northeast of the site and is approximately a 2 minute walk from the subject lands, while the Credit Valley Town Plaza is located an approximate seven minute walk northwest of the property. The plazas provide a range of services including a grocery store, walk-in clinic and restaurants. Detached and semi-detached homes are located directly south of the site, which border BraeBen Golf Course, Whitehorn Public School and St. Raymonds Elementary School. Heartland Town Centre is located a two minute drive east of the site and provides a wide range of retail, commercial and dining options to area residents.

The surrounding land uses are:

- North: Townhomes, Credit Valley Town Plaza and a one story commercial plaza
- East: Semi-detached and detached homes
- South: Semi-detached homes, detached homes and BraeBen Golf Course
- West: Detached homes and townhomes

Demographics

The property is located in an area undergoing moderate growth. Based on the 2016 census, the existing population of the East Credit Neighbourhood area is 65,920 with a median age of this area being 39 (compared to the City's median age of 40). 72% of the neighbourhood population are of working age (15 to 64 years of age), with 16% children (0-14 years) and 12% seniors (65 years and over). By 2031 and 2041, the population for this area is forecasted to be 70,900 and 71,600 respectively. The average household size is 4 persons with 5% of people living in apartments in buildings that are five storeys or more. The mix of housing tenure for the area is 15,140 units (84%) owned and 2,820 units (16%) rented with a vacancy rate of approximately 0.9%*. In addition, the number of jobs within this Character Area is 5,711. Total employment combined with the population results in a PPJ for East Credit Neighbourhood of 45 persons plus jobs per ha.

*Please note that vacancy rate data does not come from the census. This information comes from CMHC which demarcates three geographic areas of Mississauga (Northeast, Northwest, and South). This specific Character Area is located within the Northeast geography. Please also note that the vacancy rate published by CMHC is ONLY for apartments.

Other Development Applications

The following development applications are in process or were recently approved in the vicinity of the subject property:

- OZ 13/013 W6 – 5855 Terry Fox Blvd, 950 Plymouth Drive and 850 Matheson Blvd West – application in process to permit a commercial mall.



Aerial Photo of the subject lands

The Neighbourhood Context

The site is located within the East Credit Neighbourhood Character Area south of Britannia Road West and east of Whitehorn Avenue. The Character Area is adjacent to Heartland Town Centre, which contains a range of commercial and industrial uses in close proximity to the site. These uses include employment, retail and restaurant establishments located along Britannia Road West to the east of the subject lands. The surrounding residential area was largely developed during the early 2000s.

3. Project Details

The applications are to permit one detached home and 108 townhomes.

Development Proposal		
Applications submitted:	Received: March 31, 2020 Deemed complete: June 22, 2020	
Developer/Owner:	National Homes Inc.	
Applicant:	National Homes Inc.	
Number of units:	109 units	
Lot Coverage:	62.5%	
Landscaped Area:	28.4%	
Road Type:	Common element condominium private road (CEC)	
Anticipated Population:	331 * *Average household sizes for all units (by type) based on the 2016 Census	
Parking: resident spaces visitor spaces Total	Required	Provided
	218	218
	27	27
	245	245

Supporting Studies and Plans

The applicant has submitted the following information in support of the applications which can be viewed at <http://www.mississauga.ca/portal/residents/development-applications>:

- Survey
- Site Plan and Context Plan
- Draft Plan of Subdivision

- OZ 19/001 W6 – 5510 Mavis Road – approval was obtained to increase the height and density for a future retirement home and hospice in November 2019.

Community and Transportation Services

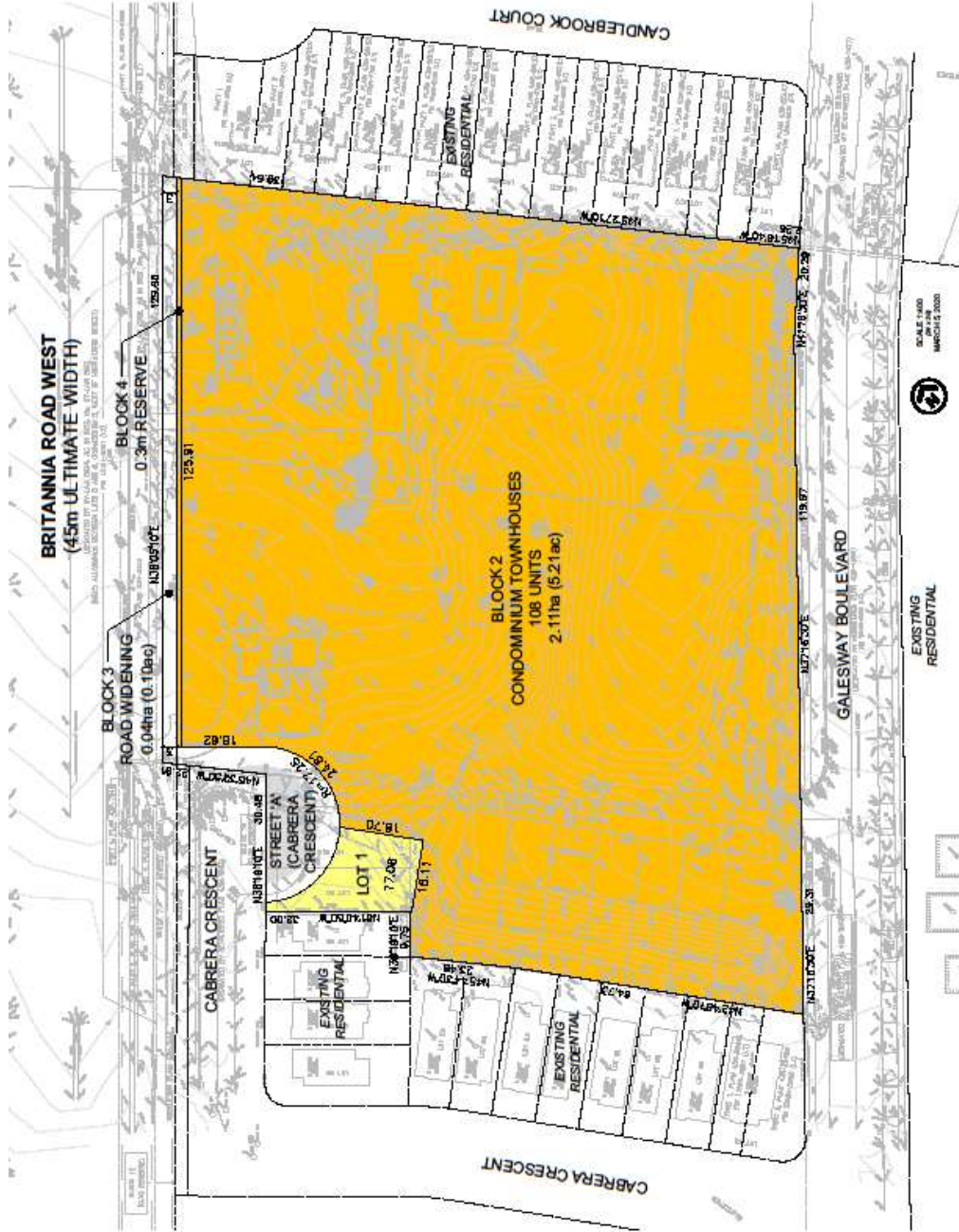
This application will have minimal impact on existing services in the community. The site is located 220 m (721 ft.) northeast of Garcia Park which contains a community playground and two soccer pitches. Pickwick Green is located 510 m (1673 ft.) south of the subject lands and contains a community playground and four soccer pitches. The property is located 1.9 km (1.18 mi.) from River Grove Community Centre, which includes an indoor pool, gymnasium and fitness centre. The site is also located 1.6 km (1 mi.) from the BraeBen Public Golf Course clubhouse. There is a multi-use trail located on Britannia Road West extending from Queen Street South to Hurontario Street. Galesway Boulevard is designated as an on-road bicycle route extending from Whitehorn Avenue to Terry Fox Way.

The following major Miway bus routes currently service the site:

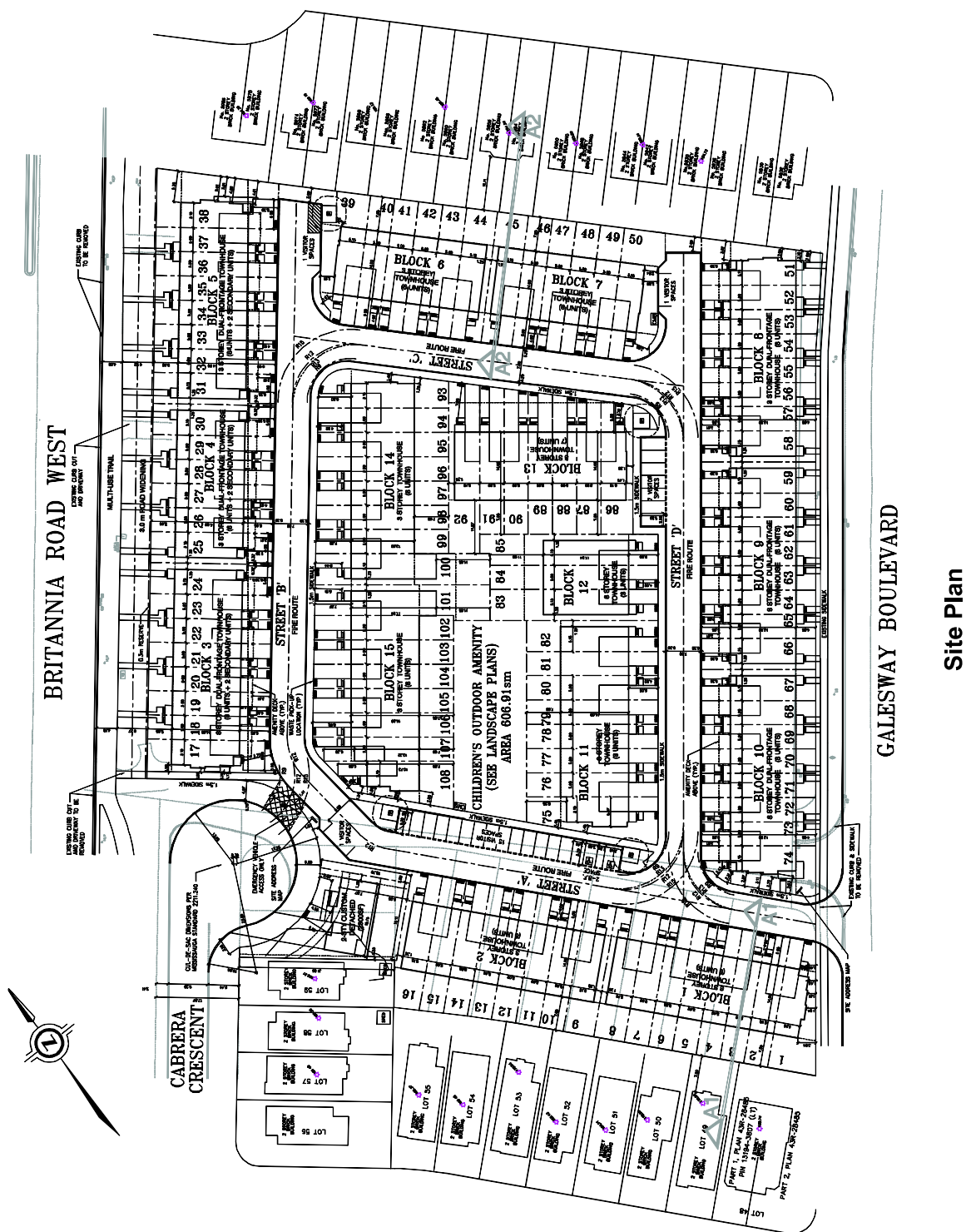
- Route 37 – Creditview - Erindale
- Route 39 – Britannia
- Route 43 – Matheson – Argentia
- Route 68 – Terry Fox
- Route 314 – Rick Hansen - Creditview

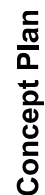
- Building Elevations and Floor Plans
- Grading and Servicing Plans
- Sanitary and Storm Drainage Plans
- Landscape Concept Plan
- Tree Preservation Plan
- Draft Zoning By-law Amendment
- Parcel Abstracts
- Planning Justification Report
- Arborist Report
- Functional Servicing Brief
- Geotechnical Investigation
- Phase One Environmental Site Assessment
- Housing Report
- Noise Feasibility Study
- Urban Transportation Considerations

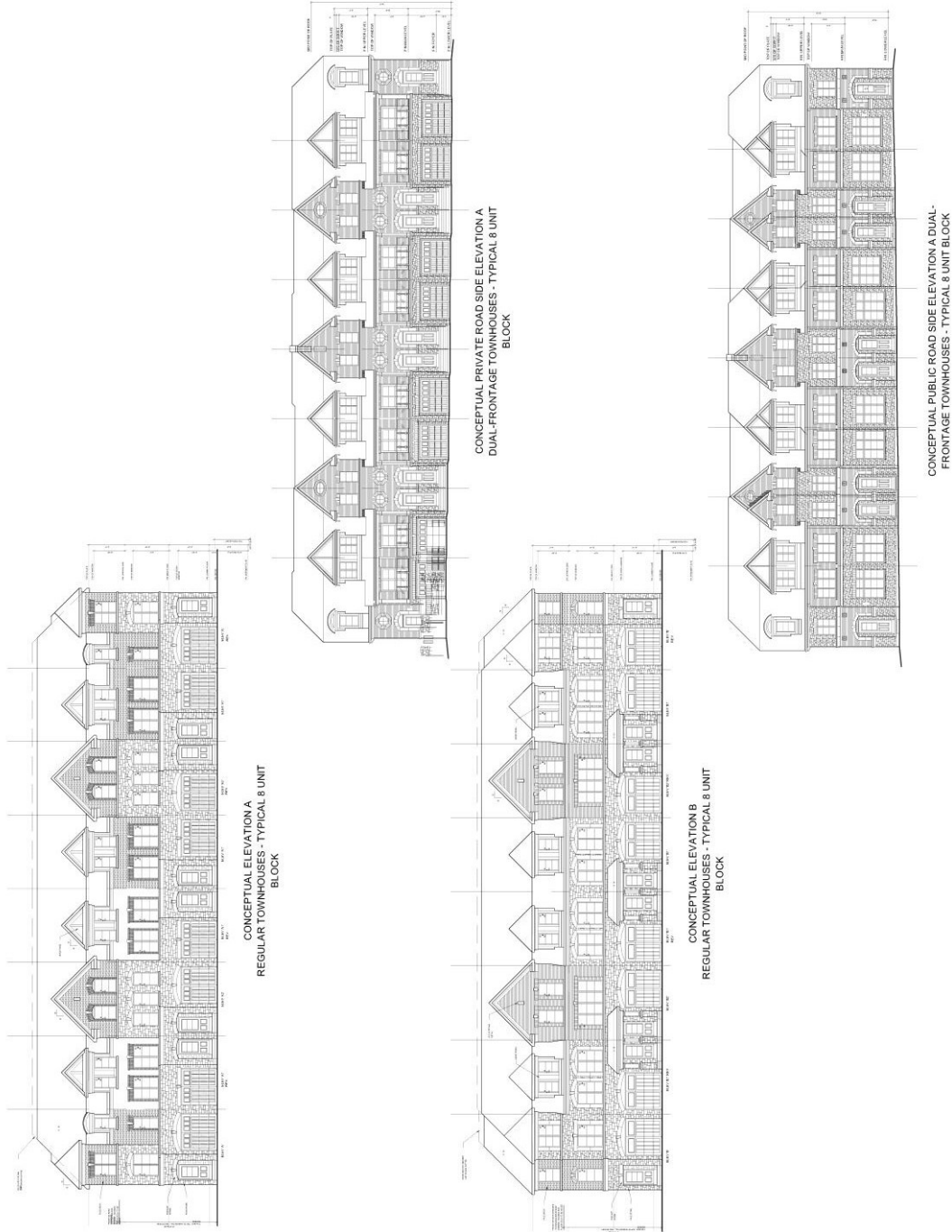
Draft Plan of Subdivision, Concept Plan and Elevations



Draft Plan of Subdivision







Elevations



Applicant's Rendering

4. Land Use Policies, Regulations & Amendments

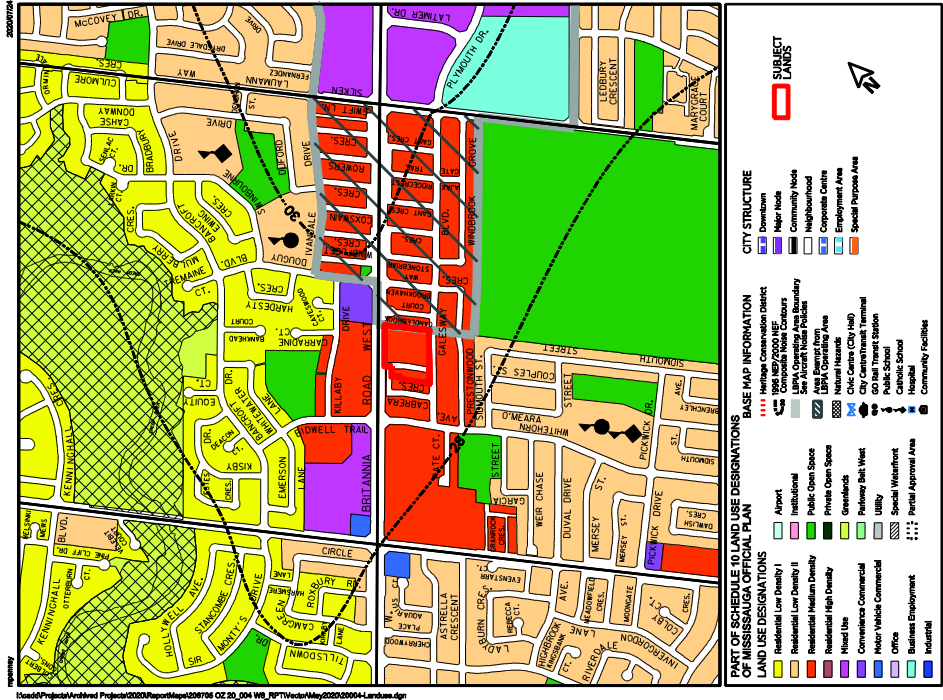
Mississauga Official Plan

Existing Designation

The site is designated **Residential Medium Density** which permits all forms of townhouse dwellings.

Note: Detailed information regarding the other relevant Official Plan policies are found in Section 5.

Excerpt of East Credit Neighbourhood Character Area



Mississauga Zoning By-law

Existing Zoning

The site is currently zoned **R1** (Detached Dwellings – Typical Lots), which permits detached homes, **RM2-23** (Semi-detached), which permits semi-detached homes and **RM2-29** (Semi-Detached), which permits detached and semi-detached homes.

Proposed Zoning

The applicant is proposing two zones on the property. The proposed zoning for the detached home on Cabrera Crescent is **R7 – Exception** (Detached Dwellings – Shallow Lots). The proposed zoning for the townhouse blocks is **RM6 – Exception** (Townhouses on a CEC Road).

Proposed Zoning Regulations

Zone Regulations	Zone Regulations	Proposed R7 - Exception Zone Regulations
Minimum Rear Yard – Interior Lot	7.0 m (22.9 ft.)	6.0 m (19.6 ft.)
Maximum width of an attached garage : measured from the inside face of the garage walls	Lesser of 5.5 m (18 ft.) or 50% of lot frontage	Not Applicable
Note: The provisions listed are based on information provided by the applicant, which is subject to revisions as the applications are further refined.		
Zone Regulations	Zone Regulations	Proposed RM6 - Exception Zone Regulations
Where a lot abuts a right-of-way or a 0.3 metre reserve abutting a right-of-way identified on Schedules 2.1.14(1) and (2) of this Subsection, the minimum distance required between the nearest part of any building or structure to the centreline of the right-of-way shall be as contained in Table 2.1.14.1 - Centreline Setbacks.	22.5 m +(74 ft.) required yard/setback	Not Applicable
Minimum Lot Area – CEC corner lot	190 m ² (2,045 ft. ²)	178 m ² (1,915 ft. ²)
Minimum Lot Frontage - CEC corner lot	8.3 m (27.2 ft.)	6.5 m (21.3 ft.)
Lot with an exterior side lot line that is a street line of a designated right-of-way 20.0 m or greater identified in		

Zone Regulations	Zone Regulations	Proposed RM6 - Exception Zone Regulations
Subsection 2.1.14 of this By-law	7.5 m (24.6 ft.)	Not Applicable
Lot with an exterior side lot line abutting a street	4.5 m (14.7 ft.)	Not Applicable
Lot with an exterior side lot line abutting a CEC - sidewalk	3.3 m (10.8 ft.)	1.2 m (3.9 ft.)
Minimum Interior Side Yard - Unattached side	1.5 m (4.9 ft.)	1.2 m (3.9 ft.)
Where interior side lot line is the rear lot line of an abutting parcel	2.5 m (8.2 ft.)	Not Applicable
Minimum Rear Yard – Interior lot/CEC – corner lot	7.5 m (24.6 ft.)	7.0 m (22.9 ft.)
Lot with an exterior side lot line abutting a street	4.5 m (14.7 ft.)	rear yard lot line abutting a street 4.0 m (13.1 ft.)
Minimum setback of a townhouse to a CEC - visitor parking space	3.3 m (10.8 ft.)	2.5 m (8.2 ft.)
Lot with an exterior side lot line abutting a CEC – sidewalk	3.3 m (10.8 ft.)	Minimum setback to an internal walkway 0.8 m (2.6 ft.)
Minimum front yard setback to a balcony located over a driveway	Not Applicable	3.5 m (11.4 ft.)
Minimum width of a sidewalk	2.0 m (6.5 ft.)	1.5 m (4.9 ft.)
Maximum driveway width	3.0 m (9.8 ft.)	Maximum driveway width for end dwelling units abutting Britannia Road West 6.2 m (20.3 ft.)

Zone Regulations	Zone Regulations	Proposed RM6 - Exception Zone Regulations
Maximum encroachment of a balcony , window, chimney , pilaster or corbel, window well, and stairs with a maximum of three risers, into the required rear yard	1.0 m (3.2 ft.)	Maximum encroachment of a balcony , into the required rear yard 1.9 m (6.2 ft.)
External Heating, Air Conditioning, Home Back-up Generator, and Pool Heating/Filtering Equipment	External heating, air conditioning, home back-up generator, and pool heating/filtering equipment may be located in a required yard , other than a front yard , provided that it is not closer than 0.61 m (2.0 ft.) to any lot line .	External heating and air conditioning equipment may be located in a front yard provided that it is located on a balcony
Note: The provisions listed are based on information provided by the applicant, which is subject to revisions as the applications are further refined.		

5. Summary of Applicable Policies

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 applications have been reviewed and summarized in the table below. Only key policies relevant to the applications have been included. The table should be considered a general summary

of the intent of the policies and should not be considered exhaustive. In the sub-section that follows, the relevant policies of Mississauga Official Plan are summarized. The development application will be evaluated based on these policies in the subsequent recommendation report.

Policy Document	Legislative Authority/Applicability	Key Policies
Provincial Policy Statement (PPS)	<p>The fundamental principles set out in the PPS apply throughout Ontario. (PPS Part IV)</p> <p>Decisions of the council of a municipality shall be consistent with PPS. (PPS 4.1)</p> <p>The Official Plan is the most important vehicle for implementation of the Provincial Policy Statement (PPS 4.6)</p>	<p>Settlement areas shall be the focus of growth and development. (PPS 1.1.3.1)</p> <p>Land use patterns within settlement areas will achieve densities and a mix of uses that efficiently use land, resources, infrastructure, public service facilities and transit. (PPS 1.1.3.2.a)</p> <p>Planning authorities shall identify appropriate locations and promote opportunities for intensification and redevelopment. (PPS 1.1.3.3)</p> <p>Planning authorities shall provide for an appropriate range and mix of housing types and densities to meet projected needs of current and future residents of the regional market area. (PPS 1.4.3)</p>
Growth Plan for the Greater Golden Horseshoe (Growth Plan)	<p>The Growth Plan applies to the area designated as the Greater Golden Horseshoe growth plan area. All decisions made on or after May 16, 2019 in respect of the exercise of any authority that affects a planning matter will conform with this Plan, subject to any legislative or regulatory provisions providing otherwise. (Growth Plan 1.2.2)</p>	<p>Within settlement areas, growth will be focused in delineated built-up areas; strategic growth areas; locations with existing or planned transit; and, areas with existing or planned public service facilities. (Growth Plan 2.2.1.2 c)</p> <p>Complete communities will feature a diverse mix of land uses; improve social equity and quality of life; provide a range and mix of housing options; provide convenient access to a range of transportation options, public service facilities, open spaces and parks, and healthy, local and affordable food options; provide a more compact built form; mitigate and adapt to climate change impacts; and, integrate green infrastructure. (Growth Plan 2.2.1.4)</p> <p>To achieve minimum intensification and density targets, municipalities will develop and implement urban design and site design official plan policies and other supporting documents that direct the development of high quality public realm and compact built form. (Growth Plan 5.2.5.6)</p>
Greenbelt Plan	Mississauga is not located within the Greenbelt Area and therefore the <i>Greenbelt Act</i> , 2005 does	There are no natural features on this site. Therefore, the lands are not subject to the policies of the Greenbelt Plan.

Policy Document	Legislative Authority/Applicability	Key Policies
	<p>not apply in Mississauga. However, the Greenbelt Plan does recognize natural heritage systems contained within the Greenbelt are connected to systems beyond the Greenbelt, including the Credit River.</p> <p>The portion of the lands which forms part of the Credit River and associated valleylands is captured within the Urban River Valleys designation of the Greenbelt Plan.</p> <p>Until such time as the portion of the lands within the Urban River Valleys designation come into the City's ownership, the policies of the Greenbelt Plan do not apply.</p>	
Parkway Belt West Plan (PBWP)	<p>The policies of MOP generally conform with the PBWP. Lands within the PBWP are within the City's Green System and are therefore intended to be preserved and enhanced through public acquisition.</p> <p>The portions of the lands that contain the valleylands associated with the Credit River are designated Public Open Space and Buffer Area in the PBWP.</p>	The Parkway Belt West Plan does not apply to this site.
Region of Peel Official Plan (ROP)	<p>The Region of Peel approved MOP on September 22, 2011, which is the primary instrument used to evaluate development applications. The proposed development applications were circulated to the Region who has advised that in its current state, the applications meet the requirements for exemption from Regional approval. Local official plan amendments are generally exempt from approval where they have had regard for the <i>Provincial Policy Statement</i> and applicable Provincial Plans, where the City Clerk has certified that processing was completed in accordance with the <i>Planning Act</i> and where the Region has advised that no Regional official plan amendment is required to accommodate the local official plan amendments. The Region provided additional comments which are discussed in Section 8 of this Appendix.</p>	<p>The ROP identifies the subject lands as being located within Peel's Urban System.</p> <p>General objectives of ROP, as outlined in Section 5.3, include conserving the environment, achieving sustainable development, establishing healthy complete communities, achieving intensified and compact form and mix of land uses in appropriate areas that efficiently use land, services, infrastructure and public finances, while taking into account the characteristics of existing communities and services, and achieving an urban form and densities that are pedestrian-friendly and transit supportive.</p> <p>The proposed application is exempt from Regional approval.</p>

Relevant Mississauga Official Plan Policies

The policies of Mississauga Official Plan (MOP) implement provincial directions for growth. MOP is generally consistent with the PPS and conforms with the Growth Plan, Greenbelt Plan, PBWP and ROP. An update to MOP is currently underway to ensure MOP is consistent with and conform to changes resulting from the recently released Growth Plan, 2019.

The subject property is not located within a Major Transit Station Area (MTSA).

The lands are located within the East Credit Neighbourhood Character Area and are designated **Residential Medium Density**. The **Residential Medium Density** designation permits all forms of townhouse dwellings. The applicant is proposing to maintain the **Residential Medium Density** designation on the subject lands.

The following policies are applicable in the review of these applications. In some cases the description of the general intent summarizes multiple policies.

	Specific Policies	General Intent
Chapter 4 Vision	Section 4.4.2 Section 4.4.5 Section 4.5	Mississauga will provide the guiding principles that are to assist in implementing the long-term land use, growth and development plan for Mississauga and sets out how the City will achieve these guiding principles.
Chapter 5 Direct Growth	Section 5.3.5 Section 5.3.5.1 Section 5.3.5.5 Section 5.3.5.6	Mississauga will protect and conserve the character of stable residential neighbourhoods. Neighbourhoods will not be the focus for intensification and should be regarded as stable residential areas where the existing character is to be preserved. Intensification within neighbourhoods may be considered where the proposed development is compatible in built form and scale to surrounding development, enhances the existing or planned development and is consistent with the policies of this Plan. Development will be sensitive to the existing and planned context and will include appropriate transitions in use, built form, density and scale.
Chapter 7 Complete Communities	Section 7.1.1 Section 7.1.3 Section 7.1.6 Section 7.2.1 Section 7.2.2	The official plan supports the creation of complete communities that meet the day-to-day needs of people through all stages of their life, offering a wide assortment of housing options and employment opportunities as well as numerous commercial and social venues. The provision of suitable housing is important to ensure that youth, older adults and immigrants thrive. Mississauga will ensure that housing is provided in a manner that maximizes the use of community infrastructure and engineering services, while meeting the housing needs and preferences of Mississauga residents.

	Specific Policies	General Intent
		<p>Mississauga will provide opportunities for:</p> <ol style="list-style-type: none"> the development of a range of housing choices in terms of type, tenure and price; the production of a variety of affordable dwelling types for both
Chapter 9 Build A Desirable Urban Form	<p>Section 9.1 Section 9.1.1 Section 9.1.3 Section 9.2.2 Section 9.2.2.3 Section 9.5.1.1 Section 9.5.2.2</p>	<p>Appropriate infill in both Intensification Areas and Non-Intensification Areas will help to revitalize existing communities by replacing aged buildings, developing vacant or underutilized lots and by adding to the variety of building forms and tenures. It is important that infill "fits" within the existing urban context and minimizes undue impacts on adjacent properties.</p> <p>Mississauga will develop an urban form based on the urban system and the hierarchy identified in the city structure as shown on Schedule 1: Urban System.</p> <p>Infill and redevelopment within Neighbourhoods will respect the existing and planned character.</p> <p>Neighbourhoods are stable areas where limited growth is anticipated. Development in Neighbourhoods will be required to be context sensitive and respect the existing or planned character and scale of development.</p> <p>While new development need not mirror existing development, new development in Neighbourhoods will:</p> <ol style="list-style-type: none"> respect existing lotting patterns; respect the continuity of front, rear and side yard setbacks; respect the scale and character of the surrounding area; minimize overshadowing and overlook on adjacent neighbours; incorporate stormwater best management practices; preserve mature high quality trees and ensure replacement of the tree canopy; and be designed to respect the existing scale, massing, character and grades of the surrounding area. <p>Buildings and site design will be compatible with site conditions, the surrounding context and surrounding landscape of the existing or planned character of the area.</p> <p>Developments will be sited and massed to contribute to a safe and comfortable environment for pedestrians by:</p> <ol style="list-style-type: none"> providing walkways that are connected to the public sidewalk, are well lit, attractive and safe; fronting walkways and sidewalks with doors and windows and having visible active uses inside; avoiding blank walls facing pedestrian areas; and providing opportunities for weather protection, including awnings and trees.

	Specific Policies	General Intent
Chapter 11 General Land Use Designations	Section 11.1 Section 11.2.5.5	<p>The use and development of land will reflect all components of the Urban System: The Green System; City Structure and Corridors.</p> <p>In addition to the Uses Permitted in all Designations, lands designated Residential Medium Density will also permit the following uses:</p> <ul style="list-style-type: none"> all forms of townhouse dwellings.
Chapter 19 Implementation	Section 19.4.1 Section 19.4.3	<p>Development applications will be evaluated and processed in accordance with the policies of this Plan, approved streetscape studies and design guidelines and other relevant City Council policies and Provincial policies.</p> <p>To provide consistent application of planning and urban design principles, all development applications will address, among other matters:</p> <ol style="list-style-type: none"> the compatibility of the proposed development to existing or planned land uses and forms, including the transition in height, density, and built form; conformity with the policies in this Plan; the sustainability of the development to support public transit and to be oriented to pedestrians; in circumstances where medium and high density residential uses are in proximity to developments of a lower density, measures, such as increased setback; sensitive building location, transition and design; and landscaping, may be required to ensure compatibility with the lower density designations; the adequacy of engineering services; the adequacy of community infrastructure; the adequacy of the multi-modal transportation systems; the suitability of the site in terms of size and shape, to accommodate the necessary on site functions, parking, landscaping, and on site amenities; the relationship of the proposed development to the street environment and its contribution to an effective and attractive public realm; the impact of the height and form of development, in terms of overshadowing and amenity loss, on neighbouring residential and park uses; site specific opportunities and constraints; sustainable design strategies; and urban form and public health.

Affordable Housing

In October 2017 City Council approved *Making Room for the Middle – A Housing Strategy for Mississauga* which identified housing affordability issues for low and moderate incomes in the city. In accordance with the Provincial Growth Plan (2019), *Provincial Policy Statement* (2020), Regional Official Plan and Mississauga Official Plan (MOP), the City requests that proposed multi-unit residential developments incorporate a mix of units to accommodate a diverse range of incomes and household sizes.

Applicants proposing non-rental residential developments of 50 units or more – requiring an official plan amendment or rezoning for additional height and/or density beyond as-of-right permissions – will be required to demonstrate how the proposed development is consistent with/conforms to Provincial, Regional and City housing policies. The City's official plan indicates that the City will provide opportunities for the provision of a mix of housing types, tenures and at varying price points to accommodate households. The City's annual housing targets by type are contained in the Region of Peel Housing and Homelessness Plan 2018-2028 <https://www.peelregion.ca/housing/housinghomelessness/pdf/plan-2018-2028.pdf>.

To achieve these targets, the City is requesting that a minimum of 10% of new ownership units be affordable. The 10% contribution rate will not be applied to the first 50 units of a development. The contribution may be in the form of on-site

or off-site units, land dedication, or financial contributions to affordable housing elsewhere in the city.

6. School Accommodation

The Peel District School Board	The Dufferin-Peel Catholic District School Board
<p>Student Yield:</p> <p>21 Kindergarten to Grade 5 9 Grade 6 to Grade 8 12 Grade 9 to Grade 12</p> <p>School Accommodation:</p> <p>Whitehorn P.S.</p> <p>Enrolment: 673 Capacity: 744 Portables: 0</p> <p>Hazel McCallion Sr. P.S.</p> <p>Enrolment: 742 Capacity: 671 Portables: 4</p> <p>Rick Hansen S.S.</p> <p>Enrolment: 1,672 Capacity: 1,725 Portables: 0</p>	<p>Student Yield:</p> <p>7 Kindergarten to Grade 8 6 Grade 9 to Grade 12</p> <p>School Accommodation:</p> <p>St Raymond Elementary School</p> <p>Enrolment: 350 Capacity: 651 Portables: 0</p> <p>St. Joseph Secondary School</p> <p>Enrolment: 1,267 Capacity: 1,269 Portables: 4</p> <p>* Note: Capacity reflects the Ministry of Education rated capacity, not the Board rated capacity, resulting in the requirement of portables.</p>

7. Community Comments

A pre-application community meeting was held by National Homes on March 10, 2020. Ward 6 Councillor, Ron Starr, was in attendance.

The following comments made by the community as well as any others raised at the public meeting will be addressed in the Recommendation Report, which will come at a later date.

- The site will be overdeveloped and the increased population will adversely impact the surrounding parkland amenities which are currently oversubscribed
- Increased traffic on Galesway Boulevard will negatively impact the surrounding community and reduce pedestrian safety
- An additional vehicular access point should be provided onto Britannia Road West in order to mitigate increased traffic on Galesway Boulevard
- The mature trees and bushes located adjacent to the east lot line of the subject lands should be maintained for environmental and privacy reasons
- A fence should be provided along the interior lot lines to maintain privacy, mitigate increased noise levels and provide additional neighbourhood safety
- In order to reduce overlook and maintain privacy, windows, terraces and balconies should not be permitted above the second storey on elevations adjacent to existing rear yards
- The increased number of dwelling units will have an adverse impact on neighbourhood safety
- The proposed development will increase pollution and noise

8. Development Issues

The following is a summary of comments from agencies and departments regarding the applications:

Agency / Comment Date	Comments
Region of Peel (May 15, 2020)	<p>Municipal sanitary sewers consist of a 250 mm (9.8 in.) sewer located on Galesway Boulevard and a 250 mm (9.8 in.) sewer located on Britannia Road West. Municipal water infrastructure consists of a 150 mm (5.9 in.) water main located on Cabrera Crescent, a 300 mm (11.8 in.) water main located on Galesway Boulevard and a 750 mm (29.5 in.) water main located on Britannia Road West.</p> <p>A satisfactory Functional Servicing Report must be submitted to determine the adequacy of the existing services on site. The report dated March 2020 has been received and will be sent for modeling for the hydrant flow test and may require further revisions.</p> <p>Regional Site Servicing approvals are required prior to the local municipality issuing building permits.</p> <p>A Waste Management Plan must be completed to confirm a satisfactory waste collection access route on site.</p>
Dufferin-Peel Catholic District School Board (April 21, 2020) and the Peel District School Board (May 11, 2020)	<p>The Dufferin-Peel Catholic District School Board responded that they are satisfied with the current provision of educational facilities for the catchment area and, as such, the school accommodation condition as required by City of Mississauga Council Resolution 152-98 pertaining to satisfactory arrangements regarding the adequate provision and distribution of educational facilities need not be applied for these development applications.</p> <p>The Peel District School Board responded that prior to final approval the City of Mississauga shall be advised by the School Board that satisfactory arrangements regarding the provision and distribution of educational facilities have been made between the developer/applicant and the School Board for this plan.</p> <p>In addition, if approved, the Peel District School Board and the Dufferin-Peel Catholic District School Board also require certain conditions be added to the applicable Development Agreements and to any purchase and sale agreements.</p>
City Community Services Department – Park Planning Section (May 12, 2020)	<p>Community Services notes the proposed development is within walking distance of Garcia Park, which is 220 m (721 ft.) from the subject property. This 1.48 ha (3.67ac) park provides neighbourhood recreational facilities such as a community playground, soccer pitches, and open space opportunities. The park is located at the corner of Garcia Street and Whitehorn Avenue, approximately southwest of the subject site and will support the neighbourhood needs of the proposed development. Pickwick Green, is located approximately 510 m (1673 ft.) from the subject property, and contains a community playground, soccer pitches, including open space. This 2.3ha (5.68 ac) park located on Pickwick Drive will serve neighbourhood needs of future residents.</p> <p>Street tree contributions to cover the cost of planting street trees, up to 60mm caliper, will be required for every 10 m (32.8 ft.) of frontage on Galesway Boulevard in accordance with current City standards.</p> <p>Furthermore, prior to the issuance of building permits for each lot or block cash-in-lieu for park or other public recreational purposes is required pursuant to Section 42 of the Planning Act (R.S.O. 1990, C.P.13, as amended) and in accordance with City's Policies and Bylaws.</p>
City Transportation and Works	Based on a review of the materials submitted to date, the owner has been requested to provide additional technical details

Agency / Comment Date	Comments
<p>Department (July 21, 2020)</p>	<p>and revisions prior to the City making a recommendation on the application, as follows:</p> <p>Stormwater</p> <p>A Functional Servicing Brief (FSR), prepared by Urbantech Consulting, dated March 2020, was submitted in support of the proposed development. The purpose of the report is to evaluate the proposed development impact on the municipal drainage system (e.g. storm sewers, etc.) and to mitigate the quality and quantity impacts of stormwater run-off generated from the site. Mitigation measures may include improvements to existing stormwater servicing infrastructure, new infrastructure and/or on-site stormwater management controls.</p> <p>The applicant is proposing to construct a new storm sewer to service the development lands and private road, with outlets to the existing storm sewer on Galesway Boulevard and Britannia Road West, as well as on-site stormwater management controls for the post development discharge. The proposed plan will require the Region of Peel's approval.</p> <p>The applicant is required to provide further technical information to:</p> <ul style="list-style-type: none"> • Demonstrate the feasibility of the proposed storm sewer; • Demonstrate that there will be no impact on the City's existing drainage system; and • Demonstrate that there is no impact to downstream properties by providing a Hydraulic Grade Line analysis. <p>Traffic</p> <p>A traffic impact study (TIS), prepared by BA Consulting Group Ltd. and dated March 2020, was submitted in support of the proposed development and a full review and audit was completed by Transportation and Works staff. Based on the information provided to date, staff is not satisfied with the study and require further clarification on the information provided.</p> <p>The applicant is required to provide the following information as part of subsequent submissions:</p> <ul style="list-style-type: none"> • Provide an updated Traffic Impact Study addressing all staff comments; • Provide turning movement templates for fire and emergency vehicles to evaluate the internal site circulation; • Provide satisfactory plans for a future road network including right of way widths and road configuration; • Provide additional information for any proposal that does not include the completion of Cabrera Crescent as intended; • Address any traffic concerns from the Community related to the proposed development. <p>Environmental Compliance</p> <p>A Phase One Environmental Site Assessment (ESA), dated March 11, 2020, prepared by DS Consultants Ltd was submitted in support of the proposed development. The purpose of the report is to identify if actual or potential environmental sources of contamination may be present in soil or groundwater as a result of current or former activities on the site. The report indicates the possibility of contamination of the subject lands. Therefore, a Phase Two ESA is required to be submitted to the Transportation and Works Department for review.</p> <p>Additionally, the applicant is required to provide the following information as part of subsequent submissions:</p> <ul style="list-style-type: none"> • A Certification letter-report for any lands to be dedicated to the City; • A letter of Intention for aboveground tank, septic, and wells decommissioning; • A dewatering commitment letter.

Agency / Comment Date	Comments
	<p>Noise A Noise Feasibility Study prepared by HGC Engineering dated March 24, 2020 was submitted in support of the proposed development. The Noise Study evaluates the potential impact to and from the development, and recommends mitigation measures to reduce any negative impacts. Noise sources that may have an impact on this development include road traffic and stationary sources from adjacent buildings and facilities.</p> <p>According to the findings of the report some of the dwellings along Britannia Rd. West require the provision of air conditioning and upgrading glazing construction as noise mitigation measures whereas all other lots will be fitted with forced air ventilation system for the future provision of air conditioning by the occupant, details which will be further reviewed at building design stage.</p> <p>Engineering Plans/Drawings The applicant has submitted a number of technical plans and drawings, which are to be revised as part of subsequent submissions, in accordance with City standards and existing Agreements. The applicant will also be required to provide additional documentation to address additional matters for any required land dedication and road network configuration as part of their development proposal.</p>
Other City Departments and External Agencies	<p>The following City Departments and external agencies offered no objection to these applications provided that all technical matters are addressed in a satisfactory manner:</p> <ul style="list-style-type: none"> - Transit Reviewer - Arborist – City Property - Public Art Coordinator - Fire Prevention - Bell Canada - Enbridge - Rogers Cable - Greater Toronto Airport Authority - Alectra Utilities - Arborist - Streetscape
	<p>The following City Departments and external agencies were circulated the applications but provided no comments:</p> <ul style="list-style-type: none"> - Realty Services - Peel Regional Police - Conseil Scolaire de District Catholique Centre-Sud - Conseil Scolaire Viamonde - Canada Post - Trillium Health Partners

Based on the comments received and the applicable Mississauga Official Plan policies, the following matters will have to be addressed:

- Are the proposed zoning by-law exception standards appropriate?
- Is the overall site design and layout appropriate?

Development Requirements

There are engineering matters including: noise, grading, servicing, stormwater management, traffic and environmental compliance and resolution of previous subdivision obligations associated with file T-M98012, which will require the applicant to enter into agreements with the City. Prior to any development proceeding on-site, the City will require the submission and review of an application for site plan approval.

9. Section 37 Community Benefits (Bonus Zoning)

Section 37 community benefits (bonus zoning) is not considered applicable for the current proposal as no official plan amendment is required and the net increase in height and density above existing zoning permissions does not meet the eligibility requirements of Corporate Policy 07-03-01 – Bonus Zoning.

Recommendation Report Detailed Planning Analysis

Owner: National Homes (1240 Britannia) Inc. and Mattamy (Country Club) Ltd.

**1240-1310 Britannia Road West, 0 Cabrera Crescent, 5939-5989 Cabrera Crescent and
1295 Galesway Boulevard**

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1. Community Comments

Written comments received, and comments made at the community meeting and public meeting were generally directed towards traffic volume, retention of existing mature trees and privacy. Below is a summary and response to the specific comments heard.

Comment

An additional vehicular access point should be provided onto Britannia Road West, in order to mitigate increased traffic on Galesway Boulevard.

Response

Britannia Road West is classified as a Regional arterial road. The intent of arterial roads is to move large volumes of traffic with limited interruption and the Region was not supportive of an access to Britannia Road. Where feasible, access is to be obtained by way of local roads, such as Galesway Boulevard.

Comment

Increased traffic on Galesway Boulevard will negatively impact the surrounding community and reduce pedestrian safety.

Response

A Traffic Impact Study (TIS) was submitted in support of the application. The study investigated the impact of the proposed development on the existing traffic network and concludes that the development will not create undue impacts on the surrounding traffic network. In addition, Urban Design staff are satisfied that the pedestrian access and pathways promote a safe active transportation environment.

Comment

The mature trees and bushes located adjacent to the east lot line of the subject lands should be maintained for environmental and privacy reasons.

Response

Based on the Tree Preservation Plan and Arborist Report there is opportunity to retain 10 existing trees. The trees proposed for removal include those that are dead, not considered to be in a vigorous state, not suitable for preservation due to conflicts with grading requirements, or are infected with Emerald Ash Borer (EAB) and are not safe for retention. The proposal includes 147 replacement trees, which will be disease resistant native and/or non-invasive species with moderate to large growth potential and are better adapted to providing both privacy and long term environmental benefits than some of the existing trees.

Comment

A fence should be provided along the interior lot lines to maintain privacy, mitigate increased noise levels and provide additional neighbourhood safety.

Response

A fence will be provided along the property lines adjacent to existing residential development. A detailed review will be conducted by Urban Design staff during the site plan application process.

Comment

In order to reduce overlook and maintain privacy, windows, terraces and balconies should not be permitted above the second storey on elevations adjacent to existing rear yards.

Response

The orientation of the proposed townhome blocks provide a rear yard to rear yard condition relative to the existing residential development. Where applicable, the retention of mature vegetation and increased side yard setbacks further mitigate overlook onto adjacent properties. The planning analysis determined that the proposed development is compatible with the neighbourhood and that any potential impacts are acceptable.

Comment

The site will be overdeveloped and the increased population will adversely impact the surrounding parkland amenities which are currently oversubscribed.

Response

Although MOP states that neighbourhoods will not be the focus for intensification this does not mean they will remain static. MOP policies allow for some intensification to occur in neighbourhoods where it is considered to have a compatible built form, and is sensitive to the existing and planned context. MOP states that parks should generally be accessible for residents within 800 m (2,625 ft.) of their dwellings.

The preliminary planning analysis identified that the application will have minimal impact on existing services in the community. The site is located in close proximity to two public parks and River Grove Community Centre. The proposed development also includes a centrally located outdoor on-site amenity area, which will accommodate residents of the townhome development.

Comment

There will be an increase in noise and environmental pollution as a result of the development.

Response

While there may be some disturbances associated with the construction of the townhomes, these impacts will be temporary. In addition, the electrical transformers, garbage and recycling areas are located internal to the site and will not impact adjacent properties.

2. Updated Agency and City Department Comments

UPDATED AGENCY AND CITY DEPARTMENT COMMENTS

The application was circulated to all City departments and commenting agencies on April 15, 2020. A summary of the comments are contained in the Information Report attached as Appendix 1. Below are updated comments.

Transportation and Works

Comments updated April 22, 2021, state that detailed technical reports and drawings have been reviewed to ensure that engineering matters related to noise, grading, servicing, stormwater management, traffic and environmental compliance have been satisfactorily addressed to confirm the feasibility of the project, in accordance with City requirements.

Noise

The evaluation of the noise sources that may have an impact on this development include road and air traffic. Noise mitigation will be required, including sound barriers for outdoor living areas, the details of which will be confirmed through the site plan process. Potential noise sources that may be generated by the development, including mechanical equipment, will be mitigated through the detailed design of the building at site plan stage.

Stormwater

The applicant has demonstrated a satisfactory stormwater servicing concept. Infiltration is being proposed on-site to achieve the water balance criteria. Further details related to the infiltration measures, as well as the overall refinement of the stormwater management report can be addressed prior to site plan approval. The Region of Peel's approval of any stormwater directed to Britannia Road West in the post-development condition will be addressed prior to the Lifting of the Holding zone.

Traffic

Two traffic impact study (TIS) submissions were provided by BA Consulting Group Ltd., in support of the proposed development. Based on the second submission, dated October 2020, the study complied with the City's TIS guidelines and is deemed satisfactory. The study concluded that the proposed development is anticipated to generate 70 (15 in, 55 out) and

95 (60 in, 35 out) two-way site trips for the weekday AM and PM peak hours in 2025 respectively.

With the traffic generated by the proposed development, the study area intersections and proposed vehicular access are expected to operate at acceptable levels of service with minimal impact to existing traffic conditions.

Environmental Compliance

A Phase Two Environmental Site Assessment, dated March 5, 2021, prepared by DS Consultants has been received along with the reliance letter, dated March 5, 2021.

No further subsurface investigation is required regarding the environmental quality of the soil and ground water.

The following matters will be addressed prior to lifting of the Holding zone provision:

- Provide certification that lands to be dedicated to the City meet applicable standards
- Provide Temporary Discharge letter.

Other Engineering Matters

Other site-specific details including, but not limited to, municipal infrastructure design and construction, servicing, land dedications, easements and road works are required in support of this development and will be dealt with through the related Subdivision Agreement or draft plan conditions.

School Accommodation

In comments, dated May 2020, the Peel District School Board and the Dufferin-Peel Catholic District School Board responded that they are satisfied with the current provision of educational facilities for the catchment area. As such, the school accommodation condition, as required by City of Mississauga Council Resolution 152-98 pertaining to satisfactory arrangements regarding the adequate provision and distribution of educational facilities, need not be applied for this development application.

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

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

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

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

4. Consistency with PPS

Section 1.1.3.2 of the PPS requires development to reflect "densities and a mix of land uses which efficiently use land and resources, are appropriate for and efficiently use infrastructure and public service facilities and are transit supportive". Section 1.1.3.3 of the PPS states that "planning authorities shall identify and promote opportunities for intensification and redevelopment where this can be accommodated, taking into account existing building stock" and Section 1.1.3.4 of the PPS states that "appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while maintaining appropriate levels of public health and safety".

Chapter 5 of MOP (Direct Growth) indicates that intensification within neighbourhoods may be considered where the proposed development is compatible in built form and scale to surrounding development, is sensitive to the existing and planned context and will include appropriate transitions in use, built form, density and scale.

Chapter 7 of MOP (Complete Communities) supports the creation of complete communities that meet the day-to-day needs of people through all stages of their life, offering a wide assortment of housing options.

Chapter 9 of MOP (Build a Desirable Urban Form) addresses the need for appropriate infill in both Intensification Areas and Non-Intensification Areas in order to help revitalize existing

communities by replacing aged buildings, developing vacant or underutilized lots and by adding to the variety of building forms and tenures.

The amount of intensification proposed as part of the subject development supports the general intent of the PPS, the Growth Plan and MOP. The proposed development can utilize surrounding community infrastructure and has access to adequate servicing.

The relevant MOP policies in this report are consistent with the PPS.

5. Conformity with Growth Plan

Section 2.2.1.2 c) in the Growth Plan states that within settlement areas, growth will be focused in delineated built-up areas; strategic growth areas; locations with existing or planned transit; and, areas with existing or planned public service facilities.

Section 2.2.1.4 in the Growth Plan directs municipalities to "provide a range and mix of housing options". It states that complete communities will "provide a more compact built form". The PPS and Growth Plan indicate that development must be governed by appropriate standards including density and scale.

Section 5.3.5.6 of MOP states development will be sensitive to the existing and planned context and will include appropriate transitions in use, built form, density and scale.

Section 9.1.1 of MOP states Mississauga will develop an urban form based on the urban system and the hierarchy identified in the city structure as shown on Schedule 1: Urban System. Section 9.1.3 states infill and redevelopment within Neighbourhoods will respect the existing and planned character.

The relevant MOP policies in this report conform to the Growth Plan for the Greater Golden Horseshoe. The proposed development conforms to the Growth Plan as it is completing the neighbourhood fabric in a built up area, utilizing existing infrastructure.

The policies of the Greenbelt Plan and the Parkway Belt Plan are not applicable to this application.

6. Region of Peel Official Plan

The subject property is located within the Urban System within the Region of Peel. General Objectives in Section 5.3 direct development and redevelopment to the Urban System to conserve the environment, achieve sustainable development, establish healthy complete communities and intensification in appropriate areas that efficiently use land, services, and infrastructure, while taking into account the characteristics of existing communities.

Section 9.1 of MOP (Introduction – Build a Desirable Urban Form) states that urban form refers to the physical layout and design of the city. It addresses the natural and built environments and influences that lead to successful cities. This section emphasizes where growth will be directed and other

areas where limited growth will occur. It envisions that growth will be directed to Intensification Areas comprised of Community Nodes (among others) that will promote a desirable urban form that supports transit.

The relevant MOP policies in this report are in conformity with the Region of Peel Official Plan (ROP). The proposed development conforms to ROP as it is an appropriate development that efficiently uses land to complete the development of a neighbourhood.

7. Mississauga Official Plan (MOP)

The subject site is designated **Residential Medium Density** which permits townhomes. The proposal for 105 townhomes does not require an amendment to the Mississauga Official Plan policies for the East Credit Neighbourhood Character Area, with respect to land use. However, should Council approve the application, a City initiated technical official plan amendment will be required to remove the extension of Cabrera Crescent from Schedule 10 (Land Use Designations) of MOP. In the event this amendment to Schedule 10 proceeds and comes into force and effect, then the proposal will be in conformity with Mississauga Official Plan.

8. Revised Site Plan and Elevations



Figure 1 – Proposed Site Plan



CONCEPTUAL ELEVATION A
REGULAR TOWNHOUSES - TYPICAL 8 UNIT BLOCK



CONCEPTUAL ELEVATION B
REGULAR TOWNHOUSES - TYPICAL 8 UNIT BLOCK

Figure 2 – Proposed Elevations

9. Zoning

The proposed **RM6-25** (Townhouses on a CEC - Road) is appropriate to accommodate the proposed 105 townhomes.

Below is an updated summary of the proposed site specific zoning provisions:

Proposed Zoning Regulations

Zone Regulations	RM6 Zone Regulations	Proposed RM6-25 Zone Regulations
Maximum number of dwelling units on all lands zoned RM6-25	N/A	105
The lot line abutting Britannia Road West for Blocks '4', '5' and '6' identified on Schedule RM6-25 of this Exception shall be deemed to be the front lot line	N/A	✓
The lot line abutting Galesway Boulevard for Blocks '10', '11', and '12' identified on Schedule RM6-25 of this Exception shall be deemed to be the front lot line	N/A	✓
"Front Lot Line" means the line that divides a lot from a CEC – road or a street	N/A	✓
The areas identified on Schedule RM6-25 of this Exception as a tree preservation area, shall only be used for conservation purposes, and no buildings or structures , swimming pools , tennis courts or any like recreational facilities, except for fences along the lot lines , shall be permitted	N/A	✓

Zone Regulations	RM6 Zone Regulations	Proposed RM6-25 Zone Regulations
Minimum CEC - amenity area for all lands zoned RM6-25 to be provided in one contiguous area	N/A	630 m ² (6,781 ft ²)
Minimum lot area CEC – corner lot	190 m ² (2,045 ft ²)	160 m ² (1,722 ft ²)
Minimum lot frontage CEC – corner lot	8.3 m (27 ft.)	6.4 m (21 ft.)
Lot with an exterior side lot line abutting a street	4.5 m (14 ft.)	3.4 m (11 ft.)
Lot with an exterior side lot line abutting a CEC - sidewalk	3.3 m (10 ft.)	1.2 m (4 ft.)
Minimum interior side yard unattached side	1.5 m (5 ft.)	1.2 m (4 ft.)
Minimum interior side yard where interior side lot line is the rear lot line of an abutting parcel	2.5 m (8 ft.)	1.2 m (4 ft.)
Minimum rear yard interior lot/CEC – corner lot	7.5 m (24 ft.)	7.0 m (23 ft.)
Maximum height	10.7 m (35 ft.) and 3 storeys	13.0 m (42.6 ft.) and 3 storeys
Minimum setback of a townhouse to a CEC – visitor parking space	3.3 m (10 ft.)	1.8 m (6 ft.)
Minimum setback of a townhouse to a CEC - amenity area	1.5 m (5 ft.)	1.2 m (4 ft.)

Zone Regulations	RM6 Zone Regulations	Proposed RM6-25 Zone Regulations
Maximum driveway width of end unit abutting Britannia Road West	3.0 m (9 ft.)	6.2 m (19 ft.)
Maximum encroachment of a porch or deck inclusive of stairs located at and accessible from the first storey or below the first storey into the required rear yard for Blocks '4' to '6' and '10' to '12'	5.0 m (16 ft.)	2.5 m (8 ft.)
Maximum encroachment of a balcony into the required rear yard for Blocks '4' to '6' and '10' to '12'	1.0 m (3 ft.)	2.5 m (8 ft.)
Maximum encroachment of a balcony or deck inclusive of stairs into the required rear yard for Blocks '1' to '3' and '7' to '9'	1.0 m (3 ft.)	1.5 m (5 ft.)
Maximum encroachment of a balcony or deck inclusive of stairs into the required rear yard for Blocks '4' to '6', '10' to '12' and '13' to '17'	1.0 m (3 ft.)	2.5 m (8 ft.)
External heating and air conditioning equipment may be located on a balcony for Blocks '4' to '6' and '10' to '12'	N/A	✓
In addition to the regulations listed, other minor and technical variations to the implementing by-law may also apply, including changes that may take place before Council adoption of the by-law, should the application be approved.		

10. Bonus Zoning

Council adopted Corporate Policy and Procedure 07-03-01 – Bonus Zoning on September 26, 2012. In accordance with Section 37 of the *Planning Act* and policies contained in the Official Plan, this policy enables the City to secure community benefits when increases in permitted height and/or density are deemed to be good planning by Council through the approval of a development application.

The proposal has been reviewed for applicability with Section 37 Community Benefits (Bonus Zoning) policies of MOP. The development does not meet the criteria for a Section 37 agreement as the proposal conforms to the permission in the Medium Density designation in MOP, and therefore, does not meet the eligibility requirements contained in Corporate Policy 07-03-01 – Bonus Zoning.

11. Affordable Housing

In accordance with the Provincial Growth Plan (2019), *Provincial Policy Statement* (2020), Regional Official Plan and Mississauga Official Plan (MOP), the City requested that a minimum of 10% of the proposed units (not including the first 50 units) be affordable in order to accommodate a diverse range of incomes and household sizes.

The applicant has proposed that six of the townhomes located adjacent to the Britannia Road West property line will contain a secondary unit, for a total of 6 secondary units. The proposed secondary units provide a mix of housing options to

accommodate a diverse range of incomes and household sizes, and is considered in accordance with the City Council approved *Making Room for the Middle – A Housing Strategy for Mississauga*.

Based on the above requirement, the applicant has committed to provide 6 secondary units within the development, which will be secured by way of a Subdivision Agreement.

12. "H" Holding Symbol

Should this application be approved by Council, staff will request an "H" Holding Symbol which can be lifted upon:

- Resolution of the required land dedications and conveyances; services, road configuration and access required in support of the development; entering into agreements as required satisfactory to the City and the Region of Peel or any other applicable authority; execution of an amending agreement of the existing development and servicing agreements for 43M-1563; de-registration of a portion of subdivision 43M-1563 and the provision of any outstanding or updated reports, documents, drawings/plans to the satisfaction of the City, the Region or any other applicable authority in support of any required land dedication, easement or servicing proposal.

13. Site Plan

Prior to development of the lands, the applicant will be required to obtain site plan approval. No site plan application has been submitted to date for the proposed development.

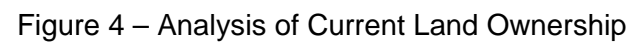
While the applicant has worked with City departments to address many site plan related issues through review of the concept plan, further revisions will be needed to address matters such as tree removal permissions, additional green development initiatives and architectural design.

14. Green Development Initiatives

The applicant has identified that the following green development initiatives will be incorporated into the development:

- Reduced energy consumption through LED light sources
- Cisterns will be provided to reduce impact on stormwater infiltration.

Figure 3 – Existing Plan of Subdivision 43M-1563 Mattamy Homes (Country Club)



BRITANNIA ROAD WEST
(45m ULTIMATE WIDTH)

CL OF ROAD ALLOWANCE

BLOCK 2
ROAD WIDENING
0.03ha (0.07ac)

BLOCK 3
0.3m RESERVE
0.01ha (0.02ac)

BLOCK 4
0.3m RESERVE

CABRERA CRESCENT

BLOCK 5
0.05ha (0.12ac)

BLOCK 1
CONDOMINIUM TOWNHOUSES
105 UNITS
2.15ha (5.31ac)

EXISTING RESIDENTIAL

CABRERA CRESCENT

CANDLEBROOK COURT

GALESWAY BOULEVARD

EXISTING RESIDENTIAL

History

In November 2002, Council executed a Servicing Agreement under File T-M98012 (Mattamy (Country Club) Ltd.), which deeded Lots 60 to 69 and Block 70 on to the City (existing Plan of Subdivision 43M-1563 - see Figure 3), to be held in escrow until such time that the existing temporary turning bulb was extended to connect to Galesway Boulevard, and the lands could be developed for detached homes.

In addition, Blocks 71, 74 and 75 on Plan 43M-1563 (see Figure 3) were deeded gratuitously to the City as partial road blocks to be established as Public Highway (namely Cabrera Crescent extension). The balance of the road and municipal services were to be constructed to Galesway Boulevard as part of the future development to the east (namely the subject lands - 1240 to 1310 Britannia Road West). The Servicing Agreement for Plan 43M-1563, further required the dedication of lands located south of Block 75 to the City and have subsequently been established as Public Highway (see Figure 4).

On October 24, 2019 the lands known municipally as 1240 to 1310 Britannia Road West were purchased by National Homes (1240 Britannia) Incorporated. In consultation with Mattamy (Country Club) Ltd., a zoning by-law amendment application and subdivision application were made to the City on March 31, 2020 under Files OZ 20/004 W6 and T-M20001 W6. The applications include lands currently owned and held in escrow by the City (see Figure 4).

Under Section 51(16) of the *Planning Act*, only the landowner may submit a subdivision application for draft plan approval. A

portion of the lands included in the subdivision application (see Figure 4) are presently owned by the City, and an amendment is required to Schedule 10 of Mississauga Official Plan to correspond to what is contemplated by the draft plan of subdivision. Therefore, the application under File T-M20001 W6 is premature and is being held in abeyance until: a decision is made by Planning and Development Committee to approve the proposed zoning by-law amendment application under File OZ 20/004 W6; the applicant acquires ownership of all the lands which are to be included within the draft plan of subdivision; and, a City initiated technical official plan amendment is implemented to Schedule 10 of Mississauga Official Plan. The following matters must then be addressed prior to the City being able to proceed with the processing and approval of the associated draft plan of subdivision application under File T-M20001 W6 (see Figure 5).

1. A draft reference plan must be prepared by the applicant (National Homes) to identify the limits of the lands located south of Block 75 (see Figure 4), that were dedicated and established as public highway, namely Cabrera Crescent, as part of Plan 43M-1563.
2. The Realty Services Division will order an appraisal to value Blocks 71, 74, 75 and the lands south of Block 75, as part of Plan 43M-1563 (see Figure 3), in order to establish a purchase price for the surplus lands. Subsequent to receiving the appraised values of Blocks 71, 74, 75 and the lands south of Block 75, a purchase and sale agreement will be agreed upon between the applicant and the Legal Services/Realty Services Division. A report will be prepared by Realty Services for consideration at General Committee,

to enable Blocks 71, 74, and 75 to be declared surplus and to close, by by-law and declare surplus, the lands south of Block 75. The report will recommend the approval of the purchase and sale agreement.

3. The Transportation and Works Department will prepare the by-law to stop up and close the lands south of Block 75 (see Figure 4).
4. Applicant to ask City to amend the existing Development Agreement and Servicing Agreement to facilitate the execution of the Agreement of Purchase and Sale to transfer Blocks 71, 74, 75 and the lands south of Block 75 to National Homes (see Figure 3).
5. Realty Services and Legal Services will administer the reconveyance of Lots 60 to 69 and Block 70 on Plan 43M-1563 (see Figure 4), currently being held in escrow by the City of Mississauga to Mattamy (Country Club) Limited.
6. The Planning and Building Department will prepare a by-law to deregister Lots 60 to 69 and Blocks 70, 71, 74, 75 and the lands south of Block 75 on Plan 43M-1563 (see Figure 3), to be passed by Council.
7. The applicant will amend the draft plan of subdivision under File TM-20001 W6 to include the all of the lands included in the subdivision, including the remainder of the lands to be dedicated to the City to terminate Cabrera Crescent with a cul-de-sac that meets City standards.

Once steps 1-7 have been completed, a report on the draft plan of subdivision will be brought forward to a subsequent Planning and Development Committee meeting.

16. Conclusions

In conclusion, City staff has evaluated the application to permit 105 townhomes against the *Provincial Policy Statement*, the *Growth Plan for the Greater Golden Horseshoe*, Region of Peel Official Plan and Mississauga Official Plan.

The application is seeking to intensify an underutilized parcel within the East Credit Neighbourhood Character Area in accordance with the residential Medium Density Designation of MOP. The proposal is compatible with adjacent uses and provides for a built form that supports a mix of housing types, tenures and at varying price points to accommodate households.

Staff are of the opinion that the applications are consistent with and conform to Provincial, Region and City planning instruments. Staff has no objection to the approval of this rezoning application and City initiated technical official plan amendment subject to the recommendations provided in the staff report.

City of Mississauga Corporate Report



<p>Date: May 7, 2021</p> <p>To: Chair and Members of Planning and Development Committee</p> <p>From: Andrew Whittemore, M.U.R.P., Commissioner of Planning & Building</p>	<p>Originator's files: BL.01-PAR</p>
	<p>Meeting date: May 31, 2021</p>

Subject

PUBLIC MEETING INFORMATION REPORT (WARDS 1 TO 11) – Off-street Parking Regulations Updates

Recommendation

1. That the report titled *"Public Meeting Information Report (Wards 1 to 11) – Off-street Parking Regulations Updates,"* including the two appended reports by consultants that contain draft policy directions on off-street parking and bicycle parking regulations, be received for information.
2. That staff are authorized to further consult on the draft policy directions contained in this report, including stakeholder outreach and holding a virtual public meeting.
3. That following consultation, staff are authorized to prepare final recommendations and associated updates to the Official Plan and Zoning By-law, for further consideration by the Planning and Development Committee.

Executive Summary

- Off-street parking refers to the number of parking spaces required as part of new development and/or land-use change. The City's parking regulations and rates are largely set out in its Zoning By-law.
- Off-street parking rates are an important tool in city building, as they impact the provision of affordable housing, the economic viability of businesses and new developments, uptake in sustainable modes of travel and the quality of the public realm.
- City staff were directed to undertake a comprehensive review of the City's off-street parking regulations in *Mississauga Moves 2019*. Through this review, City staff are

also seeking to implement actions from several other Council approved studies
Please see Appendix 1.

- This review has been broken down into two components. WSP Canada has been engaged to review vehicle parking rates and regulations; and, HDR, Inc. to review the bicycle parking rates regulations. Please see draft directions reports from both consultants in Appendix 2 and 3 respectively.
- As a next step, staff are seeking permission to consult with Council, stakeholders and the public on these proposed policy directions and rate changes. City staff aim to bring a final recommendations report and a draft amendment to the Zoning By-law to the Planning and Development Committee for further consideration in the fall.

Background

In recent years, Council has approved several foundational transportation studies and have authorized investments that are transforming the way people move around Mississauga. This Parking Regulations Study builds on and implements many actions contained in this past work. Appendix 1 includes a summary of plans and actions to be implemented as part of this review.

More specifically:

- [Mississauga Moves, 2019](#) provides an overarching master plan for transportation and envisages that everyone in Mississauga has the freedom to move safely, easily, and efficiently. Action 7 calls for a comprehensive review of the City's parking regulations.
- The [Parking Master Plan and Implementation Strategy, 2019](#) (PMPIS) provided an overarching citywide policy, planning and implementation framework for parking in Mississauga. The PMPIS showed that the City's parking requirements were higher than most of its peer municipalities; it recommended the City undertake a comprehensive review of its regulations and create four parking precincts in its Zoning-Bylaw.
- The [TDM Strategy, 2018](#) and [Cycling Master Plan, 2018](#) outlined key strategies and actions to encourage sustainable transportation modes in Mississauga. In particular, the *TDM Strategy, 2018* calls for the incorporation of bicycle parking requirements in the City's Zoning By-law and recommends that minimum requirements be adopted for new developments.

This review deals specifically with off-street parking (e.g. the number of parking spaces required as part of new development and/or land-use change). However, the Municipal Parking Division in Transportation and Works is also initiating a review of on-street parking permits and lower boulevard parking.

These two studies will work together to ensure a holistic approach to manage all things parking in the city into the future. Yet given the off-street parking review is further advanced, all off its recommendations have been made independent of any significant changes to existing on-street parking provision. If significant changes are made to Mississauga's on-street parking provisions, then the City may wish to undertake a scoped review to adjust some of these off-street rates further downward, where appropriate.

Comments

This review proposes several changes to the City's parking regulations and rates contained in its Zoning By-law, along with some of its parking policies contained in its Official Plan. The suite of policy and rate changes proposed are interconnected and are intended to work together to allow Mississauga to use parking as a strategic tool to help achieve important city building outcomes.

All of the draft policy directions and rate changes have carefully considered and balanced Mississauga's transportation, built from and sustainability objectives. They have also considered benchmarking and best practices adopted by peer municipalities, feedback from stakeholders, shifting demographics and consumer preferences and opportunities to streamline approvals processes.

The proposed changes are summarized below; staff have prepared a detailed examination of the draft policies and proposed changes to the regulations in Appendix 4.

1. ESTABLISHING FOUR PARKING PRECINCTS

Parking precincts refer to policy areas with similar characteristics for parking management. Most of Mississauga's peer municipalities use a precinct based approach to ensure parking rates are tailored to the local context.

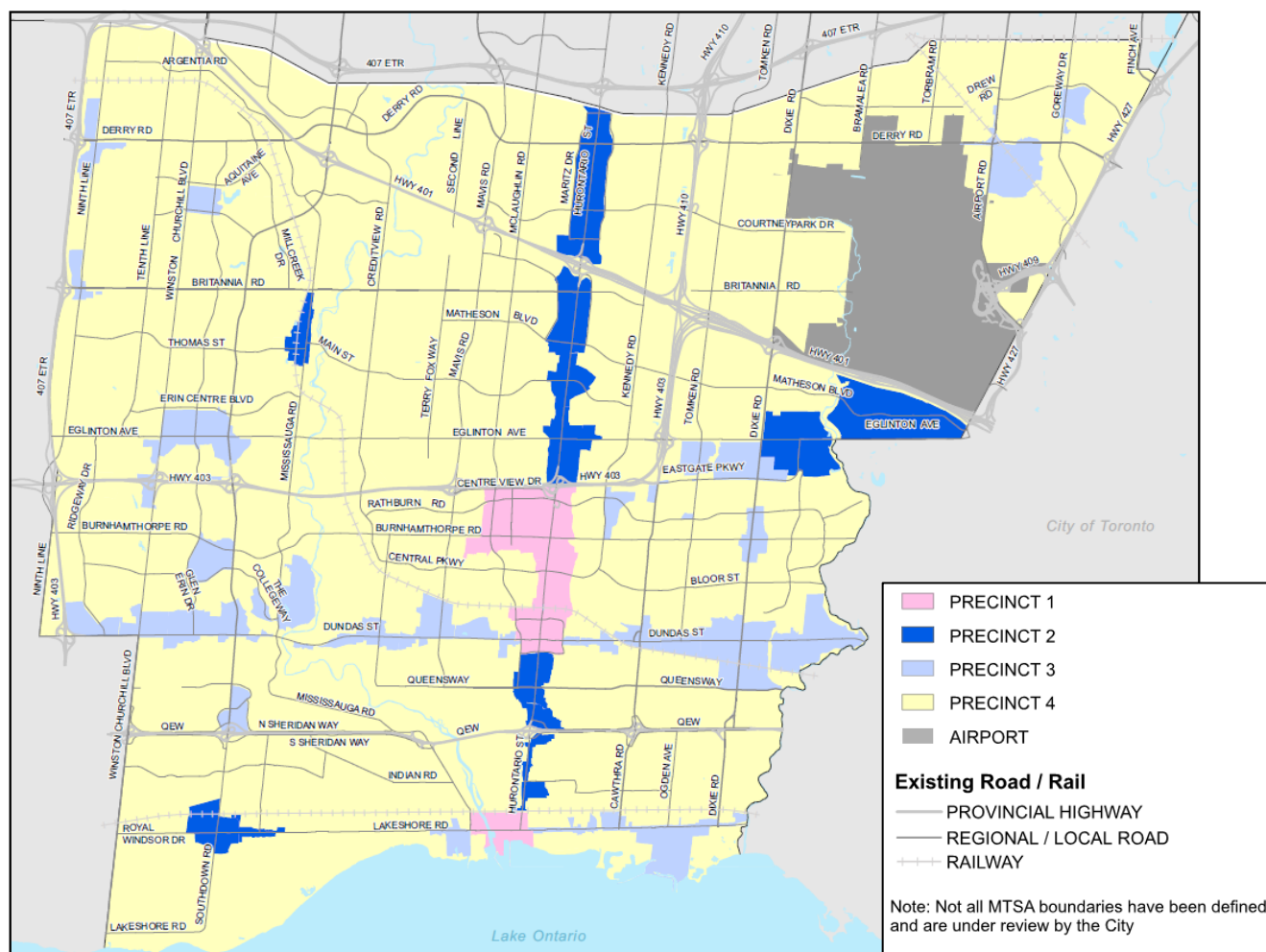
Through the PMPIS, Council approved the creation of four parking precincts in Mississauga. The concept involved the creation of a precinct with the lowest rates centered on the Downtown and Port Credit Community Node (Precinct 1); precincts with middling rates along rapid transit lines and key intensification areas (Precinct 2 and 3), and the remainder of the city having higher rates (Precinct 4).

Through this review, the team has worked to implement this concept and refine the boundaries of these four precincts. The proposed parking precincts are shown in Figure 1.

The delineation of the proposed precincts considered 11 criteria (e.g. access to transit, availability of public parking lots, etc.). These 11 criteria form a framework and process to help identify which areas should be in which precinct. Overtime, the City can make use of this

framework to adjust its precinct boundaries in response to growth, policy changes and infrastructure investments.

Figure 1: Map of Proposed Parking Precincts, April 2021



2. VEHICLE PARKING RATE REDUCTIONS AND HARMONIZATION

The City has never comprehensively reviewed its parking regulations and rates. This has resulted in Mississauga having parking rates that are much higher than its peer municipalities, are often out of step with the market and demographic trends, and are adding red tape to the planning process.

In developing the proposed rates, the consultant team has benchmarked Mississauga against other municipalities (i.e. Oakville, Kitchener, Toronto, Ottawa, Vancouver, Victoria, and Edmonton) and found the City's parking requirements are generally higher, particularly within intensification areas. The draft rates seek to better align Mississauga with its peers.

The City's higher parking rates are also slowing down and complicating planning approvals. In the last six years the City has received over 500 requests for parking reductions. Most of these requests have resulted in some form of a parking reduction, but only after staff have worked to reach an appropriate parking solution on a site-by-site basis. The proposed changes are considering rates that the City is typically approving, as well as opportunities to streamline approvals processes.

2a. Proposed changes to high-density residential rates

Benchmarking shows Mississauga's residential parking rates are higher than its peers. Feedback from residential developers echoes this finding, with reports that Mississauga's rates are not well aligned to market demand. An example frequently cited was that because the sale of units is generally unbundled from the sale of parking spaces, developers are unable to sell enough parking spaces to meet the City's minimum parking requirements. Feedback also indicates increased acceptance of buying condominium units without parking, particularly near rapid transit (e.g., Port Credit GO Station).

A further challenge cited by these stakeholders is that because the City's high density parking rates are tied to unit composition (e.g. current rates are tied to the number of bedrooms for each unit) it generally triggers multiple rounds of approvals, as applicants are not sure of the unit composition until all their units are sold.

The following changes to high-density residential rates are proposed:

- **Condominiums:** For condominium apartments, proposed changes would consolidate the parking requirements into a per unit rate for each precinct, as per Table 3 in Appendix 4. Proposed rates vary from 0.8 spaces per unit in Precinct 1, to 1.1 spaces per unit in Precinct 4. This proposal eliminates the unit-type distinction that currently varies parking provision for each unit based on the number of bedrooms in order to simplify approvals process and incentivize the provision of larger/ family-sized units.
- **Back-to-back/ staked townhouse:** It is proposed to consolidate the requirements for all units in back-to-back/ staked townhouse developments. The proposed unit rates vary from 1 spaces per unit in Precinct 1 to 1.3 spaces per unit in Precinct 4.
- **Visitor Parking:** No (in the case of the Downtown Core) or marginal changes are proposed for visitor parking rates. It is suggested a citywide requirement of 0.15 spaces per unit for both condominium and rental apartments be applied. For Back-to-back/ Stacked townhouses, the current requirement of 0.25 spaces per unit is proposed to be reduced to 0.15 in Precinct 1 and 0.2 in the rest of the Precincts.

2b. Proposed reductions to support housing mix and range

Parking is costly and impacts housing affordability. Without including land acquisition, each structured parking space could cost around to \$40,000 when above ground, and close to \$70,000 for underground. This cost is then transferred to the end user, in the way of housing pricing or rent fees and/or construction costs for businesses. Many residential developers were looking for rates to be lowered for affordable units and/or rental units.

To support a range and mix of housing, the following changes are proposed:

- **Maintain and reduce the City's rental rate:** It is proposed that the rental apartment category be maintained and that the requirement be lowered/tied citywide to the condominium apartment requirement in Precinct 1 (i.e., 0.8 spaces per unit). The aim of this change is to encourage purpose-built rental developments and support reinvestment in older rental buildings that provide affordable housing.
- **Simplify second unit requirements:** The current parking requirements for second units require one space per second unit, in addition to the existing requirement for the principal dwelling. It is proposed that this requirement be varied to allow parking for second units within the standard 2-space required for the principal dwelling. This measure would allow the homeowner to allocate one of their two-parking spaces to the tenant when adding one-second unit.
- **Include minimal requirement for Transitional Housing:** It is proposed to include a lower parking requirement for assisted/alternative housing (or transitional housing) where generally most of the occupants do not have a car. The minimal parking requirement would be provided to accommodate employee parking.
- **Reduce parking requirements for affordable housing projects:** It is proposed to introduce a 30-50% reduction in parking requirements from the conventional requirements to incentivize the provision of affordable housing. This direction would need to be implemented as part of the Mississauga Official Plan Review and/or through the introduction of Inclusionary Zoning.

2c. Proposed changes to commercial rates

Feedback from local businesses indicates that parking can be a barrier to their evolution. A challenge frequently highlighted was when a new tenant is taking over a commercial space, but changing the use (e.g., changing the use from a retail store to a financial institution or a take-out restaurant) they are currently required to undertake a minor variance process, if parking cannot be accommodated on site. Business owners were seeking more flexibility to grow and change overtime.

To support business, particularly small business, the following changes are proposed:

- **Reducing commercial rates:** It is proposed to reduce parking minimums for key non-residential uses by precinct, as per Table 4 in Appendix 4. This includes creating one consolidated rate for those uses that often locate in mixed-use buildings, retail plazas and along main streets.
 - For example, the current requirement for a retail store is 5.4 spaces/100 m² non-residential GFA, while take-out restaurants and financial institutions requirement is 6.0 and 5.5 spaces/100 m² non-residential GFA, respectively. It is proposed to consolidate the parking requirement for land uses that commonly co-locate to 3.0 spaces/100 m² non-residential GFA in Precincts 1 and 2; and to 4.0 and 5.0 spaces/100 m² non-residential GFA in Precinct 3 and Precinct 4, respectively.
 - Additional parking regulations reductions are also proposed for Retail Centres, Restaurants, Offices, and Medical Offices.
- **Harmonizing commercial rates:** The parking regulation Table 3.1.2.2 in the City's Zoning By-law has 52 non-residential type of uses. As highlighted above, there are opportunities to further group and/or consolidate land uses and apply parking requirements reductions when appropriate (please refer to Table 5 in Appendix 4) to allow businesses to alternate between uses and/or expand their operations.
- **Parking exemptions for small businesses:** Benchmarking revealed many peer municipalities have exempted parking for small businesses located in intensification areas (e.g., within major transit station areas and in downtowns) and along main streets. It is proposed that Mississauga consider exempting small businesses within the consolidated retail/commercial category discussed above (e.g., under 220 m² non-residential GFA) from parking requirements, when located partly or entirely on the ground floors of buildings in Precincts 1, 2 and 3. This measure could represent an important support to the City's COVID-19 recovery efforts and could help small businesses to adapt to newer trends in mobility.
- **Provide parking exemptions to support revitalization of heritage buildings:** Parking was raised as a concern in the redevelopment of some heritage properties in commercial areas. The team is seeking feedback on a parking exemptions for designated heritage properties under Part IV of the *Ontario Heritage Act*. The exemption could be limited to uses that fall within the above-mentioned consolidated retail/commercial parking requirement (e.g., retail store) or below (e.g., office) and it could be limited to the existing gross floor area (GFA).
- **Formalizing shared visitor and non-residential parking:** The Downtown Core allows shared arrangements between residential visitor parking and non-residential uses in apartment buildings. It is proposed this measure be expanded citywide.

3. BICYCLE PARKING RATES

The City's [TDM Strategy, 2018](#) and [Cycling Master Plan, 2018](#) call for the incorporation of bicycle parking requirements into the City's Zoning By-law. In response, HDR Inc. has prepared draft directions report that is included in Appendix 3.

The following changes to bicycle parking rates are proposed:

- **Adopt two precincts:** It is proposed the City establish two bicycle parking requirements, one for City Centre (e.g., Precinct 1) and one for the rest of the city (e.g., Precinct 2, 3 and 4).
- **Establish bicycle parking rates:** The proposed rates for bicycle parking for residents apartments are 0.8 spaces/unit in the City Centre and 0.6 spaces/unit in the rest of the city. See Table 6 in Appendix 4 for additional land uses.
- **Introduce rates into Zoning By-law:** The provision of bicycle parking is currently voluntary. The introduction of these rates into the Zoning By-law will ensure the provision of bicycle parking is a requirement for all new developments.

4. OTHER PROPOSED POLICY CHANGES

Parking is a complex subject that touches many other policy areas in the City. The project team is also seeking feedback on some other related policy proposals.

The following changes are proposed:

- **Planning for electric vehicles (EV):** *Mississauga Moves* directs the City to investigate requirements for EV parking stations. Research undertaken has revealed some municipalities are aiming to have between 20-100% of new parking spaces in multi-residential projects with the rough-in infrastructure needed to support EV parking. The project team is seeking feedback on the inclusion of EV-ready requirements in the Zoning By-law and/or in the City's Green Development Standards.
- **Formalize process to permit certain off-site sharing parking agreements:** Mississauga Official Plan policy 7.3.8 encourages sharing of parking spaces for community infrastructure (e.g., parks, libraries, schools). To streamline implementation of these policies, the City could develop a standardized process and a memorandum of understanding to formalize these off-site shared parking arrangements, when appropriate.

Strategic Plan

The proposed updates to the City's vehicular and bicycle parking regulations in the Zoning By-law are consistent with the Move, Connect and Green pillars of the Strategic Plan. The proposed changes will provide residents and businesses with an updated approach for off-street parking in Mississauga while providing the opportunity to access active transportation infrastructure and reducing single occupancy trips in an environmentally friendly way.

Engagement and Consultation

Engagement efforts have built on the strong relationships developed through the PMPIS, the *Cycling Master Plan, 2018* and the *TDM Strategy, 2018*.

Given COVID-19 restrictions, the efforts shifted to virtual stakeholder engagement and informing the public of the initiation and undertaking of the parking regulations through the City's "Have your Say" page. The following activities were completed during the first phase of the Parking Regulations Study (Part A: Setting the Stage):

- **Stakeholder Survey:** a survey was distributed to parking providers (e.g., developers, property managers, business improvement areas and consultants) for their insights regarding the current managed parking practises current parking regulations.
- **Focused Interviews:** To gather additional input, select follow-up telephone interviews were scheduled in October 2020.
- **"Have Your Say" webpage:** A dedicated web page was launched in Summer 2020 containing project information, background documents, and a frequently asked questions section (please visit <https://yoursay.mississauga.ca/parking-regulations-study>).

Feedback Received to Date

A summary of key themes from the surveys and interviews is provided below:

- **Parking precincts are appropriate for Mississauga:** Interviewees generally were supportive of the precinct approach where the Downtown and planned intensification areas should have lower requirements and lower density neighbourhoods and employment areas should have higher requirements.
- **Parking usage and demand is shifting, even pre-pandemic:** For commercial buildings, post-COVID it is anticipated that the usage and demand of parking will change as the consumer pattern will continue to be altered with on-line shopping and retail plazas might change their main purpose.

- **LRT implementation will accelerate the shift to non-vehicular modes:** Survey respondents anticipate that LRT implementation would attract more people living and/or working along or in close proximity to the LRT corridor they would drive less and take transit more often.

Engagement Next Steps

The engagement program will seek input and comments on the proposed policy directions and will reflect public health directions. Events will include a virtual stakeholder meeting, an on-demand open house, and information sharing through the City's website, social media and other communications channels.

Financial Impact

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

Conclusion

The proposed updates to off-street vehicle parking regulations and the addition of bicycle parking requirements to the Zoning By-law are intended to help ensure all new development in Mississauga meets the City's goals of shifting mode share; optimizing transit infrastructure; supporting housing affordability; addressing climate change; and, creating connected and complete neighbourhoods.

Staff are requesting that Planning and Development Committee receive the proposed updates to the vehicle and bicycle parking regulations outlined in the report *Public Meeting Information Report (Wards 1 to 11) – Off-Street Parking Regulations Updates* for information.

As a next step, staff would like to consult Council, stakeholders and the public of these proposed policy changes and revised parking requirements. Staff would then aim to update the City's Zoning By-law and Official Plan in response to feedback received, for further consideration by the Planning and Development Committee.

Attachments

Appendix 1: Relevant Actions from City's Master Plans

Appendix 2: Parking Regulations Draft Policy Directions Report, May 14, 2021

Appendix 3: Bicycle Parking Zoning By-law Directions Report, April 19, 2021

Appendix 4: Summary of Draft Policy Directions



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

Prepared by: Eniber Cabrera, Planner, City Planning Strategies and Katherine Morton,
Manager, City Planning Strategies

Appendix 1: Relevant Actions from City's Master Plans

Master Plans Actions Relevant to the Parking Regulations Study

The Parking Regulations Study builds on and implements many actions contained in foundational Council-approved master plans. The following sections include a summary of key actions being implemented through the Parking Regulations Study.

1. Mississauga Moves, Transportation Master Plan

[*Mississauga Moves, 2019*](#), the City's first Transportation Master Plan, provides an overarching master plan for transportation and envisages that everyone in Mississauga has the freedom to move safely, easily, and efficiently. One of the goals in this Master Plan is to have half of all trips taken by sustainable modes of transportation. The Master Plan calls for the following actions relevant to this study:

- Action #7: Review and update City-wide parking provision policies and related requirements in line with the recommendations of the Parking Master Plan study and Transportation Demand Management Strategy
- Action #24: Investigate requirements for electric vehicle charging stations in new developments as part of zoning by-law's parking requirements review

2. Parking Matters, Parking Master Plan and Implementation Strategy

The Council approved [*Parking Master Plan and Implementation Strategy, 2019*](#) (PMPIS) provided an overarching citywide policy, planning and implementation framework for parking in Mississauga. The PMPIS showed that the City's parking requirements were higher than most of its peer municipalities; it recommended undertaking a comprehensive review of its regulations and creating four parking precincts. This Parking Regulations Study fulfills those recommendations and implements key actions from the PMPIS, including the following:

- Action 2.1: Adopt a precinct based approach to parking provision
- Action 2.2: Adopt the goals and parking management principles for each precinct as outlined in the PMPIS
- Action 2.3: Review the City's current Zoning By-law to determine appropriate parking requirement for each precinct
- Action 3.1: Consider establishing maximum parking requirements in all Precincts as part of a future Zoning By-law review
- Action 3.5: Update the Zoning By-law to include bicycle parking requirements

3. Transportation Demand Management Strategy

This Parking Regulations Study is also implementing the approved Transportation Demand Management Strategy [*\(TDM\) Strategy, 2018*](#). This strategy outlined key strategies and actions to shift travel behaviour and encourage sustainable transportation modes. In particular, the TDM Strategy calls for the incorporation of bicycle parking requirements into the City's Zoning By-law and recommends the minimum requirements to be adopted for new developments, as follows:

Table 8: Recommended Minimum Bike Parking Requirements

Land Use	Bicycle Requirement Class	
	CLASS A (LONG-TERM)	CLASS B (SHORT-TERM)
Residential apartments and multi-unit dwellings	0.8 spaces per unit	Minimum 6 spaces for visitors
Retail	0.5 per 500m ² (GFA)	1.0 per 500m ² (GFA)
Business office	0.5 per 500m ² (GFA)	0.5 per 500m ² (GFA)
Medical office	0.5 per 500m ² (GFA)	0.5 per 500m ²
Employment	0.5 per 500m ² (GFA)	Minimum 2 spaces
Elementary school, secondary school	1 per 15 students	1 for every 10 students
Post-secondary school	1 per 15 students	1 per 15 students
Institutional	0.5 per 500m ² (GFA)	0.5 per 500m ² (GFA)

4. Cycling Master Plan

The [Cycling Master Plan, 2018](#), established a vision for cycling in Mississauga, where the City will be a place where people choose to cycle for recreation, fitness and daily transportation needs. In order to achieve that vision, the Master Plan recommended expanding the City's bicycle parking supply, including short-term and long-term facilities on commercial, residential, and City-owned properties. In particular, the following action is key to the Parking Regulations Study:

- Action 1.4.2: Include bicycle parking standards for new developments in the Zoning By-Law as recommended through the Transportation Demand Management Strategy.



PARKING REGULATIONS STUDY



PARKING REGULATIONS

*DRAFT POLICY DIRECTIONS
FOR CONSULTATION*

May 14, 2021



EXECUTIVE SUMMARY – DRAFT POLICY DIRECTIONS

INTRODUCTION

The City of Mississauga's first Parking Master Plan and Implementation Strategy (PMPIS) was completed and approved by Council in June 2019. The goal of the project was to improve the efficiency and effectiveness of current and future resources dedicated to parking and to use parking as a tool to realize the city-building objectives. Through an analysis of existing policies, best practices, and extensive consultation, the PMPIS established a precinct approach to parking provision and management in the City. The precinct approach allows for lower parking requirements to be established based on context, and a price responsive approach in the most urbanized areas while ensuring appropriate on-site parking provision in other areas. This provides the basis for the subsequent zoning by-law review, which would determine the parking requirements for land uses in each Precinct.

In addition to the Precinct based approach to regulating parking, the PMPIS also addressed other key issues including on-street parking permits, lower driveway boulevard parking, curbside management, municipal parking, parking lot design, technology, as well as governance and future funding for municipal parking operations.

The Mississauga Parking Regulations Study (PRS) was initiated in 2020 to refine the parking precincts and develop or modify parking requirements for select key land uses for inclusion in an updated Zoning By-law. This study will also identify recommendations for policies and guidelines to complement the Zoning By-law regulations, to ensure a coordinated approach to parking management in the City.

This Key Directions Summary is organized in seven sections as described below.

- **Executive Summary:** Provides a summary of key policy directions and parking requirements
- **Introduction: Overview of the study purpose and report contents**
- **Engagement: Engagement Plan, outcomes of engagement activities date, next steps**
- **Parking Precincts Criteria and Boundaries:** Criteria and guidelines used to establish Parking Precincts, draft Parking Precinct map
- **Policy Review and Proposed Changes:** Discussion of key policy change considerations including over sixteen policy areas such, Parking Maximum, Shared/Public Parking, Shared Mobility, Curbside Management, Second Units, and Affordable Housing
- **Parking Requirements Benchmarking and Changes:** Potential consolidation of land uses based on a review of permitted uses in the Zoning By-law, key findings from benchmarking Mississauga's current parking requirements against other municipalities, proposed parking requirements
- **Implementation of Changes:** Principles for developing the draft Zoning By-law Amendment to implement the parking regulations study.
- **Next Steps:** Identify actions to follow once the report is issued.

ENGAGEMENT

Building upon the strong foundation of engagement and input generated throughout the PMPIS, a more refined and focused approach to engagement and communication was identified for the Parking Regulations Study with a focus on:

- Internal stakeholder collaboration and consensus-building;
- External stakeholder engagement with a focus on parking providers i.e. those who would be responsible for using the updated parking regulations; and
- Communication of the process and key outcomes with members of the public i.e. the parking users.

Prior to commencement, a Community Engagement Plan was developed by the consultant team in partnership with City staff consistent with the corporate template and approach. This engagement plan was to guide the design, development, and implementation of engagement tactics and milestones. The plan included an overview of the project purpose, engagement goals, scope, audiences, communication tools, and an activity plan.

The engagement approach and milestones that were originally identified in the community engagement plan were impacted significantly by COVID-19 restrictions. Due to the restrictions in place from public health and the provincial government, in-person engagement was not permitted, and focus was placed more on virtual stakeholder engagement and informing the public of the initiation and undertaking of the parking regulations through the City's "Have Your Say" page. While the focus of engagement for Part A of the project was primarily on stakeholder engagement; additional efforts will be made to expand the public outreach and engagement to gather input and inform project outcomes as opposed to just communication and information sharing.

During Part A of the project, the following engagement activities were completed:

Parking providers were engaged through an online survey and interviews to gather information on current practices and any concerns.

- The city staff has been involved through a topic-specific meeting regarding affordable housing and a staff workshop to collaborate and consult with them regarding the proposed changes.
- The general public has been informed through the webpage updates.

The following key messages are gathered through topics discussed from the stakeholder interviews, and comments and feedback heard from the staff workshop. The topics discussed include parking precinct boundaries, parking maximum, shared public parking, shared mobility, curbside management, second units, and affordable housing.

- **Parking Precinct Approach & Min/Max Parking Rates:** The proposed precinct approach was supported. The feedback received showed that available alternative transportation options and future development plans were key considerations impacting the parking rates. Also, the impact of LRT such as travel pattern changes and infrastructure required due to the implementation of LRT were discussed for future planning consideration. As for the commercial buildings, consumer patterns and commercial lot allocations may be changed due to COVID and parking requirements should be flexible to accommodate future anticipated changes.

- **Shared/Public parking:** Shared parking for on-site, off-site, and civic uses were discussed. Some felt on- and off-site shared parking should be considered for further study, while others supported the concept; allowing shared parking for civic and community uses were well supported. Especially for locations that can be better used as parking and that can also generate potential revenue.
- **Second Units:** There was mixed feedback regarding the parking requirements for the second unit for residential units. The proximity and availability of alternative transportation options were raised as a consideration for a second unit parking requirement, as well as enabling a parking permit for second units. This input has been used for the City staff to coordinate with Municipal Parking staff to review a city-wide permit parking system.
- **Affordable Housing:** From both the topic-specific meeting with the City staff (held on November 13, 2020) and the Staff Workshop, a reduced parking rate for affordable housing was supported.
- **Shared Mobility & Curbside Management:** These two topics were introduced as new guidelines to address current trends. The purpose of this introduction was to provide background context and knowledge on how they can be integrated with the policies and programs that the City is planning and has implemented.
- **Electric Vehicles and Carshare:** With an increase in electric vehicles (EV) and carshare availability, the question was regarding whether providing spaces for EV and carshare was in best practices. The comments received included that many locations are implementing EV stalls. However, the requirements or the proportion to the overall parking and the method of implementation were determined by individual suppliers such as the development community. Setting a minimum requirement was generally disagreed against since these spaces would only benefit a select percentage of the users.

The engagement next steps for the City of Mississauga Parking Regulations Study are meant to inform the final components - Part B – of the study. More specifically, the objectives of the final round of engagement will be to gather final input on the proposed requirements, changes, and overall outcomes of the PRS before finalization and approval. The engagement activities will continue to be virtual for both parking providers and parking users with a continued focus on involving and consulting with the parking providers and primarily informing and answering questions from parking users. The specific timeline of the second round of engagement will be determined by City staff in collaboration with the consultant team to ensure that the key milestones for the project are met.

PARKING PRECINCT CRITERIA AND BOUNDARIES

Based on the PMPIS, and to further implement recent inputs and, the following are the proposed criteria that are used to establish the boundaries for the Parking Precincts. The Criteria are organized within five themes: transit access; availability of public parking; location within an intensification area; land use and density mix; and active transportation characteristics. Based on the above criteria themes, four Precinct boundaries were developed. **Table EX 1** identifies the proposed criteria that are used to establish the boundaries for the Parking Precincts. Generally, Precinct 1 will require the lowest parking requirement given access to modes of travel other than by automobile. While Precinct 4 will require the largest parking requirement. The proposed Parking Precinct map is shown on the following page **Map EX 1**.

Table EX 1: Parking Precincts and Criteria

Criteria	Precinct 1	Precinct 2	Precinct 3	Precinct 4
1. Transit				
Rapid Transit Terminal/Station	Yes	Yes (may be planned)	Yes (may be planned, or is not required with high-frequency bus transit)	Not required
Rapid Transit Interconnectivity	Yes	Not required	Not required	Not required
High-frequency bus transit service	Yes	Yes	Yes (Not required if other rapid transit is provided or planned)	Not required
2. Public Parking				
Public Parking	Yes	Yes	Not required	Not required
3. Planning Area				
Urban Growth Centre, Downtown or Mobility Hub	Yes	Not required	Not required	Not required
Intensification Area	Yes	Yes	Yes	Not required
4. Land Use and Density				
Mix of Uses	Yes	Yes	Not required	Not required
High-Density Uses	Yes	Yes	Not required	Not required
5. Active Transportation				
Walkability	Highly walkable (Walk score is 90 or higher)	Walkable (50 or higher)	Some walkability (25 or higher)	Limited walkability (0 or higher)
Cycling Facility	Highly accessible to cyclists	Moderately accessible to cyclists	Limited accessibility to cyclists	Limited or no accessibility to cyclists
Public Bike Share Potential	Yes	Yes	Not required	Not required



PROPOSED POLICY DIRECTIONS

Table EX 2 summarizes the proposed policy direction the City of Mississauga could consider to further enhance current parking policies and fill the gap where there are none. The aim is to provide the right amount of parking supply and have policies in place to improve the efficiency of parking supply; such as sharing parking spaces between sites. The policies will also assist in City building and allow for the implementation of measures to realize the City Vision, such as affordable housing and increase travel by non-auto modes.

Table EX 2: Proposed Policy Direction

PARKING PRECINCT IMPLEMENTATION POLICY	POLICY DIRECTION	POLICY DOCUMENT CHANGE
Minimum Parking	As shown in Tables EX3 and EX4, modifications are proposed to the minimum parking requirements for several land uses. The City should continue to monitor parking demand and could make further changes in the future when additional transit and infrastructure supporting non-auto modes of travel are available.	Changes to City of Mississauga Zoning By-law (Zoning By-law)
Parking Maximum	No parking maximums are proposed at this time. However, the need to introduce a parking maximum could be revisited in the future.	No change to Zoning By-law
Public Parking Facilities	The City could conduct a detailed parking demand analysis for Precincts 1 and 2 to determine future demand for public parking.	Potential project for Municipal Parking
Shared on-Site Parking	In future Zoning By-Law updates, the City could review the current list of land uses and utilization (percentage of peak parking) in Table 3.1.2.3 Mixed-Use Development Shared Parking Formula to add new land use and update percentages.	Future Addition to Zoning By-law Table 3.1.2.3
Shared off-Site Parking Supply	The City could consider adding a policy within the City's Official Plan that would allow sharing off-site parking between appropriate land uses, subject to an agreement with the City. The City could develop an Off-Site Parking Implementation Guidelines as an internal tool to guide the implementation of the new policy. The Implementation Guidelines would establish the criteria for when the City would consider sharing off-site	New policy to Zoning By-law New Zoning Implementation Guide: Shared Parking - Off-Site Parking

PARKING PRECINCT IMPLEMENTATION POLICY	POLICY DIRECTION	POLICY DOCUMENT CHANGE
	parking supply. A Memorandum of Understanding could be used to facilitate these agreements.	
Shared Parking - Civic / Community Infrastructure Uses	The City could allow sharing of parking supply among civic and community infrastructure use; when desired by the Parties. The previously discussed Implementation Guidelines would establish the criteria for when the City would consider shared parking between or among civic and community facilities.	New Zoning Implementation Guide, No change to the Official Plan (policy 7.3.8) or Zoning By-law
Shared Mobility	The City continues to accept carshare vehicles on private or public sites as a measure to enhance the Travel Demand Measures of a site. However, carshare services would not be required by municipal by-law but instead be provided at the Applicant's desire.	No action required
Bikeshare	The City of Mississauga has taken a proactive approach on shared mobility (bikes, bike-sharing, and e-scooter sharing) and has conducted a series of studies exploring Micro mobility Programs for the City and how to implement them in the coming years. No adjustment in parking requirements is currently proposed for providing a private on-site bike-share facility.	Further study needed No action required
Curbside Management	The City conducts a Curbside Management Study and, through that study, develops policies, guidelines, and standards specifically related to Curbside Management throughout the City, especially for Precincts 1, 2, and 3. These policies could include on-street parking, shared mobility, loading, and transit.	The project is contemplated by Municipal Parking
On-Street Parking Permits	The City will be conducting a Parking Permit Review. The review will include recommendations regarding the need and location of on-street parking and a digital permit system, making it easier for residents to access various parking services.	The project is contemplated by Municipal Parking
Second Units	The City could consider allowing sharing of parking spaces on the property between the principal home and the first Second Unit. Any subsequent Second Unit would each require one additional parking space.	Change to Zoning By-law

PARKING PRECINCT IMPLEMENTATION POLICY	POLICY DIRECTION	POLICY DOCUMENT CHANGE
Affordable and Assisted/Alternative Housing	<p>The City could introduce parking requirements within the Zoning By-law for residential units deemed to be affordable housing. The affordable parking requirement could be 50 percent lower than the requirement for each conventional housing category in Precinct 1 and 30 percent lower in all other Precincts. Also, the City could develop Implementation Guidelines that set out the definition and criteria of affordable housing.</p> <p>The City could also develop definitions and criteria for alternative and assisted housing and that consideration be given to exempting these units from providing parking spaces per unit; but instead, minimal parking spaces be provided to accommodate employee parking.</p>	Addition to Zoning By-law, Addition to Official Plan, New Implementation Guide
Heritage Buildings	The City could consider parking exemptions for sites designated heritage buildings under Part IV of the Ontario Heritage Act subject to maximum density and specific land uses. The exemptions would be limited to existing GFA and to uses such as commercial, retail and restaurants under 220 GFA. Additions to GFA and other uses would be required to provide parking as per the Zoning By-law or apply for a minor variance.	Addition to Zoning By-Law
Electric Vehicle Charging Stations	It is recommended that the City develop guidelines or requirements for Electric Vehicle Charging Stations or Electric Vehicle Supply Equipment for new developments; this could be done in consultation with the development community and appropriate stakeholders. The City may consider requesting a percentage of the off-street parking supply in new development to be EV ready. These percentages could be determined through future studies conducted by City or pilot projects and when appropriate could be included in the City's Green Development Standards or Zoning By-law.	Additions to Green Development Standards or Addition to Zoning By-law
Bicycle Parking and End of Trip Facilities	Refer to City's Bicycle Parking Study	Addition to Zoning By-law, subject to results of Bicycle Parking Study

PARKING PRECINCT IMPLEMENTATION POLICY	POLICY DIRECTION	POLICY DOCUMENT CHANGE
Transitional Parking	The City could consider including policies within the Official Plan and implementation guidelines with clear criteria and conditions in the site Plan Application process that support transitional parking policies, where deemed appropriate.	Addition to the Official Plan
Automated Parking Systems	The City could consider including policies within the Official Plan, Zoning By-law, and design standards to allow a variety of parking-related technologies including Automated Parking Systems.	Addition to Official Plan and design standards
Flexible or Adaptable Parking		
	Also, the City could develop Implementation Guidelines to assist in the review of a variety of parking technologies.	Implementation guidelines

PROPOSED PARKING REQUIREMENTS

Proposed parking requirements for selected land uses were developed with consideration for the following, in no particular order:

- **Precinct approach** – Parking requirements could be the lowest in Precinct 1, and highest in Precinct 4. This is one of the primary objectives of this study and directly responds to a key recommendation of the PMPIS.
- **Reduce or maintain existing requirements** – New parking requirements could not be more onerous than the existing requirements unless there is strong evidence to support the contrary.
- **Relationship between land uses** – Parking requirements should be higher for uses that generate higher parking demands, and lower for uses that generate lower parking demands. Appropriate alignment of parking requirements across land uses should be maintained. For example, households in detached dwellings tend to have higher vehicle ownership than those in apartments. In addition, there are some land uses such as personal service shops, small retail stores, and take-out restaurants that are traditionally found in mixed-use buildings especially at ground level, neighbourhood retail plazas, or along Main Streets that typically share on-site parking supply, therefore, consolidation or harmonization of their parking requirements could be considered.
- **The city-approved parking reductions, proxy site survey information** – City-approved parking reductions, and proxy site survey information serve as reference points for establishing proposed parking requirements in each Precinct. However, these could not necessarily dictate the draft parking requirements. It is important to note that the implementation of new parking requirements in the Zoning By-law will not affect sites with site-specific parking reductions.
- **Benchmarking findings** – Best practices and benchmarking provide additional reference points for establishing proposed parking requirements. Benchmarking completed in 2019 and 2020 show that Mississauga's current parking requirements are consistently higher than those adopted in peer municipalities with an urban character and with significant transit investments. It could be noted that these findings could not necessarily dictate the draft parking requirements.
- **User-friendly Zoning By-law** – Parking requirements could be developed with user-friendliness in mind, for developers and staff involved in zoning and development reviews. For example, consolidation of parking requirements for similar commercial land uses may ease the turnover of tenants in a building and reduce the number of parking-related minor variances.
- **Engagement with City staff** – Input from City staff could be considered in the development of parking requirements. To date, staff has reviewed two drafts of the proposed parking requirements, along with supporting background review and data analysis findings.
- **Engagement with the public and stakeholders** – Input from the public and stakeholders could also be considered in the development of parking requirements. Stakeholders have expressed general support for reducing parking requirements using a precinct approach. This report presents the proposed parking requirements for the first time to the public and external stakeholders for review and comment.
- **Short to Medium Term Implementation** – The draft parking requirements could strive to “right-size” parking for the short to medium term. It is anticipated that the City will initiate a Zoning By-

law Amendment to implement new parking requirements upon completion of this study. Those new parking requirements are expected to be in force over the short to medium term and be subject to subsequent Zoning By-law reviews and amendments in the longer-term future.

The proposed residential and commercial parking requirements are summarized in **Table EX 3** and **EX 4**.

Table EX 3: Proposed Residential Parking Requirements

Residential Land Use	Existing Min. Parking Requirement (no. spaces/unit)	Proposed Min. Parking Requirement (no. spaces/unit)			
		Precinct 1	Precinct 2	Precinct 1	Precinct 4
Detached Dwelling, Linked Dwelling, Semi-detached Dwelling, Street Townhouse					
-Resident	2		2	2	2
-Visitor, Common Element Condominium (CEC) road (Private Road)	0.25	2	0.25	0.25	0.25
			In a mixed-use development, shared parking is permitted between residential visitors and non-residential visitors subject to (1).		
Dwelling unit located above commercial, with a max height of 3 storeys	1.25	1	1	1	1
Back-to-back and stacked townhouse					
-Resident	Condominium, without exclusive use garage and driveway: Studio/1-Bedroom: 1.10 2-Bedroom: 1.50 3-Bedroom: 1.75 4-Bedroom: 2.0 With exclusive garage and driveway: 2.0 Rental, without exclusive use garage and driveway: Studio/1-Bedroom: 1.10 2-Bedroom: 1.25 3-Bedroom: 1.41 4-Bedroom: 1.95 With exclusive garage and driveway: 2.0	1	1.1	1.2	1.3
-Visitor	0.25	0.15	0.20	0.20	0.20
		In a mixed-use development, shared parking is permitted between residential visitors and non-residential visitors subject to (1).			

Table EX 3 (Continued): Proposed Commercial Parking Requirements

Residential Land Use	Existing Min. Parking Requirement (no. spaces/unit)	Proposed Min. Parking Requirement (no. spaces/unit)			
		Precinct 1	Precinct 2	Precinct 3	Precinct 4
Apartment					
-Resident	Studio: 1.00 1-Bedroom: 1.25 2-Bedroom: 1.40 3-Bedroom: 1.75	0.8	0.9	1.0	1.1
-Resident, Purpose-Built Rental	Studio: 1.00 1-Bedroom: 1.18 2-Bedroom: 1.36 3-Bedroom: 1.50	0.8	0.8	0.8	0.8
-Visitor	0.20	0.15	0.15	0.15	0.15
		In a mixed-use development, shared parking is permitted between residential visitors and non-residential visitors subject to (1).			
Second Unit	1.0	A total of 2 spaces for the Principal and Second Unit (which may be provided in tandem), plus 1 additional space for each additional unit.			
Affordable Housing Unit	n/a	50% Reduction	30% Reduction from the base parking requirement		
Assisted/Alternative Housing Unit	n/a	0.1	0.1	0.1	0.1
Note 1: Visitor Parking Regulation: For the visitor component, a shared parking arrangement may be used for the calculation of required visitor/non-residential parking in accordance of the following: the greater of the indicated visitor parking by precinct or parking required for all non-residential uses, located in the same building or on the same lot as the residential use except banquet hall/conference centre/convention centre, entertainment establishment, overnight accommodation, place of religious assembly, recreational establishment, and restaurant over 220 m ² GFA non-residential. Parking for these listed non-residential uses shall not be included in the above-shared parking arrangement and shall be provided in accordance with applicable regulations in the Zoning By-law.					

Table EX 4: Proposed Commercial Parking Requirements

Commercial Land Use	Existing Min. Parking Requirement (no. spaces/100 sq.m. GFA)	Proposed Minimum Parking Requirement (no. spaces/100 sq.m. GFA)			
		Precinct 1	Precinct 2	Precinct 3	Precinct 4
Retail Store, Service Establishment, Convenience Restaurant, Take-out Restaurant, Restaurant under 220 sq.m., Financial Institution	Retail Store: 5.4 In C4 zone: 4.0 In CC2 to CC4 zones: 4.3	3	3	4	5
	Personal Service Establishment: 5.4 In C4 zone: 4.0 In CC2 to CC4 zones: 4.3	No parking is required for GFA under 220 sq.m.			
	Convenience Restaurant: 16 Take-out Restaurant: 6.0	The Precinct 1 parking requirement shall apply in a C4 Zone.			
	Financial Institution: 5.5	In a mixed-use development, shared parking is permitted between residential visitors and non- residential visitors subject to (1).			
Retail Centre under 2,000 sq.m.	4.3	3	3	3.5	4.3
Retail Centre over 2,000 sq.m.	5.4	3.8	3.8	4.5	5.4
Restaurant over 220 sq.m.	16 In C4 zone: 9.0	6	6	9	9
Office	3.2	2	2.5	2.8	3
Medical Office	6.5	3.8	4	4.5	5.5
Note 1: Visitor Parking Regulation: For the visitor component, a shared parking arrangement may be used for the calculation of required visitor/non-residential parking in accordance of the following: the greater of the indicated visitor parking by precinct or parking required for all non-residential uses, located in the same building or on the same lot as the residential use except banquet hall/conference centre/convention centre, entertainment establishment, overnight accommodation, place of religious assembly, recreational establishment, and restaurant over 220 m ² GFA non-residential. Parking for these listed non-residential uses shall not be included in the above-shared parking arrangement and shall be provided in accordance with applicable regulations in the Zoning By-law.					

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APPENDICES

Appendix A	Best Practice Policy Review
Appendix B	Benchmarking of Parking Requirements

1 INTRODUCTION

The City of Mississauga's first Parking Master Plan and Implementation Strategy (PMPIS) was completed and approved by Council in June 2019. The goal of the project was to improve the efficiency and effectiveness of current and future resources dedicated to parking and to use parking as a tool to realize the city-building objectives. Through an analysis of existing policies, best practices, and extensive consultation, the PMPIS established a precinct approach to parking provision and management in the City. The precinct approach allows for lower parking requirements to be established based on context, and a price responsive approach in the most urbanized areas while ensuring appropriate on-site parking provision in other areas. This provides the basis for the subsequent zoning by-law review, which would determine the parking requirements for land uses in each Precinct.

In addition to the Precinct based approach to regulating parking, the PMPIS also addressed other key issues including on-street parking permits, lower driveway boulevard parking, curbside management, municipal parking, parking lot design, technology, as well as governance and future funding for municipal parking operations.

To address these issues the City will develop a parking tool kit; which will also include on-street parking and permit system, boulevard parking, curbside management, shared mobility, and parking technologies to improve convenience, improve design and sustainability and be future-ready. The City will be embarking on these studies to continue the implementation of the City's Parking Master Plan; the first being the Parking Regulations Study.

The Mississauga Parking Regulations Study was initiated in 2020 to refine the parking precincts and develop or modify off-street parking requirements for select key land uses for inclusion in an updated Zoning By-law. This study will also identify recommendations for policies and guidelines to complement the Zoning By-law regulations, to ensure a coordinated approach to parking management in the City.

This study and outcome will be one in a series of tools and policies the City will develop to effectively manage parking in the City of Mississauga. The tool kit will be comprehensive and address all aspects of parking and the important role it has in achieving the City's vision to be truly multi-modal. The goal will be developing the best parking strategies across the City understanding that all communities are not the same as they vary in transit access, municipal parking supply, on-street parking, active transportation infrastructure, and development density. Therefore, the Parking Precinct system will be tailored to each community through the four Precinct areas. In so doing the aim is to right-size parking in the City by Precinct.

1.1 PROJECT STATUS

Tasks completed to date include the policy context review, parking data review, an initial round of consultation with key stakeholders, review, and confirmation of the Precinct boundaries and approach, and review of best practices. Draft recommendations were reviewed by the City's project team and planning staff. Review comments were provided to WSP in January of 2021 to guide the continued development of the study recommendations. A Workshop was later held with staff to review the Key Directions and subsequent revisions made to reflect the content of this report.

1.2 CONTENTS OF THIS DOCUMENT

This Key Directions Summary is organized in five sections as described below.

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- **Introduction:** Overview of the study purpose and report contents
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- **Next Steps:** Identify actions to follow once the report is issued.

2 ENGAGEMENT

The development and preparation of any planning-related project should – where possible – be informed by staff, stakeholder, and public input and should build upon past planning and consultation efforts – of a similar topic or nature – as completed by the City and its partners.

For the Mississauga Parking Regulations Study, engagement was considered to be a critical part of the project process; however, due to the impacts of COVID-19 and the restrictions placed on public interactions, the engagement approach used for the initial phase of the project had to be altered to respect public health directions and guidelines. As such, engagement-focused primarily on stakeholders – internal and external – as opposed to members of the public and the styles of engagement shifted from an in-person approach to be virtual.

The City of Mississauga remains committed to a robust engagement program while also accommodating public health requirements and directions. The following is a summary of the past parking engagement activities and input received by the City as well as the approach that was used to inform the first Phase of the Parking Regulations Study.

2.1 PRIOR ENGAGEMENT & INPUT

The Parking Regulations Study is a direct outcome of the City's PMPIS which was adopted in 2019. A considerable amount of engagement was undertaken to inform the development of the PMPIS including outreach with residents of the City in different neighbourhoods / geographic areas; parking providers, technical agencies, and interest groups as well as municipal staff. The input that was gathered through this process not only pertained to the PMPIS but in many cases provided a strong foundation of understanding and input related to the City's parking regulations. There was a desire to shift away from a uniform guideline and approach applied to the overall City, but to establish clear and location-specific requirements. This in turn resulted in the Parking Regulations Study that further develops the precinct approach as one of the first recommendations to implement.

The input based on the locations and key themes such as City Policies and Bylaws and Technologies were used as foundational elements for establishing the parking precincts boundaries and topics to further discuss throughout the Parking Regulations Study phase 1 process. These inputs also helped to coordinate parking management practices based on PMPIS recommendations and engage internal and external stakeholders in more meaningful ways to be able to inform the identification of new parking rates and revisit necessary policy changes within the Zoning By-law.

2.2 ENGAGEMENT PURPOSE AND GOAL

Prior to the commencement of the Parking Regulations Study, an Engagement Community Plan was prepared as a comprehensive stakeholder management plan and consultation strategy and adopted by the City's team. This plan included a high-level description of the stakeholders that were engaged through the PMPIS process and how they can be re-engaged throughout the Parking Regulations Study. The engagement strategy was developed to serve as a blueprint and guide for engagement and outreach – including communication – throughout the entire project; one that can be used by City staff and its partners. Content included:

- **The engagement objectives and approaches:** the main goal of the engagement is to inform the development of the Parking Regulations Study through engagement methods tailored to the audience. By developing the stakeholder management plan and consultation strategy, a range of potential engagement options was made available to ensure that the input that is received can be contributed to the project in meaningful ways.
- **Stakeholder groups and analysis:** Identifying stakeholders and understanding how they will be impacted is an important step. The same three stakeholder groups as PMPIS have carried forward: Parking Decision Makers, Parking Providers, Parking users. As part of the stakeholder management plan, each stakeholder's interest, impact, and influence are identified. Potential issues and opportunities are outlined to manage their expectations and communicate appropriately.
- **Engagement tactics and milestones:** The project website and social media campaigns will be active throughout the project. The project website will be used as the primary hub for project-related information including project updates and interactive engagement.

Part A of the project is to understand the current context, issues, and needs. To fulfill this objective, the engagement tactics used are phone calls, surveys, working meetings using breakout rooms for small group discussion, interactive online tools like real-time polling and whiteboards.

- **Internal and external communication methods:** Between the City and the consulting team, WSP, a consultation, and communication team, roles and responsibilities are identified to ensure an efficient, effective, and well-managed consultation and engagement program. Any public announcement will be completed by the City with WSP's effort in developing the materials. Communication with the identified stakeholders will be done by both the City's and WSP's Project Managers

2.3 ENGAGEMENT OBJECTIVES & AUDIENCES

It is important to understand the purpose and the desired outcome of the study and who will be impacted by the final output of the study and who can provide the necessary input. The engagement objectives guide the why, how, and who to involve in the development process for the study.

The purpose of any engagement strategy is to develop a robust approach to inform, engage, consult, involve, and empower different audiences with the specific purpose of fulfilling project objectives. For the City of Mississauga Parking Regulations Study, the following objectives were identified early in the process as the foundation for the design and implementation of engagement activities:

1. Inform the development of the Parking Regulations Study;

2. Identify ideas, preferences, and principles of various audiences;
3. Better understand who will be impacted by the outcomes and how they will be impacted;
4. Develop a sense of commitment and contribution; and
5. Increase understanding of a typical technical topic.

Consistent with the approach used for the PMPIS, three key stakeholders' groups were identified including Parking Decision Makers, Parking Providers, and Parking Users. Engagement is not a "one size fits all" approach. Within each of the stakeholder groups noted above, there will be individuals with different interests, levels of understanding, and levels of commitment and influence.

To facilitate communication, outreach, and engagement, a contact list was prepared for the parking regulations study which built upon the list of stakeholders prepared for the PMPIS. The contact list was monitored and maintained by the consultant team in coordination with City staff.

2.4 ENGAGEMENT MILESTONES & SUMMARY

Mississauga Parking Regulations Study's Engagement Community Plan included the engagement activity plan to help provide a phase by phase overview of the targeted engagement activities. The intent was for the strategy to provide a blueprint for engagement but was not meant to be a prescriptive approach to engaging with the various audiences. At the time, it was the City's preference to proceed only with virtual engagement. The strategy and opportunities for engagement continue to be monitored and adapted where appropriate.

The engagement approach and milestones were impacted significantly by the COVID-19 restrictions regarding public interaction and communication. WSP has been working with City staff to move forward with meaningful engagement to inform the development of the Parking Regulations Study; however, it should be noted that all public outreach was put on hold until further notice, and engagement was meant to focus solely on stakeholder outreach except for the project webpage on the City's "Have Your Say" engagement page.

2.4.1 PHASE 1 ENGAGEMENT MILESTONES

The first round of engagement is in Phase A: Setting the Stage. During this round, consultations have been used to understand the current context, issues, and needs by revisiting the recommendations from PMPIS and best practices and gathering information on the parking rates for residential and commercial units. The second round of engagement is in Phase B: Developing the Updated Parking Regulations. Stakeholders and members of the public will be informed during this round of the recommended parking regulations that are proposed by the project team and seek feedback and approval of those parking rates.

During the first phase, parking providers were engaged through an online survey and interviews to gather information on current practices and any concerns. The city staff has been involved through a topic-specific meeting regarding affordable housing and a staff workshop to collaborate and consult with them regarding the proposed changes. The general public has been informed through the webpage updates.

The input received and outcomes identified from the engagement activities undertaken in Part A are documented in the following sections.

2.5 PHASE 1 ENGAGEMENT SUMMARY

The following is a summary of the approach taken to engage with different audiences within the First Phase of the project as well as the input received and key themes that emerged.

2.5.1 PARKING PROVIDER ENGAGEMENT

As part of the first set of engagement activities in Part A, the parking provider survey and interviews were conducted. Parking providers are the connecting links to the parking users as they have experience and data on the current demand and usages and are also aware of municipal regulations and guidelines. The engagement with the parking providers was in two phases utilizing online surveys and interviews.

2.5.1.1 STAKEHOLDER QUESTIONNAIRE

A set of questions was drafted for developers, small businesses, property managers, business improvement areas (BIAs), and consultants. The questionnaire was designed to gather insights on current parking management practices such as the parking demand and their experience working with the city's current parking requirements.

The invitation to participate was sent on September 10, 2020. A total of 37 responses were submitted in different degrees of completion. Property management provided the level of usage and demand at the locations that they manage. BIAs provided information on the concerns that they face in their BIA regarding boulevard parking issues for both on-street parking and commercial loading zones. In order to gather additional input, follow-up interviews were conducted with a small group of parking providers.

2.5.1.2 STAKEHOLDER INTERVIEWS

A select number of stakeholders were reached for a follow-up interview based on their survey results. The interviews were used to provide additional responses and clarification and to supplement the online survey responses with more detailed information and additional responses.

Seven representatives from development, property management, and consulting companies were interviewed between October 23 to November 11, 2020.

2.5.2 PHASE 1 KEY MESSAGES

The following key messages are gathered through topics discussed from the stakeholder interviews, and comments and feedback heard from the staff workshop. The topics discussed include parking precinct boundaries, parking maximum, shared public parking, shared mobility, curbside management, second units, and affordable housing.

- Parking Precinct Approach & Min/Max Parking Rates:** The proposed precinct approach was supported. The feedback received showed that available alternative transportation options and future development plans were key considerations impacting the parking rates. In addition, the impact of LRT such as travel pattern changes and infrastructure required due to the implementation of LRT were discussed for future planning consideration. As for the commercial buildings, consumer patterns and commercial lot allocations may be changed due to COVID and parking requirements should be flexible to accommodate future anticipated changes.
- Shared/Public parking:** Shared parking for on-site, off-site, and civic uses were discussed. While on- and off-site shared parking was considered for further study, allowing shared parking

for civic and community uses was found to be preferred. Especially for locations that can be better used as parking and that can also generate potential revenue.

- **Second Units:** There was mixed feedback regarding the parking requirements for the second unit for residential units. The proximity and availability of alternative transportation options were raised as a consideration for a second unit parking requirement, as well as enabling a parking permit for second units. This input has been used for the City staff to coordinate with Municipal Parking staff to review a city-wide permit parking system.
- **Affordable Housing:** From both the topic-specific meeting with the City staff (held on November 13, 2020) and the Staff Workshop, a reduced parking rate for affordable housing was supported.
- **Shared Mobility & Curbside Management:** These two topics were introduced as new guidelines to address current trends. The purpose of this introduction was to provide background context and knowledge on how they can be integrated with the policies and programs that the City is planning and has implemented.
- **Electric Vehicles and Carshare:** With an increase in electric vehicles (EV) and carshare availability, the question was regarding whether providing spaces for EV and carshare was in best practices. The comments received included that many locations are implementing EV stalls. However, the requirements or the proportion to the overall parking and the method of implementation were determined by individual condominium boards. Setting a minimum requirement was generally disagreed against since these spaces would only benefit a select percentage of the users.

The outputs from the survey, interviews and workshop meetings were considered in developing the draft parking requirements.

3 PARKING PRECINCTS

3.1 BACKGROUND

The 2019 PMPIS established a vision for changing the mechanisms around parking policy and regulation within the City of Mississauga. A key recommendation of the PMPIS was to move towards a precinct-based approach to regulating the provision of parking which better considers mobility and other contextual considerations. This is a shift in the City's current approach to regulating parking, where the parking regulations are largely only tied to land use and less on the surrounding context. The PMPIS included a fulsome assessment of inputs and considerations for developing a precinct-based approach to parking regulation.

Based on this work, the PMPIS identified a preliminary Parking Precinct map. This map proposed the various delineated Precincts, where different parking requirements would apply. However, the mapping included in the PMPIS required refinement, to consider a range of more recent inputs and studies and to provide a detailed delineation. The conceptual Precincts identified in the PMPIS have been reviewed and the criteria have been established based on further consideration and synthesis of the following inputs, briefly characterized as follows:

- In the PMPIS, many of the Precinct areas were identified only conceptually, as they were proposed to align with future “Major Transit Station Areas” which were not available when the PMPIS was completed. The Region of Peel has now advanced the proposed delineation of Major Transit Station Areas (MTSAs). MTSAs refer to lands within proximity of a rapid transit station. In accordance with the Growth Plan for the Greater Golden Horseshoe (2019, as amended), MTSAs must be delineated and generally planned for land uses which are transit-supportive. As the delineation of MTSAs significantly affects land use and intensification policy, the boundaries of the parking precincts must consider the MTSA delineation and could be aligned, where appropriate.
- The precinct boundaries were reviewed in conjunction with current and planned transit services. There is a wide variety of existing and planned transit services in Mississauga, and some transit lines are not definitive and may change due to funding. The parking precincts could take transit service and ability into account, as transit availability is a significant driver of parking demand and vehicle ownership. Further, there is a need to support transit viability, which includes considering reduced parking requirements where transit is available.
- The precinct boundaries were reviewed against planning policies, such as the City of Mississauga's Official Plan, to understand how lands in the City are intended to grow, evolve and change over time, if at all. This was to ensure that the parking requirements are aligned with the City's planning policies and are conducive to facilitating intensification where envisioned by the City.
- The precinct boundaries were reviewed to consider mobility context, such as public parking availability, and active transportation infrastructure as well as land use and density characteristics. The parking requirements could be responsive to these characteristics which relate to parking demand and vehicle ownership.

- Consideration has been made with respect to minor variances and zoning amendment applications for parking reductions to help confirm the appropriateness of the precincts based on recent practice and approvals.

3.2 CRITERIA AND GUIDELINES

Based on the PMPIS, and to further implement recent inputs and considerations as briefly described in Section 3.1, the following table identifies the proposed criteria that are used to establish the boundaries for the Parking Precincts. The Criteria are organized within five themes:

1. transit access;
2. availability of public parking;
3. location within an intensification area;
4. land use and density mix; and
5. active transportation characteristics.

The “Guidelines” contained in **Table 3-1** explain how each criterion is to be interpreted and applied. This table has been used and applied to map the proposed Parking Precinct boundaries, as presented in **Figure 3-1**. Furthermore, it is intended that the criteria including guidelines will form the basis for the City to evaluate site-specific applications for development, to assess the appropriateness of the different requirements. For example, if development is currently located in Precinct 3, but the applicant wishes to utilize the parking requirements for Precinct 2, then the Guidelines establish criteria for the City to evaluate this type of request which could be implemented through a minor variance or site-specific zoning by-law amendment. The criteria could be used as a guide by staff to assess applications and to form a recommendation on the proposed rate. There may be instances of sites that do not perfectly achieve all the criteria under a given Precinct. In these instances, the suitable Precinct requirements for a given site could be the Precinct where the stated criteria are best achieved.

It should be further noted that final refinements may need to be made to the proposed Precincts to consider the ultimately delineated MTSA boundaries, in particular. This may affect the proposed hierarchy of Precincts to consider any Regional policies for the Major Transit Station Areas. It is noted that several undelineated MTSAs, which have been incorporated into Precinct 4, may be delineated over time and the parking precinct boundaries could accordingly be reviewed.

It is also anticipated that the criteria will be applied through future comprehensive Zoning By-law Reviews or other review processes. Overtime, the City’s mobility, and demographic context will evolve, and it will be desirable for the City to review the Precinct boundaries from time to time. For example, as rapid transit plans are finalized and constructed, it may become desirable to shift some areas into a precinct with lower minimum parking requirements to reflect the improved transit service.

Table 3-1 Precinct Criteria and Guidelines

Criteria	Guidelines	Precinct 1	Precinct 2	Precinct 3	Precinct 4
1. Transit					
Rapid Transit Terminal/Station	<ul style="list-style-type: none"> Lands in Precinct 1 are required to be located within approximately 800 metres (10- or 15-minute walk) of an operational rapid transit corridor, terminal, or station (BRT, LRT, GO). Lands in Precinct 2 are required to be located within approximately 800 metres (10- or 15-minute walk) of an operational or planned rapid transit corridor, terminal, or station (BRT, LRT, GO), provided the rapid transit plans are definitive and approvals/funding are secured. Lands in Precinct 3 could also be within approximately 800 metres (10- or 15-minute walk) of a planned or existing rapid transit corridor, terminal, or station (BRT, LRT, GO). However, this is not required where high-frequency bus transit service is planned or available (refer to the criterion for high-frequency bus transit service below). Lands in Precinct 4 do not have access to a rapid transit station (not including MiWAY service), or a rapid transit station/corridor may also be planned in the long-term and its status is subject to funding or approvals. 	Yes	Yes (may be planned)	Yes (may be planned, or is not required with high-frequency bus transit)	Not required
Rapid Transit Interconnectivity	<ul style="list-style-type: none"> In Precinct 1, the lands are within approximately 800 metres of a second type of rapid transit terminal or station, providing interconnectivity between rapid transit services. In Precincts 2, 3, and 4, there is typically only one type of rapid transit provided or rapid transit is not available. 	Yes	Not required	Not required	Not required
High-frequency bus transit service	<ul style="list-style-type: none"> In Precincts 1, 2, and 3, bus service typically includes connectivity (one bus route) to rapid transit stations and connection with other bus routes. In Precinct 3, where rapid transit is not available, 24-hour and frequent peak bus service and/or MiWAY service is currently available within approximately 800 metres (10- or 15-minute walk), and there is typically an opportunity for bus transfers via interconnecting bus routes within walking distance. In Precinct 4, high-frequency bus transit service may or may not be available and bus transit service may or may not be available. 	Yes	Yes	Yes (Not required if other rapid transit is provided or planned)	Not required

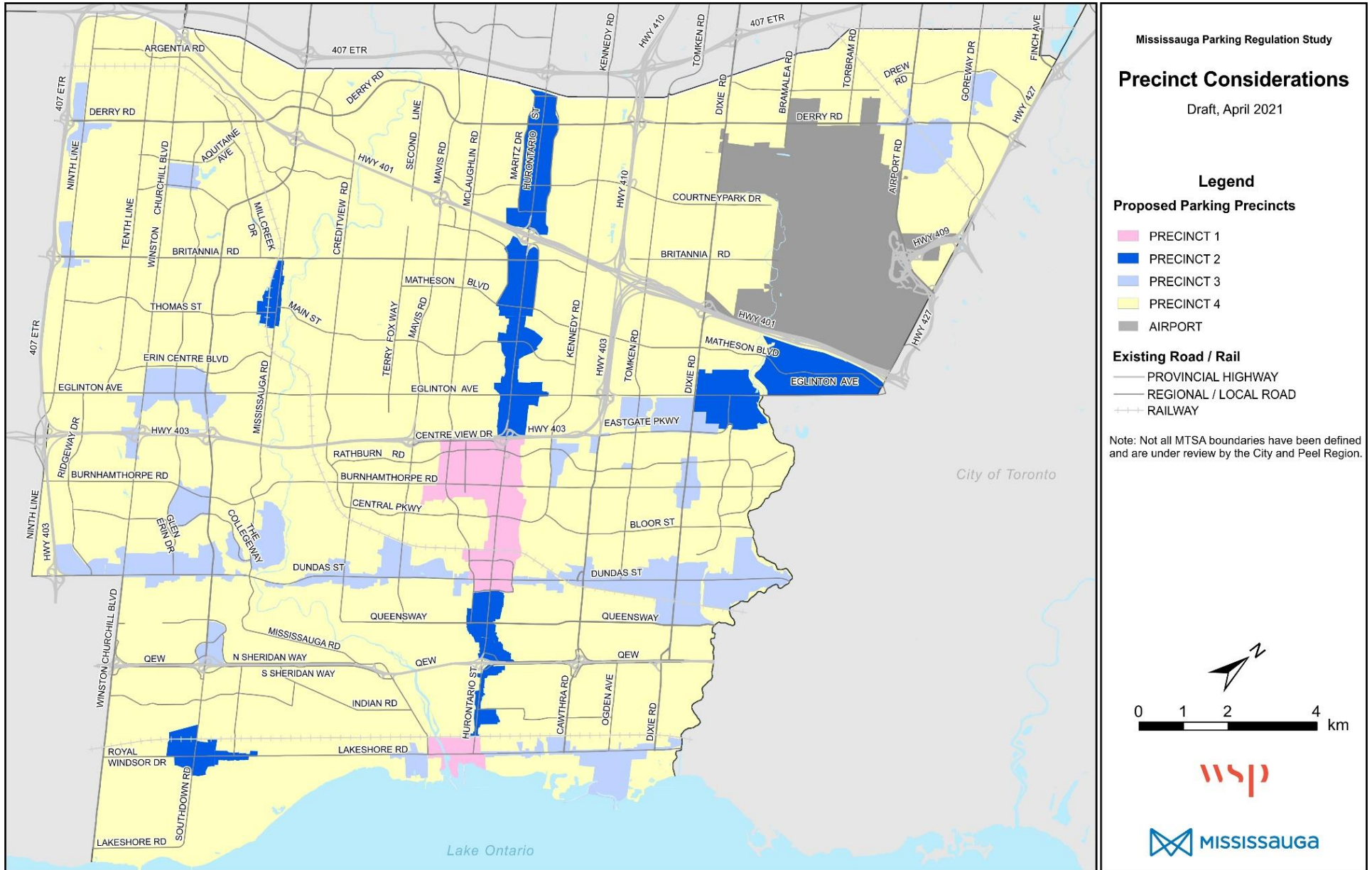
2. Public Parking		Precinct 1	Precinct 2	Precinct 3	Precinct 4
Public Parking	<ul style="list-style-type: none"> In Precinct 1, there are public parking facilities provided within approximately 800 metres (10- or 15-minute walk) of the lands. This could include structured or surface public parking lots that are operated by the City, Metrolinx (GO parking), other public agencies, or privately operated structured public parking facilities. These facilities are available for commuter and localized public and visitor parking and are not strictly used for commuter parking in conjunction with a rapid transit station. Lands in Precinct 1 are also characterized by close access to municipal on-street parking. In Precinct 2, there are public parking facilities, but they are limited compared to Precinct 1. Lands in Precinct 2 could be near municipal on-street parking at a minimum (e.g., within approximately 300 metres). Lands in Precinct 2 may also be within walking distance of publicly operated public parking facilities, and these facilities may be geared to providing commuter parking for an associated rapid transit line, rather than providing generally available parking for the local area and businesses. In Precincts 3 and 4, public parking availability is limited. Most parking is provided in the form of private surface lots and there may or may not be municipal on-street municipal parking available. 	Yes	Yes	Not required	Not required

3. Planning Area		Precinct 1	Precinct 2	Precinct 3	Precinct 4
Urban Growth Centre, Downtown or Mobility Hub	<ul style="list-style-type: none"> Lands in Precinct 1 are within an identified Urban Growth Centre, the Downtown, or a Mobility Hub, which are the focal points of intensification in the City. Lands in Precincts 2, 3, and 4 are not required to be located within these specified areas. 	Yes	Not required	Not required	Not required
Intensification Area, Mainstreet Commercial and Key Growth Areas	<ul style="list-style-type: none"> Lands in Precincts 1, 2, and 3 are mostly located in a defined intensification area in the Official Plan or are within a delineated Major Transit Station Area. Lands in Precinct 1 will be included in an Urban Growth Centre, Downtown, or Mobility Hub as stated above. Some lands in Precincts 2 and 3 are not explicitly within a defined intensification area or an MTSA, but the lands may be within a “Mainstreet” commercial area (as evidenced-based on the application of the C4 zone to the lands), or the lands are otherwise considered to be within a key growth area. Lands in Precinct 4 are not required to be in a defined intensification area of the City, or there is limited potential for intensification. There may be potential for minor or gentle intensification. Lands in Precinct 4 may encompass areas that are located within an undelineated Major Transit Station Area, where rapid transit service is considered long-term and subject to approvals/funding. 	Yes	Yes	Yes	Not required

4. Land Use and Density		Precinct 1	Precinct 2	Precinct 3	Precinct 4
Mix of Uses	<ul style="list-style-type: none"> In Precinct 1, there is a wide range of existing uses, including residential, commercial, and employment, within an approximately 800 metre radius (10- to 15-minute walk) of the subject lands. In Precinct 2, there is an existing or planned mix of land uses within an approximately 800 metre radius (10-15 minute walk), including residential, commercial and employment uses. Some portions of Precinct 2 may be characterized as having a 'main street' character, with a range of shops and services facing the street with a pedestrian-oriented feel. Precincts 3 and 4 may consist of a limited range of existing and planned uses within walking distance. 	Yes	Yes	Not required	Not required
High-Density Uses	<ul style="list-style-type: none"> In Precincts 1 and 2, there are existing or planned high-density uses, such as multi-storey office buildings or multi-unit residential building typologies. In Precinct 3, there may be existing or planned higher-density uses including multi-storey office buildings or multi-unit residential building typologies, but this is not required. In Precinct 4, the lands will typically consist of a low-rise building and there are limited multi-unit residential building typologies or low-rise employment and commercial uses. 	Yes	Yes	Not required	Not required

5. Active Transportation		Precinct 1	Precinct 2	Precinct 3	Precinct 4
Walkability	<ul style="list-style-type: none"> The walkability score is generally within the range indicated in the columns table for the applicable Precinct. In Precinct 1, there is a fine-grain network of pedestrian routes and there are good pedestrian amenities. Precincts 2 and 3 have good pedestrian accessibility, but pedestrian amenities and direct walking routes to adjacent neighbourhoods may be limited compared to Precinct 1. In Precinct 4, pedestrian facilities and amenities do not exist or there are limited facilities and long walks between destinations, due to limited permeability of routes and the nature of the road network and urban form. 	Highly walkable (Walk score is 90 or higher)	Walkable (50 or higher)	Some walkability (25 or higher)	Limited walkability (0 or higher)
Cycling Facility	<ul style="list-style-type: none"> Precincts 1 and 2 include a mixture of on and off-road cycling facilities, separated and shared bicycle facilities that connect cyclists to major and minor destinations. Precinct 3 has or is planned to have, some on- and off-road cycling facilities to facilitate connectivity with cyclists, but facilities may be limited. Precinct 4 has limited or no dedicated cycling infrastructure/facilities. 	Highly accessible to cyclists	Moderately accessible to cyclists	Limited accessibility to cyclists	Limited or no accessibility to cyclists
Public Bike Share Potential	<ul style="list-style-type: none"> There is an opportunity to locate viable bike-share station or stations in Precincts 1 and 2. There is limited opportunity to provide viable bike share opportunities in Precincts 3 and 4. 	Yes	Yes	Not required	Not required

Figure 3-1: Precinct Map



4 POLICY REVIEW

4.1 OVERVIEW

The City needs to have policies and guidelines in place that supports the Precinct system and criteria used, which are:

- transit access;
- availability of public parking;
- location within an intensification area;
- land use and density mix; and
- active transportation characteristics.

The Official Plan and Local Area Plans provide direction and guidance surrounding the locations of intensification areas, land use, and density. However, these documents typically contain only general guidance regarding parking and related matters. For example, Section 8.4 of the City's Official Plan includes policies regarding parking and the promotion of a multi-modal City, but the policies are general in nature and often involve statements about encouraging certain measures or approaches, whereas there may be a desire to improve the strength or directness of these policies. To support the proposed Precinct system and its criteria, other City policies and guidelines will be required to support transit access, public and municipal parking facilities, and active transportation infrastructure and measures to support the Precinct system and criteria. Also, policies or guidelines could be used to encourage "right-sizing" of parking rather than over or undersupply, which is a key purpose of the Precinct system and criteria. Finally, parking policies supporting other City building initiatives, such as Affordable Housing, have also been reviewed.

The following policy areas were reviewed:

- Parking minimums
- Affordable and alternative housing
- Parking maximum
- Heritage buildings
- Public and Shared Parking
- Electric vehicle station parking
- Shared mobility
- Bicycle parking
- Curbside management
- End of trip facilities
- On-street parking permit
- Transitional parking
- Second units
- Parking technology

Each policy area review included the following:

- Description of the policy
- The City of Mississauga current policy related to the subject policy
- Why it is important to the City

- Could the subject policy differ by Precinct?
- What do other municipalities do?

All the policy areas reviewed can complement the Mississauga parking framework and Precinct system; some could be in the form of guidelines, such as parking for Heritage properties and Electric vehicles that could be included in the City's Green Development Standards.

The following sections describe each policy area and the proposed direction the City could consider.

Appendix A provides the full details of the best practice policy review.

4.2 REVIEW SUMMARY AND POLICY DIRECTION

4.2.1 PARKING MINIMUMS

A municipality's zoning by-law defines parking minimums to specify the minimum parking threshold that is to be supplied by all new developments according to specified land uses and the size of the development (e.g. minimum spaces per unit of gross floor area), preventing undersupply. Minimums can be lowered through site-specific applications with a parking demand study that justifies lowering the required number of parking spaces.

Parking minimums are specified in the current Mississauga Zoning By-law, and right-sizing parking lots are a priority of the City's vision for 2041. The PMPIS recommends that "an appropriate level of minimum parking requirements is needed along with appropriate parking management strategies" across all precincts.

Parking minimums help regulate the baseline amount of parking required depending on land use and anticipated demand to control undesirable parking practices. When they are set to reflect actual parking demand, functional parking needs can be met. PMPIS recommends that minimum parking requirements could differ across precincts to reduce parking requirements in proposed transit corridors. Some municipalities, such as Downtown Oakville which is mixed-use, have implemented zero parking minimums in high-density areas to allow developers to decide on appropriate baseline parking.

Modifications are proposed to the minimum parking requirements for several land uses to better reflect current parking demand, to support the City's Official Plan policies, and support multi-modal travel options. The City should continue to monitor parking demands and could make further changes in the future when additional transit and infrastructure supporting non-auto modes of travel are available to limit the potential oversupply of parking spaces.

4.2.2 PARKING MAXIMUM

Parking maximum limits the extent of parking supplied by stating the maximum number of parking spaces per land use. Currently, parking maximums are not included in the Mississauga Zoning By-Law. However, the Official Plan generally supports the notion of maximum parking standards within the Intensification Areas (see Section 8.4.7 b).

Effective use of parking maximums may prevent oversupply practices and limits the amount of land reserved for parking spaces; land can be allocated/developed for more productive uses and could improve affordability. Parking maximums are becoming increasingly common across Canadian

municipalities, including those in the Greater Toronto Area (GTA) like the City of Toronto and the City of Vaughan. The 2019 PMPIS recommends that the City consider establishing maximum parking requirements across the City, but particularly in Precincts 1 and 2. These areas have and continue to have enhanced transit, Active Transportation facilities, and the largest volumes of public and municipal parking spaces all complementing reduced on-site parking demand.

Review of current development Applications shows a trend for reduction of parking requirements, therefore no parking maximums are proposed at this time. However, the need to introduce a parking maximum could be revisited in the future, once new requirements are in place for a period of time.

4.2.3 PUBLIC AND SHARED PARKING

4.2.3.1 PUBLIC PARKING

Public parking, including on-street, municipal off-street, and commercial (for profit) facilities, generally serves multiple destinations.

Public parking contributes to the efficient use of land and reduces the oversupply of parking. These are key components of the Parking Precinct framework and are required to reduce on-site parking and support reduced parking requirements in some Precincts.

The City could conduct a detailed parking demand analysis for Precincts 1 and 2 to determine future parking demand based on the currently proposed parking requirements; to determine if and where additional public parking facilities could be located. Any parking facility could be provided in an economically and environmentally sound manner.

4.2.3.2 SHARED ON-SITE PARKING

Shared parking can be used to reduce the oversupply of parking spaces by permitting multiple developments to combine parking requirements to share a single parking facility where utilization periods are complementary (e.g. peak vs off-peak). Section 8.4.2 of the City's Official Plan promotes shared parking strategies in appropriate locations. Current practices in the City allow shared parking in some mixed-use developments, based on the existing Shared Parking Formula within the Mississauga Zoning By-Law.

In future Zoning By-Law updates, the City could review the current list of land uses and utilization (percentage of peak parking) in Table 3.1.2.3 Mixed-Use Development Shared Parking Formula. Recent trends in development patterns indicate a wider mixing of land uses and could necessitate adding new land uses, such as education facilities and entertainment establishments.

4.2.3.3 SHARED OFF-SITE PARKING

As discussed above, the City currently allows shared parking using the shared parking formula, but this is typically applied to land uses on the same site. However, the same principle can be applied to some off-site land uses located within proximity to each other and experience different peak periods.

It is recommended that the City consider adding a policy within the City's Official Plan that would allow sharing off-site parking between appropriate land uses, subject to an agreement with the City. Also, it is recommended that the City develop an Off-Site Parking Implementation Guidelines

as an internal tool to guide the implementation of the new policy. The Implementation Guidelines would establish the criteria for when the City could consider off-site parking supply, such as:

- sites could be located within 500m of each other; and
- each land use must have different peak periods that can be demonstrated using the City's Shared Parking Formula or industry-standard publications such as ULI, "Shared Parking".

The administration of these off-site arrangements could be a Memorandum of Understanding to the satisfaction of the City of Mississauga. The Memorandum of Understanding could outline the conditions of the agreement such as capped density, land use, duration of the agreement (10years) between owners of the sites. Also, a one-year notice period to the municipality is required before terminating the agreements; allowing time to address any deficiencies as a result of the termination.

4.2.3.4 SHARED PARKING CIVIC USES

Civic uses such as public parks, playing fields, elementary and secondary schools, community theatre, libraries, and community centres can peak at different times of the day and or days of the week. These land uses are often located on the same site or within very close proximity to each other, thus making them ideal for sharing parking spaces rather than requiring independent parking supply.

The City's Official Plan currently includes policies that encourage the shared use of parking spaces for community infrastructure (policy 7.3.8) and municipal parking facilities for cultural facilities (policy 7.5.4) to reduce overall parking requirements.

It is recommended that the City allow sharing of parking supply among civic and community facilities; when desired by the Parties. The previously discussed Implementation Guideline would establish the criteria for when the City would consider shared parking between or among civic and community facilities. The criteria could include:

- list of qualified land uses (schools, neighbourhood Parks, Library, community centre);
- sites could be located within the same complex or within 500m of each other; and
- agreement between operators and owners.

Shared off-site parking could be applied Citywide.

4.2.4 SHARED MOBILITY

Shared Mobility refers to transportation services and resources that are shared among users. This can include all forms of mass transit (buses, trains, and shuttle services), smaller vehicles (car-sharing or ride-sharing), and micro-mobility (bike-share, e-bikes, and e-scooters, etc.). The availability of smartphones has enabled the emergence of ride-sharing services like Uber, Lyft, and many similar Transportation Network Companies (TNCs) that offer vehicle-based mobility options for individuals or shared groups. Bike-sharing services have also taken off in recent years, with over 750 separate schemes worldwide. Likewise, car-sharing and peer-to-peer models are also gaining popularity in this industry.

With the rise of these shared mobility services and sustainable travel modes, the demand for parking in urban areas will begin to decrease. Shared mobility is becoming more cost-effective, convenient, and time-efficient, leading to a very attractive and different way for people to travel. It potentially reduces travelling by personally owned car, which would then reduce the need for parking. In addition, micro-mobility can be used to complete the critical first mile and or last mile of some trips that could increase

travel by transit or micro-mobility for short-distance trips, all resulting in reduced demand for vehicular parking spaces.

The City of Mississauga has taken a proactive approach on shared mobility and has conducted a series of studies exploring Micro mobility Programs for the City and how to implement them in the coming years and the service areas to be covered. The micromobility programs may include bikes, bike-sharing, and e-scooter sharing.

4.2.4.1 CARSHARE

It is recommended that the City continue to accept carshare vehicles on private or public sites as a measure to enhance the Travel Demand Measures of a site. However, carshare services are not recommended for inclusion within the Zoning By-law but instead be provided at the Applicant's desire. The reason for this recommendation is the uncertainty around the future availability of this third-party service, mainly due to the significant success of ride-sharing services like Uber and Lyft. It would be unwise to require a service that the City has no control over its continued existence. Similarly, it is not recommended that a fixed parking space equivalent be provided for carshare spaces, because the City cannot ensure the carshare vehicle will remain on-site to allow residents/patrons to use the service, thus reducing personal vehicle demand.

4.2.4.2 BIKESHARE

It is premature to recommend any adjustments in parking requirements due to on-site or nearby bike-share facilities. Adjustments to site-specific parking requirements could be explored in the future when the City's Micromobility programs have determined the service areas and extent of a bike-share program.

4.2.5 BICYCLE PARKING AND FACILITIES

4.2.5.1 BICYCLE PARKING

Bicycle parking requirements and infrastructure, at both residential and non-residential developments, provide users with a safe and secure location to park, store and lock their bicycles. Bicycle parking is most effectively implemented through the zoning by-law, which specifies the bicycle parking and storage amenities required for new developments.

Increasing bicycle parking will encourage more people to use cycling as their mode of transportation, increasing active transportation trips. Different types of parking facilities could be required throughout the City, including provision for short-term parking and long-term parking, and overnight parking.

Bicycle parking could be provided at key locations such as schools, transit stations, community centres, etc., across precincts in Mississauga and inline with the cycling network development. Like other municipalities such as Oakville and Vaughan, Mississauga could consider including bicycle parking facilities in their local regulations and zoning by-laws. The provision of bicycle storage facilities will encourage cycling and increase active transportation throughout the City.

The 2019 TMP highlights the need for more bicycle parking supply and the City's commitment to expanding bicycle parking provision on City-owned property. The City is currently conducting a concurrent study to implement bicycle parking within the updated Mississauga Zoning By-law. Bicycle parking requirements will be included within the consultation process, and the public and stakeholders will have an opportunity to provide comments on the proposed bicycle parking requirements. **It is recommended**

that the parking requirements resulting from the City's bicycling parking study be included in the Mississauga Zoning By-law.

4.2.5.2 END OF TRIP FACILITIES

End of Trip facilities include showers, lockers, and restrooms or change rooms for cyclists, joggers, or walkers to encourage alternative modes and active transportation for commuter trips. End of Trip facilities are often linked to the provision of bicycle parking facilities and established bicycle parking standards defined by a zoning by-law.

end-of-trip facilities increase cycling attractiveness to potential users and encourage active transportation as convenient and safe facilities are provided for users allowing them to shower and change before and after work.

The 2018 Cycling Master Plan recognizes the need for commercial/residential development to provide bicycle facilities. The Transportation Demand Management Strategy also lists a requirement for End of Trip Facilities as part of the Bike Parking Standards to be included in the City's Zoning By-Law in their short-term action plan.

Increasing end of trip facilities can encourage more people to cycle as their method of transportation, which will encourage sustainable travel behaviours. **The City could consider including requirements for end-of-trip bicycle facilities to complement the bicycle parking requirements.**

4.2.6 CURBSIDE MANAGEMENT

Curbside space is increasingly in high demand with the continued rise in e-commerce and associated delivery systems. With proper planning and management, curbside space can serve many purposes throughout the day, from parking and EV charging stations to outdoor cafés and commercial delivery zones.

Unregulated parking in busy urban areas can impact these curbside spaces through vehicles blocking sidewalks or cycle lanes. Managing curbside and providing specific designations for commercial loading zones, passenger pick up or drop off, on-street parking zones with time-limits and demand-based pricing, restaurant delivery services or micro-mobility docking stations, etc., can help manage parking supply and allocation and improve road user safety while potentially making valuable street and curb space available for public use, such as parklets.

PMPIS recommends that the City consider a curbside management strategy to frame the discussion regarding on-street parking to determine appropriate locations and curbside priorities for each Precinct. As things such as micro-mobility systems get implemented within the City, it is important to consider curbside management policies and how to properly implement them in the City to ensure safety.

As the City proceeds with the recommendations of the PMPIS, a Curbside Management Study will be conducted to identify specific policies and implementation measures to be taken to protect and manage the curb to achieve the desired results.

It is recommended the City conduct a Curbside Management Study and, through that study, develop policies, guidelines, and standards specifically related to Curbside Management throughout the City, especially for Precincts 1, 2, and 3. These policies could include on-street parking, shared mobility, loading, and transit.

4.2.7 ON-STREET PARKING PERMIT

On-street parking is currently governed by the City's Traffic By-law (555-00), which includes all regulations related to where parking is permitted when it is permitted, and for how long. There are currently five types of on-street parking that are offered in Mississauga. The PMPIS recommended that a digital on-street parking program be developed.

On-street permits help remove spillover parking from nearby attractions during high-demand periods and control illegal parking activities. The application of on-street permits could depend on the type of roadway, and the PMPIS recommends that the City implements on-street overnight permits in alignment with the zoning by-law and potential reductions in certain precincts.

On-street parking permits are generally used by all municipalities to permit on-street parking depending on hourly, daily, or monthly allowance. On-street parking permits are beneficial for managing spillover parking and illegal parking activities. They are also useful for overnight guests, extended visitor stays, construction, etc.

The City's Parking Master Plan and Implementation Strategy recommended **the City conduct a Parking Permit Review. The review will include recommendations regarding the need and location of on-street parking and a digital permit system, making it easier for residents to access various parking services.**

4.2.8 SECOND UNITS

Second Units are sometimes referred to as Second Suites, in-law suites, accessory dwelling units, or accessory residential units. Some municipalities in the GTA recently passed an amendment to eliminate the parking requirement for second suite units.

Permissions and policy surrounding second suites have been driven in part by recent legislative changes. The Province recently amended the Planning Act to require municipalities to permit additional residential units in both accessory structures or within the house for any single-detached, semi-detached, or townhouse dwellings. Regulation 299/19 under the Act was passed, and it includes minimum parking-related requirements that are to be implemented in Zoning. The Act allows municipalities to establish no minimum parking or one parking space in conjunction with an additional residential unit.

Second units are beneficial for creating more affordable housing opportunities within the City. The City's Zoning By-Law currently requires one additional parking space for each Second Unit, which can be a barrier to providing the units. However, most neighbourhoods and properties considering Second Unit currently have two-car garages and often a large driveway that can accommodate an additional two vehicles, totalling four parking spaces on the site, that are not used for parking four vehicles.

The City could consider allowing sharing of parking spaces on the property between the principal home 2 parking spaces and the first Second Unit. Therefore, the main residence with one Second Unit would require a minimum of two parking spaces on-site. This will address the potential barrier of providing Second Units due to the lack of an additional parking space when it may not be necessary. Any subsequent Second Unit would each require one additional parking space.

4.2.9 AFFORDABLE AND ALTERNATIVE HOUSING

The need to provide parking may be considered a barrier to affordable housing, as it may increase development costs. The City's Official Plan contains policies that support the creation of affordable housing. However, the City's Zoning By-law does not define affordable housing units or a similar term.

The Province has recently introduced legislation enabling an inclusionary zoning framework, which can consider minimum requirements for the provision of affordable housing units, the City of Mississauga is in the process of implementing inclusionary zoning.

More municipalities are providing different parking requirements for affordable housing. However, a uniform description is not provided, but the general intent is that parking could not be an obstacle to affordability.

It is recommended that the City introduce parking requirements within the Zoning By-law for residential units deem to be affordable housing. The affordable parking requirement could be 50 percent lower than the requirement for each conventional housing category in Precinct 1 and 30 percent lower in all other Precincts.

In addition, the City could develop Implementation Guidelines that outlines the following plus others deemed necessary by the City:

- Definition of affordable housing
- Criteria for applying the affordable housing parking requirements could include reasonable access to frequent transit service in the short term.

The City could also develop additional definitions and criteria for alternative and assisted housing and that consideration be given to exempting these units from providing parking spaces per unit; but instead, minimal parking spaces be provided to accommodate employee parking.

4.2.10 HERITAGE BUILDINGS

The need to provide parking may represent a barrier to the protection, adaptive reuse, or viability of heritage buildings and properties. In some cases, older properties or sites may be constrained in their ability to accommodate additional parking on a site. Consideration for reduced parking standards or similar approaches to heritage buildings may help support their conservation.

The City's Official Plan promotes the conservation of heritage buildings/properties, and there is a wide range of tools to support this policy. The City's current Zoning By-law does not make specific reference to heritage properties; however, it does include a parking exemption for lots zoned "C4" which could encompass heritage buildings but the application for that zone is not necessarily heritage related.

Reducing parking standards in conjunction with a designated heritage building may help promote the building's conservation and adaptive reuse, particularly if the site is constrained in terms of the ability to provide additional parking.

The City could consider parking exemptions for sites designated heritage buildings under Part IV of the Ontario Heritage Act subject to maximum density and specific land uses. The exemptions would be limited to existing GFA and to uses such as commercial, retail and restaurants under 220 GFA. Additions to GFA and other uses would be required to provide parking as per the Zoning By-law or apply for a minor variance.

4.2.11 ELECTRIC VEHICLE STATIONS/PARKING SPACES

Electric Vehicle parking is defined by a municipality's zoning by-law to specify the number of dedicated spaces for EV use and goes hand in hand with EV charging provisions. Alternatively, the provision of EV parking can be encouraged through supplementary guidance such as green-building standards and transportation demand measures. EVs include battery electric vehicles (BEV), plug-in hybrid vehicles (PHEV), and fuel-cell electric vehicles (FCEV).

There is currently no mandated provision of dedicated EV spaces in the City's zoning by-law. The 2019 TMP discusses the need to develop regulations for charging infrastructure in public parking lots and investigate the requirements for EV charging mandated for new developments through the zoning by-law.

There is an increase in EV uptake; therefore, more EV charging infrastructure is in demand in residential and non-residential developments. This is reflected in the Ontario Building Code as it includes EV charging provisions. Supporting sustainable travel practices visually communicates the value of EV usage and could support the City's goals defined by the 2019 Climate Change Action Plan.

For the City to reach its goals defined in its 2019 Climate Change Action Plan, it could develop policies or guidelines that encourage and aid the use of EVs throughout the City.

It is recommended that the City develop guidelines or requirements for Electric Vehicle Charging Stations or Electric Vehicle Supply Equipment for new developments; this could be done in consultation with the development community and appropriate stakeholders. The City may consider requesting a percentage of the off-street parking supply in new development to be EV ready. These percentages could be determined through future studies conducted by City or pilot projects and when appropriate could be included in the City's Green Development Standards or Zoning By-law.

4.2.12 TRANSITIONAL PARKING

Transitional Parking policies allow for parking requirements to be met in phases or under provisions that are temporary (provided under conditions different from ultimate build-out). This is typically a market-driven solution to optimize the use of land for its highest and best use at a given time and would be defined/implemented through a development phasing strategy within an area's master plan.

There is currently no policy or formal practice for transitional parking in Mississauga. Transitional parking policies provide flexibility to developers that have secured a large amount of land but do not have immediate plans to develop each parcel simultaneously. Transitional parking reduces the likelihood that land will be left vacant until real estate demand increases. Transitional parking is also beneficial when parking demand decreases because it allows for parking needs to be revisited at the time of ultimate build-out.

Transitional parking could be permitted in high-density precincts, where demand for real estate and development is more dynamic. Transitional parking policies could be beneficial to Mississauga as it helps optimize the use of land for its highest value at a given time. Currently, the City does accept phased developments with appropriate Phasing Plans, and where necessary, the Applicant is required to apply through the Committee of Approval for off-site interim parking.

The City could consider including policies within the Official Plan and implementation guidelines with clear criteria and conditions in the Site Plan Application process that support transitional parking policies, where deemed appropriate.

4.2.13 PARKING TECHNOLOGY

4.2.13.1 AUTOMATED PARKING SYSTEM

Automated Parking Systems (APS) are mechanical systems or structures that increase parking densities by allowing vehicles to be parked on multiple levels stacked vertically and parked in tight quarters. These systems allow vehicles to be parked from the entrance to the parking location without the driver present.

APS maximizes the number of parking spaces while minimizing land use consumption. They require 70% less land area to park an equivalent number of cars meaning the land can be used for other developments.

Currently, there are no APS in the City's Policies or Zoning By-Law.

4.2.13.2 FLEXIBLE/ADAPTABLE PARKING FACILITIES

Flexible or Adaptable Parking is parking structures that can be retrofitted for other land uses in the future, allowing parking to adapt to changing needs. Flexible parking structures allow structures to be reused for future commercial or residential development as urban areas continue to intensify and demand for parking decreases, and other modes of travel increase in popularity.

Flexible parking structures reduce the potential of future derelict parking structures while encouraging innovative designs and increasing the availability of developable land in the future.

There is currently no reference to flexible parking structures in the City of Mississauga's Policies and design standards. Implementing flexible parking structures in Mississauga could be beneficial as it will supply parking when needed and be redeveloped for other uses when demand for parking decreases. This could help reduce undesirable parking structures that are not being used.

It is recommended that the City considers including policies within the Official Plan and Zoning By-law that allow APS as a permitted use and that parking spaces provided within an APS and flexible parking spaces be counted toward the site parking requirement. The City through future studies can develop a set of criteria or guidelines regarding the design of acceptable APS and flexible parking spaces, these could include height, width, clearance, and other measures.

5 PARKING REQUIREMENTS REVIEW

5.1 POLICY CONTEXT

The City's Official Plan provides a basis for considering parking requirement reductions, where appropriate and considerate of the context. Section 8.4.3 states that off-street parking requirements may be reduced to reflect vehicle ownership, usage, transit service, and other matters. Further, within the City's intensification areas, Section 8.4.7 states that the City will consider reducing minimum standards to reflect transit service and will consider establishing maximum standards to support higher-order transit, in particular. Reduction of minimum parking requirements also complements other policies in the Official Plan. For example, Section 8.1.4 states that the City "will strive to create a transportation system that reduces dependence on non-renewable resources."

The Official Plan does not establish specific parking requirements, as the document is more strategic in nature and guides decision-making. The Zoning By-law is considered the key vehicle for implementing the policies of the Official Plan, and the Official Plan intends for updates to the zoning by-law to occur from time to time (Section 19.4.2). Overall, the approach to establishing parking requirements that are reduced and considerate of transit and other matters is supported by the City's policies and will contribute to some of the Plan's transportation, sustainability, and healthy community objectives.

5.2 REVIEW SCOPE

The scope of this study includes a parking requirement review for the following key land uses:

Residential:

1. Detached Dwelling/Linked Dwelling/Semi-detached, Street Townhouse
2. Dwelling unit located above commercial use, with a maximum height of 3 storeys
3. Back-to-back/stacked Townhouse – Condominium
4. Back-to-back/stacked townhouse – Rental
5. Apartment – Condominium
6. Apartment – Rental
7. Long-term Care Facility
8. Retirement Home
9. Second Units
10. Affordable Housing
11. Transitional Housing

Commercial:

12. Service Establishment
13. Retail Store
14. Retail Centre under 2,000 sq.m.
15. Retail Centre over 2,000 sq.m.
16. Financial Institution
17. Take-out Restaurant
18. Convenience Restaurant
19. Restaurant
20. Office
21. Medical Office

The City is currently conducting a concurrent study to implement bicycle parking regulations in the Zoning By-Law. The bicycle parking regulations will be included within the consultation process, and the public and stakeholders will have an opportunity to provide comments on the proposed bicycle parking requirements.

Building on the outcomes of the PMPIS and the current Parking Regulations Study, a comprehensive review of all parking requirements for all land uses considered in the Zoning By-law may be pursued by the City in the future.

5.3 CONSIDERATIONS FOR DEVELOPING PROPOSED PARKING REQUIREMENTS

Proposed parking requirements for the selected land uses were developed with consideration for the following, in no particular order:

- **Precinct approach** – Parking requirements could be the lowest in Precinct 1, and highest in Precinct 4. This is one of the primary objectives of this study and directly responds to a key recommendation of the PMPIS.
- **Reduce or maintain existing requirements** – New parking requirements could not be more onerous than the existing requirements unless there is strong evidence to support the contrary.
- **Relationship between land uses** – Parking requirements should be higher for uses that generate higher parking demands, and lower for uses that generate lower parking demands. Appropriate alignment of parking requirements across land uses should be maintained. For example, households in detached dwellings tend to have higher vehicle ownership than those in apartments. Also, there are some land uses such as personal service shops, small retail stores, and take-out restaurants that are traditionally found in mixed-use buildings especially at ground level, neighbourhood retail plazas, or along Main Streets that typically share on-site parking supply, therefore, consolidation or harmonization of their parking requirements could be considered.
- **The city-approved parking reductions, proxy site survey information** – City-approved parking reductions and proxy site survey information serve as reference points for establishing proposed parking requirements in each Precinct. However, these could not necessarily dictate the draft parking requirements. It is important to note that the implementation of new parking requirements in the Zoning By-law will not affect sites with site-specific parking reductions.
- **Benchmarking findings** – Best practices and benchmarking provide additional reference points for establishing proposed parking requirements. Again, these findings could not necessarily dictate the draft parking requirements.
- **User-friendly Zoning By-law** – Parking requirements could be developed with user-friendliness in mind, for developers and for staff involved in zoning and development reviews. For example, consolidation of parking requirements for similar commercial land uses may ease the turnover of tenants in a building and reduce the number of parking-related minor variances.
- **Engagement with City staff** – Input from City staff could be considered in the development of parking requirements. This report presents the draft parking requirements for the first time to the Planning and Development Committee of Council for review and comment.
- **Engagement with the public and stakeholders** – Input from the public and stakeholders could also be considered in the development of parking requirements. Stakeholders have expressed general support for reducing parking requirements using a precinct approach. This report presents the proposed parking requirements for the first time to the public and external stakeholders for review and comment.
- **Short to Medium Term Implementation** – The draft parking requirements could strive to “right-size” parking for the short to medium term. It is anticipated that the City will initiate a Zoning By-law Amendment to implement new parking requirements upon completion of this study. Those new parking requirements are expected to be in force over the short to medium term and be subject to subsequent Zoning By-law reviews and amendments in the longer-term future.

5.4 BENCHMARKING

Mississauga's current parking requirements were benchmarked against a comprehensive list of municipalities in the Greater Toronto and Hamilton Area (GTHA) in 2019 as part of the PMPIS. The review showed that Mississauga's current parking requirements are consistently higher than those adopted in peer municipalities with an urban character and with significant transit investments. Those peer municipalities in the GTHA and beyond have recently undertaken comprehensive reviews of their parking requirements and have consistently reduced their requirements, particularly along high-frequent transit corridors and in their downtown areas.

A second benchmarking exercise in 2020 focused on municipalities that have recently adopted new parking requirements using a precinct approach. The review included Oakville, Toronto, Vancouver, Victoria, Ottawa, Kitchener, and Edmonton. The findings were organized into five precincts corresponding to Mississauga's draft precinct structure. (At the time of the review, the draft Precinct 1 was split into two, with the City Centre contemplated as unique Precinct.)

While effort was made to draw comparisons between peer municipalities and equivalent precincts, it is acknowledged that the benchmarked municipalities may not be completely comparable. Each municipality has its own unique approach to defining their precincts, and each precinct has its own historical, planning policy, and transportation contexts. Therefore, as noted in Section 5.3, the findings of the benchmarking could be considered alongside other sources of information and could not dictate the proposed parking requirements.

A summary of the 2020 benchmarking findings is presented in the following sections.

5.4.1 BENCHMARKING OF RESIDENTIAL PARKING REQUIREMENTS

Mississauga's existing residential parking requirements are consistently in or exceeding the high range of requirements adopted in the selected peer municipalities, as shown in **Table 5-1** below.

Table 5-1 Summary of Benchmarking Findings – Residential Parking Requirements

Land Use	Precinct 1 City Centre	Precinct 1 Other Areas	Precinct 2	Precinct 3	Precinct 4
Back-to-back and stacked townhouse without exclusive use of garage and driveway - Condominium	In high range (0-1.5 spaces/unit)	In high range (0-1.5 spaces/unit)	In high range (0-1.5 spaces/ unit)	In high range (0-1.5 spaces/unit)	In high range (0-2 spaces/unit)
	Only Mississauga's parking requirements vary by the number of bedrooms.				
Back-to-back and stacked townhouse without exclusive use of garage and driveway - Rental	Most municipalities do not differentiate between a condominium and rental dwelling types.				
Apartment - Condominium	Exceed high range (0-1.05 spaces/unit)	Exceed high range (0-1.05 spaces/unit)	Exceed high range (0-1.05 spaces/unit)	Exceed high range (0-1.25 spaces/unit)	Exceed high range (0-1.05 spaces/unit)
	Only Mississauga's and Toronto's parking requirements vary by the number of bedrooms.				
Apartment - Rental	Most municipalities do not differentiate between a condominium and rental dwelling types.				
Long Term Care Facility	Most municipalities do not provide a parking requirement for this use.				
Retirement Home	Exceed high range (0-0.5 spaces/unit)	Exceed high range (0-0.5 spaces/unit)	Exceed high range (0-0.5 spaces/unit)	In high range (0-0.5 spaces/unit)	In high range (0-0.5 spaces/unit)
Second Unit	Mississauga does not currently provide a parking requirement for this use. Most municipalities require no parking in Precincts 1 to 3. In Precinct 4 some require 1 space per unit.				
Affordable Housing	Mississauga does not currently provide a parking requirement for this use. Three of the eight selected peer municipalities provide a parking requirement, ranging from 0.12 to 0.9 spaces per unit. Others apply a percentage of the base parking requirement.				
Note: Detached, Linked, Semi-detached Dwellings, Street Townhouse, Dwelling Unit located above Commercial Use with a maximum height of 3 storeys, and Transitional Housing are not included in the scope of the benchmarking exercise. However, these uses are considered in the proposed parking requirements as they relate to the other key residential uses selected for review.					

The benchmarking of residential parking requirements indicates opportunities to:

- Reduce parking requirements across all Precincts,
- Apply a precinct approach to parking requirements,

- Consolidate parking requirements for condominium and rental dwelling types,
- Consolidate parking requirements for different unit types (number of bedrooms), and
- Consolidate parking requirements for higher density multi-unit dwelling types.

5.4.2 BENCHMARKING OF COMMERCIAL PARKING REQUIREMENTS

Mississauga's existing commercial parking requirements are consistently in or exceeding the high range of requirements adopted in the selected peer municipalities, as shown in **Table 5-2** below.

Table 5-2 Summary of Benchmarking Findings – Commercial Parking Requirements

	Precinct 1 City Centre	Precinct 1 Other Areas	Precinct 2	Precinct 3	Precinct 4
Service Establishment	Exceed high range (0-1.25 spaces/ 100sm)	Exceed high range (0-4.17 spaces/ 100sm)	In high range (0-4.17 spaces/ 100sm)	In high range (0-4.17 spaces/ 100sm)	Exceed high range (0- 4.55spaces/ 100sm)
Retail Store	Exceed high range (0-1.25 spaces/ 100sm)	Exceed high range (0-4.17 spaces/ 100sm)	Exceed high range (0-4.17 spaces/ 100sm)	Exceed high range (0-4.17 spaces/ 100sm)	In high range (0-6 spaces/ 100sm)
Retail Centre under 2,000 sq.m.	Exceed high range (0-1.7 spaces/ 100sm)	Exceed high range (0-1.7 spaces/ 100sm)	Exceed high range (0-3.4 spaces/ 100sm)	Exceed high range (0-3 spaces/ 100sm)	Exceed high range (0-3.6 spaces/ 100sm)
	Only some municipalities provide a parking requirement for this use.				
Retail Centre over 2,000 sq.m.	Only Mississauga's parking requirements vary by size.				
Convenience Restaurant	Most municipalities do not provide a parking requirement for this use.				
Restaurant	Exceed high range (0-5 spaces/ 100sm)	Exceed high range (0-5 spaces/ 100sm)	Exceed high range (0-5 spaces/ 100sm)	Exceed high range (0-13.3 spaces/ 100sm)	Exceed high range (0-11.1 spaces/ 100sm)

	Precinct 1 City Centre	Precinct 1 Other Areas	Precinct 2	Precinct 3	Precinct 4
Take-out restaurant	Exceed high range (0-2.5 spaces/ 100sm)	Exceed high range (0-2.5 spaces/ 100sm)	Exceed high range (0-2.5 spaces/ 100sm)	Exceed high range (0-2.5 spaces/ 100sm)	Exceed high range (0-5 spaces/ 100sm)
	Most municipalities do not provide a parking requirement for this use.				
Office	Exceed high range (0-2 spaces/ 100sm)	In high range (0-4.17 spaces/ 100sm)	In high range (0-4.17 spaces/ 100sm)	In high range (0-4.17 spaces/ 100sm)	In high range (0-10 spaces/ 100sm)
Medical Office	Exceed high range (0-0.3 spaces/ 100sm)	Exceed high range (0-5.56 spaces/ 100sm)	Exceed high range (0-5.56 spaces/ 100sm)	Exceed high range (0-5.56 spaces/ 100sm)	Exceed high range (0-5.56 spaces/ 100sm)
<i>Note: Financial Institution is not included in the scope of the benchmarking exercise. However, this use is considered in the proposed parking requirements as it relates to the other key commercial uses selected for review.</i>					

- The benchmarking of commercial parking requirements indicates opportunities to:
- Reduce parking requirements across all Precincts,
- Apply a precinct approach to parking requirements,
- Consolidate parking requirements for similar commercial uses, and
- Reduce parking requirements for ancillary commercial uses that primarily serve customers arriving on foot from within the immediate neighbourhood.

Appendix B provides the full details of the benchmarking review.

5.5 PROPOSED PARKING REQUIREMENTS

Proposed minimum parking requirements have been developed based on the approach described in **Section 5.3** and are presented below for further review by City staff, the public, and stakeholders. Based on input from City staff, no maximum parking requirements are being proposed at this time. To further the Official Plan's transportation, sustainability, and healthy community objectives, implementation of maximum parking requirements could be considered in subsequent reviews of the Zoning By-law parking requirements.

5.5.1 PROPOSED RESIDENTIAL PARKING REQUIREMENTS

Detached Dwelling, Linked Dwelling, Semi-detached, and Street Townhouse are characterized by the provision of an exclusive garage and driveway for each dwelling unit. Driveways are provided on either public or private roads such as a Common Element Condominium (CEC) road. It is typical for local

(public) roads to provide some on-street parking for the neighbourhood, which supplements the on-site parking supply by accommodating visitor parking demands. Private roads on the other hand tend to be narrower, such that on-street parking is not typically accommodated. To ensure some parking available for visitors, a visitor parking requirement exists for dwelling units on a Comment Element Condominium (CEC) road.

It is proposed that the resident parking requirement of 2 spaces per unit be maintained. In Precinct 1, this requirement is proposed to accommodate both residents and visitors. This acknowledges the denser built forms that are encouraged in Precinct 1 and provides some flexibility for the developer to vary the number of parking spaces provided for each dwelling unit. In all other Precincts, an additional visitor parking requirement of 0.25 spaces per unit is proposed to be maintained for dwelling units on a Comment Element Condominium (CEC) road. Furthermore, in a mixed-use development, it is proposed that shared parking be permitted between residential visitors and select commercial uses identified in **Table 5-4**.

Dwelling unit located above commercial, with a max height of 3 storeys is permitted in the C4 “Mainstreet Commercial” Zone, which promotes compact mixed-use development along main street areas. Based on engagement with City staff, it is proposed that the parking requirement be reduced from 1.25 to 1 space per unit.

Back-to-back and stacked townhouses are currently subject to parking requirements that vary by unit type (number of bedrooms) and by tenure (condominium and rental). Given the increasing cost of parking, higher parking requirements for larger units may pose a barrier to providing affordable family-sized dwelling units in the City. Also, varying parking requirements based on tenure may no longer be appropriate, as condominium units are commonly rented out by individual owners to tenants, and rental units capture a wide market ranging from luxury units to those geared toward lower-income households.

It is proposed that the parking requirements be reduced and simplified, such that the parking requirements vary only by Precinct, and not by unit type nor tenure. These changes to the parking requirements are anticipated to increase flexibility for the developer and improve ease of administration for the City. The proposed resident parking requirements are:

- 1 space per unit in Precinct 1,
- 1.1 spaces per unit in Precinct 2,
- 1.2 spaces per unit in Precinct 3, and
- 1.3 spaces per unit in Precinct 4.

The proposed visitor parking requirements are 0.15 spaces per unit in Precinct 1, and 0.20 spaces per unit in all other Precincts. In a mixed-use development, it is proposed that shared parking be permitted between residential visitors and select commercial uses identified in **Table 5-4**.

Apartment, similar to Back-to-back and stacked townhouse, is currently subject to parking requirements that vary unit type (number of bedrooms) and by tenure (condominium and rental).

It is proposed that the parking requirements be reduced and simplified, such that the parking requirements vary only by Precinct, and not by unit type. These changes to the parking requirements are anticipated to increase flexibility for the developer and improve ease of administration for the City. The proposed resident parking requirements are:

- 0.8 space per unit in Precinct 1,
- 0.9 spaces per unit in Precinct 2,

- 1.0 spaces per unit in Precinct 3, and
- 1.1 spaces per unit in Precinct 4.

The proposed visitor parking requirement is 0.15 spaces per unit in all Precincts. In a mixed-use development, it is proposed that shared parking be permitted between residential visitors and select commercial uses identified in **Table 5-4**.

Purpose-Built Rental Apartments are a vital component of the City's housing supply that, in the City's experience, provide a more affordable housing option to the secondary market rental apartment unit (i.e., condominium units being rented in the market). To incentive construction of this housing type, a resident parking requirement of 0.8 spaces per unit is proposed in all Precincts. This is consistent with the Precinct 1 requirement for Apartments.

The same visitor parking requirements are proposed for Apartments and Purpose-Built Rental Apartments--0.10 spaces per unit in Precinct 1, and 0.15 spaces per unit in all other Precincts. In a mixed-use development, it is proposed that shared parking be permitted between residential visitors and select commercial uses identified in **Table 5-4**.

Second Units, also referred to as additional units, are another vital component of the City's housing supply, and the implications of their parking requirements warrant careful consideration. There could be adequate parking on-site for both the principal and second unit, however, excessive parking requirements may pose as a barrier to the creation of a second or additional unit. Currently, the parking requirement for a second unit is 1 space per unit, in addition to the parking requirement for the principal dwelling unit. To capture the potential for shared parking, it is proposed that a total of 2 spaces be required for the principal and second unit and that the required parking spaces may be provided in tandem (i.e. in a garage and driveway). Further, it is proposed that one additional parking space be required for each additional unit.

Affordable Housing parking requirements are proposed to be introduced in the Zoning By-law to provide relief for dwelling units deemed "affordable", based on criteria to be defined by the City. It is proposed that qualifying affordable housing units be subject to a 50 percent reduction from the typical parking requirement in Precinct 1, and a 30 percent reduction in all other Precincts. This provides a framework in the Zoning By-law for the City to further its affordable housing objectives.

Alternative/ Assisted Housing refers to a supportive and temporary type of accommodation that bridges the gap from homelessness to permanent housing. Support for residents may include structure, supervision, support for addictions and mental health, life skills, and education and training. Parking demand for this use is primarily generated by support staff and visitors, rather than residents. It is proposed that a transitional housing parking requirement of 0.1 spaces per unit be introduced in the Zoning By-law. This provides a framework in the Zoning By-law for the City to further its Official Plan Complete Community objectives.

Long Term Care Facility, Retirement Home: No changes are proposed to the parking requirements for Long Term Care Facility and Retirement Home at this time. The review undertaken in this study has yielded inconclusive results, in part due to limited data availability and a pause on new data collection (i.e. parking surveys) during the COVID-19 pandemic. Future adjustments to the parking requirements for these uses may be informed by a separate study.

Table 5-3 presents the proposed residential parking requirements.

Table 5-3 Proposed Residential Parking Requirements

Residential Land Use	Existing Min. Parking Requirement (no. spaces/unit)	Proposed Min. Parking Requirement (no. spaces/unit)			
		Precinct 1	Precinct 2	Precinct 1	Precinct 4
Detached Dwelling, Linked Dwelling, Semi-detached Dwelling, Street Townhouse					
-Resident	2		2	2	2
-Visitor, Common Element Condominium (CEC) road (Private Road)	0.25	2	0.25	0.25	0.25
			In a mixed-use development, shared parking is permitted between residential visitors and non-residential visitors subject to (1).		
Dwelling unit located above commercial, with a max height of 3 storeys	1.25	1	1	1	1
Back-to-back and stacked townhouse					
-Resident	Condominium, without exclusive use garage and driveway: Studio/1-Bedroom: 1.10 2-Bedroom: 1.50 3-Bedroom: 1.75 4-Bedroom: 2.0 With exclusive garage and driveway: 2.0 Rental, without exclusive use garage and driveway: Studio/1-Bedroom: 1.10 2-Bedroom: 1.25 3-Bedroom: 1.41 4-Bedroom: 1.95 With exclusive garage and driveway: 2.0	1	1.1	1.2	1.3
-Visitor	0.25	0.15	0.20	0.20	0.20
		In a mixed-use development, shared parking is permitted between residential visitors and non-residential visitors subject to (1).			

Residential Land Use	Existing Min. Parking Requirement (no. spaces/unit)	Proposed Min. Parking Requirement (no. spaces/unit)			
		Precinct 1	Precinct 2	Precinct 3	Precinct 4
Apartment					
-Resident	Studio: 1.00 1-Bedroom: 1.25 2-Bedroom: 1.40 3-Bedroom: 1.75	0.8	0.9	1.0	1.1
-Resident, Purpose-Built Rental	Studio: 1.00 1-Bedroom: 1.18 2-Bedroom: 1.36 3-Bedroom: 1.50	0.8	0.8	0.8	0.8
-Visitor	0.20	0.15	0.15	0.15	0.15
		In a mixed-use development, shared parking is permitted between residential visitors and non-residential visitors subject to (1).			
Second Unit	1.0	A total of 2 spaces for the Principal and Second Unit (which may be provided in tandem), plus 1 additional space for each additional unit.			
Affordable Housing Unit	n/a	50% Reduction	30% Reduction from the base parking requirement		
Assisted/Alternative Housing Unit	n/a	0.1	0.1	0.1	0.1
Note 1: Visitor Parking Regulation: For the visitor component, a shared parking arrangement may be used for the calculation of required visitor/non-residential parking in accordance of the following: the greater of the indicated visitor parking by precinct or parking required for all non-residential uses, located in the same building or on the same lot as the residential use except banquet hall/conference centre/convention centre, entertainment establishment, overnight accommodation, place of religious assembly, recreational establishment, and restaurant over 220 m ² GFA non-residential. Parking for these listed non-residential uses shall not be included in the above-shared parking arrangement and shall be provided in accordance with applicable regulations in the Zoning By-law.					

5.5.2 PROPOSED COMMERCIAL PARKING REQUIREMENTS

Retail Store, Service Establishment, Take-out Restaurant, Convenience Restaurant, Restaurant (under 220 sq.m.), and Financial Institution are each subject to a different parking requirement under existing Zoning regulations. The turnover of commercial tenants often triggers changes in the minimum parking requirements. In cases where the overall parking requirement for the site is increased, applicants must either add new parking to the existing site or seek a reduction of the parking requirement through an application to the Committee of Adjustment (minor variance). This poses a barrier to conducting business in the City and is particularly onerous on small businesses. To better accommodate the turnover of commercial tenants and to ease administration for the City, it is proposed that the parking requirements for these uses be consolidated as follows:

- 3 spaces per 100 sq.m. of GFA in Precincts 1 and 2, and in the C4 zone;
- 4 spaces per 100 sq.m. of GFA in Precinct 3, and
- 5 spaces per 100 sq.m. of GFA in Precinct 4.

It is proposed that shared parking be permitted between these commercial uses and residential visitors in a mixed-use development.

To further support small businesses, it is proposed that no parking be required for uses with less than 220 sq.m. of GFA, located partly or entirely on the ground floor of the site within Precincts 1, 2, and 3. This parking exemption would not apply in Precinct 4 where off-site parking opportunities and modal choices may be limited. It is suggested that Council consider this parking exemption as either a permanent change in the Zoning By-law or as a pilot program to aid in the COVID-19 recovery efforts, subject to review after two years.

Retail Centre (over and under 2,000 sq.m.), Restaurant (over 200 sq.m.), Office, and Medical Office are uses with distinct parking demand characteristics. Therefore, no consolidation of parking requirements is proposed for these uses. The existing parking requirements are proposed to be reduced by the Precinct structure, as follows:

Retail Centre under 2,000 sq.m.

- 3 spaces per 100 sq.m. of GFA in Precincts 1 and 2,
- 3.5 spaces per 100 sq.m. of GFA in Precinct 3, and
- 4.3 spaces per 100 sq.m. of GFA in Precinct 4.

Retail Centre over 2,000 sq.m.:

- 3.8 spaces per 100 sq.m. of GFA in Precincts 1 and 2,
- 4.5 spaces per 100 sq.m. of GFA in Precinct 3, and
- 5.4 spaces per 100 sq.m. of GFA in Precinct 4.

Restaurant over 220 sq.m.

- 6 spaces per 100 sq.m. of GFA in Precincts 1 and 2, and
- 9 spaces per 100 sq.m. of GFA in Precinct 3 and 4.

Office

- 2 spaces per 100 sq.m. of GFA in Precinct 1,
- 2.5 spaces per 100 sq.m. of GFA in Precinct 2,
- 2.8 spaces per 100 sq.m. of GFA in Precinct 3, and

- 3.0 spaces per 100 sq.m. of GFA in Precinct 4.

Medical Office

- 3.8 spaces per 100 sq.m. of GFA in Precinct 1,
- 4 spaces per 100 sq.m. of GFA in Precinct 2,
- 4.5 spaces per 100 sq.m. of GFA in Precinct 3, and
- 5.5 spaces per 100 sq.m. of GFA in Precinct 4.

Table 5-4 presents the proposed commercial parking requirements.

Table 5-4 Proposed Commercial Parking Requirements

Commercial Land Use	Existing Min. Parking Requirement (no. spaces/100 sq.m. GFA)	Proposed Minimum Parking Requirement (no. spaces/100 sq.m. GFA)			
		Precinct 1	Precinct 2	Precinct 3	Precinct 4
Retail Store, Service Establishment, Convenience Restaurant, Take-out Restaurant, Restaurant under 220 sq.m., Financial Institution	Retail Store: 5.4 In C4 zone: 4.0 In CC2 to CC4 zones: 4.3	3	3	4	5
	Personal Service Establishment: 5.4 In C4 zone: 4.0 In CC2 to CC4 zones: 4.3	No parking is required for GFA under 220 sq.m.			
	Convenience Restaurant: 16 Take-out Restaurant: 6.0	The Precinct 1 parking requirement shall apply in a C4 Zone.			
	Financial Institution: 5.5	In a mixed-use development, shared parking is permitted between residential visitors and non-residential visitors subject to (1).			
Retail Centre under 2,000 sq.m.	4.3	3	3	3.5	4.3
Retail Centre over 2,000 sq.m.	5.4	3.8	3.8	4.5	5.4
Restaurant over 220 sq.m.	16 In C4 zone: 9.0	6	6	9	9
Office	3.2	2	2.5	2.8	3
Medical Office	6.5	3.8	4	4.5	5.5

Note 1:

Visitor Parking Regulation:

For the visitor component, a shared parking arrangement may be used for the calculation of required visitor/non-residential parking in accordance of the following: the greater of the indicated visitor parking by precinct or parking required for all non-residential uses, located in the same building or on the same lot as the residential use except banquet hall/conference centre/convention centre, entertainment establishment, overnight accommodation, place of religious assembly, recreational establishment, and restaurant over 220 m² GFA non-residential. Parking for these listed non-residential uses shall not be included in the above-shared parking arrangement and shall be provided in accordance with applicable regulations in the Zoning By-law.

5.6 REMAINING LAND USES

As stated in Section 5.2, this study reviewed the regulations for Twenty-one land uses but there are several other uses contained within the Municipal Zoning-By-law, that will also require updating; a similar approach and process can be used to update the remaining rates. The key steps are:

1. Review City approved parking reductions
2. Review proxy site survey information for each land use
3. Conduct benchmarking exercise for each land use
4. Where appropriate consolidate land uses for parking requirement purposes
5. Review results of Tasks one to four to identify a base requirement for each land use, then apply Task 6
6. If deemed necessary, apply a percentage reduction to the base rate to obtain varying rates per Precinct, assuming Precinct 1 has the lowest requirement and Precinct 4 the highest.

6 IMPLEMENTATION OF CHANGES

The purpose of this section is to identify some of the principles for developing the Draft Zoning By-law Amendment, which is one of the key documents that will be required to implement the parking regulation study.

6.1 ILLUSTRATING THE PRECINCTS

A key direction identified in this Discussion Paper is the need to delineate a precinct-based approach to regulating parking across the City. This is discussed in Section 3. A new schedule or figure is required to illustrate the Parking Precincts and the incorporation/location of this figure could consider the following:

- The Parking Precincts will need to be delineated as a new schedule or figure, or they may be shown as an overlay on the existing zone schedules (Schedules A and B). If the Precincts are shown as an overlay on an existing schedule, consideration could be made with respect to the complexity of the information shown on the zone schedules. The addition of an overlay may reduce the user-friendliness of the By-law.
- The scale of the figure must be such that the details of the Precinct boundaries would need to be visible. The delineation of precinct boundaries could ensure that the parcel fabric is followed for ease in interpretation and clarity. Where a boundary follows a public right-of-way, the Precinct boundary could follow the centreline of the right-of-way. Due to this required scale, it is suggested that a new schedule or zone schedule overlay would be required and that it would not be possible to simply integrate the Precinct boundary map as a figure within the text of the Zoning By-law.
- The Precinct Mapping could also be integrated into the City's interactive web mapping application, where the information can be shown/hidden as a separate layer. This is likely to be where most users will access the information. As an option to improve user friendliness, the City could consider integrating a non-operative informational box including a link to this map directly into the text of the Zoning By-law's parking regulation section. The inclusion of any non-operative notations could be reviewed by the City's solicitor.

6.2 ORGANIZING THE PARKING REGULATIONS

The City's existing Parking and Loading requirements are currently included in a separate chapter of the City's zoning by-law (Chapter 3). Parking provisions are now tied to 1) Precinct and 2) Land Use (and are not zone-based), so a separate chapter continues to be appropriate. Under a new Precinct-based approach, the requirements will now need to be established individually for each Precinct. As such, a new matrix is recommended which indicates parking requirements for all uses in all Precincts. The parking rate matrix is proposed to be organized generally as follows:

Land Use	Precinct 1	Precinct 2	Precinct 3	Precinct 4
Residential Uses				
Use	X	...		
Commercial Uses				
Use	X	...		

7 NEXT STEPS

7.1 ENGAGEMENT

In May 2021, the City of Mississauga in partnership with the consulting team will be moving forward with the second round of engagement to inform the development of the Parking Regulations Study. The second round of engagement is designed with the intent of gathering input from the City of Mississauga staff, parking providers, parking users, and decision-makers to finalize the proposed recommendations and outcomes of the study. More specifically, recommendations such as the proposed precinct considerations, rate changes, policy and bylaw amendments, etc. – the information outlined within this document – will be presented, reviewed, and revised (as necessary) based on the input received.

The engagement program on Part B of the project will be adapted to reflect the public health directions and new virtual engagement tools available to the City while maximizing the appropriate involvement of different audiences. Considering the influence of COVID-19 that continues to occur on engagement; the intent of the second round of engagement will be to leverage online information sharing and engagement platforms such as Have your say Mississauga as the means of sharing information and gathering input from audiences. In addition, there will be specific stakeholder workshops and committee meetings that are scheduled and facilitated to ensure that the appropriate information is gathered from each audience involved in the process. More specifically, this still includes:

- A virtual stakeholder meeting;
- On-demand public open house;
- Information sharing as noted previously through the City's Engagement HQ Page;
- Communication and outreach through existing social media channels;
- Outreach and communication to key stakeholders via email and phone as needed.

Once the information has been shared and input gathered, there will be a period of review by the consultant team and staff to determine the most appropriate means of responding to comments that are received. We understand the importance of this study in demonstrating the City and consultant team's ability to address any final concerns prior to confirmation. Once this has been completed and a final record of engagement input has been prepared, the study will be finalized, and the outcomes will be presented to Council for adoption.

7.2 DRAFT REGULATION

Results of the consultation with parking providers, parking users, and the general public will be reviewed with the City Project Team and where appropriate modifications will be made to each policy and parking requirement presented. These will be the foundation of the recommendation to Council in a Draft Regulations report.

GLOSSARY OF TERMS

Affordable Housing: Housing that costs less than 30% of the gross household income.

Automated Parking Systems: Mechanical systems or structures that increase parking densities by allowing vehicles to be parked on multiple levels stacked vertically, as well as parked in tight quarters.

Battery electric vehicles (BEV): A type of electric vehicle that uses only energy that is stored in a rechargeable battery pack and does not have a secondary source of propulsion.

Bicycle parking: safe and secure locations where people can park, store and lock their bicycles.

Bike share program: A shared transport service where bicycles are made available for shared use to individuals on a short-term basis for a fee.

Business Improvement Area: A defined area where businesses are required to pay an additional tax to fund projects that are within the district's boundaries.

Curbside Management: The collection of operating techniques, practices, and concepts used to allow a municipality to effectively allocate the use of their curbs and other areas of high demand. Curbside management strategies are intentional policy or zoning by-law practices that regulate the use and access of curbside space, especially as curbside areas can serve many purposes over a 24-hour period.

Electric Vehicles (EV): A vehicle that operates on an electric motor instead of an internal combustion engine that generates power by burning gases and fuel.

Electric Vehicle Supply Equipment (EVSE): electric vehicle supply equipment and its function are to supply electric energy to recharge electric vehicles. EVSEs are also known as EV charging stations, electric recharging points or just charging points. EVSEs can provide a charge for the operation of electric vehicles or plug-in hybrid electric-gasoline vehicles.

End of Trip facilities: Amenities that include showers, lockers, and restrooms or change rooms for cyclists, joggers, or walkers to encourage the use of alternative modes and active transportation for commuter trips.

Flexible Parking Structures: Parking spaces that can eventually be retrofitted or taken down and replaced in the future for a different use.

Fuel-cell electric vehicles (FCEV): An electric vehicle that uses a fuel cell sometimes in combination with a small battery to power its on-board electric motor.

Gross Floor Area (GFA): means the sum of the areas of each storey of a building, structure, or part thereof, above or below established grade, excluding storage below established grade and a parking structure above or below established grade, measured from the exterior of outside walls, or from the midpoint of common walls.

Heritage Buildings: Buildings that have architectural, aesthetical, historic or cultural value is declared as a heritage building by the planning authority.

Intensification Area: An area at a higher density than what currently exists through development, redevelopment, infill, and expansion of existing buildings of the area.

Maximum Parking: Establishes the upper limit on parking supply either at the site level or across an area.

GLOSSARY OF TERMS (CONTINUED)

Minimum Parking: Laws that require businesses and residences to provide at least a certain amount of parking off-street parking spaces.

Mobility Hub: A location with several transportation options and is a concentrated point for mixed uses which include transit, employment, housing, shopping, and recreation.

On-Street Parking Permit: used to permit overnight parking, typically for residential areas, to approved vehicles where individual properties carry insufficient levels of parking or to control undesirable parking practices from spillover demand from adjacent non-residential uses.

Parking Requirements: Laws that require buildings to include a fixed number of parking spaces based on an assumed demand for parking generated by the buildings' use.

Plug-in hybrid vehicles (PHEV): A vehicle that has a battery that can be recharged by plugging it into an external power source but can also be charged internally by using its onboard internal combustion engine-powered generator.

Public Parking: An area that is dedicated to or maintained for the parking of vehicles by the general public.

Rapid Transit: A form of high-speed urban passenger transportation, for example, subways.

Right-Sizing Parking: Finding a balance between parking supply and parking demand.

Second Units: Sometimes referred to as second suites, in-law suites, or accessory dwelling units, may take various forms, including basement apartments, coach houses (apartments above a detached garage), or similar structure A single, self-contained dwelling that is on the same lot as an already existing residential building.

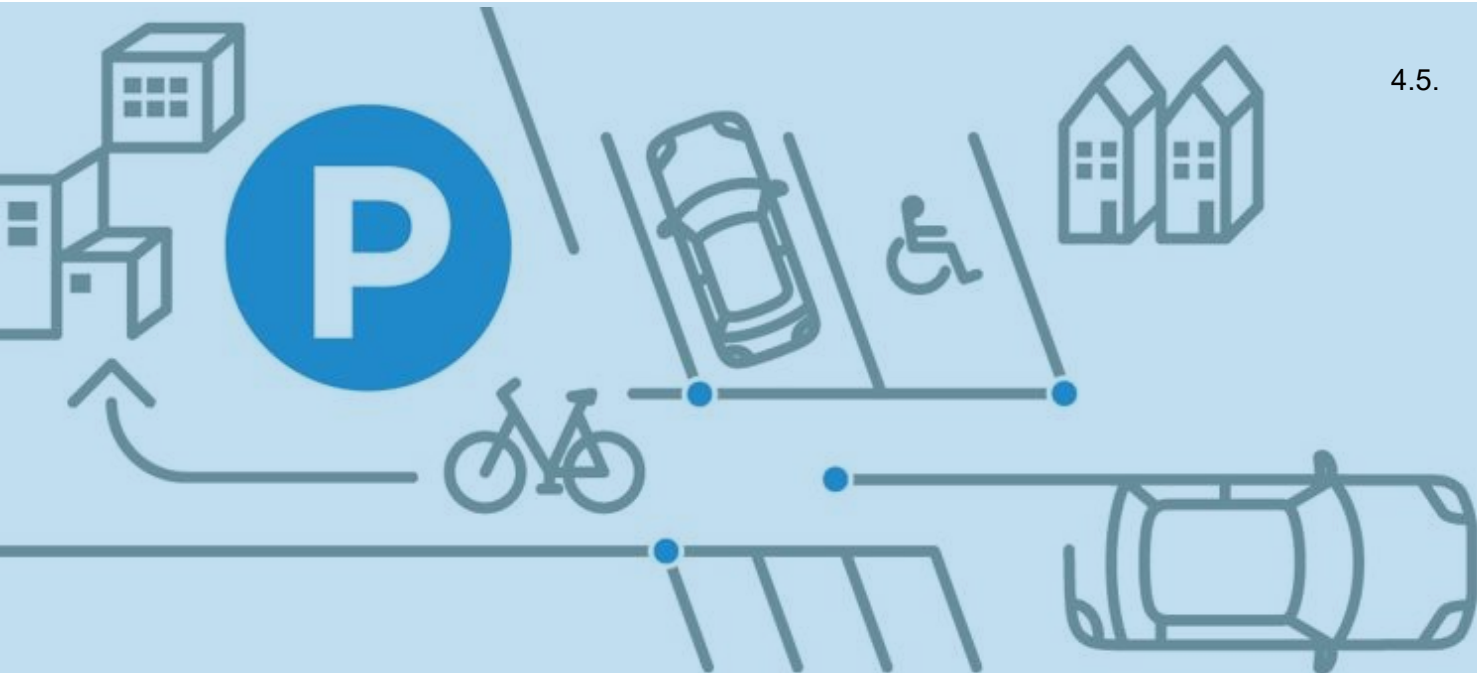
Shared Mobility: Transportation services and resources that are shared among users, either at the same time or one after another. This includes public transit, micro-mobility, ridesharing, etc.

Shared Parking: Used to reduce the oversupply of parking spaces by permitting multiple developments to combine parking requirements to share a single parking facility.

Transitional parking: Allows for parking requirements to be met in phases under provisions that are temporary (provided under conditions different from ultimate build-out). Typically, a market-driven solution to optimize the use of land for its highest and best use at a given time and would be implemented through a development phasing strategy within an area's master plan

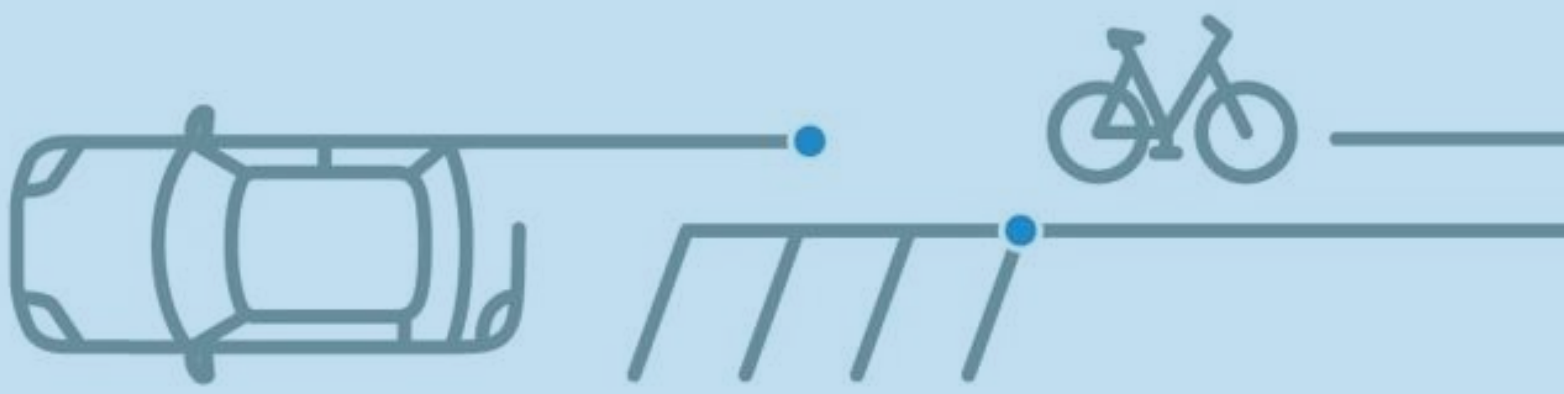
Urban Growth Centre: Mixed-use, high-density, and public-transit-oriented developments which are meant to be focal points.

Walkability: The measure of how friendly an area is for walking. Factors that influence the walkability of an area include the availability of sidewalks, pedestrian rights-of-way, safety, etc.



APPENDIX A.

Best Practice Policy Review



BEST PRACTICE POLICY REVIEW



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Topic#1: Parking Minimums (Policy)

Description:	Parking minimums are defined by a municipality's zoning by-law to specify the minimum parking threshold that is to be supplied by all new developments according to specified land uses and the size of the development (e.g. minimum spaces per unit of GFA), preventing undersupply. Minimums can be lowered through site-specific applications with a parking demand study that justifies lowering the prerequisite number of parking spaces.
City of Mississauga's Policy	<ul style="list-style-type: none"> • Minimums are specified in the current zoning by-law, "for 14 residential land use categories and 51 non -residential land and mixed-use developments" (PMPIS pg. 12). • Rightsizing parking lots is defined as a priority for the City's vision for 2041 in the 2019 TMP (pg. 74). • The PMPIS recommends across all precincts that "an appropriate level of minimum parking requirements is needed along with appropriate parking management strategies" (pg. 40).
Why is it needed?	Minimums regulate the baseline amount of parking required, based on the land use and anticipated demand, to control undesirable parking practices (e.g. parking illegally). Minimums are standardized and may not reflect current market demand (static, site-specific, and market-specific) and, since parking facilities are costly to develop and limit development potential, developers often request approval to provide lower than specified parking.
Benefits:	When minimums are set to reflect true parking demand and are not unnecessarily high, functional parking needs can be met and automobile access to developments is accommodated with end-of-trip parking facilities.
Should it differ per Precinct and why?	PMPIS study recommended that minimum parking requirements could differ across precincts to reduce parking requirements in proposed transit corridors.
What do others do?	Parking minimums are the most common tool to regulate parking provisions. Some municipalities (e.g. Downtown Oakville, mixed-use zone) have implemented zero parking minimums in high-density areas to leave the decision of baseline parking provisions to the developers.
Sources:	<ul style="list-style-type: none"> • 2019 PMPIS • Zoning By-Law (225-2007) • 2019 Mississauga Transportation Master Plan (TMP)



Topic#2: Parking Maximum (Policy)

Description:	Parking maximums are defined by a municipality's zoning by-law to limit the extent of parking supplied by stating the maximum number of parking spaces to be provided by all or specified land uses (e.g. maximum parking spaces per unit of GFA). Parking maximums are also referred to as parking caps.
City of Mississauga's Policy	<ul style="list-style-type: none"> • Rightsizing parking lots is defined as a priority for the City's vision for 2041 in the 2019 TMP (pg. 74). • 2019 PMPIS recommends that the City consider establishing maximum parking requirements across the City, according to each precinct. • 2019 PMPIS recommends that the City require any developer who wishes to exceed the maximum parking requirement to provide a justification report to present oversupply.
Why is it needed?	Effective use of parking maximums prevents oversupply practices and limits the amount of land reserved for maximum parking demand, where assumptions are based on parking facilities being at 100% capacity. Oversupply of parking reduces the amount of land being allocated/developed for more productive uses, also negatively impacts urban design and stormwater management (e.g. increased runoff).
Benefits:	When parking maximums are set at an effective level to control undesirable parking practices, parking maximums reduce parking oversupply and encourage more compact development practices. The benefits of maximums are typically realized when combined with low parking minimums (or removal).
Should it differ per Precinct and why?	PMPIS study recommended that the use of parking maximums be implemented for certain land uses, particularly in Precinct One and Two. These areas continue to have enhanced transit, Active Transportation facilities, and the largest volumes of public and municipal parking spaces all complementing reduced on-site parking demand.
What do others do?	Parking maximums are becoming increasingly common across Canadian municipalities, including those in the Greater Toronto Area (GTA) like the City of Toronto and the City of Vaughan.
Sources:	<ul style="list-style-type: none"> • 2019 PMPIS • Zoning By-Law (225-2007) • 2019 Mississauga Transportation Master Plan (TMP)



PARKING REGULATIONS STUDY

MISSISSAUGA

Table 3: Application of Maximum Parking Rates

Municipality	Intensification Zones	MAXIMUM?
Canada		
Town of Newmarket	1. Urban Centre Zones 2. Downtown Historic Urban Centre Zone	✓ ¹ ✓ ¹
City of Markham	1. Markham Centre (Zoning Bylaw 2004-196)	x
City of Toronto	1. Policy Area 1 2. Policy Area 2 3. Policy Area 3 4. Policy Area 4	✓ ² ✓ ² ✓ ² ✓ ²
City of Mississauga	1. CC1 – City Centre – Retail Core Commercial 2. CC2 – City Centre – Mixed Use 3. CC3 – City Centre – Mixed Use Transition Area 4. CC4 – City Centre – Mixed Use 5. CCOS – City Centre – Open Space	x x x x x
City of Brampton	None	x
Town of Oakville	1. Growth Areas	x
Town of Richmond Hill Parking Review	1. Downtown Local Centre and Key Development Areas 2. Richmond Hill Regional Centres 3. Rapid Transit Corridors	✓ ✓ ✓ ³
City of Hamilton	1. Downtown Zones	x
City of Vaughan	1. Vaughan Metropolitan Centre	✓
City of Vaughan Review of Parking Standards	1. Higher Order Transit Hubs 2. Local Centres 3. Primary Centres/Primary Intensification Areas	✓ ✓ ⁴ ✓ ⁴
City of Ottawa	1. Area A – Central 2. Area B – Inner City Area	✓ ⁵ ✓ ⁵
United States		
Stockton, California	Parking Assessment Districts	x
Salem, Oregon	1. Central Salem Development Program (CSDP) Area 2. Downtown Parking District	✓ ⁶
Eugene, Oregon	1. Nodal Development Overlay Zone 2. Other Special Area Zones 3. C-1 zones	✓ ⁷
Pasadena, California	1. Parking Assessment Districts 2. Central District Transit-Oriented Area (or within ¼ mile of light rail station)	x ✓ ⁸
Huntington Beach, California	None	x
Chicago, Illinois	Transit Oriented Development (“Transit-Served Locations”)	✓ ⁹

1. Maximums equal to the minimum rates
2. Maximums apply to only some land uses depending on the land use and the Policy Area
3. Maximums apply to development within 400m walking distance of rapid transit stop or GO Rail
4. Maximums apply to surface parking lots only
5. Maximums apply to specific land uses within 600m of rapid transit stations (maximum walking distance of 800m)
6. Maximums are 2.5 times the minimum (when 20 spaces or less required) and 1.75 times the minimum otherwise
7. Maximum is 125% of the minimums with some exceptions
8. Maximum is equal to the minimum, but may exceed the minimum requirement under some conditions
9. Maximums only apply within the Downtown Zoning Districts, which can include Transit-Served Locations. Separate rates are provided.



Topic#3: Electric Vehicle (EV) Parking (Policy)

Description:	<p>Electric Vehicle parking is defined by a municipality's zoning by-law to specify the number of dedicated parking spaces for EV use, which often goes hand in hand with EV charging provisions. The provision of EV parking can be encouraged through supplementary guidance such as green building standards and transportation demand measures, or directly through a zoning by-law.</p> <p>EVs include battery electric vehicles (BEV), plug-in hybrid vehicles (PHEV), and fuel-cell electric vehicles (FCEV) classifications. Charge Hub reports 428 chargers, typically deployed within the provision of a parking space, across the City at the time of this study.</p>
City of Mississauga's Policy	<ul style="list-style-type: none"> • No mandated provision of dedicated spaces in the zoning by-law at this time • 2019 TMP defines Action 23 which is to develop regulations for charging infrastructure in public parking lots (pg. 98). Action 24 is for the City to investigate the requirements for EV charging mandated for new developments through zoning bylaw. • 2019 Climate Change Action Plan outlines the City's goals to accelerate the adoption of zero-emission vehicles (light and heavy duty) (pg. 41). A supporting action was to install EV charging infrastructure at all City-owned properties for staff / public use (pg. 47).
Why is it needed?	<p>EV uptake is increasing, and the prevalence of EV charging is becoming more common (provided through EV parking spaces) in both residential and non-residential developments.</p> <p>EV charging provisions specified in the latest Ontario Building Code demonstrating a shift in the market to prepare for EV demand and consumer needs/expectations.</p>
Benefits:	<p>Supports sustainable travel practices and visually communicates the value of EV use over traditional vehicles. This type of policy would also support the City's goals defined by the 2019 Climate Change Action Plan to encourage uptake of zero-emission vehicles.</p>
Should it differ per Precinct and why?	<p>Provision and quantity of EV parking should relate to the land use and the size of a development.</p>
What do others do?	<p>City of Toronto Green Building Standard encourages the provision of EV Charging provisions through a series of incentives that developers can take advantage of.</p> <p>City of Vancouver (Parking By-Law 6059) specifies the number of parking spaces with EV charging outlets, where outlets are labelled for their intended use for EV charging. For example, for commercial uses with 10 or more parking spaces, 1 per 10 spaces shall include charging provisions for EVs.</p>
Sources:	<ul style="list-style-type: none"> • 2019 Mississauga Transportation Master Plan (TMP) • 2019 Climate Change Action Plan • https://chargehub.com/en/countries/canada/ontario/mississauga.html • https://bylaws.vancouver.ca/parking/Sec04.pdf



Topic#4: Transitional Parking (Policy)

Description:	Transitional Parking policies are those that allow for parking requirements to be met in phases or under provisions that are temporary (provided under conditions different from ultimate build-out). This is typically a market-driven solution to optimize the use of land for its highest and best use at a given time and would be defined/implemented through a development phasing strategy within an area's master plan.
City of Mississauga's Policy	<ul style="list-style-type: none"> No current policy or formal practice in place for transitional parking.
Why is it needed?	Offers flexibility to developers that have secured large amounts of land and do not have immediate plans to develop each parcel at the same time.
Benefits:	Reduces the likelihood of land being left vacant until real estate demand increases. Also, as parking demand decreases, the phased approach allows for parking needs to be revisited at the time of ultimate build-out.
Should it differ per Precinct and why?	Transitional parking could be permitted in high-density precincts, where demand for real estate and development is more dynamic.
What do others do?	This strategy is practiced by developers through their phasing strategy and sequencing of development.
Sources:	None.



Topic#5: Curbside Management (Policy)

Description:	Curbside management refers to a City's ability to accommodate all users within the allotted space along a curb. Curbside management strategies are intentional policy or zoning by-law practices that regulate the use and access of curbside space, especially as curbside areas can serve many purposes over 24 hours (e.g. commercial loading, passenger pick up drop off, on-street parking, restaurant delivery services, micro-mobility docking stations, etc.).
City of Mississauga's Policy	<ul style="list-style-type: none"> • A Curbside Management Study was identified as Action 12 (pg. 96) and developing a micro-mobility policy framework was identified as Action 22 in the 2019 TMP (pg. 98). • The City's "Bikes, E-Bikes and E-Scooters" report was completed in 2019 to outline a possible implementation of a micro-mobility system, which would increase the demand for curbside space as the parking/charging/access activities associated with micro-mobility systems generally occur in curbside areas. • PMPIS recommended that the City consider a curbside management strategy to: "Frame the discussion regarding on-street parking, determine appropriate locations, and determine curbside priorities for each proposed Precinct area" (pg. 60).
Why is it needed?	Curbside management is fundamentally about creating an organizational scheme that improves mobility and safety for all via prioritized and optimized curb space use. The City recognizes Micro-Mobility as a desirable mode for 1st / last mile needs and as these modes increase in popularity and access, the City will need to intentionally manage their impacts. Additionally, with Ontario Regulation 389/19 – Pilot Project Electric Kick-Scooters, new micro-mobility forms will emerge and continue to be rolled out on Ontario roadways.
Benefits:	As the competition for curbside space increases, the City must be proactive in managing needs while also protecting against adverse impacts such as decreased safety for vulnerable road users and cluttered sidewalk areas.
Should it differ per Precinct and why?	Curbside management is most relevant in areas of medium to high density, and along corridors with commercial activities at the street level where there is a higher number of competing priorities for curb access (e.g. transit, commercial loading, on-street parking, micro-mobility, etc.).
What do others do?	ITE presents a practical guide on how to address the demand for curbside space, while still meeting essential right-of-way needs (e.g. safe access for people). In 2017, the City of Toronto completed a curbside management study to manage congestion, support economic activity and meet stakeholder needs.
Sources:	<ul style="list-style-type: none"> • Curbside Management Practitioners Guide, The Institute of Transportation Engineers • 2019 TMP • Bikes, E-Bikes, and E-Scooters: Expanding Mississauga's Transportation Options (2019) • 2019 PMPIS



Topic#6: On-Street Permits (Policy)

Description:	On-street parking refers to any location where vehicles are permitted to be parked along the curb or in a designated lay-by parking space. On-street parking permits are used to permit overnight parking, typically for residential areas, to approved vehicles where individual properties carry insufficient levels of parking, or to control undesirable parking practices from spillover demand from adjacent non-residential uses. This system can be managed through weekly, monthly or annual permits purchased from the municipality (not private property owners).
City of Mississauga's Policy	<ul style="list-style-type: none"> On-street parking is currently governed by the City's Traffic By-law (555-00) which contains all regulations related to where parking is permitted, time of day permissions, how long an individual vehicle can be parked as well as other restrictions. There are currently five types of on-street parking permits offered by the City of Mississauga, some are paid permits and others have no fee – including residential short-term temporary, residential long-term, commercial blanket, residential blanket, and car share permits. PMPIS recommended that the City develop a digital on-street permit parking program.
Why is it needed?	Regulating on-street parking in residential areas to permit-only during high demand periods removes spillover parking from nearby attractions (e.g. transit stations, commercial areas, etc.) and controls illegal parking activities (e.g. parking on the sidewalk, on lawn areas, etc.).
Benefits:	Permits on-street parking for a variety of reasons including overnight guests, extended visitor stays, driveway renovations, construction, lot resurfacing, etc. The ability to permit parking in these cases controls undesirable parking practices (e.g. illegal parking) and the need to increase parking minimums to address parking needs in these unique cases.
Should it differ per Precinct and why?	The application of on-street permits could differ by roadway type (e.g. arterial, local, etc.). The PMPIS recommended that the City implement on-street overnight permits to be in alignment with the zoning by-law and potential reductions in certain precincts (pg. 57).
What do others do?	On-street parking permits are generally used by all municipalities to permit on-street parking according to an hourly, daily, or monthly allowance.
Sources:	<ul style="list-style-type: none"> 2019 PMPIS City of Mississauga By-law 555-00



Topic#7: Shared Parking Formula (Parking Demand Management)

Description:	Shared Parking is used to reduce an oversupply of parking spaces by permitting multiple developments to combine parking requirements to share a single parking facility if utilization periods are complementary (e.g. peak vs off-peak).
City of Mississauga's Policy	<ul style="list-style-type: none"> Shared parking currently permitted in the by-law for mixed development uses (as defined in Section 3.1.2.3) Rightsizing parking lots is defined as a priority for the City's vision for 2041 in the 2019 TMP (pg. 74) PMPIS recommended that the City's future Zoning By-law review examines currently shared parking categories to determine whether additional land uses and land use categories should be added (pg. 48). PMPIS recommended that the City review current parking occupancy percentages to determine whether the percentages are appropriate (pg. 48).
Why is it needed?	Since different property uses within a single development or between neighboring developments often have varying operating schedules and levels of demand, shared parking allows for a single parking facility to serve multiple uses.
Benefits:	Shared parking reduces parking oversupply by addressing parking demand through a single facility and encourages more compact development practices, which in turn reduces the negative environmental impacts associated with excessive parking supply.
Should it differ per Precinct and why?	Shared parking should be encouraged across all precincts, with increased opportunities for shared in high-density areas or along key corridors.
What do others do?	Shared parking formulas are used by many municipalities across the GTHA and are becoming a standard practice used to allow multiple uses to share parking facilities, thus lowering minimum parking requirements.
Sources:	<ul style="list-style-type: none"> Zoning By-Law (225-2007) 2019 Mississauga Transportation Master Plan (TMP) 2019 PMPIS



Topic#8: Car Share (Parking Demand Management)

Description:	Car share is defined as a shared service that provides members with a fleet of vehicles across a service area. These services are intended to allow efficient access to a vehicle for short periods of travel, whereas car rentals tend to be for longer windows (1 day or longer), and can be offered as two-way (customer returns the car to its origin) or one-way (the customer can leave the car anywhere within geographic service boundaries). Parking dedicated to car share is becoming more common as developers respond to consumer expectations for car-share services to be readily available at developments and to reduce minimum parking requirements.
City of Mississauga's Policy	<ul style="list-style-type: none"> • 2019 TMP recognized that car share vehicle should be viewed as an opportunity for the City to embrace as the service works to improve the costs and benefits of travel choices for users (pg. 13). • Car-share permits are currently available monthly for a fee to allow for car-share vehicles to park on-street. • Region of Peel Official Plan policy 5.9.9.2.9 states that parking operators at major commercial and employment areas to be encouraged to provide priority spaces for car-share vehicles (pg. 173)
Why is it needed?	Increased uptake of car share and having the service be convenient to users provides opportunities for reduced auto ownership at the household level, which in turn encourages more sustainable travel behaviour.
Benefits:	Dedicated spaces for car share vehicles demonstrate the priority that these services carry and make the services themselves more accessible and convenient for users.
Should it differ per Precinct and why?	The City should continue to accept carshare vehicles on private or public sites as a measure to enhance the Travel Demand Measures of a site. Carshare should be provided in areas where medium to high residential densities occur and at major employment or commercial areas
What do others do?	Town of Newmarket (By-Law 2020-40) currently allows for any mixed-use development or apartment building to reduce minimum parking requirements when car-share parking is provided, up to 3 regular parking spaces for each dedicated car-share space.
Sources:	<ul style="list-style-type: none"> • 2019 Mississauga Transportation Master Plan (TMP) • 2019 PMPIS • 2018 Region of Peel Official Plan



Topic#9: Bicycle Parking (Parking Demand Management)

Description:	Bicycle parking requirements and infrastructure, at both residential and non-residential developments, provide users a safe and secure location to park, store and lock their bicycles. Bicycle parking is most effectively implemented through the zoning by-law which specifies the level of bicycle parking and storage amenities required for new developments.
City of Mississauga's Policy	<ul style="list-style-type: none"> 2019 TMP highlights the city-wide need for a bicycle parking supply (<i>pg. 86</i>) and Action 56 defines the City's commitment to expanding the provision of bicycle parking on city-owned properties (<i>pg. 103</i>). An increase in bicycle parking is recommended through the 2018 Cycling Master Plan, including the development of a dedicated city-wide bicycle parking program (<i>pg. 61</i>). Bike Parking Standards outlined in the Transportation Demand Management Strategy are yet to be included in the City's Zoning By-Law.
Why is it needed?	The provision of bicycle parking encourages users to opt for cycling as a mode of transport as they are reassured of safe and secure locations to park at their destinations. It is important to note that, different types of bicycle parking facilities are required throughout a city, including provisions for short-term parking (e.g. outside of retail), long-term parking (e.g. at transit stations/terminals), and overnight (e.g. at residential).
Benefits:	Bicycle Parking supports and increases active transportation trips as it provides an easy, convenient and secure location to park. This reduces the demand for existing vehicle parking and large parking lots as more people opt to cycle. Bicycle Parking also promotes an orderly sustainable streetscape that's a cost-effective method to growing local businesses and improving traffic congestion.
Should it differ per Precinct and why?	Bicycle Parking facilities and infrastructure should be provided at key locations (schools, transit stations, shopping plazas, community centres, etc.) across all Precincts in Mississauga alongside and in line with the continued development of the cycling network.
What do others do?	13 of the 26 municipalities have included bicycle parking facilities in their local regulations and zoning by-laws, for example, Town of Oakville, Vaughan Metropolitan Centre, City of Toronto (Zone 1 only), Vancouver, and Halifax.
Sources:	<ul style="list-style-type: none"> 2019 Mississauga Transportation Master Plan (TMP) 2018 Cycling Master Plan Mississauga's Transportation Demand Management Strategy https://www.pupnmag.com/article/benefits-of-better-bike-parking



Topic#10: End of Trip Facilities (Parking Demand Management)

Description:	End of Trip facilities includes showers, lockers, and restrooms or change rooms for cyclists, joggers or walkers, to encourage the use of alternative modes and active transportation for commuter trips. End of Trip facilities are often linked to the provision of bicycle parking facilities and established bicycle parking standards defined by a zoning by-law.
City of Mississauga's Policy	<ul style="list-style-type: none"> The 2018 Cycling Master Plan recognizes the need for commercial and residential developments to provide bicycle facilities such as showers and lockers. The Transportation Demand Management Strategy lists a requirement for End of Trip facilities as part of the Bike Parking Standards, which are to be included in the City's Zoning By-Law in their short-term (1-2 years) action plan.
Why is it needed?	These facilities increase the attractiveness of cycling to potential users and encourage active transportation as convenient and safe facilities are provided for users to shower and change before starting or finishing work.
Benefits:	Some benefits to providing End of Trip facilities include a healthier workforce and higher productivity, reduced demands on vehicle parking, possible improvement in local traffic congestion, and uptake in cycling or running to workplaces, leading to more sustainable travel behaviours.
Should it differ per Precinct and why?	No, provision of these types of facilities should relate to the type of land use (e.g. office) for the potential users.
What do others do?	<p>City of Vancouver (Parking By-Law 6059) includes End of Trip Facility Requirements in their parking standards; when three or more bicycle parking spaces are located at developments, provision of shower and change facilities are required.</p> <p>City of Toronto (By-Law 569-2013) also includes End of Facility Requirements in their standards, declaring shower and change facilities must be offered when five or more bicycle spaces are provided.</p>
Sources:	<ul style="list-style-type: none"> 2018 Cycling Master Plan Mississauga's Transportation Demand Management Strategy



Topic#11: Bike Share (Parking Demand Management)

Description:	A service that provides bicycles for shared use to individuals on a short-term basis for a fee. Bike-share systems can be docked or dockless. Membership allows for unlimited short-term rides, or individuals can pay for each trip individually. Access to bike share services typically occurs within the curbside area of a right-of-way.
City of Mississauga's Policy	<ul style="list-style-type: none"> • 'Bikes, E-bikes, and E-Scooters: Expanding Mississauga's Transportation Options Study' reviews the role of micro-mobility for the City in the future. • A Micro mobility Policy Framework was listed as Action 22, which considers bike-sharing as a policy option while examining the feasibility of bike-share systems was listed as Action 37, both in the 2019 TMP (pg. 98 and pg. 100, respectively).
Why is it needed?	"Successful bike-share programs increase cycling trips and promote a culture of cycling" (<i>Cycling Master Plan</i> , pg. 62). As cycling trips increase through the use of these Bike Share programs, accessibility and use of public transit also increase, which helps to address the 'first and last-mile challenge'. As the cycling routes in Mississauga also continue to develop, the bike-sharing program will help encourage the use of these cycling networks.
Benefits:	<p>"Bike share provides several benefits to cyclists:</p> <ul style="list-style-type: none"> • Access to a bicycle without having to own and maintain one; • The option to use a bike for some parts of a trip and not others, or only one-way; • Access to a bicycle at one or both ends of a transit trip; • Removes any worry about bicycle parking or theft; and • Provides a very affordable travel option." (<i>Cycling Master Plan</i>, pg. 62)
Should it differ per Precinct and why?	The development of a Bike Share program was recommended in the Cycling Master Plan for specific areas of the City, including the Downtown area and Port Credit. It is recommended the City investigate a bike share program located within Precincts 1 and 2 in the short term with expansion to other Precincts over time.
What do others do?	<p>Bike Share Toronto allows users to purchase a pass at a station kiosk or through the app or register for an annual membership on their website. A 5-digit code enables users to unlock an available bike at the docking system to use for 30 minutes. Similarly, Hamilton Bike Share allows the user to select a payment plan to open an account, which unlocks an available bike.</p> <p>Toronto Bike Share has stations throughout the City. Hamilton's program is located within the downtown area.</p>
Sources:	<ul style="list-style-type: none"> • Mississauga Cycling Master Plan 2018 • 2019 Mississauga Transportation Master Plan (TMP) • https://bikesharetoronto.com • https://hamilton.socialbicycles.com



Topic#12: Automated Parking Systems, including Car Elevators (Parking Technology)

Description:	Automated Parking Systems (APS) are mechanical systems or structures that increase parking densities by allowing vehicles to be parked on multiple levels stacked vertically, as well as parked in tight quarters. These systems allow vehicles to be parked from the entrance to the parking location without the driver present.
City of Mississauga's Policy	<ul style="list-style-type: none"> Smart parking recommendations are listed in Parking Matters: Parking Master Plan and Implementation Strategy (Section 7.8.1) No reference to APS in City's Policies or By-Laws
Why is it needed?	In urban and heavily populated areas, where parking is limited, and space is minimal, APS helps solve some of these parking issues. APS is used in high-density areas with constrained property sizes, to increase the accessibility and number of available parking spaces across a unit of land. Vehicles are stored safely and securely.
Benefits:	APS maximizes the number of parking spaces while minimizing land use consumption. APS requires approximately 70% less land area to park an equivalent number of cars. This land area can then be used for more sustainable developments in urban areas, such as increasing green space. APS also provides enhanced security for vehicles and personal property
Should it differ per Precinct and why?	Use of APS should be utilized in urbanized areas with high parking demand or vehicle ownership, such as Precinct Two, Three, or Four which have limited public parking. Precinct One, which encompasses the Downtown Core, Downtown Cooksville, and Port Credit Community Node, is centered around high transit use.
What do others do?	Multi-unit residential buildings in Vancouver, Calgary, and Toronto are utilizing APS and providing systems such as parking elevators in central areas. The world's first integrated automated electric vehicle (EV) parking system is also being tested in London, Ontario.
Sources:	<ul style="list-style-type: none"> Parking Matters: Mississauga Parking Master Plan and Implementation Strategy (PMPIS) https://www.newswire.ca/news-releases/canada-invests-in-world-s-first-fully-automated-pick-up-parking-system-in-london-809140347.html



Topic#13: Flexible Parking Structures (Parking Technology)

Description:	Flexible or Adaptable Parking Structures (such as parking garages) that are re-purposed and developed into a new residential or commercial building. Parking Structures that can be retrofitted for other land uses in the future, allowing parking to adapt to changing needs. This approach is largely market or developer-driven to increase the utility of development and to adapt to future changes in parking demand.
City of Mississauga's Policy	<ul style="list-style-type: none"> There is currently no reference to Flexible Parking Structures in the City of Mississauga's Policies or By-Laws.
Why is it needed?	Provides structures to be re-used for future commercial and residential development as urban areas continue to intensify and demand for vehicle parking declines as other modes increase in accessibility and popularity. Flexible Parking Structures can also be re-purposed to provide parking specifically for future automated vehicle (AV) demand.
Benefits:	Reduces the potential of future derelict parking structures while encouraging innovative, sustainable, and cost-effective design and increases the availability of developable land in the future.
Should it differ per Precinct and why?	No, the redevelopment of flexible parking structures should relate to the land-use change or requirement (i.e. whether a parking structure is fit for purpose to service a commercial or residential building). However, higher-density areas would carry the conditions for dynamic real estate demand.
What do others do?	<p>Northwestern University in Evanston, Illinois re-designed an existing parking garage on the University's campus to provide students with additional work and study space.</p> <p>Master Plan for East Harbour in Toronto states the inclusion of "mezzanine parking levels" where the design of the structure will be flexible for future retrofitting to leased space, to adapt to future parking demand declines or increased demand for leasable space.</p>
Sources:	<ul style="list-style-type: none"> https://www.retrofitmagazine.com/a-500-car-parking-garage-is-converted-into-44-one-bedroom-apartments/2 https://www.urbanismnext.org/what-to-do/flexible-parking-design https://www.arrowstreet.com/portfolio/autonomous-vehicles https://eastharbour.ca/wp-content/uploads/2018/02/East-Harbour_Master-Plan-Update_January-2018.pdf



Topic#14: Second Units

Description:	Second units sometimes referred to as second suites, in-law suites, or accessory dwelling units, may take various forms, including basement apartments, coach houses (apartments above a detached garage), or similar structures. Second units represent an opportunity for the creation of affordable housing units in existing neighbourhoods. Consideration is to be made regarding the need to regulate parking in conjunction with second units. The requirement to provide parking may be a barrier to the creation of second units.
City of Mississauga's Policy and Zoning	<ul style="list-style-type: none"> The City's zoning by-law generally permits second units accessory to a detached dwelling, semi-detached dwelling, townhouse dwelling, linked dwelling, street townhouse dwelling, and townhouses on a common element condominium (CEC) road. As such, the uses are not contemplated in detached structures. There is a maximum of one per lot. A second unit is required to be provided with one parking space in addition to the required parking for a dwelling unit. The City administers a Second Units Registration By-law and a Registry. In total, there are 1,183-second units registered in the City as of October 5, 2020.
Other Policy / Legislative Context	<ul style="list-style-type: none"> The <i>Planning Act</i> was recently amended to require municipalities to permit up to two additional dwelling units in conjunction with a single detached, semi-detached, or townhouse dwelling. The permissions and policies will need to be reviewed by the City in the future.
What are other municipalities doing?	<ul style="list-style-type: none"> The City of Toronto recently amended its zoning by-law to modify its regime for regulating second units. This includes eliminating the minimum parking requirement for the first accessory dwelling unit. For an additional accessory dwelling unit, a minimum parking requirement of 1.0 parking space is required in addition to the parking required for the main dwelling. The City of Ottawa's Zoning By-law also generally permits second units in conjunction with various dwelling types. An additional parking space does not need to be provided except where one is proposed in conjunction with a duplex dwelling. The City of Brampton recently passed an amendment to eliminate the parking requirement for second suite units.
Considerations / Analysis	<ul style="list-style-type: none"> The municipalities reviewed above have largely taken a policy position with respect to regulating parking in conjunction with second units. For various reasons, some municipalities have opted to eliminate the requirement for additional parking for second units. The City of Toronto, in its recommendation report, cited that a key reason for doing so is that the need to provide additional parking can represent a barrier to the provision of second units. Reducing or eliminating the minimum parking requirement for second units should involve consideration for potential impacts. There are two main potential impacts:



	<ul style="list-style-type: none"> ○ First, that removing the parking requirement will result in the creation of second units that do not have a dedicated parking space. In these instances, the owner could rent the unit without a parking space. ○ Second, removing the minimum parking requirement will result in parking impacts, such as illegal parking on the property or the street or overcrowding the parking of vehicles. However, these matters can be addressed on a complaint basis or with regular by-law enforcement. It is noted that the Parking Master Plan and Implementation Strategy also discusses on-street parking permissions and permits, and some mechanisms can be considered to permit on-street parking. The Plan also recommends permission for lower driveway boulevard parking which may help to promote the supply of parking in residential areas. ● The potential impacts discussed above could be in part addressed through the registration process for second units by requiring the owner to provide information regarding the intent to provide parking for the second unit. However, since this is a registration process rather than a licensing process, there may be the limited ability for City staff to respond to any concerns about a lack of parking.
Should it differ per Precinct and why?	<ul style="list-style-type: none"> ● Other municipalities that have eliminated second unit requirements have done so on a municipality-wide basis. ● In large part, most single-detached and semi-detached units will be located in Precinct 5 due to the Precinct criteria that have been applied. Townhouse dwellings will be located in a variety of Precincts. A reduction or elimination of parking for second suites is most applicable in Precinct 5; however, these units may exist in other Precincts. If the City wishes to take a position to eliminate minimum parking for second suites, it should therefore be applicable to all Precincts.
Sources:	<ul style="list-style-type: none"> ● Parking Matters: Mississauga Parking Master Plan and Implementation Strategy (PMPIS): https://www.mississauga.ca/publication/parking-master-plan-and-implementation-strategy ● City of Toronto Second Suites Study and Zoning Amendment: https://www.toronto.ca/city-government/planning-development/planning-studies-initiatives/secondary-suites/information-reports-secondary-suites ● City of Mississauga Second Units Registration and Information: https://www.mississauga.ca/services-and-programs/building-and-renovating/zoning-information/zoning-by-law ● City of Mississauga Zoning By-law: https://www.mississauga.ca/services-and-programs/building-and-renovating/zoning-information/zoning-by-law ● City of Brampton Second Suites: https://www.brampton.ca/EN/residents/Building-Permits/second-dwelling/Pages/Welcome.aspx



Topic#15: Affordable Housing

Description:	The need to provide parking may be considered as a barrier to the provision of affordable housing, as it may increase the cost of the development. Additionally, affordable housing units may be subject to lower vehicle ownership rates compared with other market-rate units, so there may be a basis to consider lower minimum parking rates in conjunction with affordable housing developments.
City of Mississauga's Policy	<ul style="list-style-type: none"> Generally, the City of Mississauga promotes the creation of affordable housing. The Official Plan contains supportive policies in this regard. The City's Zoning By-law currently does not define affordable housing units or a similar term. The City's Zoning By-law provides different rates for apartment units depending on the number of bedrooms. Additionally, the Zoning By-law addresses certain other residential uses explicitly, such as group homes.
Other Policy Considerations	<ul style="list-style-type: none"> The Province has recently introduced legislation enabling an inclusionary zoning framework, which can consider minimum requirements for the provision of affordable housing units and associated standards. However, this has not been implemented by the City and the City does not currently administer policies to enable this tool. The Region of Peel completed a Housing Strategy in 2018. The Strategy recommends consideration for alternative parking requirements for affordable housing as an aspect of the Peel Affordable Housing Pilot Program, for further evaluation. The Report indicates that parking requirements account for between 0.5% and 2% of the cost of building one affordable housing rental unit. The Report recommends local municipalities consider alternative parking requirements for affordable housing.
Benefits and Challenges:	<ul style="list-style-type: none"> Defining 'affordable housing in a zoning by-law is difficult as the definition would need to be tied to the value or rent of the units, which can change outside of the Zoning By-law. Over time, if development is built at a lower affordable housing parking rate, the uses may become deficient from a parking perspective. The definition of affordable housing could be tied to the establishment of an agreement registered on title. Different affordable housing developments will have different mobility and parking needs, depending on the nature of the development (e.g., level of affordability or unit types) and its location. The topic of affordable housing is broad and overlaps with other topics reviewed. For example, second units are a potential source of affordable housing and the parking requirements are assessed previously.
What do others do?	Few Ontario municipal zoning by-laws were identified which contain direct provisions or a definition for affordable. However, as in Mississauga, many other municipalities provide different parking requirements for smaller unit types (e.g., one-bedroom) versus other types



	<p>as well as parking requirements for certain uses which may be considered more affordable housing (e.g., second units, retirement homes, group homes).</p> <p>The City of Toronto's Zoning By-law defines "alternative housing" as a "dwelling unit or bedsitting room owned and operated by or on behalf of the City of Toronto, or by a non-profit agency in cooperation with the City of Toronto or a private sector organization in cooperation with the City of Toronto." For this use, a minimum parking rate of 0.1 parking spaces is required for alternative housing.</p>
Should it differ per Precinct and why?	Precincts with a high level of transit, share parking, public parking, and Active Transportation facilities create an environment where reduce on-site parking is possible.
Sources:	<ul style="list-style-type: none"> • City of Toronto Zoning By-law: https://www.toronto.ca/wp-content/uploads/2018/07/97ec-City-Planning-Zoning-Zoning-By-law-Part-1.pdf • City of Mississauga Official Plan: https://www.mississauga.ca/projects-and-strategies/strategies-and-plans/mississauga-official-plan/ • City of Mississauga Zoning By-law: https://www.mississauga.ca/services-and-programs/building-and-renovating/zoning-information/zoning-by-law/ • Region of Peel Housing Strategy: https://www.peelregion.ca/planning/officialplan/pdfs/2018/2018-housing-strategy.pdf • Parking Guidelines for Public and Private Non-Profit Housing – Report on Comments • Parking Requirement Impact on Housing Affordability, June 2020, Todd Litman; Victoria Transport Policy Institute

BEST PRACTICE POLICY REVIEW



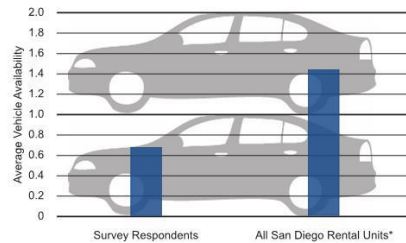
Source: City of San Diego, Affordable Housing Parking Study, February 2011

Results From Affordable Housing Resident Survey

AVERAGE HOUSEHOLD VEHICLE AVAILABILITY

On average, residents of affordable housing do not require as much parking as is typically required for rental housing in San Diego, which may justify the use of different parking requirements.

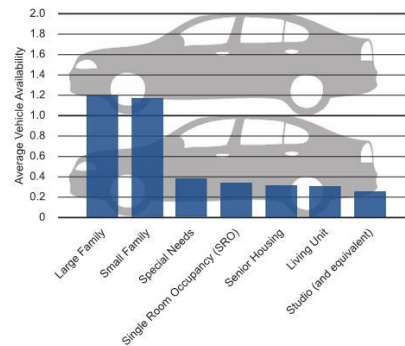
The results of the study show that the average level of household vehicle availability among survey respondents is almost half the average level for all rental housing units in San Diego.*



* Source: 2005-2009 U.S. Census American Community Survey

AVERAGE VEHICLE AVAILABILITY BY HOUSING TYPE

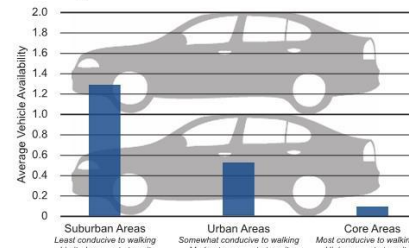
Large family and small family affordable housing have significantly higher average vehicle availability than all other housing types.



AVERAGE VEHICLE AVAILABILITY BY LAND USE AND TRANSPORTATION CONTEXT

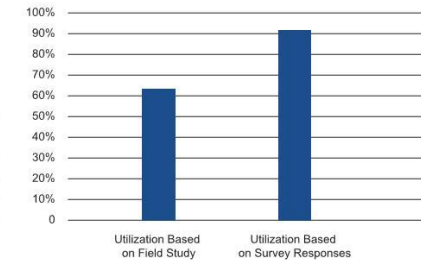
Neighborhood characteristics may influence vehicle ownership levels in affordable housing developments because people may not need cars if they can take transit or walk to destinations. The survey results showed that household vehicle availability is higher in areas that are less conducive to walking and have more limited access to transit.

As defined by a combined measure of the land use and transportation context, suburban areas have the highest mean vehicle availability and core areas have the lowest, with urban areas falling in the middle.



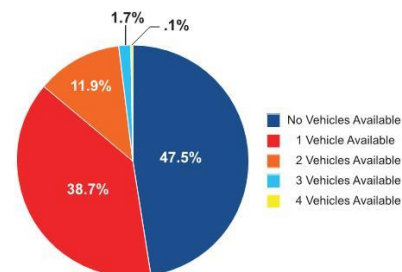
PARKING UTILIZATION

Overall, most of the affordable housing developments surveyed have unused parking. On-site parking utilization data indicated parking was less utilized than the household survey responses indicated. This is likely because data were collected at one point in time and the survey was based on the residents' aggregate experience. Overall, this indicates parking is oversupplied.



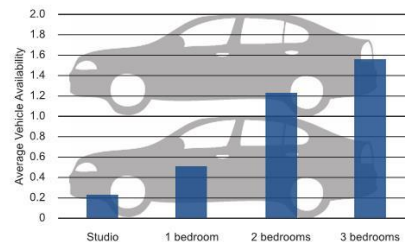
DISTRIBUTION OF RESIDENTS' HOUSEHOLD VEHICLE AVAILABILITY

Almost half the households surveyed had no vehicle and 38.7% had only one vehicle. Only 13.7% of households had more than one vehicle.



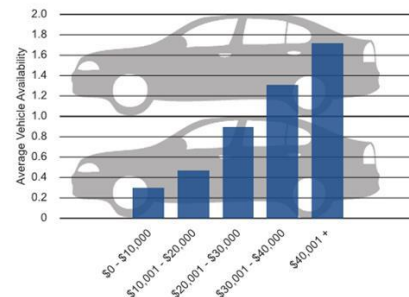
AVERAGE VEHICLE AVAILABILITY BY UNIT SIZE

Larger housing units, measured by number of bedrooms, are likely to have more residents, more drivers, and higher average vehicle availability.



AVERAGE VEHICLE AVAILABILITY BY HOUSEHOLD INCOME RANGE

Vehicle availability is higher in households with greater annual income.



OTHER RESULTS

- Average vehicle availability decreases in affordable housing developments with a higher percentage of residents over the age of 65. However, this is not considered individually significant because a senior housing development is likely to have a lower number of bedrooms AND more residents over 65 years of age.

POLICY CONSIDERATIONS

- The interrelationship of factors affecting parking demand at affordable housing is important when making decisions (e.g., housing type, unit size, location, and walkability).
- Priority should be given to distinct, measurable factors that are typically evaluated in the project development review process (e.g., unit size or location).

BEST PRACTICE POLICY REVIEW



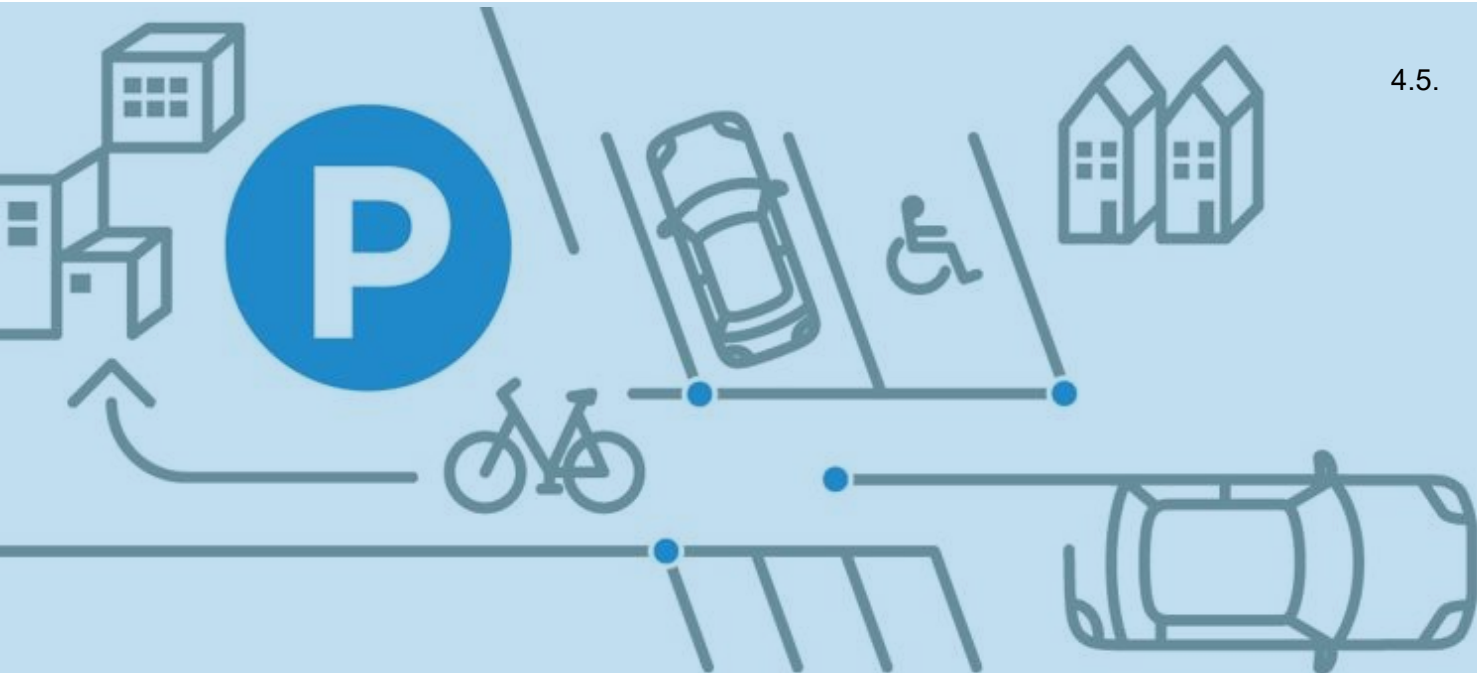
4.5.

Topic#16: Heritage Buildings

Description:	<p>The need to provide parking may represent a barrier to the protection, adaptive reuse, or viability of heritage buildings and properties. In some cases, older properties or sites may be constrained in terms of their ability to accommodate additional parking on a site. Consideration for reduced parking standards or similar approaches to heritage buildings may help support their conservation.</p>
City of Mississauga's Policy	<ul style="list-style-type: none"> • Generally, the City of Mississauga Official Plan promotes the conservation of heritage buildings and properties and enables a wide range of tools to support this policy. • The City has designated two Heritage Conservation Districts under Part V of the <i>Ontario Heritage Act</i>, including Ontario's first Heritage Conservation District (Meadowvale Village) and the Old Port Credit Village Heritage Conservation District. • There are over 300 designated heritage properties under Part IV of the <i>Ontario Heritage Act</i> in the City. • The City's current Zoning By-law does not make specific reference to heritage properties or similar terminology. However, the City's zoning by-law includes a parking exemption for lots zoned "C4" - Main Street Commercial, which could encompass heritage buildings. However, the application of that zone is not necessarily tied to heritage status.
Why is it needed?	<p>Consideration for reduced parking standards in conjunction with a designated heritage building may help to promote the building's conservation and adaptive reuse particularly if the site is constrained in terms of its ability to provide additional parking. Further, if the provision is tied to the designation of the building under the <i>Ontario Heritage Act</i>, a reduction of the parking standards may help to promote heritage building designation under the Act, as the reduced parking may be viewed as an incentive.</p>
Should it differ per Precinct and why?	<p>Heritage resources are likely distributed throughout the City. They are also concentrated in some areas, such as in the City's designated Heritage Conservation District or other areas that were historically developed. As the intent of the provision would be to promote heritage conservation, the approach should not vary by Precinct.</p>
What do others do?	<ul style="list-style-type: none"> • The City of Toronto Zoning by-law requires that the minimum required parking for a "heritage site" is the lesser of the existing parking (as of July 1993) or the parking requirement stated in the parking section of the By-law. The By-law states that if the gross floor is added, parking spaces must be provided in accordance with the By-law. The heritage site is defined to include any such heritage building on the City's inventory of heritage property (designated or not). • The City of Ottawa similarly incorporates a minimum parking exemption for any building that is designated under the <i>Ontario Heritage Act</i> or falls under certain

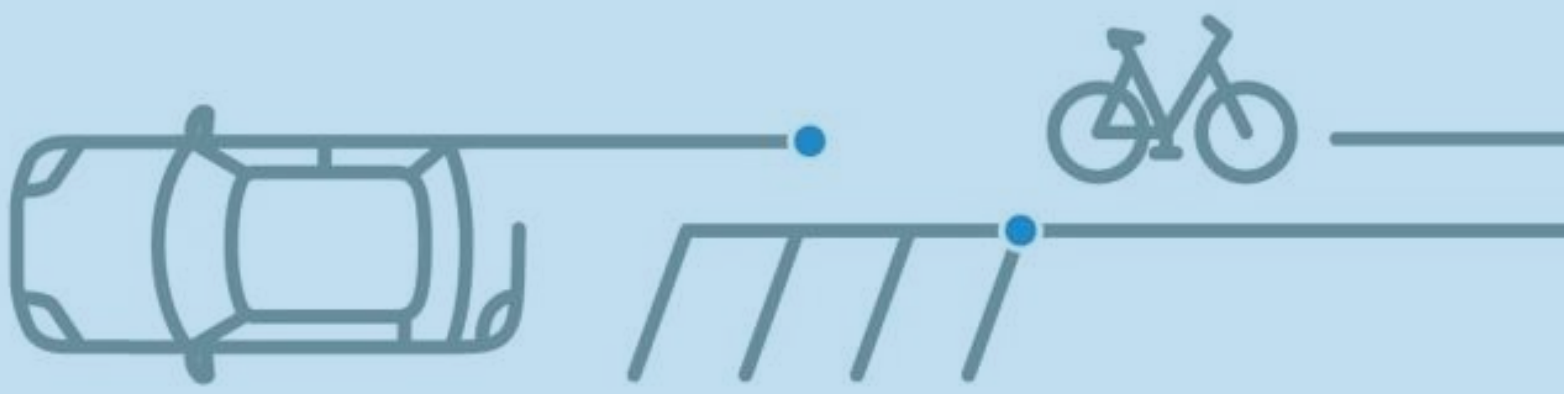


	<p>classes of heritage buildings in the City's heritage overlays, as shown in the mapping. Parking for additions must be provided and are not exempt.</p>
Sources:	<p>Information regarding heritage properties and districts in Mississauga: https://www.mississauga.ca/services-and-programs/building-and-renovating/heritage-properties/what-is-a-heritage-property/</p> <p>City of Ottawa Zoning By-law provisions for the heritage overlay: https://ottawa.ca/en/living-ottawa/laws-licences-and-permits/laws/law-z/planning-development-and-construction/maps-and-zoning/zoning-law-no-2008-250/zoning-law-2008-250-consolidation/part-2-general-provisions-sections-55-74#section-60-heritage-overlay</p> <p>City of Toronto Zoning By-law provisions for heritage buildings: https://www.toronto.ca/zoning/bylaw_amendments/ZBL_NewProvision_Chapter200_20.htm</p>



APPENDIX B.

BENCHMARKING OF PARKING REQUIREMENTS



Mississauga Parking Rate Analysis

Benchmarking of Existing Parking Requirements: Mississauga, Oakville, Toronto, Vancouver, Victoria, Ottawa, Kitchener, Edmonton

WSP

April, 2021

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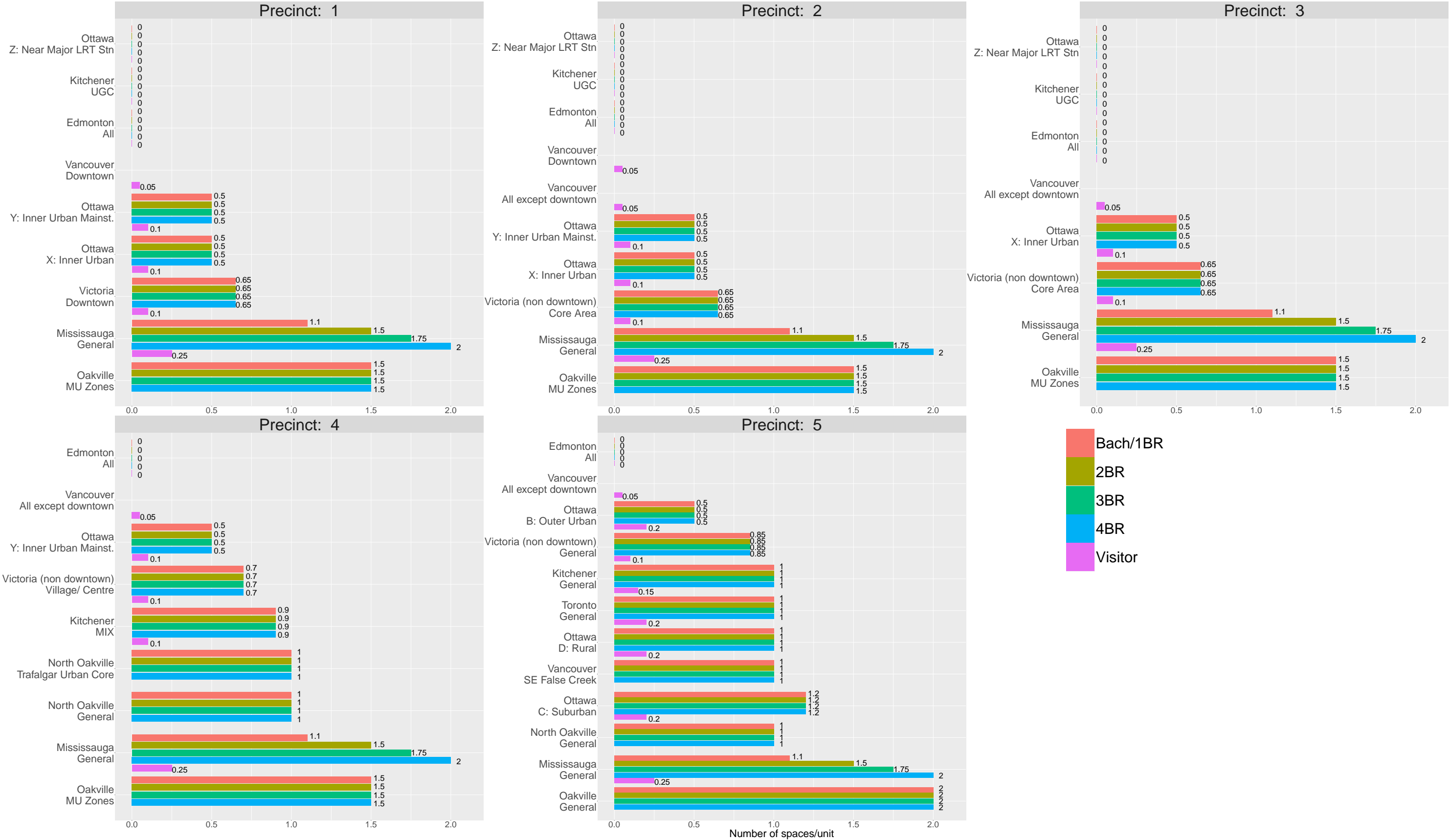
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Residential - Condo Back to Back and Stacked Townhouse

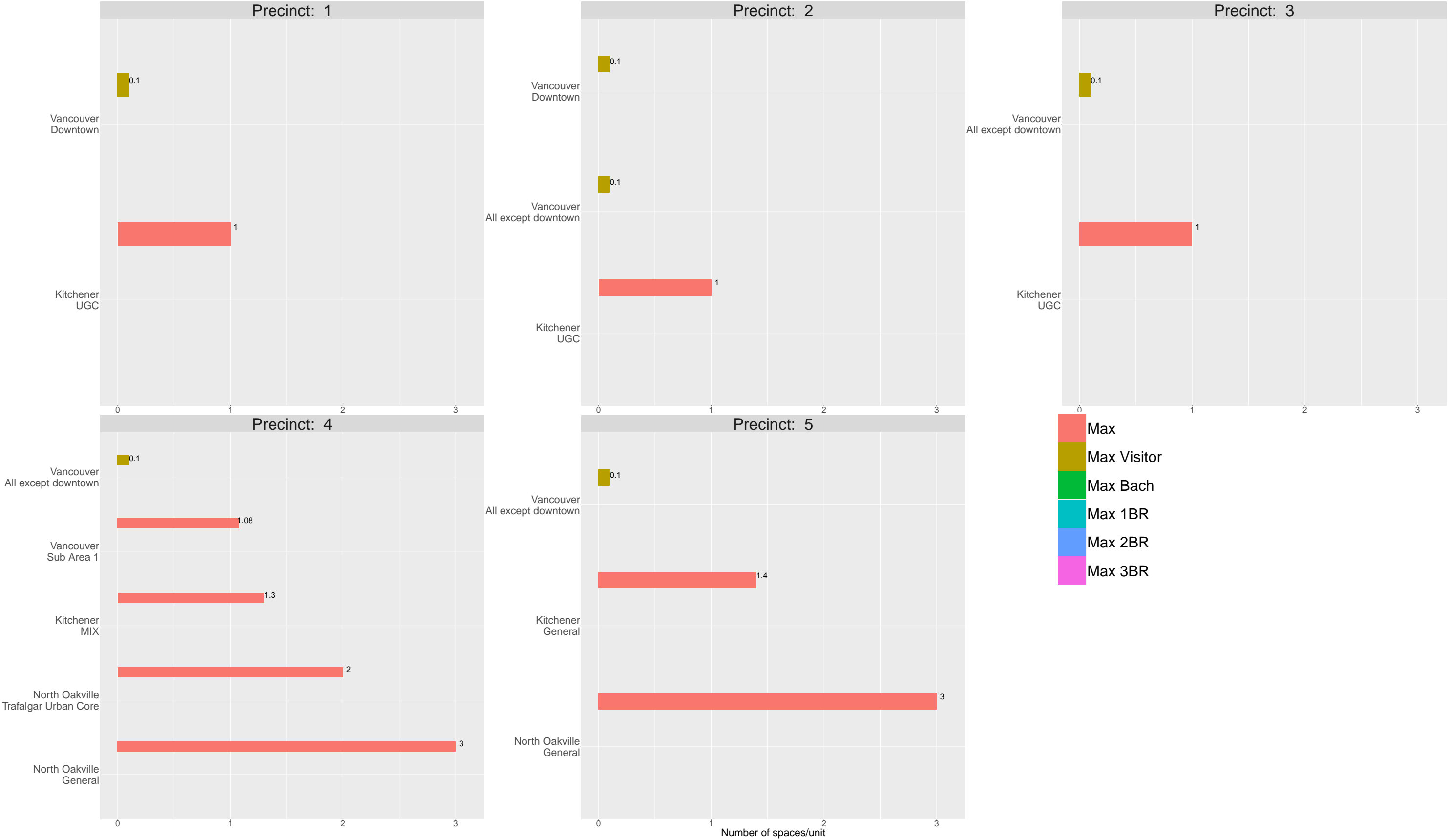
Table 1: Average Rates

Precinct	Bach	1BR	2BR	3BR	4BR	Visitor	Max	Max Visitor	Max Bach	Max 1BR	Max 2BR	Max 3BR
1	0.60	0.60	0.66	0.71	0.75	0.08	1.00	0.1	-	-	-	-
2	0.60	0.60	0.66	0.71	0.75	0.08	1.00	0.1	-	-	-	-
3	0.58	0.58	0.65	0.69	0.73	0.08	1.00	0.1	-	-	-	-
4	0.81	0.81	0.87	0.91	0.94	0.10	1.63	0.1	-	-	-	-
5	0.98	0.98	1.03	1.06	1.08	0.14	2.20	0.1	-	-	-	-

Residential Rates - Condo Back to Back and Stacked Townhouse



Residential Max rates - Condo Back to Back and Stacked Townhouse

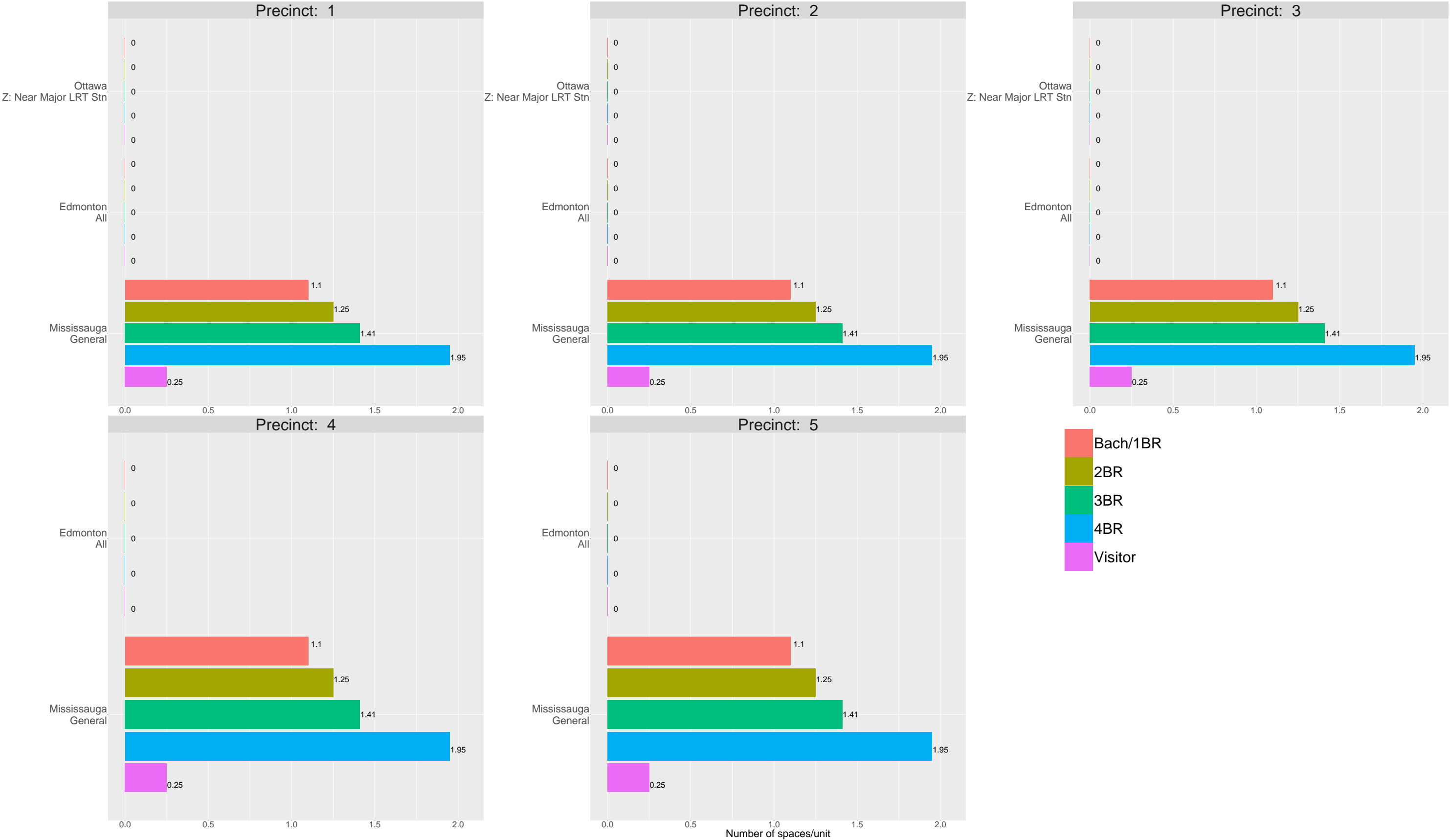


Residential - Rental Back to Back and Stacked Townhouse

Table 2: Average Rates

Precinct	Bach	1BR	2BR	3BR	4BR	Visitor	Max	Max Visitor	Max Bach	Max 1BR	Max 2BR	Max 3BR
1	0.37	0.37	0.42	0.47	0.65	0.08	-	-	-	-	-	-
2	0.37	0.37	0.42	0.47	0.65	0.08	-	-	-	-	-	-
3	0.37	0.37	0.42	0.47	0.65	0.08	-	-	-	-	-	-
4	0.55	0.55	0.62	0.70	0.98	0.12	-	-	-	-	-	-
5	0.55	0.55	0.62	0.70	0.98	0.12	-	-	-	-	-	-

Residential Rates - Rental Back to Back and Stacked Townhouse

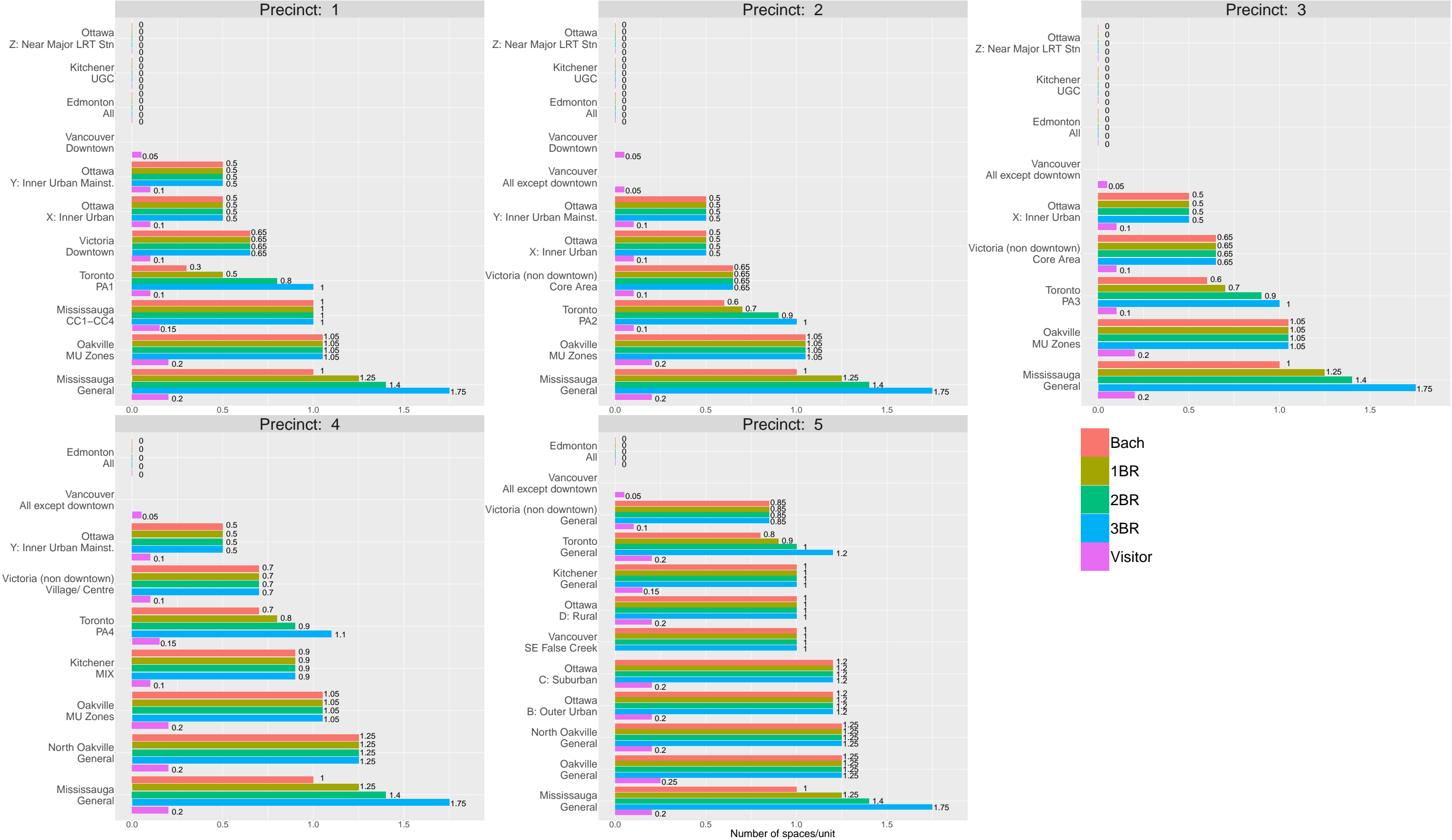


Residential - Condo Apartment

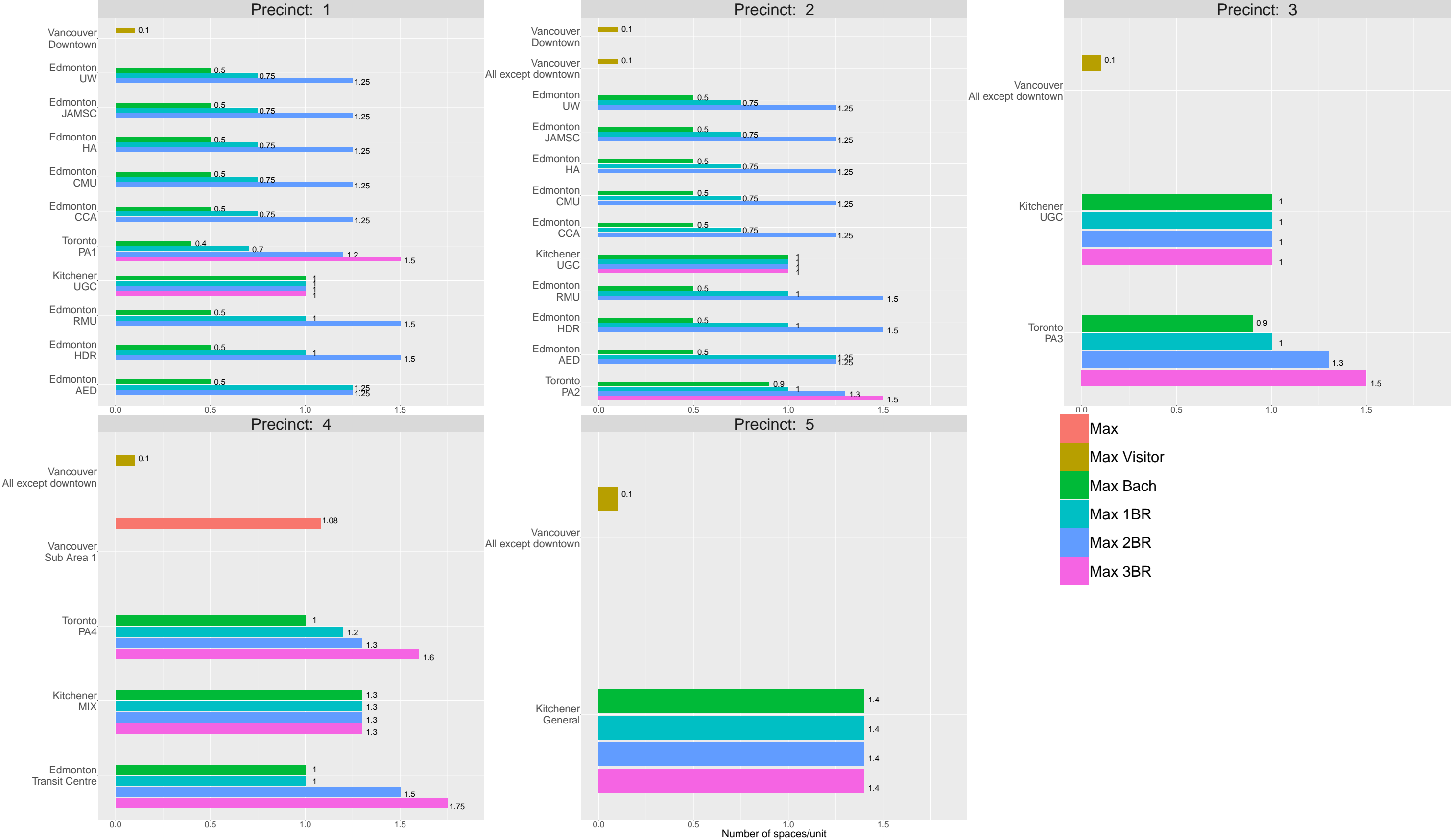
Table 3: Average Rates

Precinct	Bach	1BR	2BR	3BR	4BR	Visitor	Max	Max Visitor	Max Bach	Max 1BR	Max 2BR	Max 3BR
1	0.48	0.52	0.58	0.63	0.32	0.09	-	0.1	0.63	0.86	1.17	1.25
2	0.52	0.57	0.62	0.68	0.32	0.09	-	0.1	0.80	0.96	1.20	1.25
3	0.51	0.56	0.61	0.67	0.32	0.09	-	0.1	0.95	1.00	1.15	1.25
4	0.76	0.81	0.84	0.91	0.35	0.12	1.08	0.1	1.10	1.17	1.37	1.55
5	0.92	0.96	0.99	1.05	0.42	0.15	-	0.1	1.40	1.40	1.40	1.40

Residential Rates - Condo Apartment



Residential Max Rates - Condo Apartment

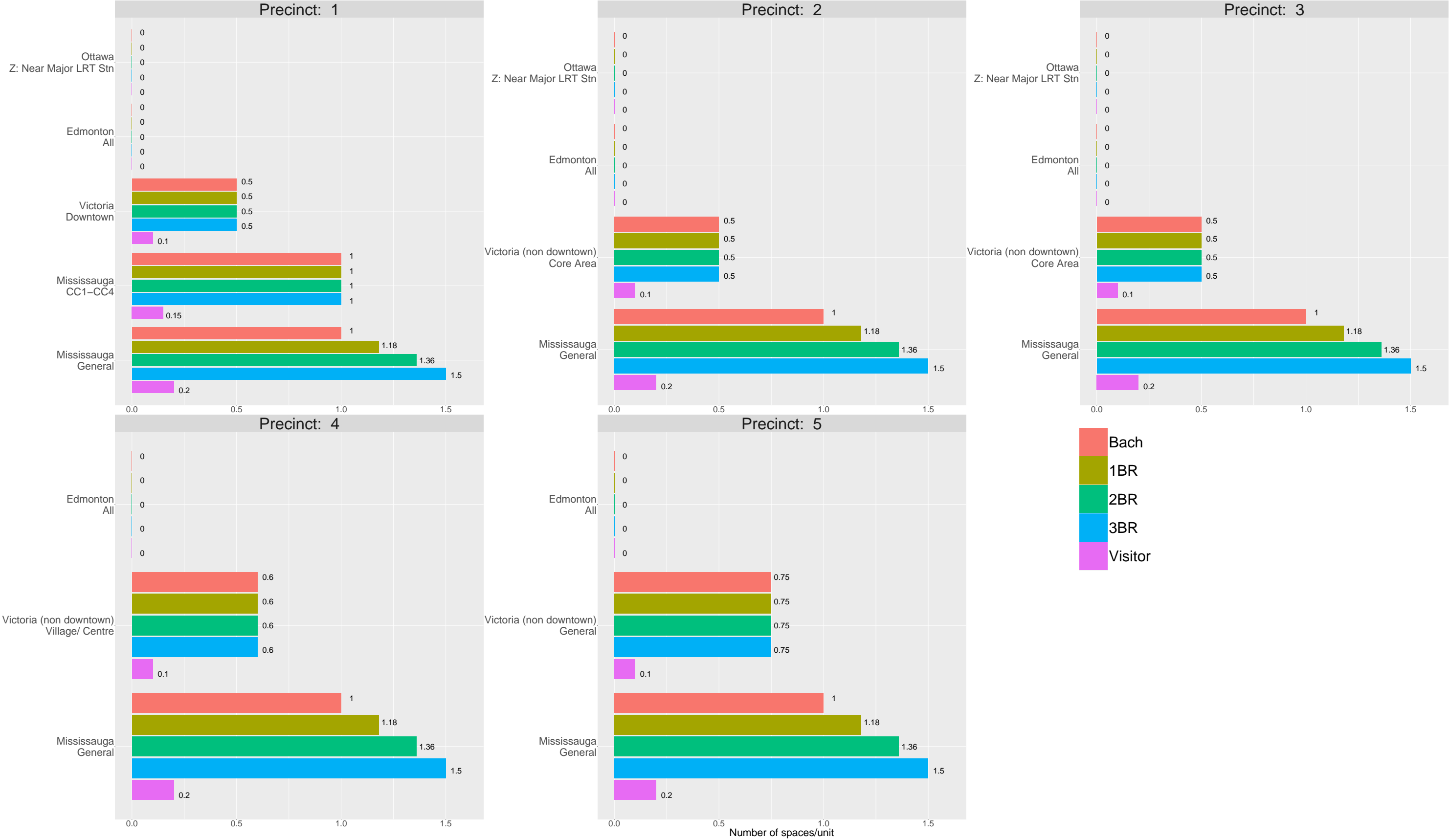


Residential - Rental Apartment

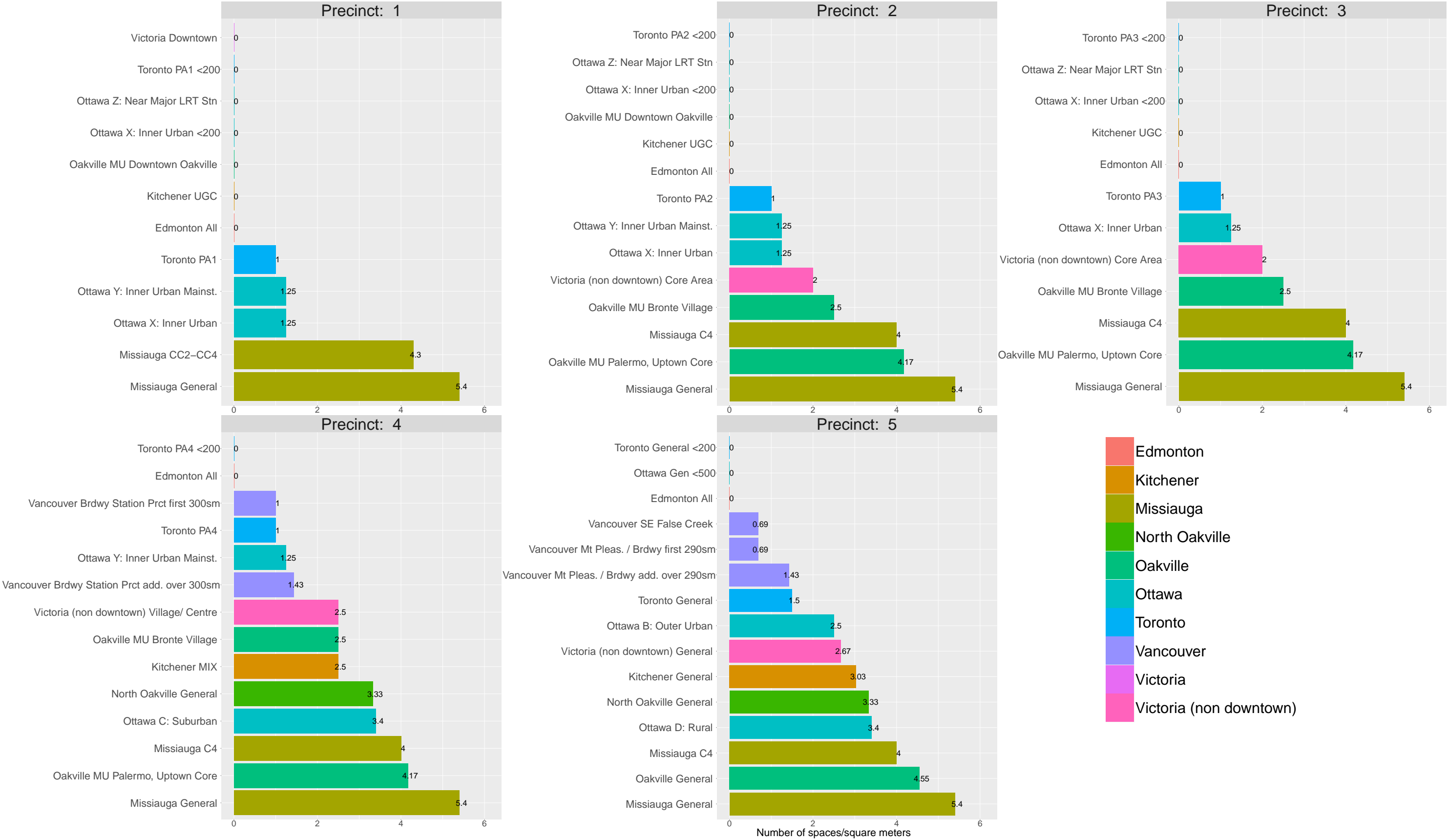
Table 4: Average Rates

Precinct	Bach	1BR	2BR	3BR	4BR	Visitor	Max	Max Visitor	Max Bach	Max 1BR	Max 2BR	Max 3BR
1	0.38	0.40	0.42	0.44	0.25	0.07	-	-	-	-	-	-
2	0.38	0.42	0.46	0.50	0.25	0.08	-	-	-	-	-	-
3	0.38	0.42	0.46	0.50	0.25	0.08	-	-	-	-	-	-
4	0.53	0.59	0.65	0.70	0.30	0.10	-	-	-	-	-	-
5	0.58	0.64	0.70	0.75	0.38	0.10	-	-	-	-	-	-

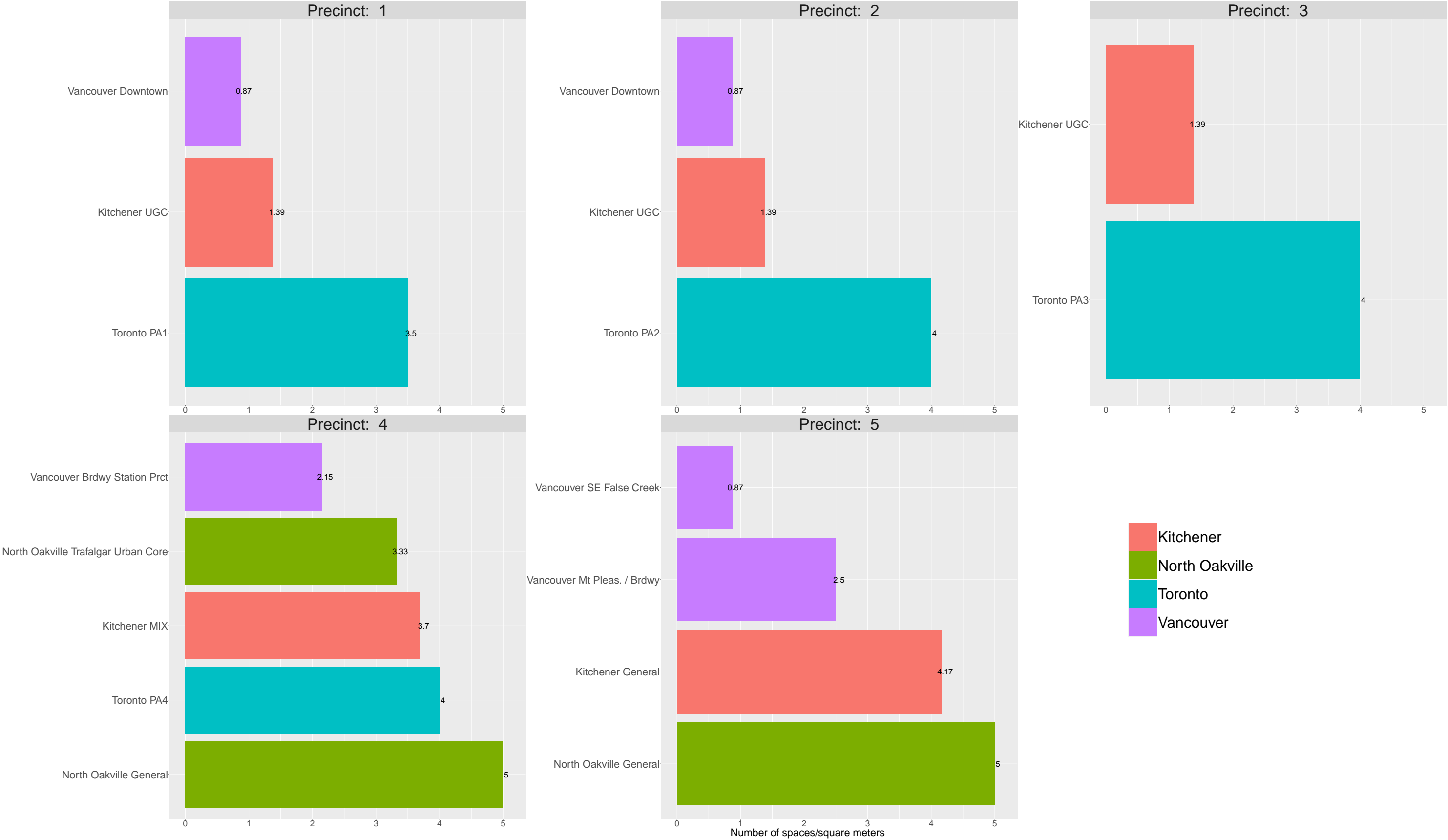
Residential Rates - Rental Apartment



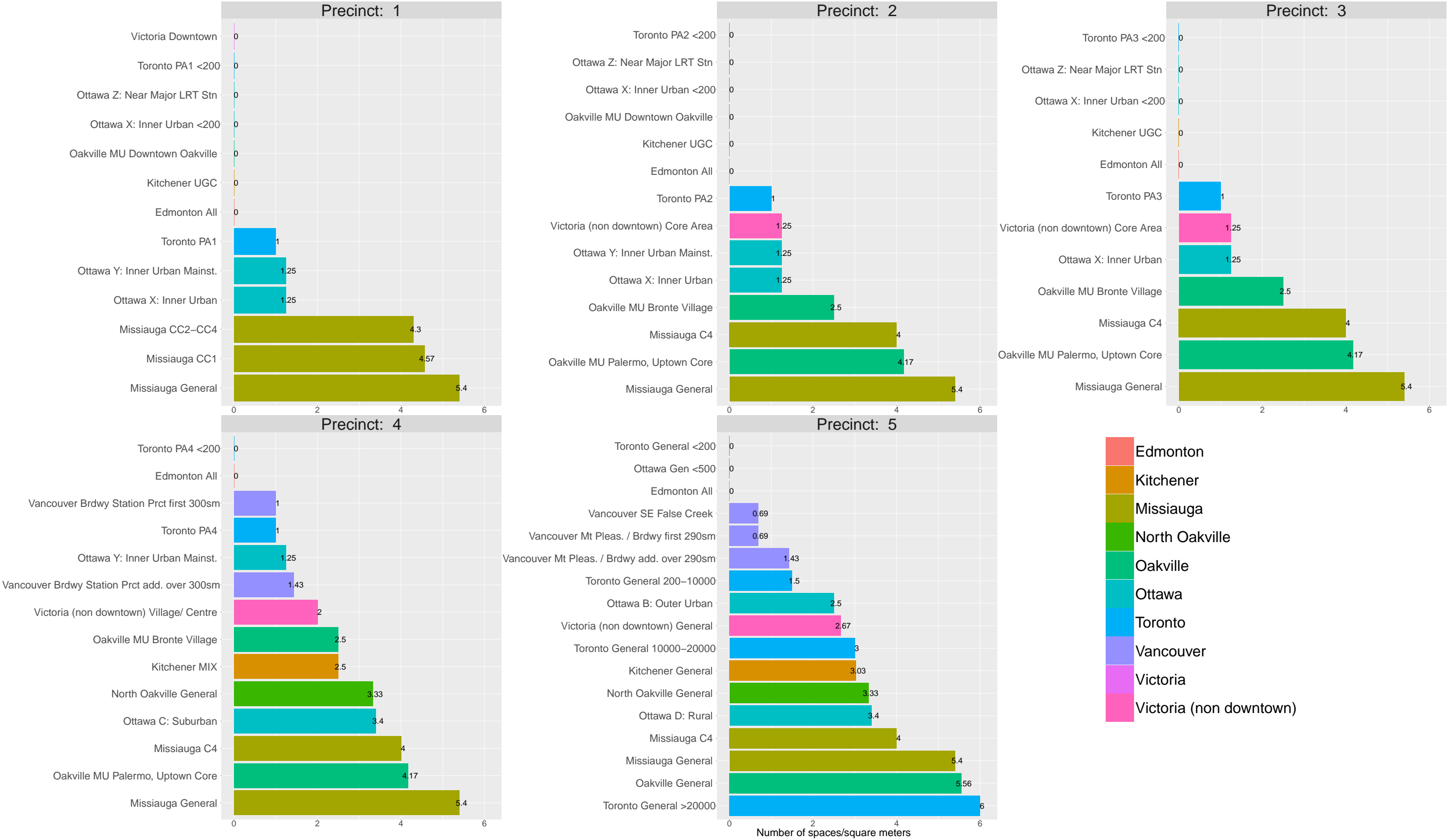
Commercial Rates - Personal Service Establishment



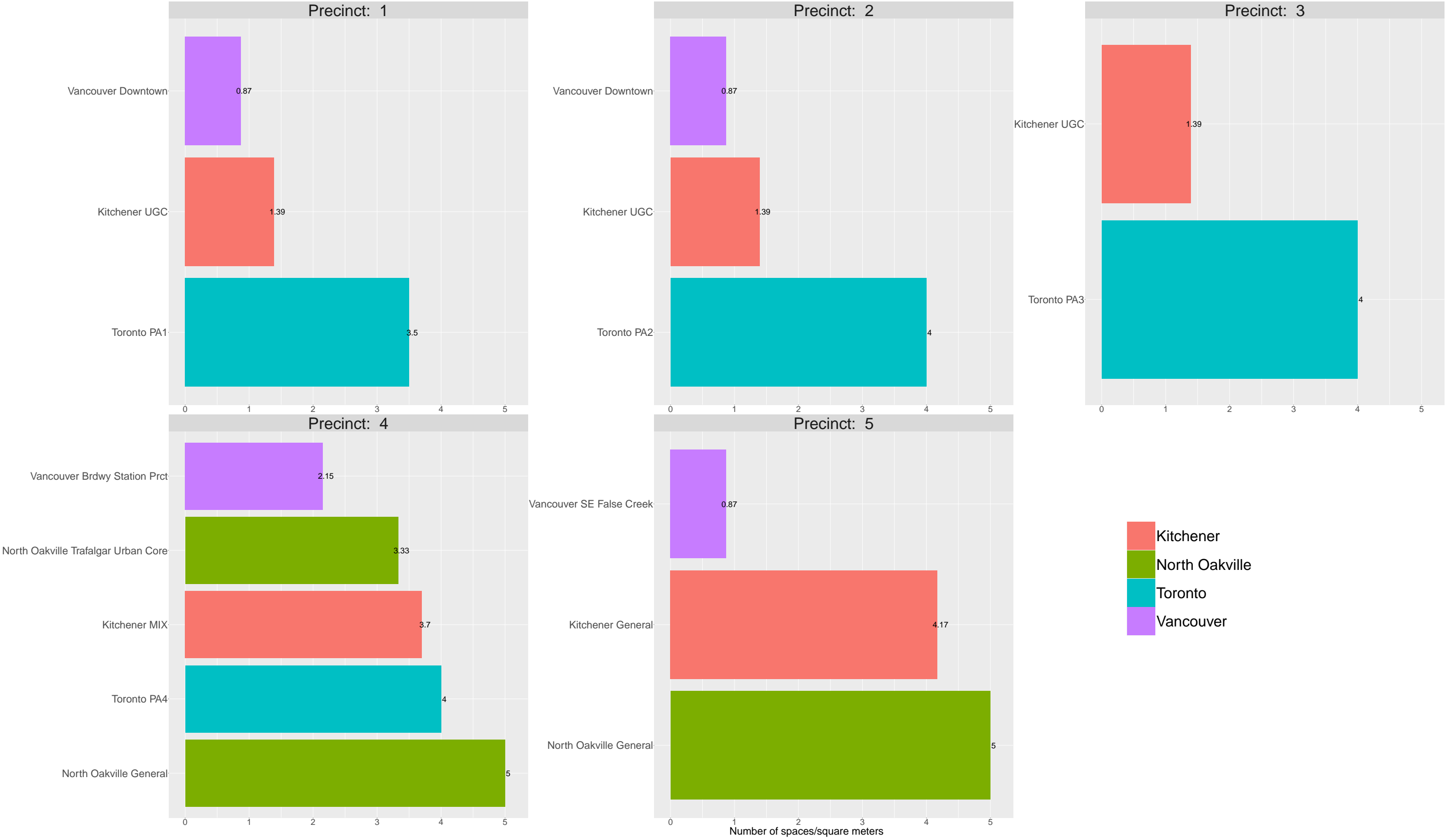
Commercial Max Rates - Personal Service Establishment



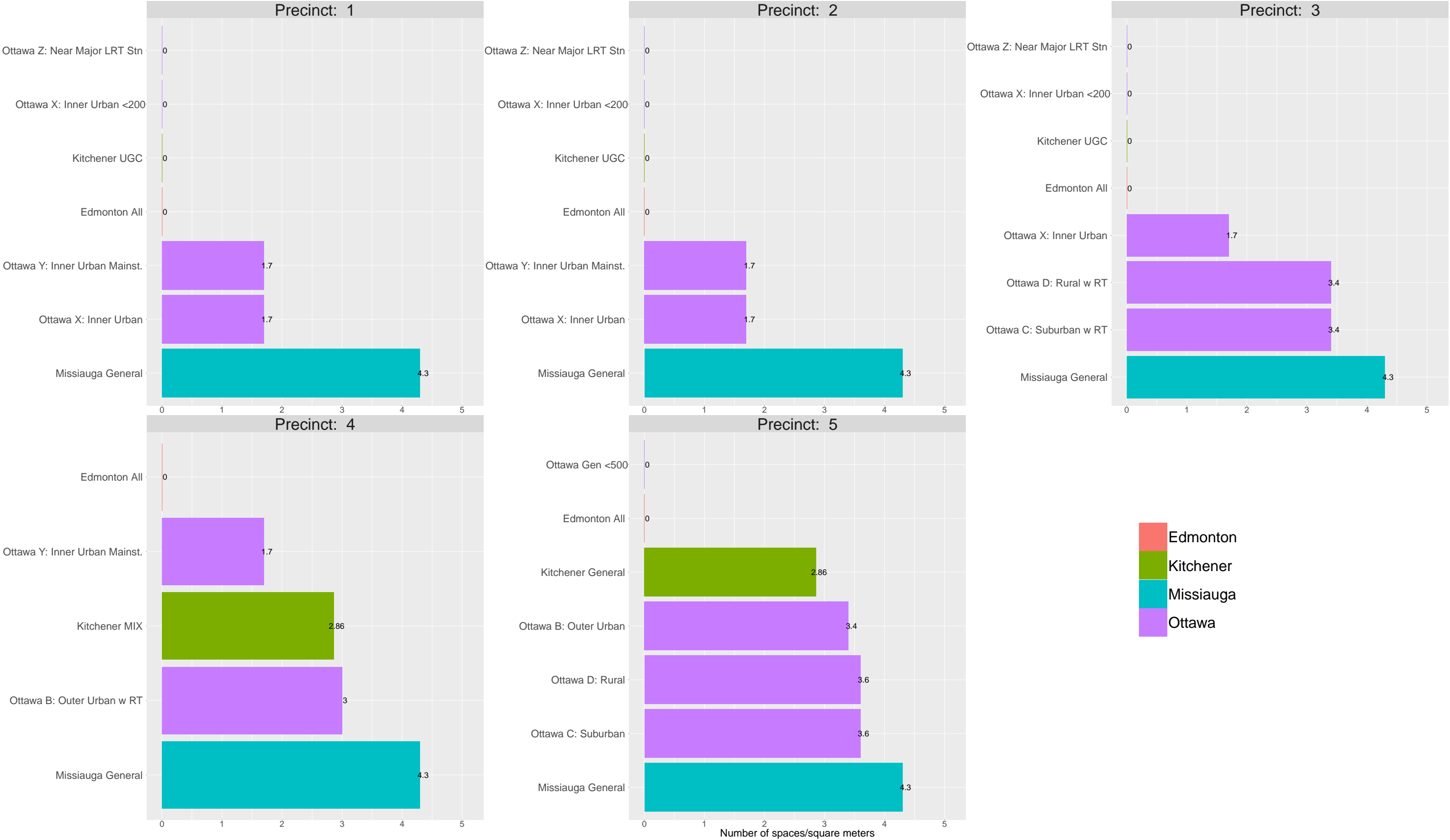
Commercial Rates - Retail store



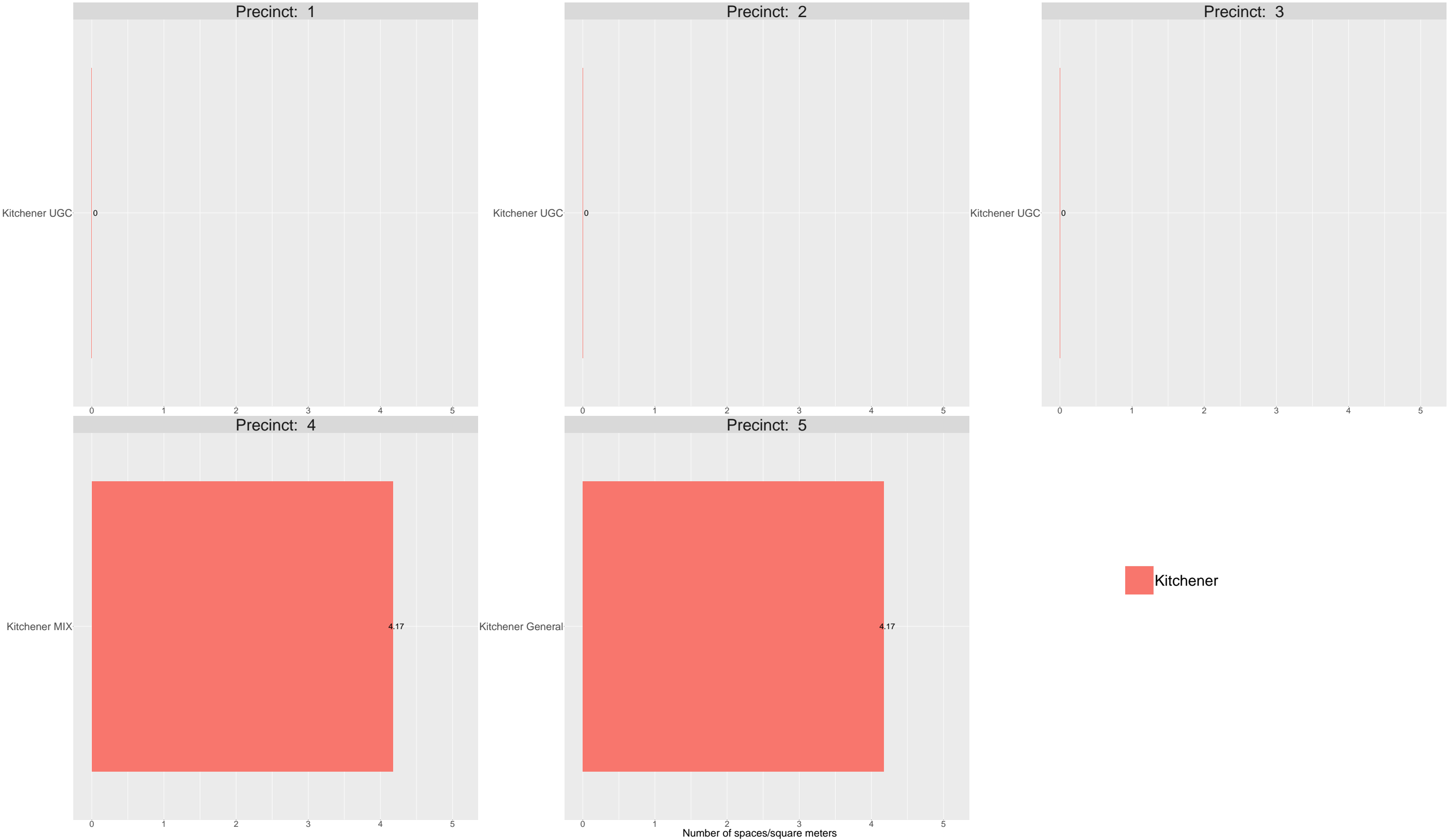
Commercial Max Rates - Retail Store



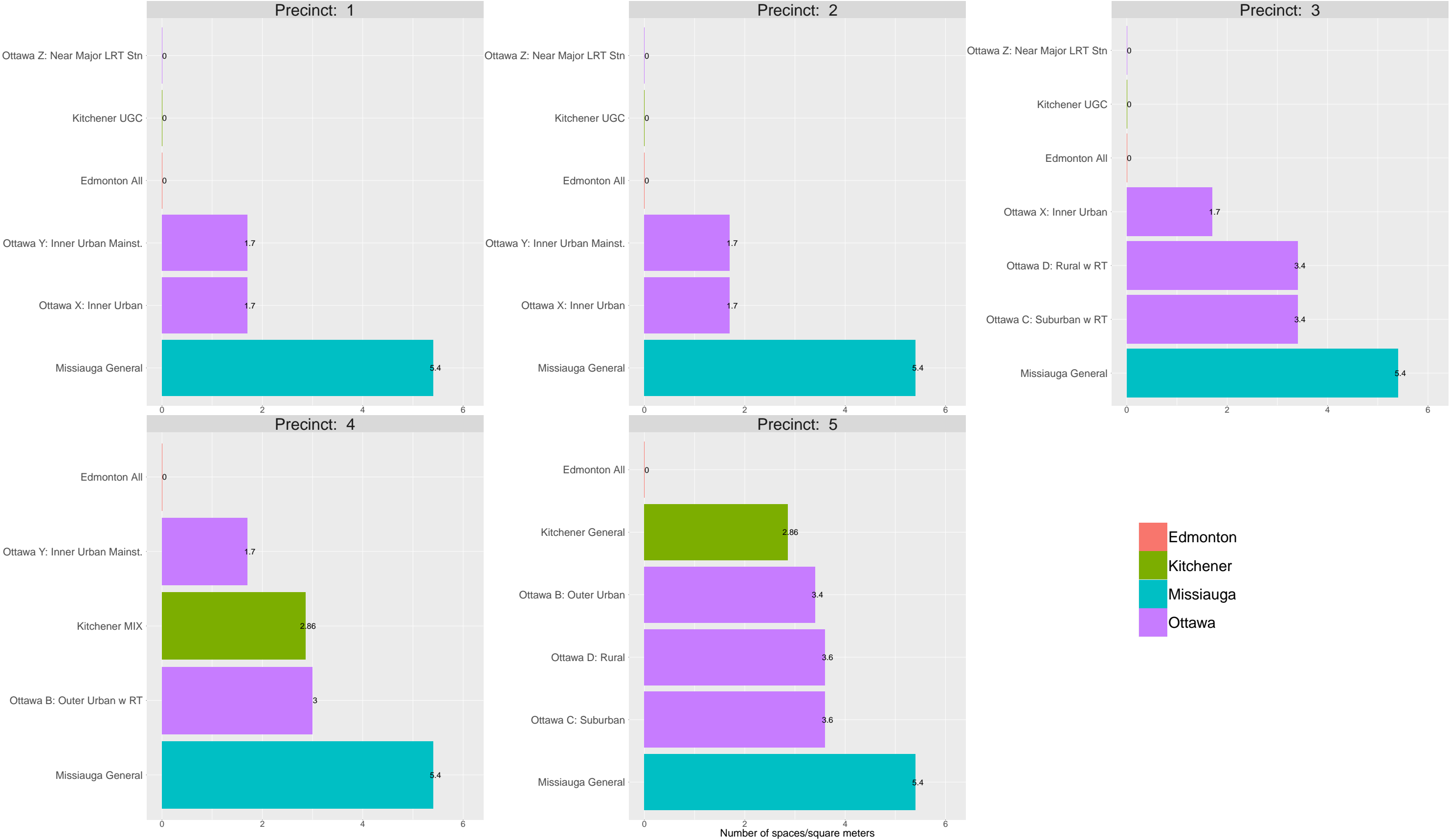
Commercial Rates - Retail Center < 2000sm



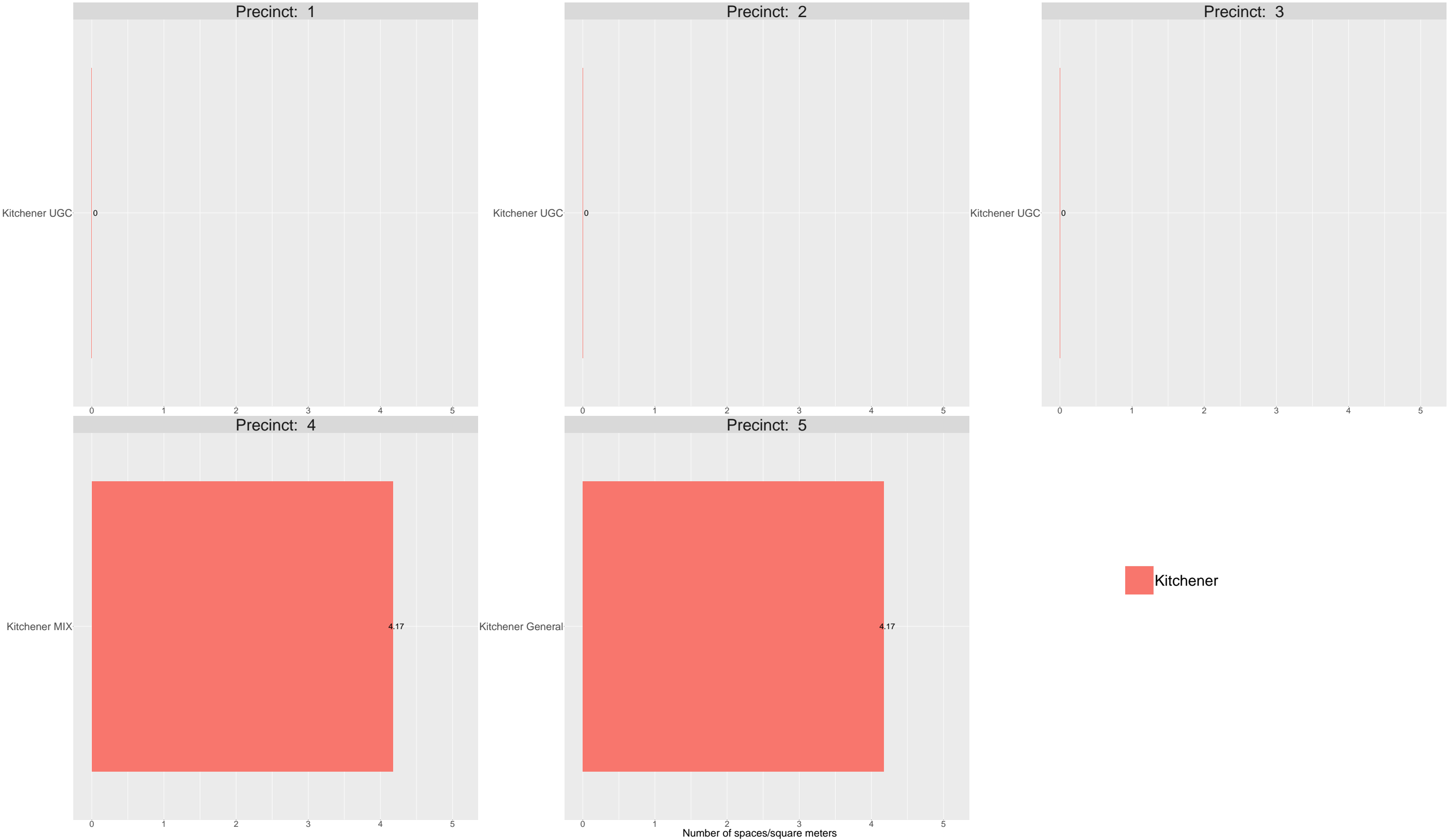
Commercial Max Rates - Retail Center < 2000sm



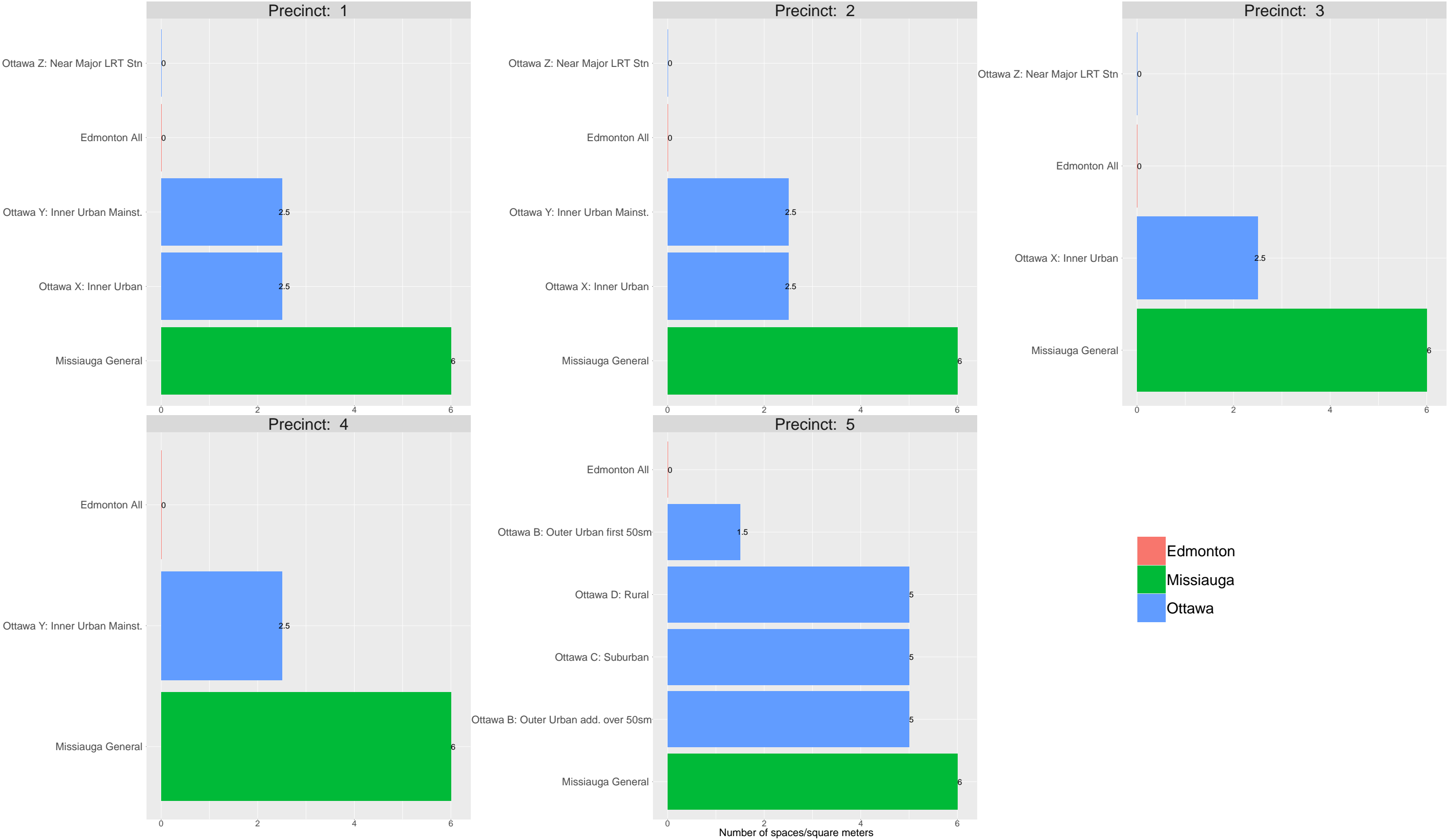
Commercial Rates - Retail Center > 2000sm



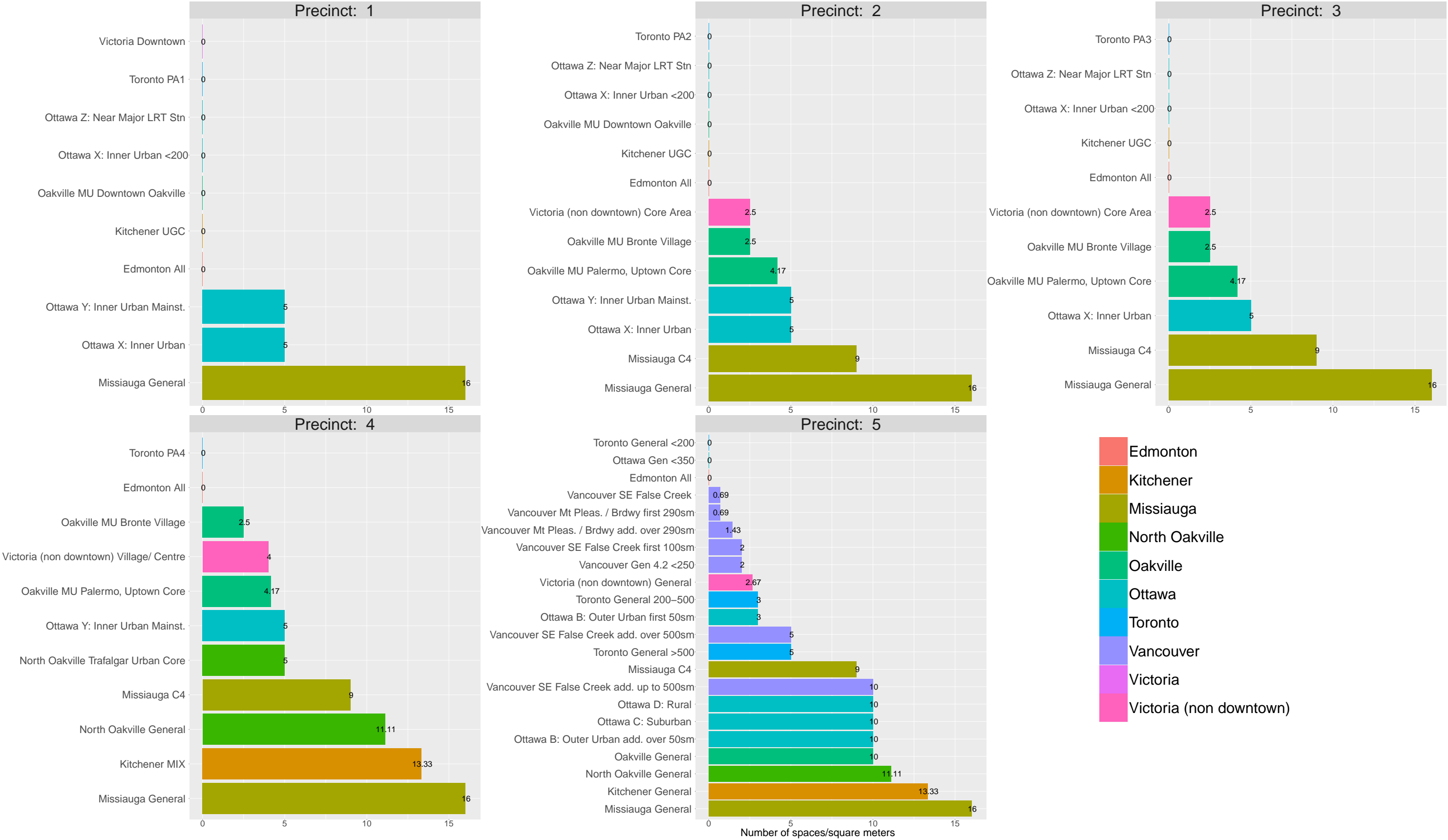
Commercial Max Rates - Retail Center > 2000sm



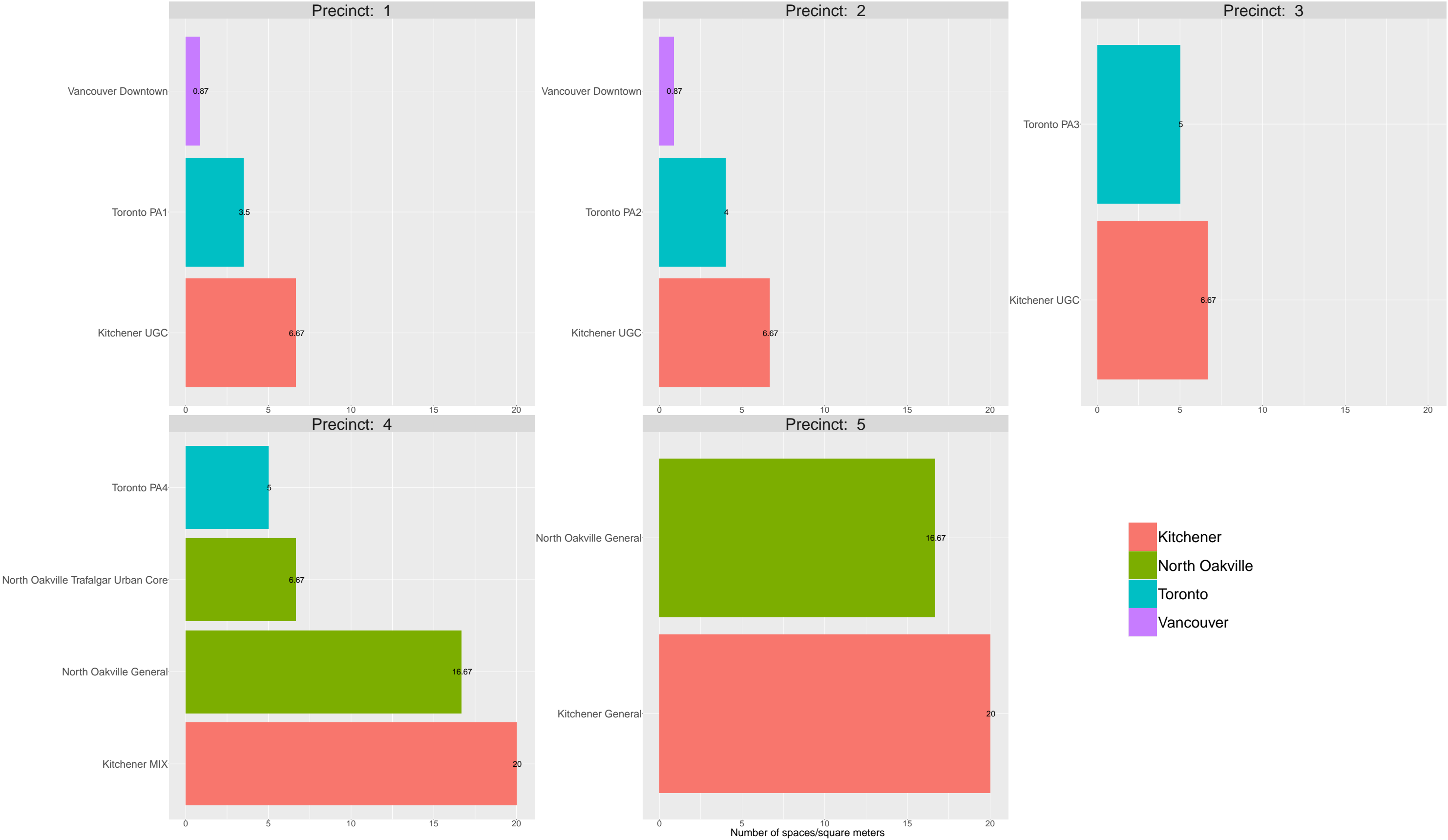
Commercial Rates - Take-out Restaurant



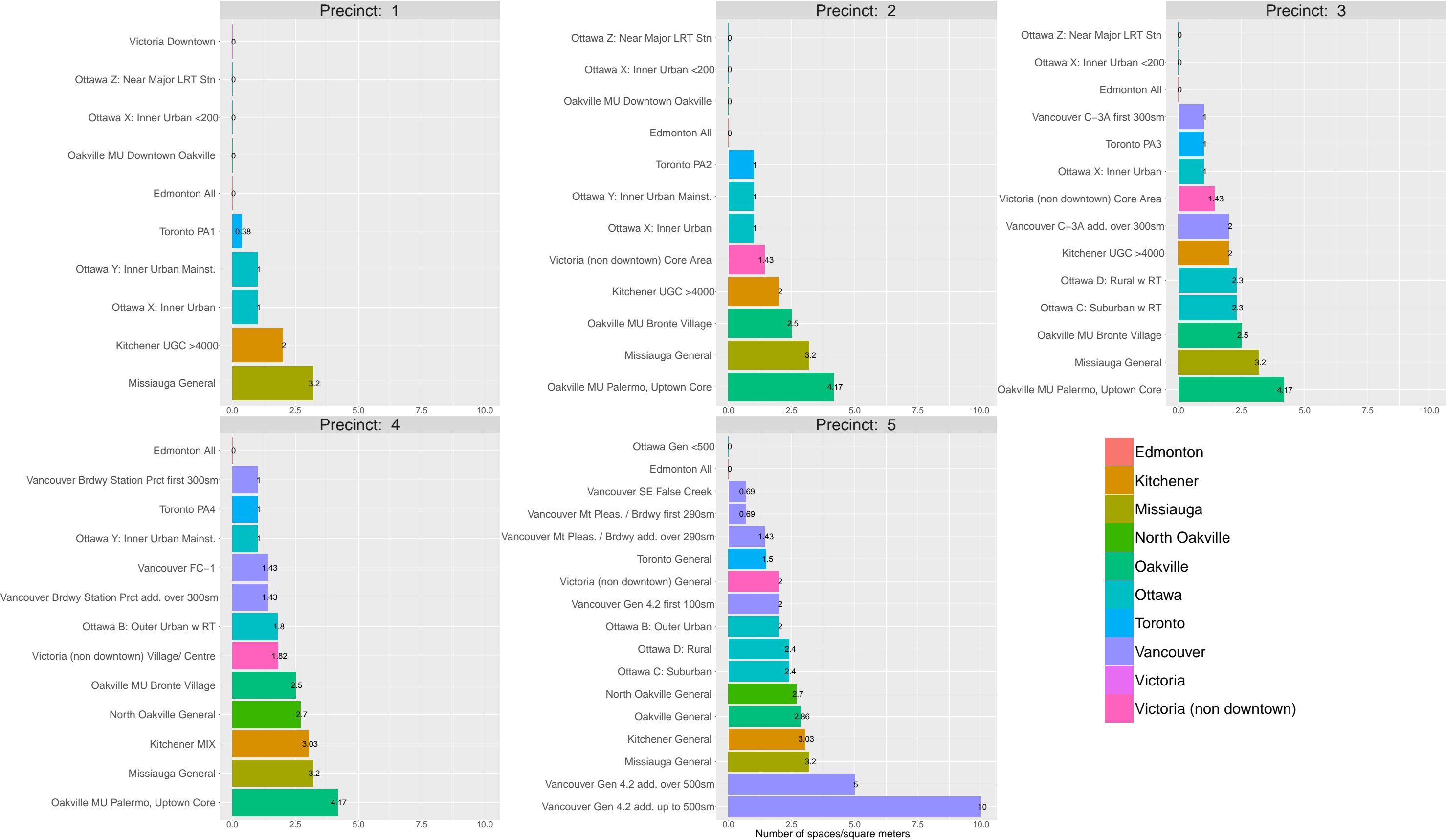
Commercial Rates - Restaurant



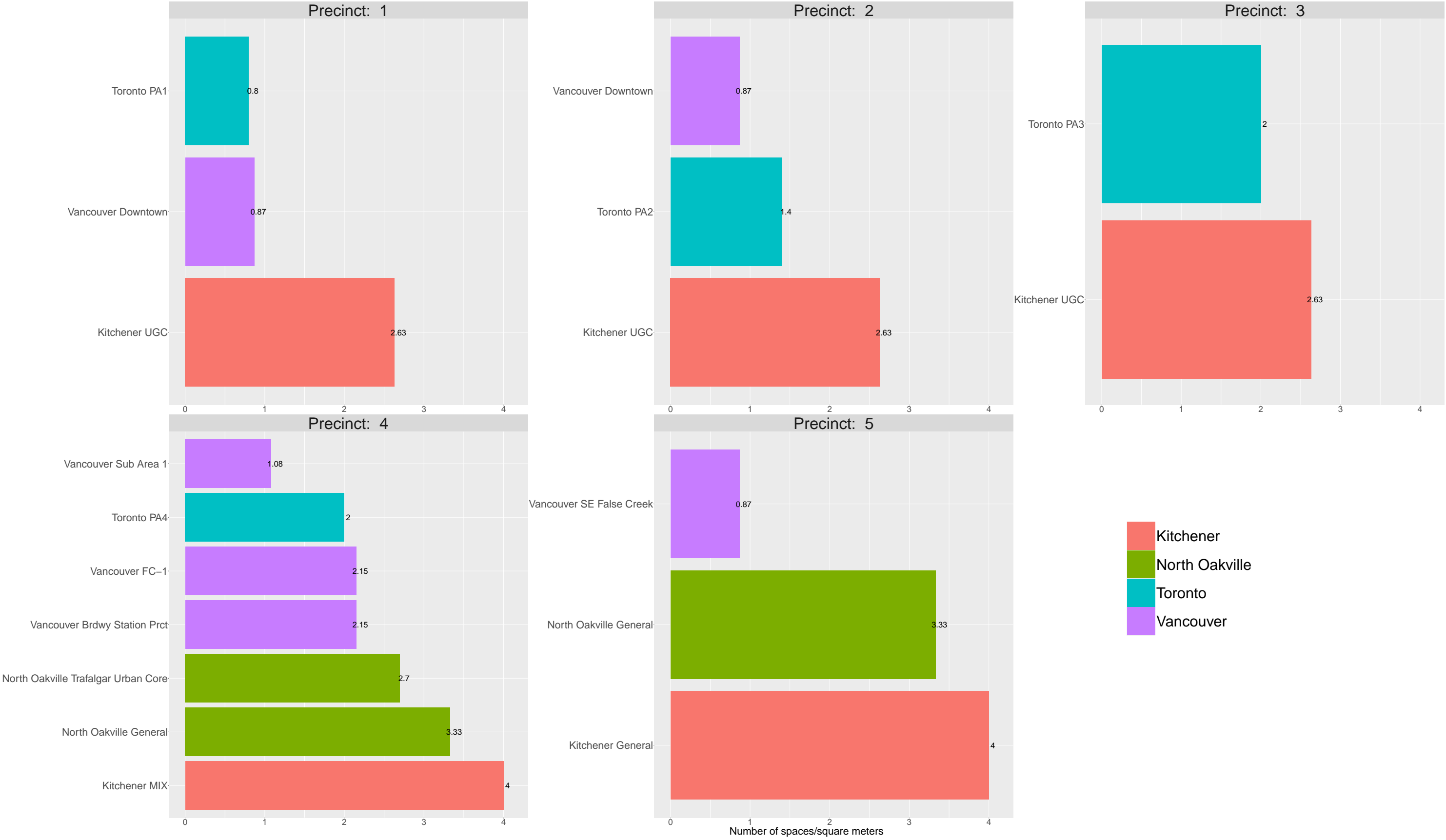
Commercial Max Rates - Restaurant



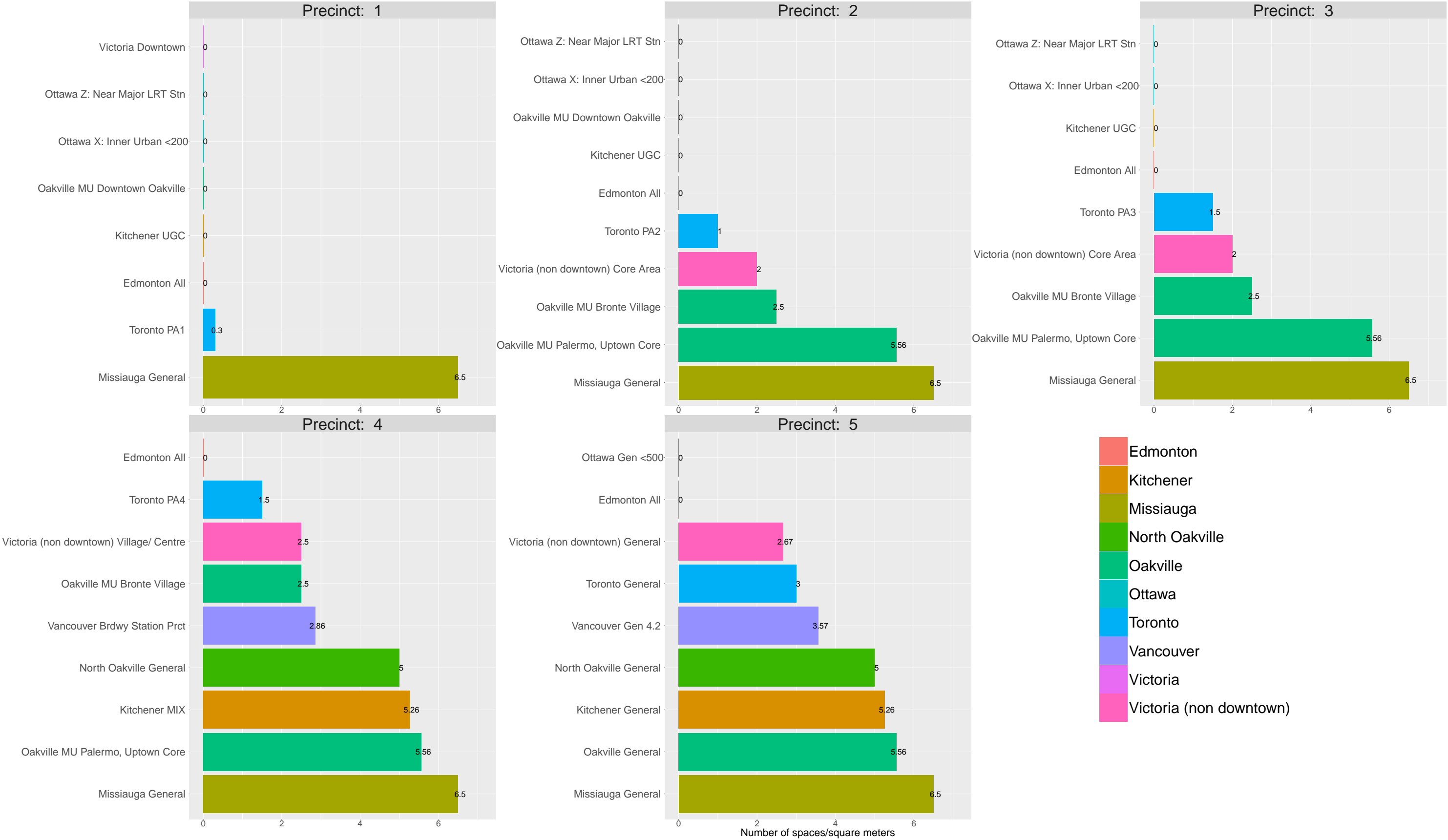
Commercial Rates - Office



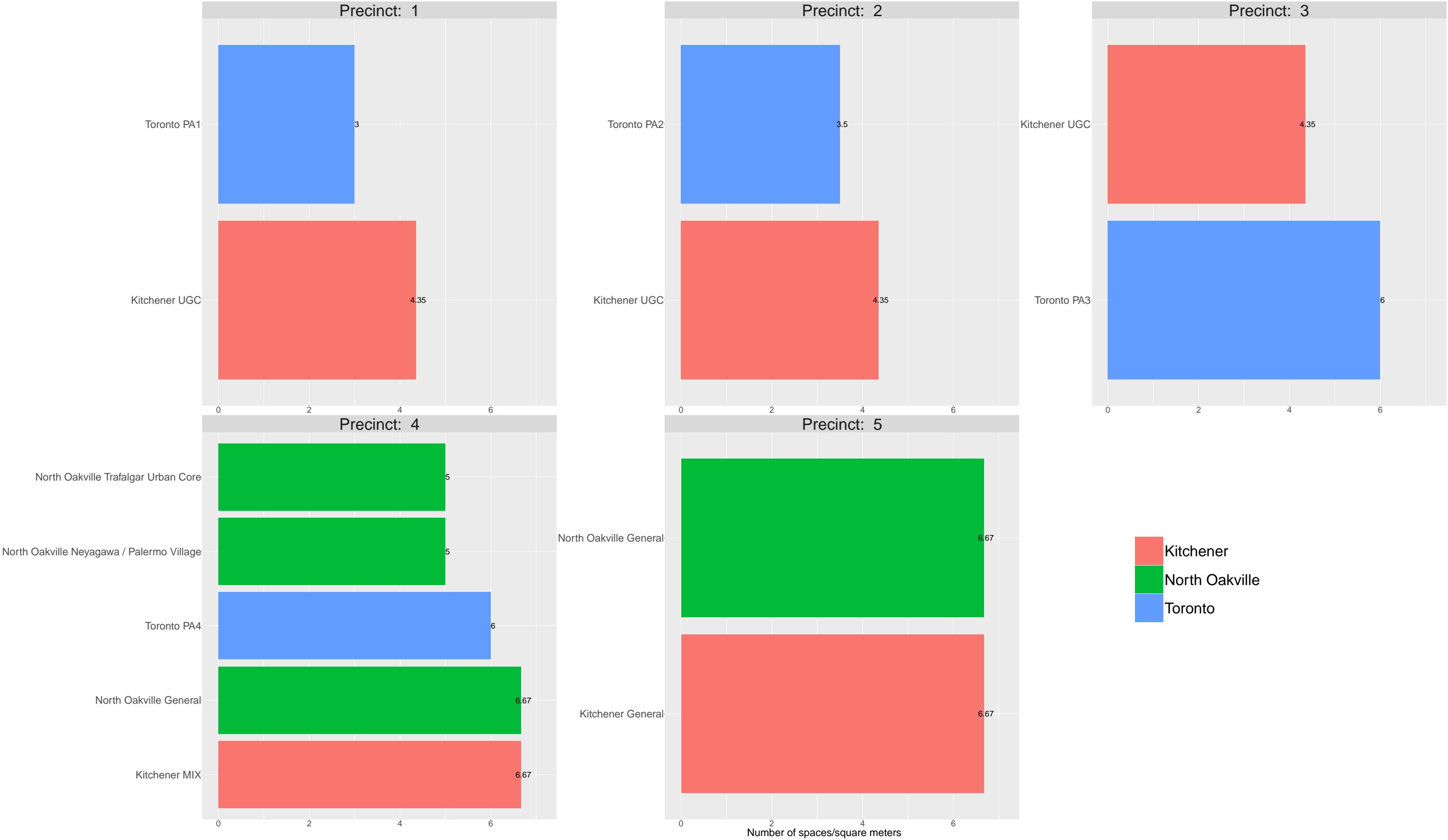
Commercial Max Rates - Office



Commercial Rates - Medical Office



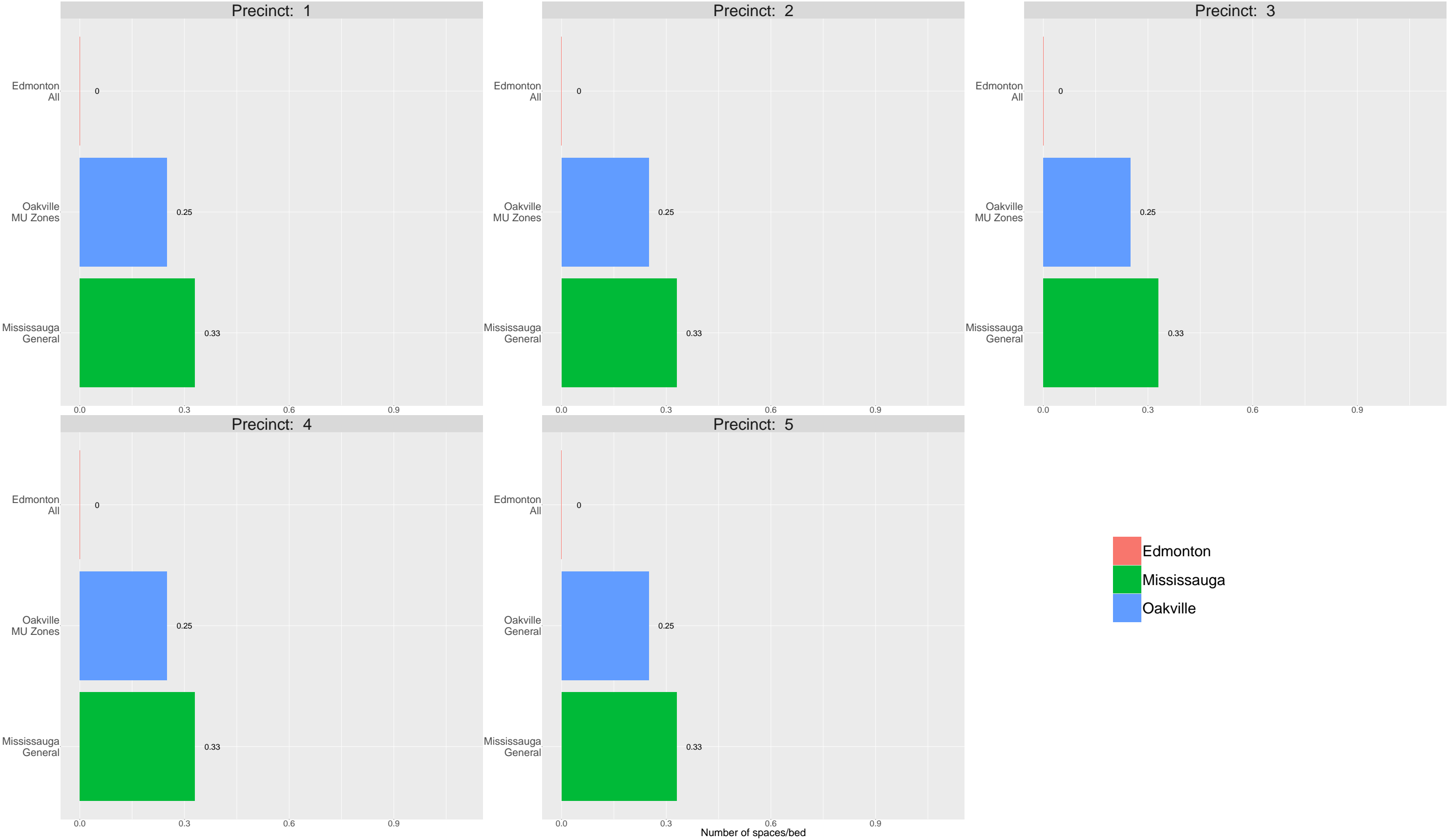
Commercial Max Rates - Medical Office



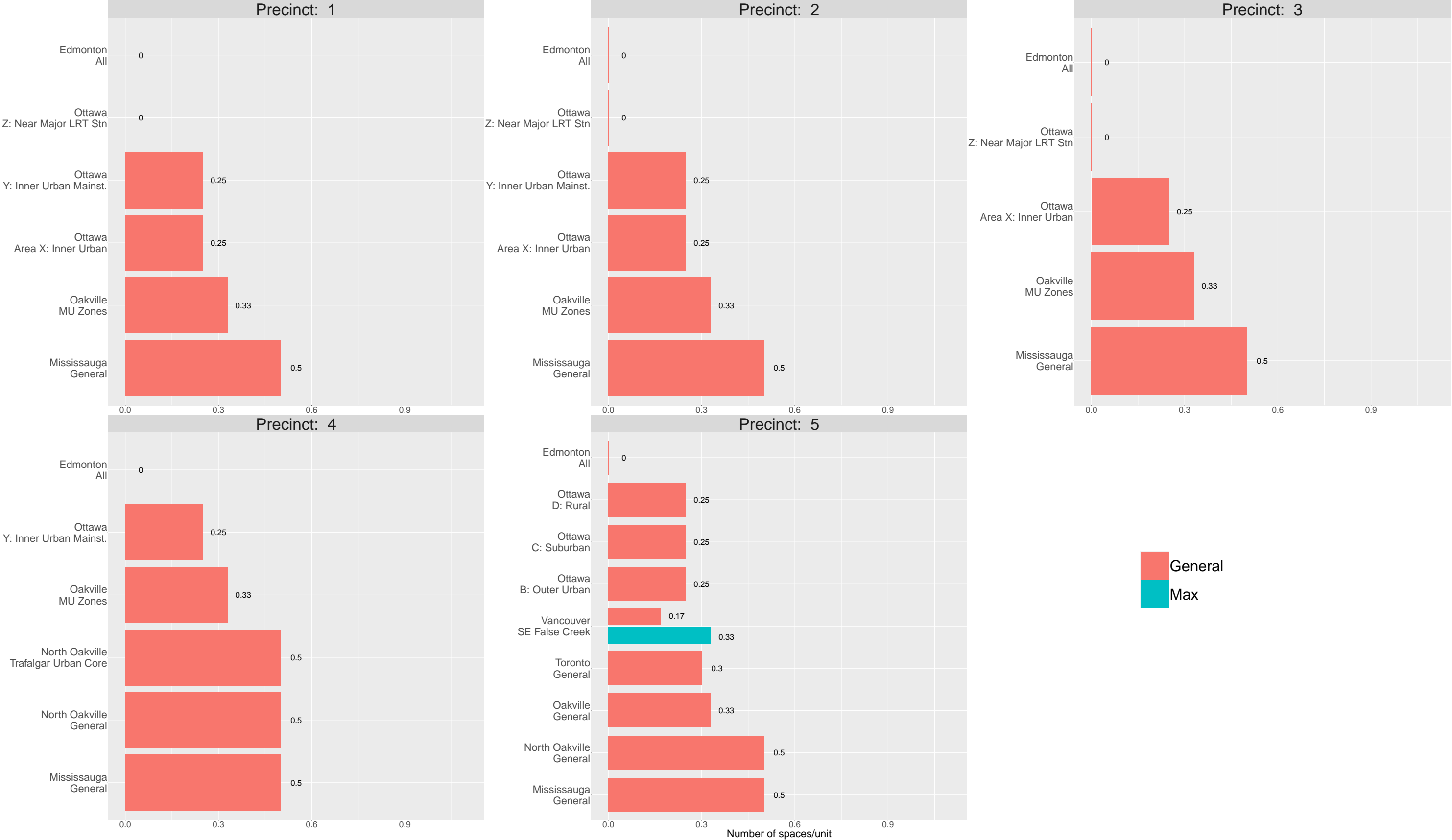
Commercial Max Rates - Non-Residential Uses



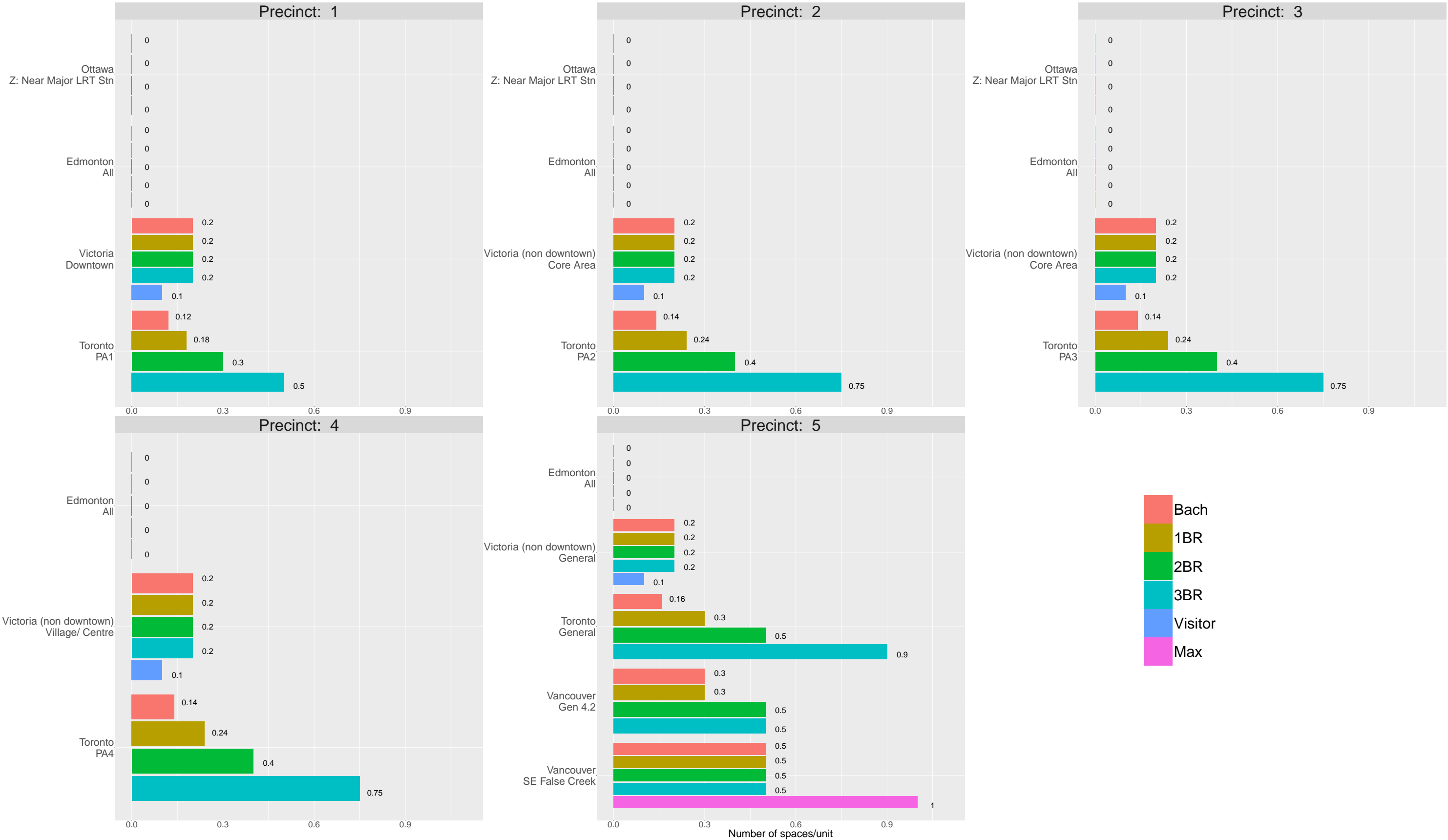
Other - Long-Term Care Facilities



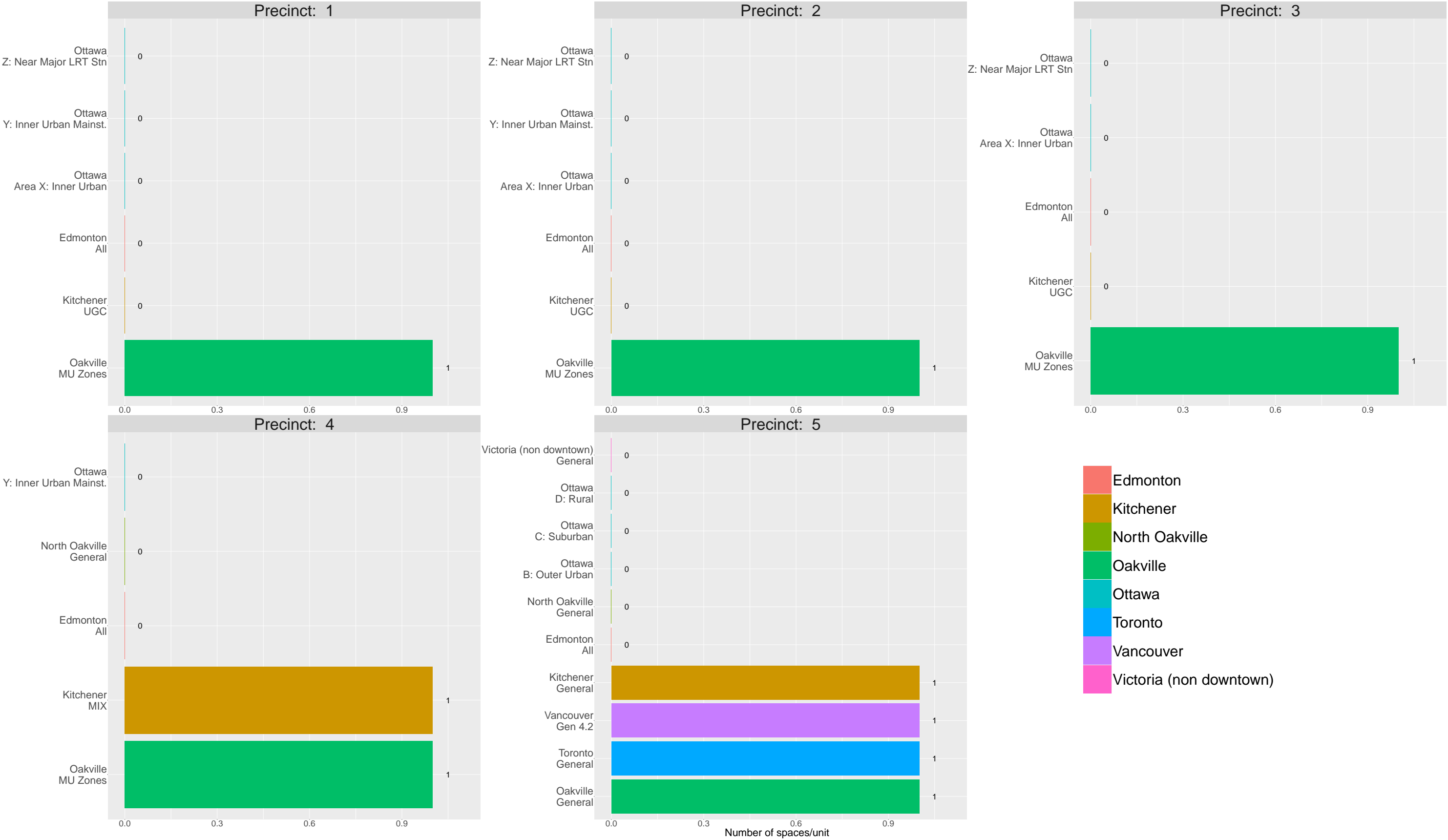
Other - Retirement Homes



Other - Affordable Housing Unit



Other - Second Units





Bicycle Parking Zoning By-Law Directions – *FINAL DRAFT*

City of Mississauga, Ontario
April 19, 2021



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Attachments

Attachment A – Bicycle Parking Rates

Attachment B – Transportation Tomorrow Survey Findings



1 Introduction

The City of Mississauga is seeking to develop a set of bicycle parking requirements to be incorporated in the Zoning By-law. This report documents a jurisdictional review of current and best practices for bicycle parking standards in other municipalities and provides direction for the City of Mississauga's Zoning By-law.

Bicycle parking is a critical link between the cycling network and a cyclist's origin and destination. An appropriate supply of bicycle parking and supporting amenities enhances the convenience of cycling and makes it a more viable travel option.

The City's **Parking Master Plan and Implementation Strategy** (PMPIS) recommended the addition of bicycle parking requirements in the City's Zoning By-law. Establishing requirements for bicycle parking at new developments also supports the goals of the Cycling Master Plan. Additionally, the City's **Transportation Demand Management Strategy and Implementation Plan** (TDM Strategy) emphasized the role of bicycle parking to reduce reliance on the automobile in an urbanizing city. The TDM Strategy provided recommended guidelines for bicycle parking, including the differentiation between long- and short-term parking, bicycle parking design and placement, recommended bicycle parking supply rates based on size/land use/location of development, and supporting end-of-trip facilities.

The recommendations contained within the City's TDM Strategy were compared against established best practices in other jurisdictions to identify refinements or opportunities to expand or simplify the requirements for adoption into the City of Mississauga Zoning By-law.

1.1 Jurisdictional Review of Best Practices Methodology

This report summarizes the best practices review of how similar municipalities define bicycle parking spaces and the rates for individual land uses. The best practices review focused on the Zoning By-law or Parking Standards from the following municipalities, primarily in the Greater Toronto Area, but also other major cities in Canada:

- City of Halifax (Regional Centre Land Use By-law, Downtown Halifax)
- City of Hamilton (By-law 05-200)
- City of Kitchener (By-law 2019-051)
- City of Markham (Draft Bicycle Parking)
- Town of Newmarket (By-law 2010-40)
- Town of Oakville (By-law 2014-014)
- City of Richmond Hill (By-law 111-17 and By-law 30-18)
- City of Toronto (By-law 569-2013)
- City of Vaughan (Draft Comprehensive Zoning By-law – January 2020)
- City of Vancouver (By-law 6059)



The City of Brampton does not currently have bicycle parking rates in their Zoning By-law 270-2004, but Brampton's Comprehensive Zoning By-law Review (2018) recommended mandating minimum bicycle parking requirements.¹

1.2 Report Organization

This report is structured into the following sections:

- **Section 2** presents the by-law direction for bicycle parking for the City of Mississauga based on the jurisdictional review documented in later sections of this report.
- **Section 3** defines bicycle parking spaces and locations
- **Section 4** presents the use of zones or precincts for applying bicycle parking rates
- **Section 5** presents land uses and control variables for bicycle parking
- **Section 6** establishes minimum bicycle parking rates for Mississauga
- **Section 7** presents required supporting amenities for bicycle parking
- **Section 8** presents conditions for waiving bicycle parking for smaller developments and offsetting motor vehicle parking requirements with bicycle parking

¹ [https://www.brampton.ca/EN/residents/Building-Permits/zoning/Documents/TP9%20-%20Parking%20and%20Loading%20Standards%20Review%20\(Draft\).pdf](https://www.brampton.ca/EN/residents/Building-Permits/zoning/Documents/TP9%20-%20Parking%20and%20Loading%20Standards%20Review%20(Draft).pdf)



2 Directions for Zoning By-Law

This section presents specific text that can be considered for inclusion in the City's Zoning By-law based on the best practices review presented in **Sections 3 to 8** of this report. The order of items and suggested wording aim to match the structure of Mississauga's vehicle parking requirements in the Zoning By-law.

As the City continues to grow and develop, new precincts (discussed in **Section 4.2**) may introduced. Additionally, as cycling demand changes over time it may be necessary to revisit bicycle parking requirements. Higher rates, such as those applied in Vancouver (discussed in **Section 6**), could be more appropriate in the future due to changes in population density, cycling infrastructure, or changes in the cycling culture in Mississauga.

2.1 Off-Street Bicycle Parking Spaces

By-Law		Rationale
1. Definitions		Refer to Section 3.0 and Section 3.1.1
TERM	DEFINITION	
Bicycle	means a vehicle that has one, two or three wheels (a unicycle, bicycle or tricycle), steering handlebars and pedals.	
Bicycle Parking Space	means an unobstructed rectangular area exclusive of any aisle or driveway for the temporary parking of a bicycle.	
Bicycle Parking Space, Class A	means a bicycle parking space designed to provide long-term parking for employees or residents of the building.	
Bicycle Parking Space, Class B	means a bicycle parking space designed to provide short-term transient parking for persons who are not residents or employees of the building.	
Bicycle Parking Space, Stacked	means a horizontal bicycle parking space that is positioned above or below another bicycle parking space and equipped with a mechanical device providing floor level access to both bicycle parking spaces.	



By-Law	Rationale
Bicycle Parking Space, Sheltered	means a bicycle parking space within a partially enclosed free-standing structure that provides a roof and often two or three walls for short-term bicycle parking needs.
Gross Floor Area (GFA) – Non-Residential	<p>means the sum of the areas of each storey above or below established grade, measured from the exterior of outside walls, or from the midpoint of common walls, including the area of any floor system or assembly located within a storey which is designed or used for access and passage by persons and including all parts of the building or structure or part thereof below established grade used for retail, office, industrial or warehouse uses, but excluding the following:</p> <ul style="list-style-type: none"> (1) any part of the building, structure or part thereof used for mechanical floor area; (2) areas of stairwells, washrooms or elevators; (3) any enclosed area used for the collection or storage of disposable or recyclable waste generated within the building or structure or part thereof; (4) any part of the building or structure or part thereof above or below established grade used for motor vehicle parking, bicycle parking (including aisle widths), or the provision of loading spaces; (5) any part of the building, structure or part thereof below established grade used for storage incidental to other uses in the building, structure or part thereof or provided and reserved for the personal needs of the occupants of the building, structure or part thereof including lunch rooms, lounges or fitness rooms; and (6) accessory outdoor tank. <p>Update (4) to exclude bicycle parking from GFA definition under Zoning By-Law Section 1.2 (0379-2009)</p>

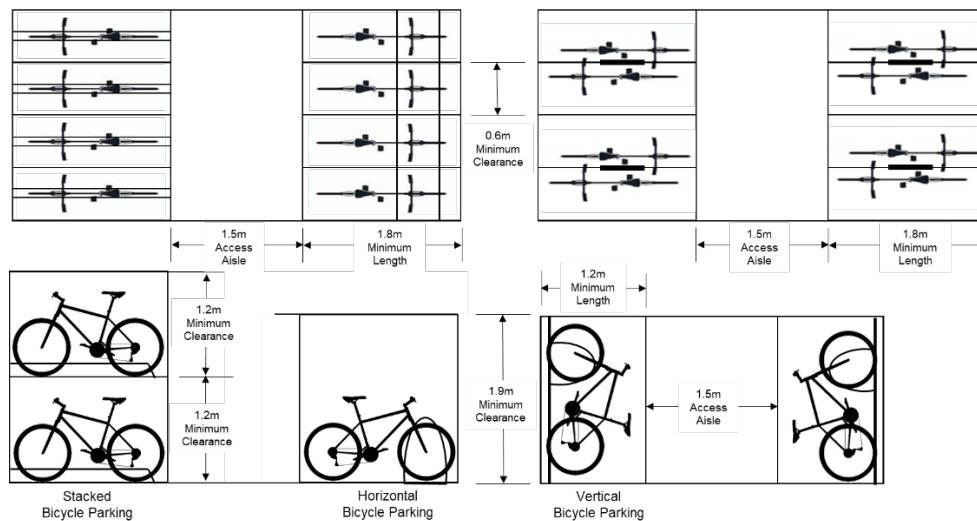


By-Law	Rationale
<p>2. Rounding</p> <p>If the calculation of the minimum bicycle parking spaces results in a fraction of a bicycle parking space being required, fractions of less than 0.5 shall be rounded down to the nearest whole number and fractions equal to or greater than 0.5 shall be rounded up to the nearest whole number.</p> <p>3. Location of Bicycle Parking</p> <p>A bicycle parking space must be on the same lot as the use for which it is required.</p> <p>Bicycle parking spaces as required by this by-law shall not be located:</p> <ul style="list-style-type: none"> a) In a dwelling unit; b) Storage locker; or c) On a balcony. <p>All Class A bicycle parking areas shall be indoors.</p> <p>All indoor bicycle parking areas shall be:</p> <ul style="list-style-type: none"> a) Located on the ground floor; or b) Located within one storey of the ground floor and be: <ul style="list-style-type: none"> i. Accessible from the ground floor with ramps, or ii. Accessible from the ground floor by elevator. <p>All outdoor bicycle parking spaces shall be:</p> <ul style="list-style-type: none"> a) Within 15 metres from a pedestrian entrance to the building on the lot for unsheltered bicycle parking, or b) Within 30 metres from the pedestrian entrance for sheltered bicycle parking. 	<p>Similar to vehicle parking under Zoning By-Law Section 3.1.1.1.4 (0190-2014)</p> <p>Refer to Section 3.3</p>

By-Law**Rationale****4. Bicycle Parking Space Dimension**Refer to
Section 3.2

A bicycle parking space must comply with the following:

- a) the minimum dimension of a bicycle parking space is:
 - i. minimum length of 1.8 metres;
 - ii. minimum width of 0.6 metres; and
 - iii. minimum vertical clearance from the ground of 1.9 metres;
 and
- b) the minimum dimension of a bicycle parking space if placed in a vertical position on a wall, structure or mechanical device is:
 - i. minimum length or vertical clearance of 1.9 metres;
 - ii. minimum width of 0.6 metres; and
 - iii. minimum horizontal clearance from the wall of 1.2 metres;
 and
- c) if a stacked bicycle parking space is provided, the minimum vertical clearance for each bicycle parking space is 1.2 metres, and the minimum clearance from the floor shall be 2.4 metres.

Plan View**Side View**

Note: The above illustrations are for clarification and convenience only and do not form part of this By-law. The Definitions and General Provisions parts of this By-law must be referenced.

5. AislesRefer to
Section 3.2

The minimum aisle width shall be 1.5 metres.



By-Law	Rationale																								
<div>6. Required Number of Bicycle Parking Spaces for Residential Uses</div> <div>Bicycle parking spaces for residential uses shall be provided in accordance with the table below.</div> <div>Required Number of Bicycle Parking Spaces for Residential Uses in City Centre</div> <table><tr><th>Type of Use</th><th>Minimum Class A Bicycle Parking</th><th>Minimum Class B Bicycle Parking</th></tr><tr><td>Apartments (including condominium, rental, and townhouses without exclusive garages)</td><td>0.80 spaces / unit</td><td>0.10 spaces per unit (6 minimum space)</td></tr><tr><td>Long-Term Care Building</td><td>0.30 / 100 m² GFA</td><td>0.30 / 100 m² GFA</td></tr><tr><td>Retirement Building</td><td>0.40 spaces / unit</td><td>0.05 spaces per unit (6 minimum space)</td></tr></table> <div>Required Number of Bicycle Parking Spaces for Residential Uses in Rest of Mississauga</div> <table><tr><th>Type of Use</th><th>Minimum Class A Bicycle Parking</th><th>Minimum Class B Bicycle Parking</th></tr><tr><td>Apartments (including condominium, rental, and townhouses without exclusive garages)</td><td>0.60 spaces / unit</td><td>0.05 spaces per unit (6 minimum space)</td></tr><tr><td>Long-Term Care Building</td><td>0.20 / 100 m² GFA</td><td>0.20 / 100 m² GFA</td></tr><tr><td>Retirement Building</td><td>0.30 spaces / unit</td><td>0.03 spaces per unit (6 minimum space)</td></tr></table>	Type of Use	Minimum Class A Bicycle Parking	Minimum Class B Bicycle Parking	Apartments (including condominium, rental, and townhouses without exclusive garages)	0.80 spaces / unit	0.10 spaces per unit (6 minimum space)	Long-Term Care Building	0.30 / 100 m ² GFA	0.30 / 100 m ² GFA	Retirement Building	0.40 spaces / unit	0.05 spaces per unit (6 minimum space)	Type of Use	Minimum Class A Bicycle Parking	Minimum Class B Bicycle Parking	Apartments (including condominium, rental, and townhouses without exclusive garages)	0.60 spaces / unit	0.05 spaces per unit (6 minimum space)	Long-Term Care Building	0.20 / 100 m ² GFA	0.20 / 100 m ² GFA	Retirement Building	0.30 spaces / unit	0.03 spaces per unit (6 minimum space)	<div>Refer to Section 6.1 and Section 6.4</div>
Type of Use	Minimum Class A Bicycle Parking	Minimum Class B Bicycle Parking																							
Apartments (including condominium, rental, and townhouses without exclusive garages)	0.80 spaces / unit	0.10 spaces per unit (6 minimum space)																							
Long-Term Care Building	0.30 / 100 m ² GFA	0.30 / 100 m ² GFA																							
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Retirement Building	0.30 spaces / unit	0.03 spaces per unit (6 minimum space)																							



By-Law	Rationale																								
<p>7. Required Number of Bicycle Parking Spaces for Non-Residential Uses</p> <p>Bicycle parking spaces for non-residential uses shall be provided in accordance with the table below.</p> <p>Required Number of Bicycle Parking Spaces for Non-Residential Uses in City Centre</p> <table><tr><th>Type of Use</th><th>Minimum Class A Bicycle Parking</th><th>Minimum Class B Bicycle Parking</th></tr><tr><td>Retail (including retail centre, and retail store, entertainment establishment, personal service establishment, convenience restaurant, restaurant, take-out restaurant)</td><td>0.15 / 100 m² GFA</td><td>0.30 / 100 m² GFA</td></tr><tr><td>Business Office (including office, real estate office)</td><td>0.20 / 100 m² GFA</td><td>0.15 / 100 m² GFA</td></tr><tr><td>Medical Office (including medical office, medical office – restricted)</td><td>0.15 / 100 m² GFA</td><td>0.20 / 100 m² GFA</td></tr><tr><td>Employment (including education and training facility, financial institution, manufacturing facility, science and technology facility, warehouse/ distribution facility, wholesaling facility)</td><td>0.15 / 100 m² GFA</td><td>0.15 / 100 m² GFA</td></tr><tr><td>School, Elementary / Secondary (including public/private)</td><td>0.10 / 100 m² GFA</td><td>0.40 / 100 m² GFA</td></tr><tr><td>School, Post-Secondary (including college/university)</td><td>1.00 / 100 m² GFA</td><td>1.20 / 100 m² GFA</td></tr><tr><td>Institutional (including active recreational use, arena, art gallery, community centre, hospital, library, museum, place of religious assembly, recreational establishment)</td><td>0.30 / 100 m² GFA</td><td>0.30 / 100 m² GFA</td></tr></table>	Type of Use	Minimum Class A Bicycle Parking	Minimum Class B Bicycle Parking	Retail (including retail centre, and retail store, entertainment establishment, personal service establishment, convenience restaurant, restaurant, take-out restaurant)	0.15 / 100 m ² GFA	0.30 / 100 m ² GFA	Business Office (including office, real estate office)	0.20 / 100 m ² GFA	0.15 / 100 m ² GFA	Medical Office (including medical office, medical office – restricted)	0.15 / 100 m ² GFA	0.20 / 100 m ² GFA	Employment (including education and training facility, financial institution, manufacturing facility, science and technology facility, warehouse/ distribution facility, wholesaling facility)	0.15 / 100 m ² GFA	0.15 / 100 m ² GFA	School, Elementary / Secondary (including public/private)	0.10 / 100 m ² GFA	0.40 / 100 m ² GFA	School, Post-Secondary (including college/university)	1.00 / 100 m ² GFA	1.20 / 100 m ² GFA	Institutional (including active recreational use, arena, art gallery, community centre, hospital, library, museum, place of religious assembly, recreational establishment)	0.30 / 100 m ² GFA	0.30 / 100 m ² GFA	<p>Refer to Section 6.2 and Section 6.4</p>
Type of Use	Minimum Class A Bicycle Parking	Minimum Class B Bicycle Parking																							
Retail (including retail centre, and retail store, entertainment establishment, personal service establishment, convenience restaurant, restaurant, take-out restaurant)	0.15 / 100 m ² GFA	0.30 / 100 m ² GFA																							
Business Office (including office, real estate office)	0.20 / 100 m ² GFA	0.15 / 100 m ² GFA																							
Medical Office (including medical office, medical office – restricted)	0.15 / 100 m ² GFA	0.20 / 100 m ² GFA																							
Employment (including education and training facility, financial institution, manufacturing facility, science and technology facility, warehouse/ distribution facility, wholesaling facility)	0.15 / 100 m ² GFA	0.15 / 100 m ² GFA																							
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Institutional (including active recreational use, arena, art gallery, community centre, hospital, library, museum, place of religious assembly, recreational establishment)	0.30 / 100 m ² GFA	0.30 / 100 m ² GFA																							



By-Law			Rationale
Required Number of Bicycle Parking Spaces for Non-Residential Uses in Rest of Mississauga			
Type of Use	Minimum Class A Bicycle Parking	Minimum Class B Bicycle Parking	
Retail (including retail centre, and retail store, entertainment establishment, personal service establishment, convenience restaurant, restaurant, take-out restaurant)	0.10 / 100 m ² GFA	0.20 / 100 m ² GFA	
Business Office (including office, real estate office)	0.10 / 100 m ² GFA	0.10 / 100 m ² GFA	
Medical Office (including medical office, medical office – restricted)	0.10 / 100 m ² GFA	0.10 / 100 m ² GFA	
Employment (including education and training facility, financial institution, manufacturing facility, science and technology facility, warehouse/ distribution facility, wholesaling facility)	0.10 / 100 m ² GFA	2 minimum	
School, Elementary / Secondary (including public/private)	0.10 / 100 m ² GFA	0.40 / 100 m ² GFA	
School, Post-Secondary (including college/university)	1.00 / 100 m ² GFA	1.20 / 100 m ² GFA	
Institutional (including active recreational use, arena, art gallery, community centre, hospital, library, museum, place of religious assembly, recreational establishment)	0.10 / 100 m ² GFA	0.10 / 100 m ² GFA	



By-Law	Rationale																																				
<p>8. Waived Bicycle Parking</p> <p>Despite the bicycle parking space rates set out in #6, if the lot with residential use has less than 20 units, then zero bicycle parking spaces are required for the residential use.</p> <p>Despite the bicycle parking space rates set out in #7, if the lot with non-residential use has less than 1000 m² of GFA, then zero bicycle parking spaces are required for the non-residential use.</p> <p>9. Multiple-Use Developments</p> <p>If a development contains parking for more than one land use, the total number of bicycle spaces shall be the sum of the bicycle spaces required for each land use calculated separately; and, a bicycle space required for one land use shall be deemed not to meet the requirement for any other use on the lot.</p> <p>10. End-of-Trip Facilities</p> <p>If a building has uses, other than dwelling units, for which a Class A bicycle parking space is required, the number of toilets, sinks, and shower facilities shall be provided in accordance with the below table.</p> <table><tr><th>Class A Bicycle Spaces</th><th>Toilets</th><th>Showers</th><th>Sinks</th></tr><tr><td>0 to 3</td><td>0</td><td>0</td><td>0</td></tr><tr><td>4 to 29</td><td>1</td><td>1</td><td>1</td></tr><tr><td>30 to 64</td><td>2</td><td>2</td><td>1</td></tr><tr><td>65 to 94</td><td>3</td><td>3</td><td>2</td></tr><tr><td>95 to 129</td><td>4</td><td>4</td><td>2</td></tr><tr><td>130 to 159</td><td>5</td><td>5</td><td>3</td></tr><tr><td>160 to 194</td><td>6</td><td>6</td><td>3</td></tr><tr><td>Over 194</td><td>6 + 1 / additional 30 spaces</td><td>6 + 1 / additional 30 spaces</td><td>3 + 1 / additional 30 spaces</td></tr></table>	Class A Bicycle Spaces	Toilets	Showers	Sinks	0 to 3	0	0	0	4 to 29	1	1	1	30 to 64	2	2	1	65 to 94	3	3	2	95 to 129	4	4	2	130 to 159	5	5	3	160 to 194	6	6	3	Over 194	6 + 1 / additional 30 spaces	6 + 1 / additional 30 spaces	3 + 1 / additional 30 spaces	<p>Refer to Section 8.0</p> <p>Refer to Section 7.0</p>
Class A Bicycle Spaces	Toilets	Showers	Sinks																																		
0 to 3	0	0	0																																		
4 to 29	1	1	1																																		
30 to 64	2	2	1																																		
65 to 94	3	3	2																																		
95 to 129	4	4	2																																		
130 to 159	5	5	3																																		
160 to 194	6	6	3																																		
Over 194	6 + 1 / additional 30 spaces	6 + 1 / additional 30 spaces	3 + 1 / additional 30 spaces																																		



3 Defining Bicycle Parking

The jurisdictional review identified a few municipalities that provide a general definition of a “bicycle parking space” as shown in **Table 1**. Most municipalities provide separate definitions for “long-term” and “short-term” bicycle parking spaces (discussed further in **Section 3.1**).

Table 1: Bicycle Parking Space Definition

Municipality	Definition of Bicycle Parking Space
Oakville	An unobstructed rectangular space that is designed to be used for the temporary parking of a bicycle.
Toronto	An area used for parking or storing a bicycle.
Vancouver	A space for the parking of one bicycle either outside or inside a structure.
Vaughan	An area used exclusively for the secure parking of a bicycle.

3.1 Classification by Duration

All of the municipalities reviewed, with the exception of the Town of Oakville, have established both long-term (or ‘Class A’) and short-term (or ‘Class B’) bicycle parking requirements. The Town of Oakville differentiates between the two forms of bicycle parking only for visitors and residents in an apartment building, but does not differentiate for non-residential uses.

Long-term parking is intended for residents of residential uses or employees of non-residential uses, and short-term parking is intended for visitors or patrons. Typically, a long-term space must be located within a building, and must be accompanied by shower and change facilities, when provided for a non-residential use. Sometimes long-term bicycle parking may be located outside but requires greater weather protection and security, whereas short-term bicycle parking is intended to be conveniently located near the entrance and easily seen (from the sidewalk or building) for security.

Some of the more detailed requirements also specify location of the bicycle parking (often in terms of distance from a main entrance), as well as lighting and security requirements.

3.1.1 Long-Term and Short-Term Bicycle Parking

Long-term parking is typically used by employees, residents, public transit users. These users have routine destination such as the home or workplace, and will often leave their bicycles for a longer period of time, requiring a degree of security and weather protection.

Short-term parking is typically used by visitors of businesses and institutions where they will only need the parking space for a short period of time. Parking spaces for short-term needs emphasize convenience of use.

Definitions for long-term and short-term parking from the various municipalities are summarized in **Table 2**. In general, definitions are fairly consistent across municipalities – long-term spaces emphasize security, and short-term spaces emphasize convenient access and designs.

**Table 2: Bicycle Parking Space Definition by Duration**

Municipality	Bicycle Parking Space Definition	
	Long-Term ('Class A')	Short-Term ('Class B')
Mississauga (TDM Strategy)	Long-term bicycle parking includes bicycle racks in secure, enclosed, weather-protected areas with controlled access. Common forms include bicycle cages, bicycle rooms and bicycle lockers.	Short-term bicycle parking usually constitutes bicycle racks in a visible, accessible locations that may or may not be weather-protected. Short-term bicycle parking is typically for customers or visitors.
Halifax	Bicycle parking that secures the entire bicycle and protects it from inclement weather.	Bicycle parking that permits the locking of a bicycle by its frame and front wheel, and which supports the bicycle in a stable position with at least two points of contact.
Kitchener	A bicycle locker or an enclosed, secure area with controlled access in which a bicycle may be parked and secured for the long term in a stable position with at least one point of contact with the frame of the bicycle.	An area in which a bicycle may be parked and secured for the short term in a stable position with two points of contact with the frame of the bicycle.
Newmarket	Spaces that are located in a building, enclosed in a lockable locker, or enclosed in a secured area with controlled access.	Spaces that are located outdoors, on a bicycle rack, or in an easily accessible location.
Toronto	Bicycle parking spaces for use by the occupants or tenants of a building.	Bicycle parking spaces for use by visitors to a building.
Vancouver	Bicycle space primarily designed to provide long-term parking for employees or residents of the building.	Bicycle space primarily designed to provide short-term transient parking for persons who are not residents or employees of the building.
Vaughan	A locked room within a building or part of a building for the exclusive use of parking bicycles.	A designated area for the exclusive use of parking bicycles and equipped with a rack or stand designed to lock the wheel and frame of a bicycle.

Other definitions include “bicycle locker” to mean an individual bicycle storage unit that is weather protected, enclosed, and has a controlled access system (Kitchener).

Halifax also defines “Enhanced Bicycle Parking” that means any of the following: bicycle parking in excess of the required minimums in terms of quantity or class; the provision of sheltered bicycle parking; the provision of showers (at the rate of one for every six bicycle spaces); and clothes lockers (at the rate of one for every bicycle space). Although there are no requirements

for providing enhanced spaces, they allow for a reduction in the minimum vehicle parking requirements.

3.2 Bicycle Parking Space Dimension

There are three physical design types of bicycle parking that are mentioned within the various municipalities: horizontal, vertical, and stacked bicycle parking. The City of Toronto describes a “stacked bicycle parking space” as a horizontal bicycle parking space that is positioned above or below another bicycle parking space and equipped with a mechanical device providing floor level access to both bicycle parking spaces. Example photos of each of these types is shown in **Table 3**.

Table 3: Examples of Horizontal, Vertical, and Stacked Bicycle Parking

Horizontal Bicycle Parking	Vertical Bicycle Parking	Stacked Bicycle Parking
		

Source: Guidelines for the Design and Management of Bicycle Parking Facilities (City of Toronto)

Table 4 shows the minimum dimension requirements for bicycle parking as defined by municipal zoning by-laws. There is a high degree of consistency across the municipalities.

Exhibit 1 shows an example of how the dimensions are measured for horizontal and vertical bicycle parking spaces which is presented in Kitchener’s By-law 2019-051.

Some unique by-law provisions include Vancouver requiring a minimum of 5% of spaces to be oversized spaces of 2.4 metres in length and 0.9 metres in width, and may not be vertical or stacked spaces. Vancouver’s By-law also details minimum dimensions for the room holding the long-term bicycle parking spaces (such as door widths, etc.)

Most municipalities do not differentiate dimensions for long- or short-term spaces, but Halifax defines a separate dimension guidelines for Class A and Class B parking with a minimum height of 1.2m (locker), and minimum overhead clearance of 2.0m, respectively. Kitchener also recognizes in the By-law that overhead clearance is not required within a bicycle locker.

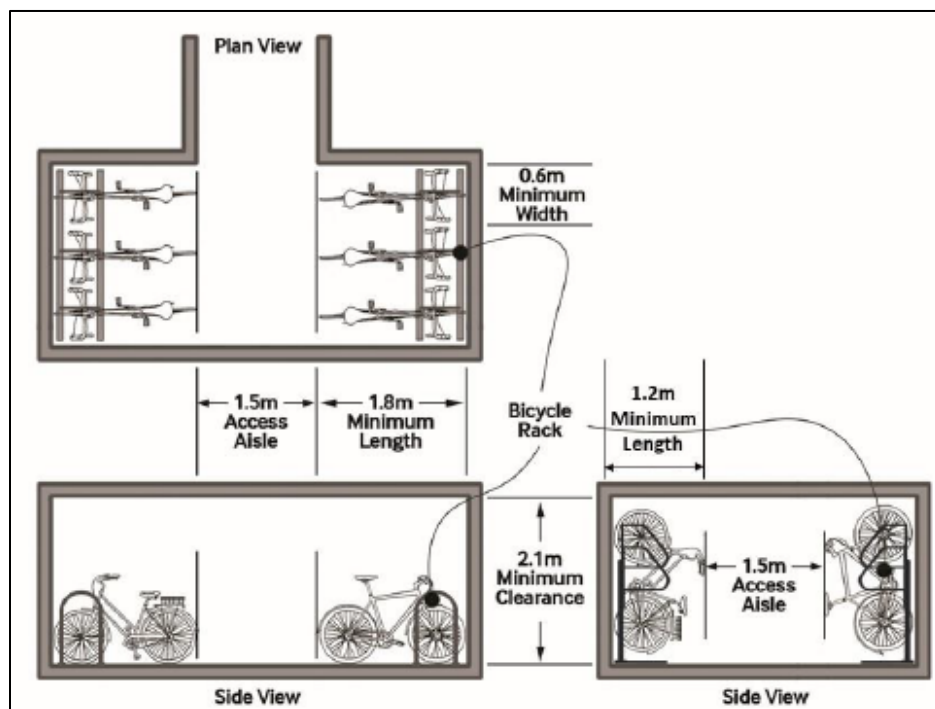
Table 4: Dimensions of Bicycle Parking Spaces

Municipality	Horizontal Bicycle Parking Space Dimensions (m)			Vertical Bicycle Parking Space Dimensions (m)			Aisle Width (m)
	Length	Width	Height	Length	Width	Height	
Mississauga (TDM Strategy)	-	-	-	-	-	-	-
Hamilton	-	-	-	-	-	-	-
Halifax	1.8	0.6	2.0	-	-	-	1.5
Kitchener	1.8	0.6	2.1	1.2	0.6	2.1	1.5
Markham	-	-	-	-	-	-	-
Newmarket	1.8	0.6	1.9	1.2	0.6	1.9	-
Oakville	-	-	-	-	-	-	-
Richmond Hill	1.8	0.6	-	-	-	-	-
Toronto	1.8	0.6	1.9	1.2	0.6	1.9	-
Vancouver	1.8	0.6	1.9	1.0	0.6	1.9	1.5
Vaughan	1.8	0.6	1.9	1.2	0.6	1.9	1.5

Note: Height for horizontal bicycle parking refers to vertical clearance from the ground; Length for vertical bicycle parking refers to horizontal clearance from the wall. Kitchener and Halifax refer to the height of horizontal bicycle parking as “overhead clearance”.

Halifax has an increased minimum width of 0.9 metres for bicycle racks.

Vancouver dimensions are for Class A (Long-Term) spaces; Class B (Short-Term) spaces only require 0.6 m width for each bicycle, an aisle minimum width of 1.2 m, and unrestricted access behind the space of a minimum length of 0.5 m; In the City of Toronto the vertical clearance required for stacked bicycle parking spaces is the minimum vertical clearance for each bicycle at 1.2 m each.

Exhibit 1: Minimum Bicycle Parking Space and Access Aisle Dimensions (Kitchener Zoning By-law 2019-051)

Source: Kitchener Zoning By-law 2019-051

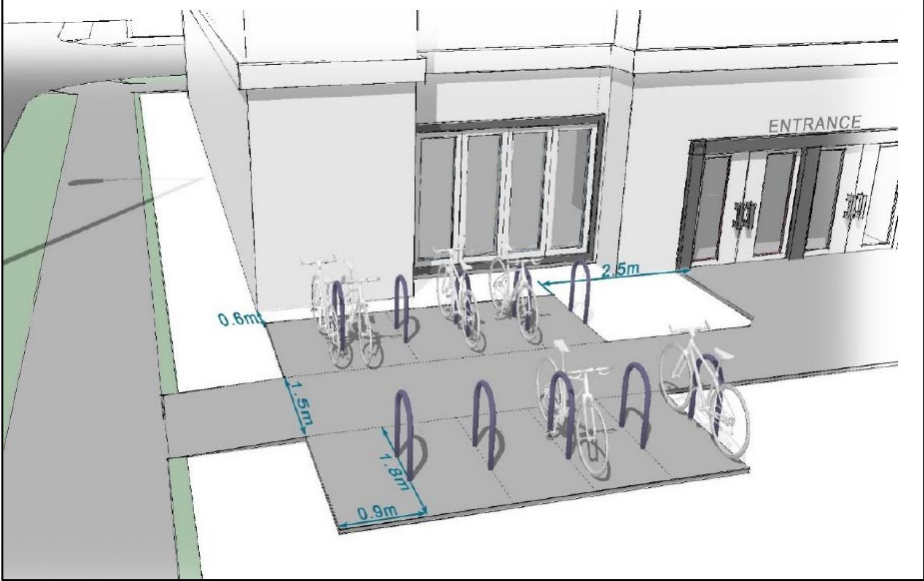


3.3 Bicycle Parking Space Locational Requirement

A summary of location requirements for long-term and short-term bicycle parking is provided in **Table 5**.

Table 5: Bicycle Parking Space Locational Requirement

Municipality	Long-Term / Class A Bicycle Parking Spaces	Short-Term / Class B Bicycle Parking Spaces
Mississauga (TDM Strategy)	<p>The most common forms of long-term or Class A bicycle parking are bicycle cages, bicycle rooms and bicycle lockers.</p> <p>Cages and rooms are more common in multi-unit residential buildings, employment uses and postsecondary institutions. Bicycle lockers can be located outdoors, away from other forms of shelter.</p>	<p>Should be located in areas that are well lit, within 15 metres of a building entrance, and visible from that entrance. Racks in a road right-of-way should not impede pedestrian, cyclist or vehicular travel.</p>
Halifax	<p>May be located up to 200 m from an entrance.</p> <p>Shall be located on hard surfaces in areas that are visible and well illuminated.</p>	<p>Shall be located no more than 15 metres from an entrance.</p> <p>Where there are shelters such as building awnings or overhangs or special purpose-designed shelters that protect bicycles from the elements, bicycle parking may be located up to 30 metres from an entrance.</p> <p>Shall be located at ground level and visible to passers-by or building security personnel. Where not immediately visible to passers-by, directional signage shall be provided.</p> <p>In cases of 100% lot coverage, Class B bicycle parking may be installed within the street right-of-way, in accordance with the provisions of the Streets By-law, provided it is within 91.4m from the location they are to serve.</p>

Municipality	Long-Term / Class A Bicycle Parking Spaces	Short-Term / Class B Bicycle Parking Spaces
Halifax (continued)	<p>Bicycle parking racks are prohibited within 2.5 metres of any building entrance.</p> <p>A 1.5-metre-wide clear aisle shall be provided between rows of bicycle parking racks, based on a typical bicycle length of 1.8 metres.</p> <p>Excluding wall-mounted racks, a space of 0.6 metres shall be provided between bicycle parking spaces and any obstruction, on all sides.</p> <p>On lots where lot coverage exceeds 90%, or where it is otherwise impractical to provide Class B bicycle parking spaces on-site, the applicant may request an encroachment license from the Municipality to install the required Class B bicycle parking spaces in the adjacent public right-of-way.</p> <p>Halifax Bicycle Parking Geometric Locational Requirements</p> 	
Hamilton	Long-term Bicycle Parking Space shall be located in a secure enclosed bicycle parking area.	Short-term Bicycle Parking Space shall be located within a bicycle parking area at grade.
Kitchener	Class A bicycle parking stalls shall be located within a building, structure, and/or bicycle locker.	-



Municipality	Long-Term / Class A Bicycle Parking Spaces	Short-Term / Class B Bicycle Parking Spaces
Newmarket	<p>A bicycle parking space must be on the same lot as the use for which it is required.</p> <p>Bicycle parking spaces as required by this by-law shall not be located in a dwelling unit, or on a balcony.</p> <p>Where required bicycle parking spaces are located internal to a building, they shall be located:</p> <ul style="list-style-type: none"> a) on the ground floor; or b) on the second floor or the first level below the ground floor if the bicycle parking spaces are accessible via an elevator or ramp. 	
Richmond Hill	-	Visitor bicycle parking spaces shall be located at grade.
Toronto	Must be on the same lot as the use for which it is required.	
	<p>Must be located in a building;</p> <p>For non-residential units, spaces may be located:</p> <ul style="list-style-type: none"> (i) on the first storey of the building; (ii) on the second storey of the building; (iii) on levels of the building below-ground commencing with the first level below-ground and moving down, in one level increments when at least 50% of the area of that level is occupied by bicycle parking spaces, until all required bicycle parking spaces have been provided; 	<p>Must be located within 30 metres from a pedestrian entrance to the principal building on the lot, must comply with the City of Toronto's Guidelines for the Design and Management of Bicycle Parking Facilities, and must be visible from the sidewalk.²</p>
Vancouver	<p>Shall be provided in a separate bicycle room located within a building, except that:</p> <ul style="list-style-type: none"> (a) the spaces can be in a building which provides parking for motor 	<p>Shall be provided in a convenient, well-lit location that provides visual surveillance by occupants of the building the racks are intended to serve. If the racks are not readily visible to visitors to a site,</p>

² This provision is not identified in the Zoning By-Law; however, it is required under the Toronto Green Standard: <https://www.toronto.ca/city-government/planning-development/official-plan-guidelines/toronto-green-standard/toronto-green-standard-version-3/mid-to-high-rise-residential-all-non-residential-version-3/air-quality-for-mid-to-high-rise-residential-all-non-residential-development/>



Municipality	Long-Term / Class A Bicycle Parking Spaces	Short-Term / Class B Bicycle Parking Spaces
Vancouver (continued)	<p>vehicles for one particular residential unit only, instead of in a bicycle room, or</p> <p>(b) the spaces can be provided in a building in an expanded metal mesh compound which complies with sections 6.3.14, 6.3.15, and 6.3.16 instead of in a bicycle room, or</p> <p>(c) the spaces can be provided in a building or private parking area in numbered bicycle lockers which comply with sections 6.3.17, 6.3.18 and 6.3.19 instead of in a bicycle room.</p>	<p>directional signage to the racks shall be provided.</p> <p>Shall be independently accessible by means of an aisle with a minimum width of 1.2 metres which is separate from pedestrian access. There shall be unrestricted access behind the space of a minimum length of 0.5 metres. All doors on the route from Class B bicycle parking spaces to the outside shall be fitted with automatic door openers.</p>
Vaughan	<p>Where a required bicycle parking space is wholly located within a building or structure, it shall be subject to the following requirements:</p> <p>a. A required bicycle parking space shall have direct access from an interior communal area of a building or structure; and,</p> <p>b. A required bicycle parking space located within the ground floor area of a building or structure shall have direct access to the exterior of that building or structure.</p>	
	<p>Must be located within the building</p> <p>A long-term bicycle parking space required for a dwelling unit shall be required to be located within the following areas of a building:</p> <ul style="list-style-type: none"> a. Within the ground floor area; b. On the storey above the ground floor area; or, c. On the first storey located below grade. <p>Shall have direct access from the exterior of a building, and that access shall be located on the ground floor.</p>	<p>1. A short-term bicycle parking space shall be required to be located in the following areas:</p> <ul style="list-style-type: none"> a. Wholly within a building in which the principal use is located and for which the short-term bicycle parking space is required; or, b. In any yard, provided the short-term bicycle parking space is wholly open and unenclosed. <p>2. Where a short-term bicycle parking space is located in a yard, it shall be permitted to be located in a required yard, subject to the following:</p> <ul style="list-style-type: none"> a. A short-term bicycle parking space shall have a minimum



Municipality	Long-Term / Class A Bicycle Parking Spaces	Short-Term / Class B Bicycle Parking Spaces
Vaughan (continued)		<p>setback of 0.6 m from the nearest lot line.</p> <p>b. A short-term bicycle parking space shall have a minimum setback of 3.0 m from a parking area.</p> <p>3. Where a short-term bicycle parking space is located wholly within a building, the following additional requirements shall apply:</p> <p>a. A short-term bicycle parking space located wholly within a building shall be located within the ground floor area; and,</p> <p>b. A short-term bicycle parking space shall have direct access from the exterior of a building.</p>

3.4 Additional Design Requirements

Of the By-laws included in the jurisdictional review, only Halifax specifies the material and design of bicycle parking. This includes the following:

- All bicycle parking racks shall be constructed from galvanized steel or stainless steel, and designed to be tamper-resistant. All bicycle parking racks and bicycle lockers shall be firmly secured to the ground, floor, or wall.
- All bicycle parking racks shall provide two points of contact between each bicycle and rack, and be designed so that each bicycle is individually supported and lockable.

Vancouver specifies that at least 10% of the Class A bicycle spaces must be bicycle lockers. There is also an extensive detailing of the requirements for the end-of-use facilities including room size, door widths, security etc.

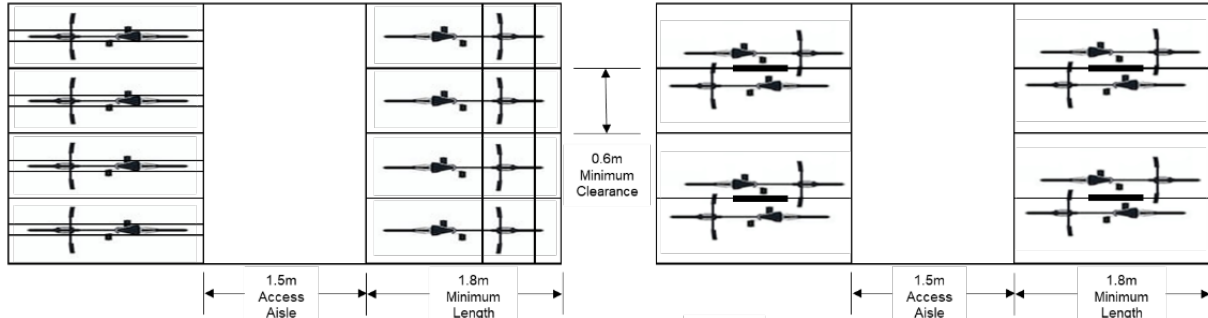
3.5 Recommendations for the City of Mississauga for Defining Bicycle Parking

The recommended minimum dimensions for bicycle parking spaces for the City of Mississauga are shown in **Table 6** based on the consistency of the dimensions from the best practices review.

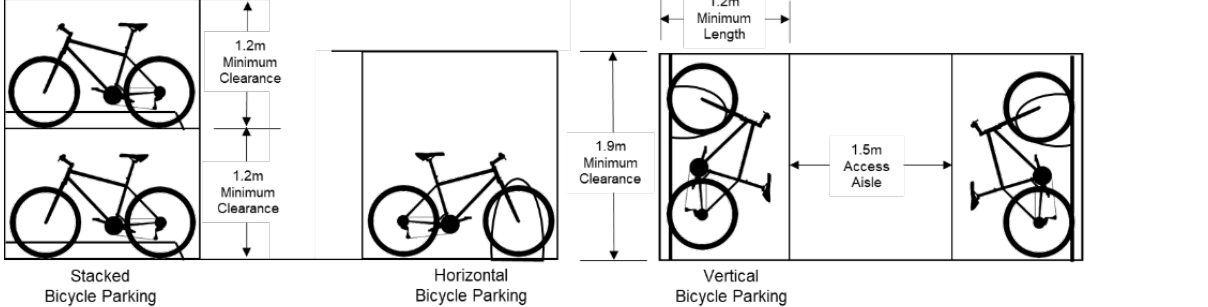
Table 6: Recommended Minimum Dimensions for Bicycle Parking Spaces

Bicycle Parking Space	Length	Width	Height	Vertical Clearance	Aisle Width
Horizontal	1.8 m	0.6 m	1.9 m	1.9 m	1.5 m
Vertical	1.2 m	0.6 m	1.9 m	1.9 m	
Stacked	1.8 m	0.6 m	1.2 m	2.4 m	

Plan View



Side View



Based on the best practices review, the following locational requirements are recommended:

- A bicycle parking space must be on the same lot as the use for which it is required.
- Bicycle parking spaces as required by this by-law shall not be located:
 - In a dwelling unit; or
 - On a balcony.
- All long-term parking spaces shall be indoors.



- All indoor bicycle parking areas shall be:
 - Located on a ground floor; or
 - Located within one storey of a ground floor and be:
 - Accessible from a ground floor with ramps, or
 - Accessible from a ground floor by elevator.
- All outdoor bicycle parking areas shall be:
 - Within 15 m from a pedestrian entrance to the principal building on the lot, or up to 30 m from the pedestrian entrance if the spaces are weather protected (e.g. building awnings, overhangs, or special purpose designed shelters); and
 - Provided in a convenient, well-lit location that provides visual surveillance by occupants of the building the racks are intended to serve. If the racks are not readily visible to visitors to a site, directional signage to the racks shall be provided.



4 Defining Zones for Bicycle Rates

4.1 Bicycle Parking by Area/Zone in Other Jurisdictions

The best practices review indicated that when there is a distinction between growth areas and general areas, higher minimum bicycle parking requirements apply to the intensification and downtown areas where there is typically a higher cycling modal split supported by better infrastructure, more cycling routes and pathways, and higher transit availability.

In general, most municipalities establish a general bicycle rate that applies to all areas of the municipality. The exceptions include Halifax, Kitchener, Markham, and Toronto that establish higher rates for downtowns and/or intensification areas.

The City may choose to require higher rates in urban areas to further support and encourage a higher cycling mode share. **Table 7** summarizes the municipalities that establish varying rates across the city based on zones.

Table 7: Differentiation of Bicycle Parking Rates by Area

Municipalities	Differentiation of Rates
Halifax, Kitchener, Markham, Toronto	Separate rates for intensification areas
Mississauga, Newmarket, Oakville, Vancouver, Vaughan	Same rates across municipality
Hamilton, Richmond Hill	Provide rates only for intensification areas

Note: Halifax rates only differ for one land use (school), and so only the general by-law rates were used for comparison

4.2 Precincts

The City's Parking Master Plan and Implementation Study (PMPIS) recommended a precinct approach to parking management. The precinct concept recognizes the influence of the surrounding built form on parking demand, supply and management. Grouping areas with similar characteristics such as land use densities, access to transit, access to active transportation networks, etc., into precincts allows for tailored parking management policies specific to the precinct. The PMPIS, and the precinct approach, was approved by Council in June 2019. The precinct boundaries are being finalized by the Parking Regulations Study.

The parking management needs of bicycle parking are similar to that of vehicle parking where the built form of the surrounding community has a significant influence on bicycle parking demand. A precinct approach is also recommended for bicycle parking. For consistency, the same precincts that are to be defined for vehicle parking should be applied to bicycle parking.

Until the precincts are formally defined and adopted by the City, it is recommended that high and low bicycle parking rates be established for the City Centre and rest of Mississauga,



respectively. These rates can then be expanded to appropriate precincts when these are formally defined and approved.

The principle objective of establishing a higher bicycle parking rate for the City Centre is to meet the existing and envisioned cycling demands in an area with higher densities and more access to cycling infrastructure.

4.3 Transportation Tomorrow Survey (TTS) Results

Cycling mode split for the City was determined through a review of information in the 2016 Transportation Tomorrow Survey (TTS) database. The Transportation Tomorrow Survey is a survey of households within the Greater Golden Horseshoe, including the Greater Toronto Area that summarizes travel patterns, characteristics and related transportation information that can be used to aid in planning.

TTS data was used to determine if there are areas in Mississauga (Planning District of Household #36) with higher cycling mode share. Overall daily cycling mode share was 0.6%. It should be noted that the survey may not fully capture all types of bicycle trips (e.g. recreation bicycle trips). Detailed results are provided in **Attachment B**. The data does not show a strong correlation between the City's growth centres, transit corridors, or transportation nodes.

Of the total 135 zones (zone³ of household), few zones have greater than 0.5% cycling mode shares as summarized below:

- 46 zones greater than 0.5% cycling mode share,
- 27 zones greater than 1% cycling mode share,
- 6 zones greater than 2% cycling mode share,
- 3 zones greater than 3% cycling mode share, and
- 1 zone greater than 4% cycling mode share.

With very few zones showing noticeably higher cycling rates, current cycling demand cannot be used as a reliable tool to identify areas where higher rates would be appropriate.

4.4 Recommendations for the City of Mississauga for By-law Zoning Areas

Of the 11 municipalities included as part of the best practices review, six established a higher bicycle parking rate in intensification areas (Hamilton and Richmond Hill have minimums set in intensifications areas, but no minimums in general areas).

Although TTS data did not reveal significant areas of higher cycling use at present, areas envisioned to have higher bicycle use include those with a higher population density (current or planned), degree of urbanization, or greater access to cycling infrastructure (current and

³ 2006 GTA zone system



planned). Examples include, the downtown, mobility hubs and station areas, and along higher order transit corridors.

Until precinct area boundaries are defined for the City of Mississauga, higher bicycle parking rate requirements are recommended for the City Centre as this area is envisioned and expected to have a greater reliance of alternative modes of travel. Lower or 'standard' bicycle parking rate requirements are recommended for the rest of Mississauga. When precinct boundaries are defined, the City Centre rates could be expanded to apply to precincts that include development intensification, access to frequent or higher-order transit, proximity to mobility hubs, and other socio-economic or demographic criteria. Discussion on the recommended bicycle parking rates for the City Centre and rest of Mississauga are presented in **Section 6.3**.



5 Bicycle Parking Land Uses and Control Variables

5.1 Land Uses

Bicycle parking minimums for multi-unit residential (apartments) and various non-residential land uses from each municipality in the jurisdictional review were studied, with a focus on the land uses listed in the City Mississauga's TDM Strategy (retail, office, medical office, employment uses, schools, and institutional uses). In general, these land uses are consistent across other municipalities.

The residential rates recommended in the TDM Strategy apply to all “residential apartments and multi-unit dwellings” which would include retirement or senior’s buildings and other specialty multi-unit residences. A review of the City’s vehicle parking requirements in the Zoning By-Law indicate that reduced vehicle parking requirements apply to specific residential uses such as “long-term care” facilities and “retirement” homes. A comparison of parking rates for typical residential units and specialty residential units is shown in **Table 8**.

Table 8: Residential Vehicle Parking Rate Reductions for Retirement/Long-Term Care

Type of Use	Minimum Vehicle Parking Requirements	Percentage of Apartment Rate
Apartment*	1.0 spaces / unit	100%
Long-term care building	0.33 spaces / bed	-
Retirement building	0.50 spaces / unit	50%

* Apartment parking rate shown only applies to the Downtown Core. Apartment parking rates in the rest of the City are higher and depend on the number of bedrooms and ownership (condominium vs. rental apartments).

It is recommended that an equivalent reduction of 50% be applied to the apartment bicycle parking rates to establish a retirement building rate, and that long-term care buildings be considered an institutional land use for determining a rate (further discussed in **Section 6**).

5.2 Control Variable

The majority of the TDM Strategy's bicycle parking rates are based on gross floor area (GFA) with the exceptions of residential developments where minimum rates are based on number of dwelling units and schools where minimum rates are based on number of students. In Mississauga's Zoning By-law, the vehicle parking requirements for schools is based on GFA (plus additional spaces for portable classrooms).

In general, requirements in other municipalities are based on the size of the development – GFA is used by Halifax, Kitchener, Markham, Newmarket, Richmond Hill, Vancouver, and Vaughan; net floor area (NFA) is used by Oakville; and Toronto uses interior floor area (IFA). For this review, it is assumed that the variation in rates due to the different ‘types’ of floor area is negligible, e.g. a rate of 1 space / 100 m² of GFA will be equivalent to a rate of 1 space / 100 m² of NFA for comparison purposes. There may be greater difference for some uses, like shopping



centres which have large hallways, or any other use that has a large proportion of mechanical floor area that reduce the usable floor area.

Aside from size of the development, the variable for schools varies across municipalities. Hamilton and Oakville base rates on classrooms while Mississauga, Markham, and Vancouver base rates on number of students. Vancouver also sets long-term rates for elementary/secondary schools and hospitals by number of employees. This is discussed further in **Section 6.2** when comparing the rates across municipalities.

Typically, long-term spaces are provided in separate rooms within the building. There is the possibility of defining bicycle parking by minimum floor area instead of number of spaces; however, the ability to design various layouts of bicycle spaces (i.e. wide rooms requiring multiple aisles versus narrow rooms with a single aisle, stacked bicycle spaces) could result in buildings providing significantly more or less bicycle parking spaces than expected. Based on best practices and the variability of parking layout designs, it is recommended that the bicycle parking rates continue to be based on a minimum number of spaces rather than a minimum floor area.

5.3 Recommendations for the City of Mississauga for Land Uses and Control Variables

Based on the review of land uses used by other municipalities, it is recommended that the land uses in the TDM Strategy be carried forward with the following additions:

- Long-term care facility should have the same rate as institutional land uses; and
- Retirement home should be differentiated from multiple unit dwellings.

It is recommended that residential requirements be per unit rates and non-residential requirements (including schools) be per 100 m² GFA rates. This is consistent with practices by other municipalities and how vehicle parking rates are currently defined in Mississauga.



6 Bicycle Parking Rates

A summary of the bicycle parking rates by municipality is provided in **Attachment A**.

6.1 Residential Bicycle Parking Rates

All municipalities in the best practice review base minimum rates on the number of units, and/or establish provisions for a minimum number of bicycle parking spaces to be provided. For example, Mississauga's TDM Strategy recommends a minimum of 6 short-term spaces regardless of the size of the development.

Although Oakville does not differentiate between long-term and short-term spaces, Oakville requires that 25% of the bicycle parking spaces be designated as bicycle parking spaces for visitors.

Bicycle parking can be waived for smaller developments such as buildings having fewer than 20 units (Oakville and Vancouver). Kitchener requires a minimum of 6 spaces for buildings with 20 or more units, but it reduces to 2 spaces for buildings with less than 20 units.

A summary of the minimum bicycle parking rates for apartments is provided in **Table 9** and **Exhibit 2**.

Table 9: Minimum Bicycle Parking Rates for Apartments

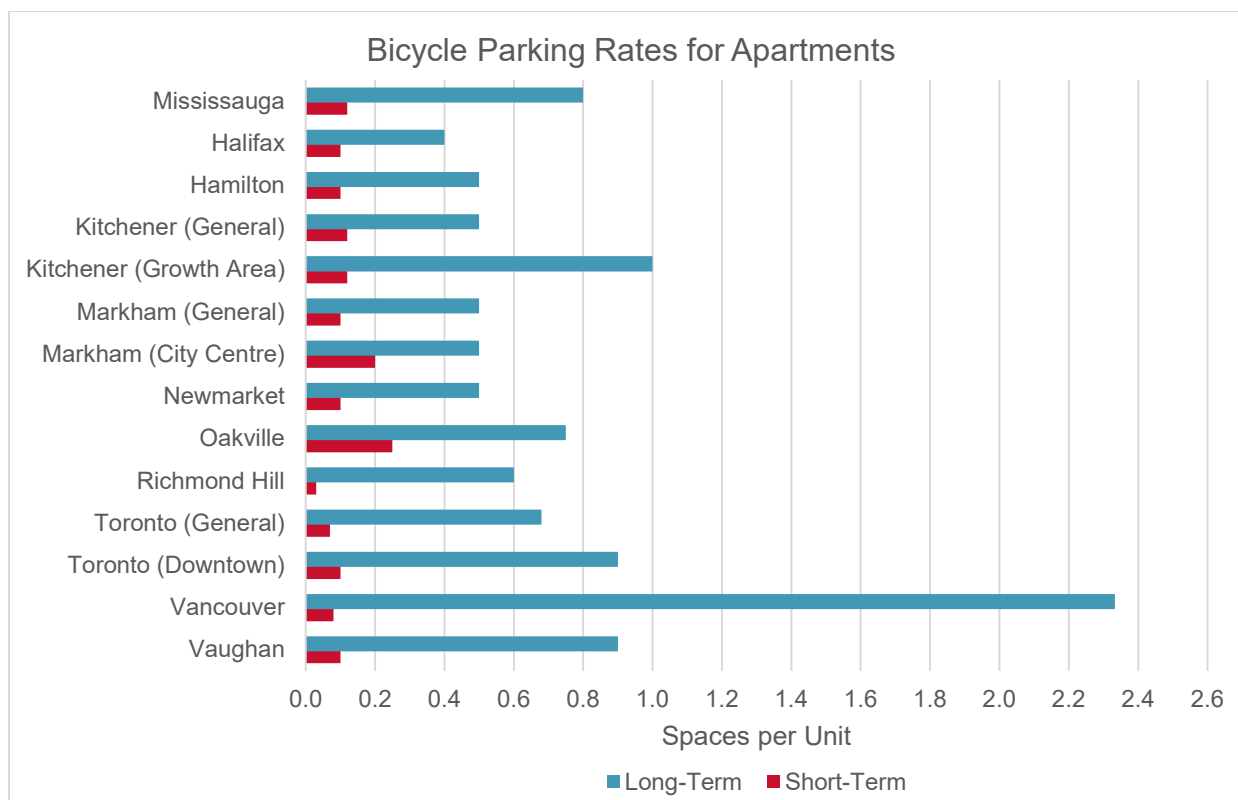
Municipality	Minimum Bicycle Parking Rates for Apartments	
	Long-Term	Short-Term
Halifax	0.40 / unit	0.10 / unit, 4 minimum
Hamilton	0.50 / unit	5 minimum
Kitchener (<i>General</i>)	0.50 / unit	6 minimum*
Kitchener (<i>Growth Area</i>)	1.00 / unit	6 minimum*
Markham (<i>General</i>)	0.50 / unit	0.10 / unit
Markham (<i>City Centre</i>)	0.50 / unit	0.20 / unit
Newmarket	0.50 / unit	0.10 / unit
Oakville	0.75 / unit	0.25 / unit
Richmond Hill	0.60 / unit	0.03 / unit
Toronto (<i>Bicycle Zone 2 – General</i>)	0.68 / unit	0.07 / unit
Toronto (<i>Bicycle Zone 1 – Downtown</i>)	0.90 / unit	0.10 / unit
Vancouver (<i>Dwelling size less than 65 m²</i>)	1.50 / unit	2 minimum* plus 1 for every additional 20 units
Vancouver (<i>Dwelling size between 65 m² and 105 m²</i>)	2.50 / unit	
Vancouver (<i>Dwelling size over 105 m²</i>)	3.00 / unit	
Vaughan	0.90 / unit	0.10 / unit

Municipality	Minimum Bicycle Parking Rates for Apartments	
	Long-Term	Short-Term
Summary of Other Municipality Rates		
Minimum	0.40 / unit	0.03 / unit
Median	0.68 / unit	0.10 / unit
Average	0.98 / unit	0.11 / unit
Maximum	3.00 / unit	0.25 / unit
Mississauga (TDM Strategy) Rates		
Mississauga TDM Strategy	0.80 / unit	6 minimum**

*Minimum 20 units; Kitchener short-term rate reduces to 2 spaces minimum for buildings with less than 20 units

**Represents a 50-unit building and a rate of 0.12 short-term spaces per unit, or a 60-unit building and a rate of 0.10 per unit

Exhibit 2: Minimum Residential Bicycle Parking Rates



Note: Mississauga, Hamilton, Kitchener, and Vancouver rates shown are based on a 50-unit building. Vancouver rate for long-term parking varies from 1.50 spaces/unit to 3.00 spaces/unit based on the size of the unit size – an average was used for Vancouver's long-term parking rate.

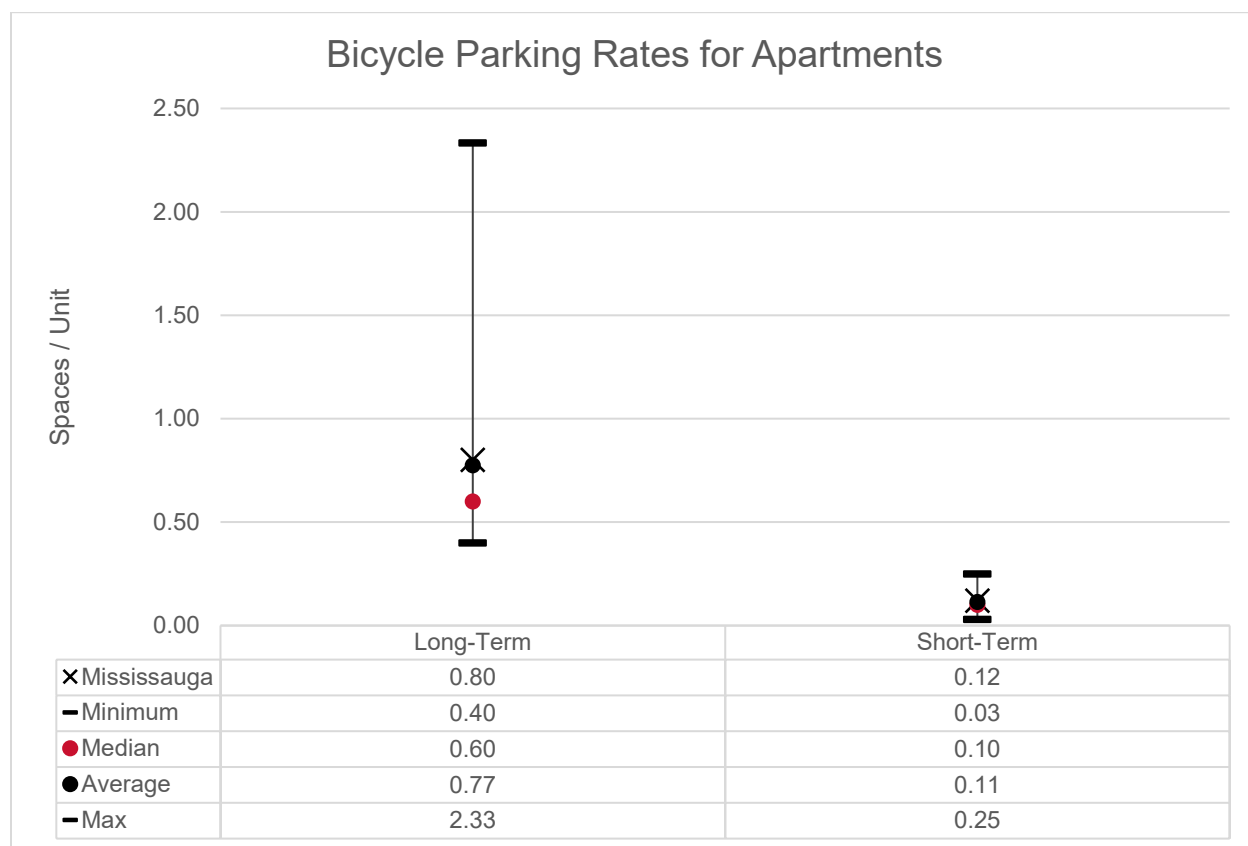
In general, the long-term rate for Mississauga (as proposed in the TDM Strategy) is on the higher end of the spectrum and is similar to rates from Oakville, Toronto, and Vaughan. Vancouver's rate (which takes an average of the varied parking rates by unit size) is significantly higher than all the other municipalities. **Exhibit 3** further demonstrates that Mississauga's



residential bicycle parking rates are similar to the other municipalities; however, it should be noted that the Mississauga TDM Strategy only establishes a minimum recommended supply of 6 short-term spaces which equates to a rate of 0.12 spaces per unit rate for a 50-unit building. Although this rate is similar to the other municipalities, a building with a larger number of units would still be required to only provide 6 spaces resulting in a much lower rate (e.g. 6 spaces for 200 units equates to 0.03 spaces / unit). As the number of units increase, Mississauga's rate becomes lower and further away from the average of other municipalities due to the consistent per unit rate used by municipalities such as Markham, Newmarket, Oakville, Richmond Hill, Toronto, and Vaughan.

It is recommended that the minimum short-term bicycle parking requirement be a rate based on the number of units. There can be an additional provision that the greater of the applied rate or 6 spaces be provided, to ensure that smaller developments will still have sufficient visitor parking.

Exhibit 3: Minimum Residential Rates – Comparison with Other Municipalities



Note: Minimum, average, and maximum values are calculated excluding the Mississauga rates. Mississauga, Hamilton, Kitchener, and Vancouver rates shown are based on a 50-unit building. Vancouver rate for long-term parking varies from 1.50 spaces/unit to 3.00 spaces/unit based on the size of the unit size – an average was used for Vancouver's long-term parking rate.

There is a wide range in long-term parking rates. Vancouver's long-term rates are significantly higher than the other municipalities, with a rate more than twice as high as the next highest rate. The comparison of rates without Vancouver's is presented in **Exhibit 4**. Based on the updated

comparison, Mississauga's TDM Strategy rates still falls within the range of the rates from of the other municipalities, but is now viewed to be on the higher end of the spectrum.

Exhibit 4: Minimum Residential Rates – Comparison with Other Municipalities (excluding Vancouver)



Note: Minimum, average, and maximum values are calculated excluding the Mississauga rates. Mississauga, Hamilton, Kitchener, and Vancouver rates shown are based on a 50-unit building. Vancouver rates have been excluded from the comparison.

It is noted that the Mississauga rates from the TDM Strategy are within 0.20 spaces per unit of half of the other municipalities (Kitchener – growth area, Oakville, Richmond Hill, Toronto – general and downtown, and Vaughan). The remaining municipalities (Halifax, Hamilton, Kitchener – general, Markham – general and city centre, and Newmarket) have rates that range from 0.40 to 0.50 spaces per unit.

Although most of the rates are 0.50 spaces per unit or less, there are municipalities that require minimums ranging from 0.60 to 1.00 spaces per unit. Since the TDM Strategy rates have already been applied to developments in Mississauga, and to further support the vision for cycling in Mississauga, it is recommended that the new rate stay within the existing range.

A comparison of the existing and recommended rates is shown in **Table 10**.

Applying bicycle parking rates by precinct is discussed in **Section 6.3**. Note that **Section 5.1** introduces rates for Long-Term Care Building and Retirement Building. The rates for the long-term care and retirement buildings are presented in **Section 6.4**.

**Table 10: Comparison of Existing and Recommended Minimum Residential Bicycle Parking Rate**

Mississauga Rates	Minimum Bicycle Parking Rates – Residential	
	Long-Term Spaces	Short-Term Spaces
Existing Rate (TDM Strategy)	0.80 / unit	6 spaces
Recommended Rate	0.80 / unit	Greater of 0.10 / unit or 6 spaces

Based on the multi-unit residential land uses in the City's existing zoning by-law, the residential rates will be applied to the following land uses:

- Condominium Apartment;
- Rental Apartment;
- Apartment; and
- Condominium Back to Back and Stacked Townhouse, Rental Back to Back and Stacked Townhouse, and Rental Townhouse without exclusive use garage and driveway for each of these land uses.

6.2 Non-Residential Bicycle Parking Rates

Mississauga's TDM Strategy defined minimum bicycle parking rates for the following non-residential land uses:

- Retail
- Business Office
- Medical Office
- Employment
- Elementary School / Secondary School
- Post-Secondary School
- Institutional

These non-residential land uses appear consistently across all municipalities; however, employment uses are specified into various commercial/industrial land uses in other municipalities. Because units are not consistent across all By-laws, rates were converted to spaces per 100 m² (most commonly use unit). To compare the rates, a summary of the long-term and short-term parking rates based on GFA is provided in **Table 11** and **Table 12**, respectively.

Most municipalities have either established individual rates for each land use (e.g. Toronto, Vaughan), or group rates based on land uses that are expected to have similar long-term and short-term parking patterns (e.g. Halifax). Richmond Hill's By-law for the Key Development Areas defines a single parking rate for all non-residential land uses. This may be due to the local nature of the by-law, or the limited land uses allowed in these areas. Because of the varying demands for long-term and short-term bicycle parking, there may be under- (or over-)



estimations in the required parking. For comparison purposes, these rates are included and expanded to each land use.

Exhibit 5 and **Exhibit 6** show where the proposed Mississauga rates are within the spectrum of the other municipalities. In general, the Mississauga rates are on the lower end, which means there is opportunity to increase the bicycle parking rate to be more consistent with practices in other jurisdictions.

The rates outlined in the Mississauga TDM Strategy are generally 50% lower than rates from other municipalities.

Table 11: Long-Term Bicycle Parking Rates for Non-Residential Land Uses (spaces per 100 m²)

Land Use	Mississauga TDM Strategy	Halifax	Kitchener	Kitchener (Growth Area)	Markham	Markham (City Centre)	Newmarket	Richmond Hill	Toronto	Toronto (Downtown)	Vancouver	Vaughan
Retail	0.10	0.07	0.10	0.20	0.10	0.13	<i>Min. Spaces</i>	0.13	0.13	0.20	0.29	0.20
Business Office	0.10	0.10	0.20	0.30	0.08	0.13	<i>Min. Spaces</i>	0.13	0.13	0.20	0.59	0.20*
Medical Office	0.10	0.10	0.10	0.20	-	-	-	0.13	0.10	0.15	-	0.15
Employment Uses	0.10	-	-	-	-	-	-	0.13	-	-	-	-
School, Elementary/ Secondary	<i>Student based</i>	0.13	0.10	0.20	0.05	0.05	0.06	0.13	0.06	0.10	<i>Emp. Based</i>	0.10
School, Post- Secondary	<i>Student based</i>	0.13	2.00	2.00	<i>Student based</i>	<i>Student based</i>	0.06	0.13	0.60	2.00	<i>Student based</i>	0.10
Institutional	0.10	0.10	0.10	0.13	0.05	0.05	<i>Min. Spaces</i>	0.13	0.06	0.10	<i>Emp. Based</i>	2.00

Notes:

None of Hamilton's rates were based on size of the development and have been excluded from the comparison.

Markham's retail rates provide a range based on the density of the retail (strip plaza, shopping mall, high density). The highest rate was taken for comparison.

Oakville does not differentiate rates between long-term and short-term spaces. Rates have been assumed to be short-term rates for comparison purposes.

Emp. Based refers to employee-based rates.

*This rate has an additional 3 spaces added to the minimum requirements, but only the rate provided is shown for comparison purposes.

**Table 12: Short-Term Bicycle Parking Rates for Non-Residential Land Uses (spaces per 100 m²)**

Land Use	Mississauga TDM Strategy	Halifax	Kitchener	Kitchener (Growth Area)	Markham	Markham (City Centre)	Newmarket	Oakville	Richmond Hill	Toronto	Toronto (Downtown)	Vancouver	Vaughan
Retail	0.20	0.27	0.30	0.60	0.15	0.20	0.50	0.10	0.15	0.23*	0.30*	Min. Spaces	0.30*
Business Office	0.10	0.10	0.13	0.20	0.05	0.10	0.50	0.10	0.15	0.15*	0.20*	Min. Spaces	0.20
Medical Office	0.10	0.10	0.30	0.60	-	-	-	0.10	0.15	0.10*	0.15*	-	0.15*
Employment Uses	Min. Spaces	-	-	-	-	-	-	0.10	0.15	-	-	-	-
School, Elementary/ Secondary	Student based	0.53	1.00	1.00	0.40	0.40	0.06	Class based	0.15	0.06*	0.10*	Student based	0.10*
School, Post- Secondary	Student based	0.53	2.00	2.00	Student based	Student based	0.06	2.00	0.15	2.00*	2.00*	Student based	0.10*
Institutional	0.10	0.10	0.05	0.07	0.05	0.05	0.50	1.00	0.15	0.06*	0.10*	Min. Spaces	1.00*

Notes:

None of Hamilton's rates were based on size of the development and have been excluded from the comparison.

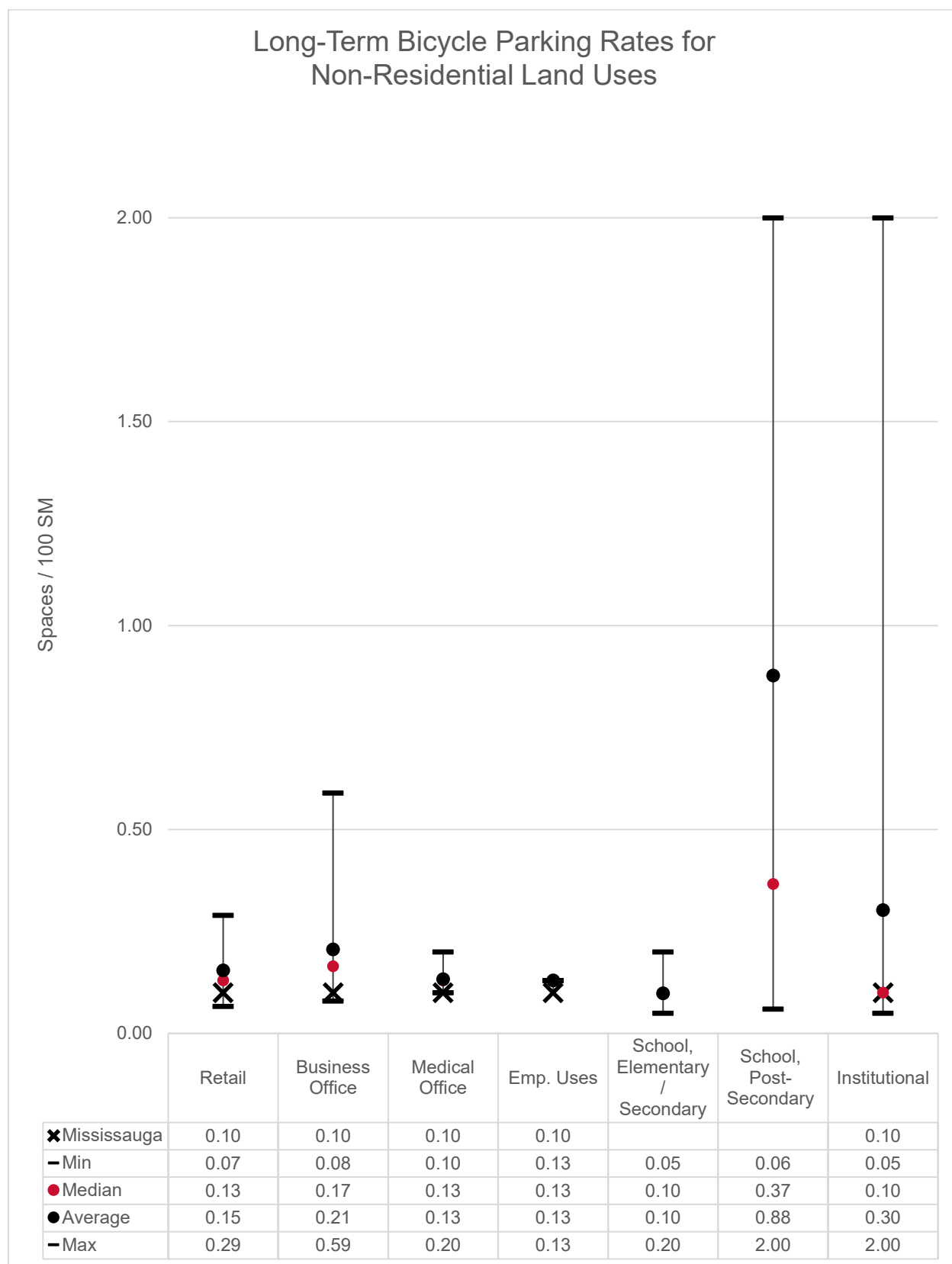
Markham's retail rates provide a range based on the density of the retail (strip plaza, shopping mall, high density). The highest rate was taken for comparison.

Markham also considers the minimum number of spaces for short-term bicycle parking to be the greater of the calculated rate, or 6 spaces minimum (or 3 for low-density retail).

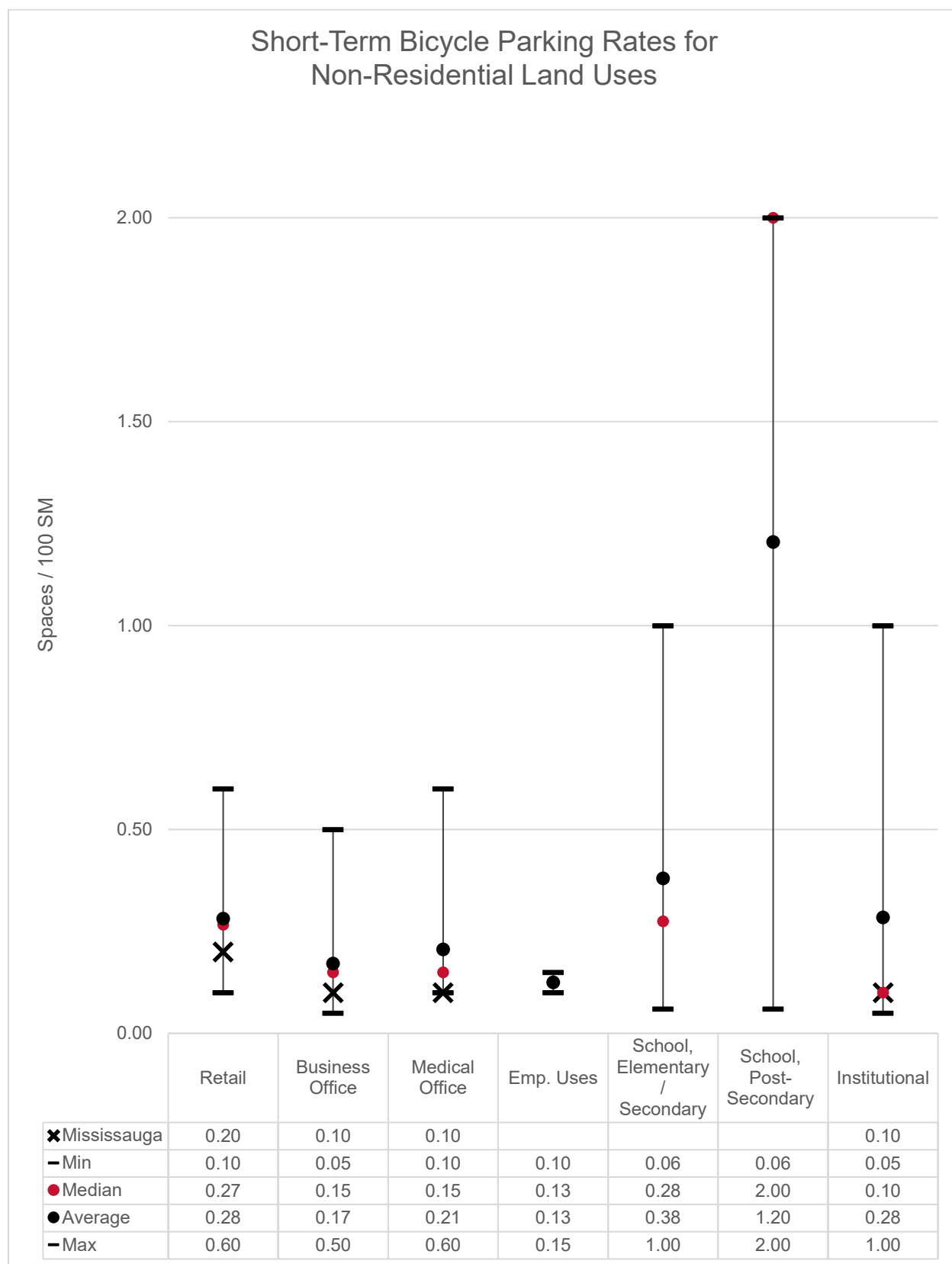
Oakville does not differentiate rates between long-term and short-term spaces. Rates have been assumed to be short-term rates for comparison purposes.

Emp. based refers to employee-based rates.

*This rate has an additional 3 spaces added to the minimum requirements, but only the rate provided is shown for comparison purposes.

**Exhibit 5: Long-Term Bicycle Parking Rates for Non-Residential Land Uses**

Note: Minimum, average, and maximum values are calculated excluding the Mississauga rates.

**Exhibit 6: Short-Term Bicycle Parking Rates for Non-Residential Land Uses**

Note: Minimum, average, and maximum values are calculated excluding the Mississauga rates.



Table 13 compares the school rate of other municipalities that use student-based rates. The rates range from 0.6 to 1.5 spaces per 15 students for long-term bicycle parking, and 0.8 to 1.5 spaces per 15 students for short-term bicycle parking. Although, this is a small sample size, Mississauga rates are within the range of what other municipalities are applying. Despite the TDM Strategy's consistency with the other student-based rates, it is recommended that the City adopt a GFA-based rate at schools for bicycle parking as this is consistent with the majority of municipalities in the jurisdictional review and the City's GFA-based rates at schools for vehicle parking.

Table 13: Bicycle Parking Rate for Schools (spaces per students)

Land Use – Schools	Long-Term Bicycle Parking			Short-Term Bicycle Parking		
	Mississauga	Markham	Vancouver	Mississauga	Markham	Vancouver
Elementary/ Secondary	1 / 15 students	<i>GFA based</i>	<i>Employee based</i>	1.5 / 15 students	<i>GFA based</i>	0.8 / 15 students
Post-Secondary	1 / 15 students	1.5 / 15 students	0.6 / 15 students	1 / 15 students	1.5 / 15 students	0.9 / 15 students

Additional land uses for consideration of a separate rate include restaurant, community facility, place of assembly/public hall, and manufacturing/industrial. Long-term and short term rates for these land uses in other municipalities are summarized in **Table 14** and **Table 15**. These rates can be categorized with other land uses such as retail or institutional for example.

Table 14: Minimum Long-Term Bicycle Parking Rates for Other Non-Residential Land Uses

Land Use	Halifax	Kitchener	Kitchener (Growth Areas)	Markham	Newmarket	Richmond Hill	Toronto	Toronto (Downtown)	Vancouver	Vaughan
Restaurant	0.07	0.4	1.0	-	-	0.13	0.13*	0.20*	-	0.2
Community Facility	Min space	0.1	0.2	-	-	0.13	-	-	0.2	2.0
Hospital	0.1	0.1	0.13	0.5	-	0.13	0.06	0.1	Emp. based	0.1
Manufacturing / Industrial	0.1	0.07	0.1	0.05	0.2	0.13	-	-	0.1	-

None of Hamilton's rates were based on size of the development and have been excluded from the comparison.

Markham City Centre rates were the same as the general rates for these land uses.

Emp. based refers to employee-based rates.

*This rate has an additional 3 spaces added to the minimum requirements, but only the rate provided is shown for comparison purposes.

**Table 15: Minimum Short-Term Bicycle Parking Rates for Other Non-Residential Land Uses**

Land Use	Halifax	Kitchener	Kitchener (Growth Areas)	Markham	Newmarket	Richmond Hill	Toronto	Toronto (Downtown)	Vancouver	Vaughan
Restaurant	0.27	Min space	Min space	-	-	0.15	0.25*	0.30*	-	0.30*
Community Facility	0.10	0.20	0.40	-	-	0.15	-	-	0.04	1.00*
Hospital	0.03	0.50	0.67	0.50	-	0.15	0.06*	0.10*	Min space	0.10*
Manufacturing / Industrial	0.10	0.03	0.50	0.05	0.20	0.15	-	-	-	-

None of Hamilton's rates were based on size of the development and have been excluded from the comparison.
Markham City Centre rates were the same as the general rates for these land uses.

Emp. based refers to employee-based rates.

*This rate has an additional 3 spaces added to the minimum requirements, but only the rate provided is shown for comparison purposes.

A comparison of the existing rate and recommended rate, based on best practices, is shown in **Table 16**.

Table 16: Comparison of Existing and Proposed Minimum Non-Residential Bicycle Parking Rates

Land Uses	Minimum Bicycle Parking Rates – Non-Residential Land Uses			
	Existing Rate (TDM Strategy)		Recommended Rate	
	Long-Term	Short-Term	Long-Term	Short-Term
Retail	0.10 / 100 m ²	0.20 / 100 m ²	0.15 / 100 m ²	0.30 / 100 m ²
Business Office	0.10 / 100 m ²	0.10 / 100 m ²	0.20 / 100 m ²	0.15 / 100 m ²
Medical Office	0.10 / 100 m ²	0.10 / 100 m ²	0.15 / 100 m ²	0.20 / 100 m ²
Employment Uses	0.10 / 100 m ²	2 minimum	0.15 / 100 m ²	0.15 / 100 m ²
School, Elementary / Secondary	1 / 15 students	1 / 10 students	0.10 / 100 m ²	0.40 / 100 m ²
School, Post- Secondary	1 / 15 students	1 / 15 students	1.00 / 100 m ²	1.20 / 100 m ²
Institutional	0.10 / 100 m ²	0.10 / 100 m ²	0.30 / 100 m ²	0.30 / 100 m ²

Based on the defined land uses in the City of Mississauga's zoning by-law, a list of applicable land uses have been grouped by the type of development and the associated bicycle parking rates as shown in **Table 17**. Land uses not included in this list are not anticipated to have significant demands for bicycle parking.

**Table 17: Grouping of Land Uses for Applicable Bicycle Parking Rates**

Bicycle Parking Land Use Groups	Applicable Land Uses
Retail	Retail Centre, Retail Store, Entertainment Establishment, Personal Service Establishment, Convenience Restaurant, Restaurant, Take-out Restaurant
Business Office	Office, Real Estate Office
Medical Office	Medical Office, Medical Office - Restricted
Employment	Education and Training Facility, Financial Institution, Manufacturing Facility, Science and Technology Facility, Warehouse/ Distribution Facility, Wholesaling Facility
School, Elementary / Secondary	Public/Private School
School, Post-Secondary	College, University
Institutional	Active Recreational Use, Arena, Art Gallery, Community Centre, Hospital, Library, Museum, Place of Religious Assembly, Recreational Establishment

6.3 Differentiating Rates by Area

In the jurisdictional review, only three municipalities establish separate rates for general areas and intensification/downtown areas as summarized in **Table 18** and **Table 19**. Compared to the general areas, Markham increases the short-term parking rate (doubling) for the intensification area, whereas Kitchener only increases the long-term parking rate (doubling). In Toronto, the long-term and short-term rates for the intensification areas are 32% and 43% higher than the respective rates in the general area.

Table 18: Comparing Residential Bicycle Parking Rates for General and Intensification Areas

Bicycle Parking	General Area	Intensification Area	Increase (%)
Residential (Apartment)			
Kitchener			
Long-Term	0.50 / unit	1.00 / unit	100%
Short-Term	6 spaces*	6 spaces*	0%
Markham			
Long-Term	0.50 / unit	0.50 / unit	0%
Short-Term	0.10 / unit	0.20 / unit	100%
Toronto			
Long-Term	0.68 / unit	0.90 / unit	32%
Short-Term	0.07 / unit	0.10 / unit	43%

*Minimum 2 spaces for buildings with 20 or less units



Table 19: Comparing Non-Residential Bicycle Parking Rates for General and Intensification Areas

Bicycle Parking	General Area	Intensification Area	Increase (%)
Retail			
Kitchener			
Long-Term	0.10	0.20	100%
Short-Term	0.30	0.60	100%
Markham			
Long-Term	0.10	0.13	30%
Short-Term	0.15	0.20	33%
Toronto			
Long-Term	0.13	0.20	54%
Short-Term	0.23	0.30	30%
Business Office			
Kitchener			
Long-Term	0.20	0.30	50%
Short-Term	0.13	0.20	54%
Markham			
Long-Term	0.08	0.13	63%
Short-Term	0.05	0.10	100%
Toronto			
Long-Term	0.13	0.20	54%
Short-Term	0.15	0.20	33%
Medical Office			
Kitchener			
Long-Term	0.10	0.20	100%
Short-Term	0.30	0.60	100%
Markham			
Long-Term	-	-	-
Short-Term	-	-	-
Toronto			
Long-Term	0.13	0.20	54%
Short-Term	0.10	0.15	50%
School, Elementary/Secondary			
Kitchener			
Long-Term	0.10	0.20	100%
Short-Term	1.00	1.00	0%
Markham			
Long-Term	0.05	0.05	0%
Short-Term	0.40	0.40	0%
Toronto			
Long-Term	0.06	0.10	67%



Bicycle Parking	General Area	Intensification Area	Increase (%)
Short-Term	0.06	0.10	67%
School, Post-Secondary			
Kitchener			
Long-Term	2.00	2.00	0%
Short-Term	2.00	2.00	0%
Markham			
Long-Term	1 / 10 students	1 / 10 students	0%
Short-Term	1 / 10 students	1 / 10 students	0%
Toronto			
Long-Term	0.60	2.00	233%
Short-Term	2.00	2.00	0%
Institutional			
Kitchener			
Long-Term	0.10	0.13	30%
Short-Term	0.05	0.07	40%
Markham			
Long-Term	0.05	0.05	0%
Short-Term	0.05	0.05	0%
Toronto*			
Long-Term	0.06	0.10	67%
Short-Term	0.06	0.10	67%

* Under appeal.

The Mississauga TDM Strategy rates have already been applied to new developments in various areas of the City. Since the residential rates in the TDM Strategy were found to be on the higher end compared to other municipalities, it is recommended that these rates be applied to the City Centre. For non-residential uses, the TDM Strategy rates were well below average and it is recommended that parking rates based on best practices be applied to the City Centre instead.

It is recommended that higher bicycle parking rates (i.e. for the City Centre) be approximately 50% higher than rates for general areas. The exception will be short-term parking rates for schools as typical parking needs at schools have shown to remain the same in all areas.



6.4 Recommendations for City of Mississauga Bicycle Parking Rates

A summary of the recommended rates is presented in **Table 20** and **Table 21**.

Table 20: Recommendations for Minimum Residential Bicycle Parking Rate

Land Uses	Minimum Bicycle Parking Rates – Residential Land Uses			
	City Centre		Rest of Mississauga	
	Long-Term	Short-Term	Long-Term	Short-Term
Apartment (including condominium, rental, and townhouses without exclusive use garages)	0.80 / unit	0.10 / unit (6 spaces min.)	0.60 / unit	0.05 / unit (6 spaces min.)
Long-Term Care Facility	0.30 / 100 m ²	0.30 / 100 m ²	0.20 / 100 m ²	0.20 / 100 m ²
Retirement Home	0.40 / unit	0.05 / unit	0.30 / unit	0.03 / unit (6 spaces min.)

Table 21: Recommendations for Minimum Non-Residential Bicycle Parking Rates

Land Uses	Minimum Bicycle Parking Rates – Non-Residential Land Uses			
	City Centre		Rest of Mississauga	
	Long-Term	Short-Term	Long-Term	Short-Term
Retail (including retail centre, and retail store, entertainment establishment, personal service establishment, convenience restaurant, restaurant, take-out restaurant)	0.15 / 100 m ²	0.30 / 100 m ²	0.10 / 100 m ²	0.20 / 100 m ²
Business Office (including office, and real estate office)	0.20 / 100 m ²	0.15 / 100 m ²	0.10 / 100 m ²	0.10 / 100 m ²
Medical Office (including medical office, medical office – restricted)	0.15 / 100 m ²	0.20 / 100 m ²	0.10 / 100 m ²	0.10 / 100 m ²



Land Uses	Minimum Bicycle Parking Rates – Non-Residential Land Uses			
	City Centre		Rest of Mississauga	
	Long-Term	Short-Term	Long-Term	Short-Term
Employment Uses (including education and training facility, financial institution, manufacturing facility, science and technology facility, warehouse/ distribution facility, wholesaling facility)	0.15 / 100 m ²	0.15 / 100 m ²	0.10 / 100 m ²	2 minimum
School, Elementary / Secondary (including public/private)	0.10 / 100 m ²	0.40 / 100 m ²	0.10 / 100 m ²	0.40 / 100 m ²
School, Post-Secondary (including college/university)	1.00 / 100 m ²	1.20 / 100 m ²	1.00 / 100 m ²	1.20 / 100 m ²
Institutional (including active recreational use, arena, art gallery, community centre, hospital, library, museum, place of religious assembly, recreational establishment)	0.30 / 100 m ²	0.30 / 100 m ²	0.10 / 100 m ²	0.10 / 100 m ²



7 Amenities for Bicycle Parking

The Mississauga TDM Strategy proposed rates for end-of-trip facilities including showers, sinks, and toilets.

Table 22 through **Table 27** summarize the minimum requirements of end-of-trip facilities. Of the municipalities reviewed, Kitchener, Richmond Hill, Toronto, Vancouver, and Vaughan establish requirements for the provision of shower and change facilities at a rate based on the long-term bicycle parking requirement. Kitchener and Toronto have the same rate (Vaughan uses half of these rates), whereas Richmond Hill and Vancouver have higher rates. Additionally, Richmond Hill requires a total of 1 shower and change facilities for each gender at the rate of 1 per 30 bicycle parking spaces for non-residential uses. End-of-trip amenities are required for non-residential uses only.

Vancouver provides separate rates for offices and retail. The office rate is similar to the general rate, whereas the retail rate is about half of the general rate.

In additions to shower and change facilities, Kitchener also requires a minimum area for the facilities and Vancouver specifies additional requirements for water closets (toilets) and wash basins (sinks).

Table 22: Shower and Change Facilities Required (Kitchener Zoning By-law 2019-051)

Long-Term Bicycle Spaces	Minimum number of Showers within Facilities	Minimum Area of Shower and Change Facilities
5 to 60	2	8 m ²
61 to 120	4	12 m ²
121 to 180	6	16 m ²
Greater than 180	8	20 m ²

Table 23: Shower and Change Facilities Required (Toronto By-law 569-2013)

Long-Term Bicycle Spaces	Minimum Number of Shower and Change Facilities (for each gender)
Less than 5	0
5 to 60	1
61 to 120	2
121 to 180	3
Greater than 180	4



**Table 24: Shower and Change Facilities Required
(Vaughan Draft Comprehensive Zoning By-Law January 2020)**

Long-Term Bicycle Spaces	Minimum Number of Shower and Change Facilities
Less than 5	0
5 to 60	1
61 to 120	2
121 to 180	3
Greater than 180	4

Table 25: Shower and Change Facilities for Office and Retail (Vancouver By-law 6059)

Land Use	Water Closet (Toilets)	Wash Basin (Sinks)	Showers
Office	1 water closet for every 10 Class A bicycle spaces up to 50 spaces and one for every 20 spaces above 50	1 wash basin for any development requiring between 5 and 10 Class A bicycle parking spaces, plus one for every additional 20 spaces up to 50 spaces and one for every 40 spaces above 50	1 shower for every 10 Class A bicycle spaces up to 50 spaces and one for every 20 spaces above 50
Retail and Service Uses	1 water closet for every 10 Class A bicycle spaces up to 50 spaces and one for every 20 spaces above 50	1 wash basin for any development requiring between 5 and 10 Class A bicycle parking spaces, plus one for every additional 20 spaces up to 50 spaces and one for every 40 spaces above 50	1 shower for any development requiring between 5 and 10 Class A bicycle spaces, plus one for every 40 spaces above 10

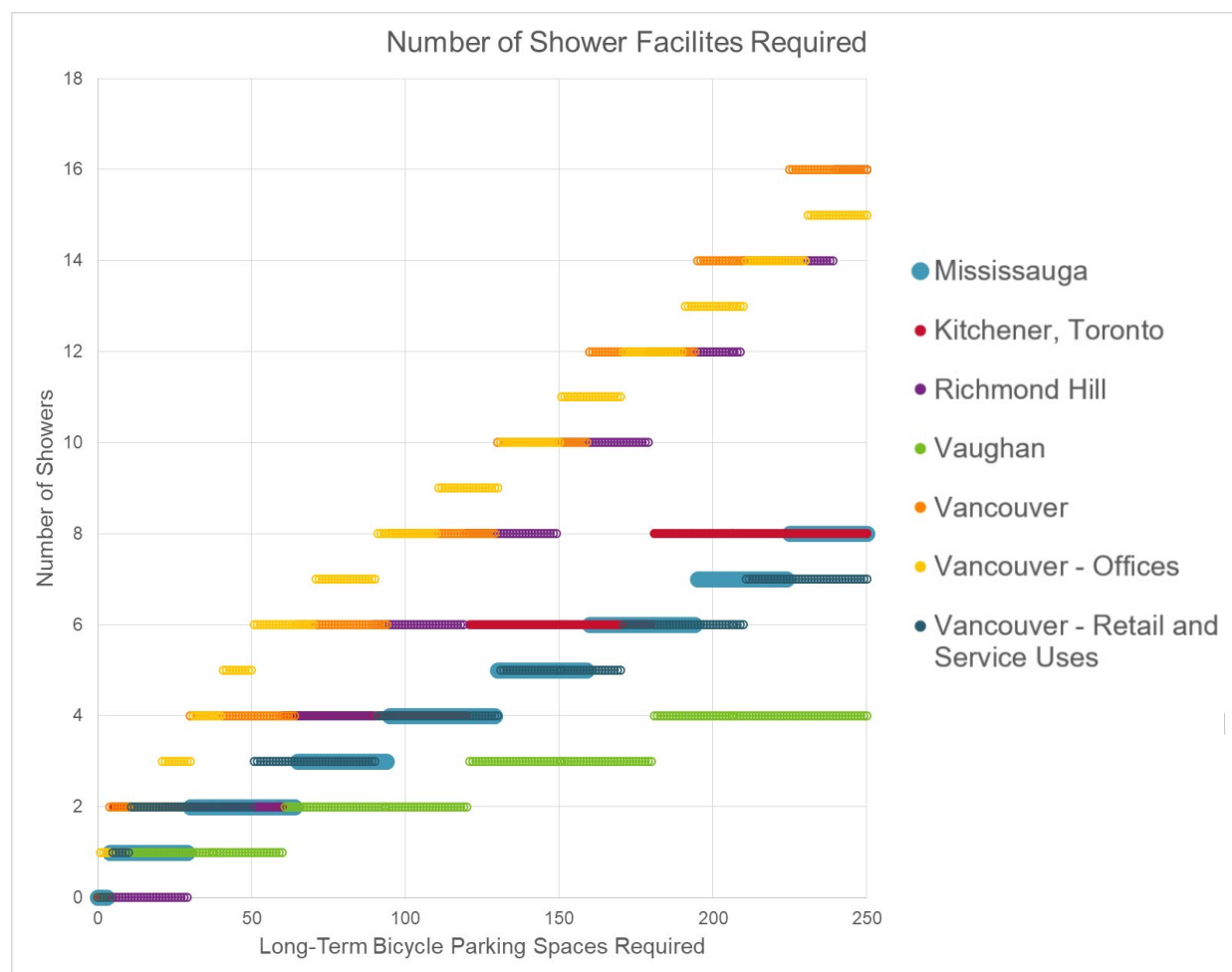
Table 26: Shower and Change Facilities Required for Other Uses (Vancouver By-law 6059)

Class A Bicycle Spaces	Water Closet (Toilets)	Wash Basin (Sinks)	Showers
0 to 3	0	0	0
4 to 29	2	2	2
30 to 64	4	2	4
65 to 94	6	4	6
95 to 129	8	4	8
130 to 159	10	6	10
160 to 194	12	6	12
Over 194	12 + 2 / additional 30 spaces	6 + 2 / additional 30 spaces	12 + 2 / additional 30 spaces

Table 27: Shower and Change Facilities Required (Mississauga TDM Strategy)

Class A Bicycle Spaces	Toilets	Showers and Lockers	Sinks
0 to 3	0	0	0
4 to 29	1	1	1
30 to 64	2	2	1
65 to 94	3	3	2
95 to 129	4	4	2
130 to 159	5	5	3
160 to 194	6	6	3
Over 194	6 + 1 / additional 30 spaces	6 + 1 / additional 30 spaces	3 + 1 / additional 30 spaces

The required number of showers for each of the municipalities are illustrated in **Exhibit 7**. Mississauga falls within the typical range for all size of developments.

Exhibit 7: Number of Shower Facilities Required



7.1 Recommendations for End-of-Trip Facilities

The TDM Strategy recommends end-of-trip facilities at half the rate set out by Vancouver. Compared to Kitchener and Toronto, the TDM Strategy rates are slightly or equal depending on the number of bicycle parking spaces required as the TDM Strategy rates have smaller increments than Kitchener or Toronto. The TDM Strategy rates for gender-neutral end-of-trip facilities are recommended to be carried over to the Zoning By-law.



8 Additional By-Law Directions

8.1 Bicycle Parking for Smaller Developments

The majority of the bicycle parking rates are based on the size of development (GFA or number of units). Some municipalities waive the bicycle parking requirements for small developments.

Table 28 summarizes conditions that warrant waiving bicycle parking requirements in other municipalities.

Additionally, to account for smaller developments that still require bicycle parking, by-laws will provide the minimum bicycle parking rate, along with an absolute minimum number of spaces (e.g. development requires the greater of 0.1 spaces / 100 m² of GFA, or 6 spaces). An alternative method to achieve this is to establish a minimum amount plus a rate similar to what Toronto and Vaughan has established for the short-term parking requirements (e.g. minimum bicycle parking spaces required is 3 plus 0.1 spaces / 100 m² of GFA).

Table 28: Municipalities with Conditions Waiving Bicycle Parking Requirements

Municipality	Conditions Waiving Bicycle Parking Requirements
Oakville	Waives the bicycle parking space requirement for residential buildings with fewer than 20 assisted living units or dwelling units.
Toronto	Waives the bicycle parking space requirement if the total interior floor area of the lot is 2000 m ² or less.
Hamilton	Waives the short-term space requirement for office, personal services, restaurant, or retail uses less than 450 m ² .
Vancouver	Waives the short-term parking requirement when there are 20 units or less.

Oakville also includes a provision that the number of minimum bicycle parking spaces required on a lot shall not exceed 30 spaces. Halifax has a similar provision at spectator venues where the minimum number of spaces required shall not exceed 50 spaces.

Similarly, by-laws that require end-of-use facilities typically waive these requirements for small developments. The jurisdictional review indicates that a minimum of four long-term (Class A) spaces is commonly used as a threshold for requiring end-of-trip facilities.

Recommendations for City of Mississauga

It is recommended that bicycle parking requirements be waived for residential uses with less than 20 units and non-residential land uses with less than 1,000 m² of GFA.

For end-of-trip facilities, it is recommended that requirements be waived for non-residential developments that require less than four long-term (Class A) bicycle parking spaces.



8.2 Offsetting Motor Vehicle Parking with Bicycle Parking

Generally, the size, location, and supply rate of the bicycle spaces define the majority of the by-laws pertaining to bicycle parking; however, offsetting vehicular parking spaces for the provision of bicycle parking beyond the minimum requirements is being offered by some municipalities as incentive for developers to implement TDM measures. **Table 29** summarizes the municipalities that include this provision in their by-law.

Table 29: Municipalities Allowing Offsetting of Motor Vehicle Parking Requirements with Bicycle Parking

Municipality	Offsetting Motor Vehicle Parking with Bicycle Parking
Halifax	<p>Where bicycle parking spaces are required in Section 210, 2 additional bicycle parking spaces of any type may be provided in substitution for one required motor vehicle parking space, up to a maximum of 25% of required motor vehicle parking spaces. In addition to the substitution permitted, enhanced bicycle parking may be substituted for a maximum of one required motor vehicle parking space.</p> <p>In any case where enhanced bicycle parking facilities are provided, for every two enhanced parking spaces, one regular required motor vehicle space may be eliminated up to a maximum reduction of 10% of the required motor vehicle parking.</p>
Hamilton	For certain areas, there can be a reduction of motor vehicle space from the minimum requirements for every 5 long term bicycle spaces is provided and maintained up to a maximum of 10% of the original motor vehicle parking requirement; and one motor vehicle space for every 15m ² of GFA of locker, change room or shower facilities specifically accessible to all users of the secure long term bicycle spaces.
Kitchener	The number of <i>parking spaces</i> required for any non-residential <i>use</i> requiring <i>shower and change facilities</i> may be reduced by 1 <i>parking space</i> per required shower.
Toronto	In Policy Area 1 (PA1) the total minimum number of vehicle parking spaces required on a lot may be reduced at a rate of 1 vehicle parking space for each 5 bicycle parking spaces provided in excess of the minimum number of bicycle parking spaces required by Chapter 230 if the reduction of vehicle parking space is not greater than 20% of the total minimum vehicle parking spaces required.
Vancouver	<p>Supplying excess and higher quality bicycle parking can reduce the minimum vehicle requirements based on the City's TDM strategy.</p> <p>Owners of existing buildings may convert motor vehicle parking spaces to Class A bicycle spaces, at the ratio of 1 motor vehicle parking space to 5 bicycle spaces, to the extent necessary to provide the number of bicycle spaces required under this By-law.</p>

Recommendations for City of Mississauga

Offsetting motor vehicle parking is a viable approach to promoting active transportation through Transportation Demand Management and is similar to the reduction in motor vehicle parking



that can be awarded to developers through the site plan application process for providing Transportation Demand Management initiatives such as car-share programs. If applied, the City may consider limiting this provision to only growth areas where transit and active transportation are viable alternatives to driving. These areas would be consistent with areas that already have higher bicycle parking requirements.

The City is reviewing vehicle parking requirements, and potentially reducing requirements where appropriate, through the City's Parking Master Plan and Implementation Study (PMPIS).



Attachment A

Bicycle Parking Rates



Minimum Bicycle Parking Requirements							
Land Use	Mississauga TDM	Halifax Regional Centre Land Use By-Law	Hamilton By-law 05-200	Kitchener By-law 2019-051		Markham Draft Bicycle Parking Rates	
	General	General	Intensification Areas	General	Urban Growth Centre	General	City Centre
Apartments (long-term)	0.80 / unit	0.40 / unit	0.50 / unit	0.50 / unit	1.00 / unit	0.50 / unit	0.50 / unit
Apartments (short-term)	6.00 spaces minimum	0.10 / unit	5.00 spaces minimum	2, or 6 for > 20 units	2, or 6 for > 20 units	0.10 / unit	0.20 / unit
Retail (long-term)	0.50 / 500 sm GFA	0.20 / 300 sm GFA	0 to 7 spaces minimum*	0.50 / 500 sm GFA	1.00 / 500 sm GFA	0 to 0.10 / 100 sm GFA*	0 to 0.13 / 100 sm GFA*
Retail (short-term)	1.00 / 500 sm GFA	0.80 / 300 sm GFA	5.00 spaces minimum	1.00 / 333 sm GFA	2.00 / 333 sm GFA	0.8 to 0.15 / 100 sm GFA*	0.10 to 0.20 / 100 sm GFA*
Business Office (long-term)	0.50 / 500 sm GFA	0.50 / 500 sm GFA	-	1.00 / 500 sm GFA	1.00 / 333 sm GFA	0.08 / 100 sm GFA	0.13 / 100 sm GFA
Business Office (short-term)	0.50 / 500 sm GFA	0.50 / 500 sm GFA	-	1.00 / 750 sm GFA	1.00 / 500 sm GFA	0.05 / 100 sm GFA	0.10 / 100 sm GFA
Medical Office (long-term)	0.50 / 500 sm GFA	0.50 / 500 sm GFA	-	0.50 / 500 sm GFA	1.00 / 500 sm GFA	-	-
Medical Office (short-term)	0.50 / 500 sm GFA	0.50 / 500 sm GFA	-	1.00 / 333 sm GFA	2.00 / 333 sm GFA	-	-
Employment Uses (long-term)	0.50 / 500 sm GFA	-	-	-	-	-	-
Employment Uses (short-term)	2.00 minimum spaces	-	-	-	-	-	-
School, Elementary/Secondary (long-term)	1.00 / 15 students	0.20 / 150 sm GFA	-	1.00 / 1000 sm GFA	1.00 / 500 SM GFA	0.05 / 100 sm GFA	0.05 / 100 sm GFA
School, Elementary/Secondary (short-term)	1.00 / 10 students	0.80 / 150 sm GFA	2.00 / classroom	1.00 / 100 sm GFA	1.00 / 100 sm GFA	0.40 / 100 sm GFA	0.40 / 100 sm GFA
School, Post-Secondary (long-term)	1.00 / 15 students	0.20 / 150 sm GFA	-	2.00 / 100 sm GFA	2.00 / 100 sm GFA	1.00 / 10 students	1.00 / 10 students
School, Post-Secondary (short-term)	1.00 / 15 students	0.80 / 150 sm GFA	2.00 / classroom	2.00 / 100 sm GFA*	2.00 / 100 sm GFA*	1.00 / 10 students	1.00 / 10 students
Institutional (long-term)	0.50 / 500 sm GFA	0.50 / 500 sm GFA	-	1.00 / 1000 sm GFA	1.00 / 750 sm GFA	0.05 / 100 sm GFA	0.05 / 100 sm GFA
Institutional (short-term)	0.50 / 500 sm GFA	0.50 / 500 sm GFA	-	1.00 / 2000 sm GFA	1.00 / 1500 sm GFA	0.05 / 100 sm GFA	0.05 / 100 sm GFA

sm - square metres
GFA - gross floor area
IFA - interior floor area

*Hamilton's retail rate ranges
based on size of development

* or 3 spaces (whichever is greater)

* Markham retail rates based on density

** Markham's retail requires 3 spaces minimum for general areas,
and 6 spaces minimum for City Centre (short-term spaces)

Minimum Bicycle Parking Requirements							
Land Use	Newmarket By-law 2010-40	Oakville By-law 2014-014	Richmond Hill By-law 111-17 / 30-18	Toronto By-law 569-2013		Vancouver By-law 6059	Vaughan Draft By-Law (Jan. 2020)
	General	General	KDA	General (Zone 2)	Urban (Zone 1)	General	General
Apartments (long-term)	0.50 / unit	0.75 / unit	0.60 / unit	0.68 / unit	0.90 / unit	2.33 / unit*	0.90 / unit
Apartments (short-term)	0.10 / unit	0.25 / unit	0.03 / unit	0.07 / unit	0.10 / unit	2 spaces minimum + 1 for every additional 20 units**	0.10 / unit
Retail (long-term)	2.00 spaces minimum	-	0.13 / 100 sm GFA	0.13 / 100 sm IFA	0.20 / 100 sm IFA	0.29 / 100 sm GFA	0.20 / 100 sm GFA
Retail (short-term)	0.50 / 100 sm GFA	0.10 / 100 sm NFA**	0.15 / 100 sm GFA	3 + 0.25 / 100 sm IFA	3 + 0.30 / 100 sm IFA	6.00 spaces minimum	3 + 0.3 / 100 sm GFA
Business Office (long-term)	2.00 spaces minimum	-	0.13 / 100 sm GFA	0.13 / 100 sm IFA	0.20 / 100 sm IFA	0.59 / 100 sm GFA	3 + 0.2 / 100 sm GFA
Business Office (short-term)	0.50 / 100 sm GFA	0.10 / 100 sm NFA**	0.15 / 100 sm GFA	3 + 0.15 / 100 sm IFA	3 + 0.20 / 100 sm IFA	6.00 spaces minimum	0.20 / 100 sm GFA
Medical Office (long-term)	-	-	0.13 / 100 sm GFA	0.10 / 100 sm IFA	0.15 / 100 sm IFA	-	0.15 / 100 sm GFA
Medical Office (short-term)	-	0.10 / 100 sm NFA	0.15 / 100 sm GFA	3 + 0.10 / 100 sm IFA	3 + 0.15 / 100 sm IFA	-	3 + 0.15 / 100 sm GFA
Employment Uses (long-term)	-	-	0.13 / 100 sm GFA	-	-	-	-
Employment Uses (short-term)	-	0.10 / 100 sm NFA	0.15 / 100 sm GFA	-	-	-	-
School, Elementary/Secondary (long-term)	0.06 / 100 sm GFA	-	0.13 / 100 sm GFA	0.06 / 100 sm IFA	0.10 / 100 sm IFA	1.00 / 17 employees***	0.10 / 100 sm GFA
School, Elementary/Secondary (short-term)	0.06 / 100 sm GFA	0.25 to 0.50 / classroom****	0.15 / 100 sm GFA	3 + 0.06 / 100 sm IFA	3 + 0.10 / 100 sm IFA	1.00 / 20 students***	3 + 0.1 / 100 sm GFA
School, Post-Secondary (long-term)	0.06 / 100 sm GFA	-	0.13 / 100 sm GFA	0.60 / 100 sm IFA	2.00 / 100 sm IFA	0.40 / 10 students	0.10 / 100 sm GFA
School, Post-Secondary (short-term)	0.06 / 100 sm GFA	2.00 / 100 SM NFA***	0.15 / 100 sm GFA	3 + 2 / 100 sm IFA	3 + 2 / 100 sm IFA	0.60 / 10 students	3 + 0.1 / 100 sm GFA
Institutional (long-term)	2.00 spaces minimum	-	0.13 / 100 sm GFA	0.06 / 100 sm IFA	0.10 / 100 sm IFA	1.00 / 17 employees	2.00 / 100 sm GFA
Institutional (short-term)	0.50 / 100 sm GFA	1.00 / 500 SM NFA**	0.15 / 100 sm GFA	3 + 0.06 / 100 sm IFA	3 + 0.10 / 100 sm IFA	6.00 spaces minimum	3 + 1 / 100 sm GFA

sm - square metres
GFA - gross floor area
IFA - interior floor area

*Oakville does not differentiate between long-term and short-term parking
**or 2 spaces (whichever is greater
***or 3 spaces (whichever is greater
****0.25 rate is for elementary; 0.50 rate is for secondary

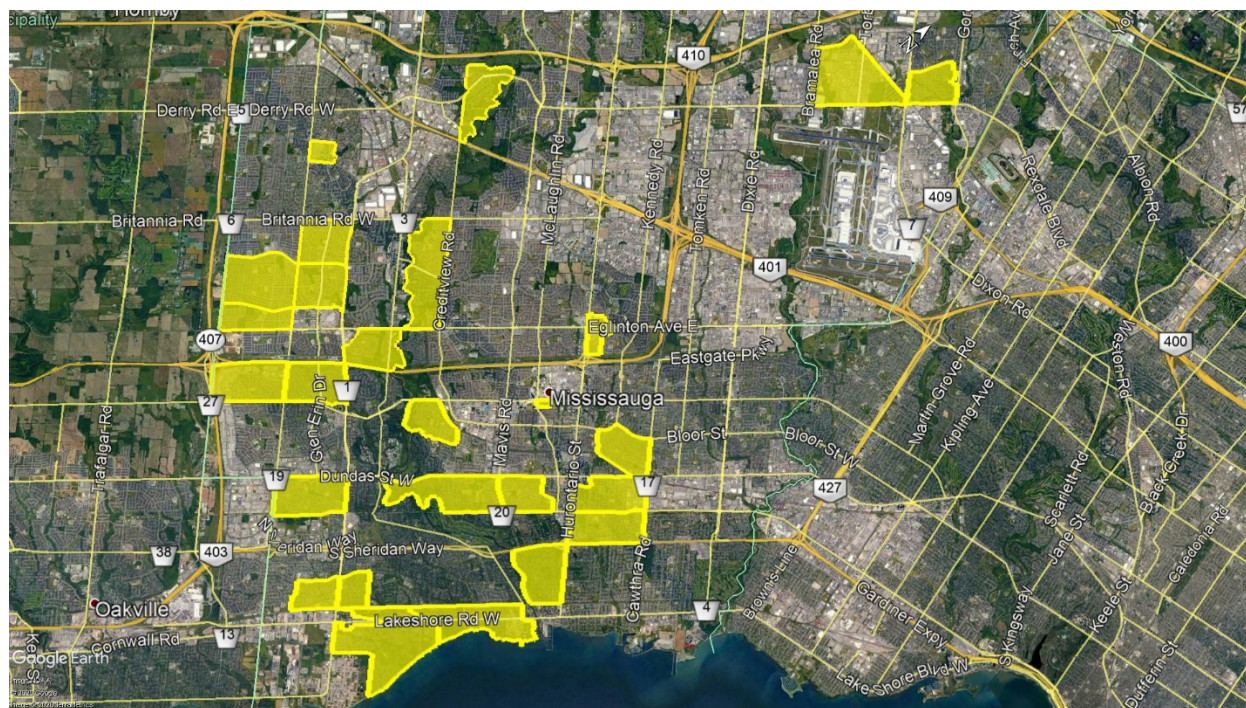
*Richmond Hill provides a general rate for all non-residential uses

* Vancouver apartment rates range from 1.5 to 3.0 spaces / unit based on size of dwelling unit (average provided)
** Vancouver apartment rates require a minimum 20 units
***Elementary school rate shown; Secondary school rate is the same as the post-secondary rate



Attachment B

Transportation Tomorrow Survey Findings

Zones with a Cycling Mode Share greater than 1%



Cross Tabulation Query Form - Trip - 2016 v1.1

Row: 2006 GTA zone of household - gta06_hhld

Column: Primary travel mode of trip -
mode_prime

Filters:

Planning district of household - pd_hhld In 36,

Trip 2016

ROW : gta06_hhld

COLUMN : mode_prime

gta06_hhld	Cycling	Total	Cycling Mode Split	gta06_hhld	Cycling	Total	Cycling Mode Split
3601	0	912	0.0%	3641	168	12976	1.3%
3602	237	15930	1.5%	3642	65	9471	0.7%
3603	0	10417	0.0%	3643	0	9754	0.0%
3604	265	15509	1.7%	3644	125	8448	1.5%
3606	122	23483	0.5%	3645	27	7903	0.3%
3607	50	20825	0.2%	3646	62	17611	0.4%
3610	20	7362	0.3%	3647	95	7063	1.3%
3614	77	15353	0.5%	3648	95	13549	0.7%
3615	146	31842	0.5%	3649	75	17881	0.4%
3616	50	24875	0.2%	3650	371	18931	2.0%
3617	53	11436	0.5%	3651	97	11526	0.8%
3618	0	5719	0.0%	3652	0	3856	0.0%
3619	0	21861	0.0%	3653	311	23202	1.3%
3620	0	27468	0.0%	3654	96	12078	0.8%
3622	24	6463	0.4%	3655	132	12019	1.1%
3623	192	4622	4.2%	3656	224	7684	2.9%
3627	0	1783	0.0%	3657	0	11277	0.0%
3628	44	10446	0.4%	3658	0	3904	0.0%
3629	0	11442	0.0%	3659	61	5813	1.0%
3630	0	10984	0.0%	3661	0	122	0.0%
3631	0	1924	0.0%	3662	89	12370	0.7%
3632	0	329	0.0%	3663	0	8994	0.0%
3633	0	1059	0.0%	3664	44	20437	0.2%
3635	101	9790	1.0%	3665	9	7190	0.1%
3636	24	12172	0.2%	3666	0	971	0.0%
3637	76	9429	0.8%	3667	0	2710	0.0%
3638	0	9214	0.0%	3668	164	13803	1.2%
3640	178	13089	1.4%	3669	0	21790	0.0%



gta06_hhld	Cycling	Total	Cycling Mode Split	gta06_hhld	Cycling	Total	Cycling Mode Split
3670	53	13899	0.4%	3820	114	8852	1.3%
3671	0	11871	0.0%	3829	0	4251	0.0%
3672	0	6711	0.0%	3830	0	11515	0.0%
3673	0	4470	0.0%	3832	99	2556	3.9%
3674	24	14589	0.2%	3833	0	2433	0.0%
3675	146	16801	0.9%	3836	0	3276	0.0%
3676	176	7927	2.2%	3837	0	1535	0.0%
3677	37	7386	0.5%	3838	0	4569	0.0%
3678	0	16950	0.0%	3840	0	3791	0.0%
3679	9	7267	0.1%	3841	0	11097	0.0%
3680	96	14256	0.7%	3842	0	7291	0.0%
3681	0	9169	0.0%	3843	0	48	0.0%
3682	0	11708	0.0%	3847	0	452	0.0%
3683	48	8607	0.6%	3852	0	5193	0.0%
3684	96	7145	1.3%	3853	0	1917	0.0%
3685	8	25300	0.0%	3854	0	2592	0.0%
3686	30	16581	0.2%	3855	85	4359	1.9%
3687	0	8937	0.0%	3856	0	3109	0.0%
3688	0	15475	0.0%	3857	0	2280	0.0%
3689	132	13381	1.0%	3858	0	961	0.0%
3690	82	30502	0.3%	3859	0	1103	0.0%
3691	204	29533	0.7%	3861	0	3045	0.0%
3692	0	1919	0.0%	3862	0	3416	0.0%
3694	127	18065	0.7%	3863	0	21700	0.0%
3707	22	1474	1.5%	3864	55	13968	0.4%
3711	0	894	0.0%	3865	0	4725	0.0%
3712	170	4854	3.5%	3866	82	6375	1.3%
3714	190	16543	1.1%	3867	31	11086	0.3%
3715	93	9916	0.9%	3868	12	4889	0.2%
3716	115	20453	0.6%	3870	0	4946	0.0%
3718	21	8697	0.2%	3872	0	2482	0.0%
3719	129	24351	0.5%	3875	0	450	0.0%
3720	0	3554	0.0%	3876	0	265	0.0%
3722	122	6804	1.8%	3877	41	10342	0.4%
3723	0	3445	0.0%	3878	0	2406	0.0%
3724	0	6517	0.0%	3879	0	4807	0.0%
3809	206	25189	0.8%				
3810	635	37031	1.7%				
3811	183	17567	1.0%				
3812	0	19994	0.0%				
3813	42	9091	0.5%				
3814	213	7509	2.8%				
3815	0	929	0.0%				

***Bolded** zones have a cycling mode share greater than 1%

Appendix 4: Summary of Draft Directions Opportunities and Risks

Parking Regulations Study - Draft Directions

Table 1: Summary of Proposed Changes of Parking Regulations in the Zoning By-law

Draft Direction	Opportunities	Risks
Establish Four Parking Precincts <ul style="list-style-type: none"> Implement four parking precincts as recommended in the PMPIS, where Precinct 1 would have the lower parking requirements and Precinct 4 would have the highest parking requirements 	<ul style="list-style-type: none"> Recognize variances among different areas in the City, considering transit service, public parking availability, growth potential, mix and intensity of uses, and active transportation networks Implement a key action from the Council-approved PMPIS Modernizes approach to parking management Support Mississauga's city-building objectives related to housing affordability, transit investments, mainstreets and small businesses, growth management, and climate change Support growth in intensification areas and MTSAs Precincts can be revised as needed following the proposed framework and criteria 	<ul style="list-style-type: none"> May trigger site specific zoning by-law amendment or minor variance applications with requests to be within specific precincts (e.g., for sites located adjacent to another precinct) Precincts may need to be revised as more transit investments are committed (e.g., with new MTSAs)
Reduce and Consolidate High-Density Residential Rates <ul style="list-style-type: none"> Reduce parking minimums and apply precinct approach as per Table 3 Eliminate unit type distinction Maintain distinctive rates for Stacked/Back-to-Back Townhouses and for Apartments Merge condo & rental types for Stacked/Back-to-Back Reduce visitor parking requirement to reflect recent utilization data and approved applications 	<ul style="list-style-type: none"> Update requirements to reflect demand, trends and transit investments Facilitate affordable housing Support different housings types in the City – e.g., family sized units Support growth in intensification areas and MTSAs Provide flexibility - development proposals change over time Reflect estimated differences in parking demand between Stacked/Back-to-Back Townhouses and Apartments Facilitate potential changes in design and ownership throughout development proposal (i.e., condo vs rental) Facilitate zoning review process 	<ul style="list-style-type: none"> May not capture precise differences on parking demand by unit type May put pressure on municipal parking management and enforcement, although pressure may be significantly reduced with upcoming transit and active transportation investments

Draft Direction	Opportunities	Risks
Maintain Purpose-Built Rental Requirement <ul style="list-style-type: none"> • Maintain distinctive requirement (reduced from Condominium Apartment) for purpose-built rental apartment in Precincts 2 to 4 	<ul style="list-style-type: none"> • Reduce requests for parking requirements reductions • Facilitate affordable housing supply • Encourage development and re-investment in purpose built rental • Support growth in infill sites and intensification areas • Promotes optimal use of existing and future infrastructure (through infill and intensification) 	<ul style="list-style-type: none"> • May not capture precise differences on parking demand in all areas • May put pressure on municipal parking management and enforcement • City may need to expedite update of on-street permit parking system
Simplify Second Unit Requirements <ul style="list-style-type: none"> • Requirement of 1 space for first second unit to be provided within the 2-spaces already required for the principal dwelling (i.e., 1 space for principal dwelling; 1 space for the first second unit) • Additional second unit will be required to provide an additional parking space 	<ul style="list-style-type: none"> • Parking for second units to be provided on site • Flexibility for homeowner and tenant: market demand and preferences will determine parking accommodation • Reduce costs to provide second units and rent fee • Increase potential for more second units • Large proportion of dwellings is able to accommodate the 2-space requirement – no impact from those • Reduce CoA applications seeking parking exemptions 	<ul style="list-style-type: none"> • No guarantee for permanent/ long term arrangements • May lead to demand for on-street parking in the longer term • May create enforcement pressures • City may need to expedite update of permit parking system and lower boulevard parking
Minimal Requirement for Transitional Housing <ul style="list-style-type: none"> • Incorporate a new category for Assisted/Alternative Housing with a low parking requirement (e.g., transitional housing) 	<ul style="list-style-type: none"> • Support creation of supported and transitional housing • Reflect the estimated parking demand for this type of development, where most of the occupants do not have a car • Minimal parking spaces be provided to accommodate employee parking 	<ul style="list-style-type: none"> • Potential pressure on on-street parking in areas with less availability of municipal parking
Reduce Parking Requirements for Affordable Housing <ul style="list-style-type: none"> • 30 - 50% reduction from conventional rate for affordable housing projects • City to determine Affordable Housing definition and criteria • City to implement as part of other Affordable Housing work– (e.g., Official Plan Review and/or Inclusionary Zoning) 	<ul style="list-style-type: none"> • Incentive for the provision of affordable housing • Provide flexibility to negotiate affordable housing components • City can determine and define what types of projects qualify as affordable housing • City can determine if included in Zoning By-law as a regulation or as a Guideline as part of Inclusionary Zoning 	<ul style="list-style-type: none"> • Implementation could be challenging (e.g., Affordable Housing definition) • Implementation might be delayed until City updates Official Plan and implements Inclusionary Zoning

Draft Direction	Opportunities	Risks
	implementation and Official Plan Review	
Reduce and Consolidate Retail/ Commercial Requirements <ul style="list-style-type: none"> • Reduce parking minimums by Precincts for key non-residential land uses as per Tables 4 and 5 • Land use consolidations: Retail, Service Establishment, Small Restaurants (under 220 m²) / Take-out / Convenience Restaurants, Financial Institution to have same parking requirement as per Table 4 	<ul style="list-style-type: none"> • Update requirements to support new businesses and to reflect demand, trends, mix and intensity of uses, and transit investments • Implement a standard parking rate for commercial/retail type of uses that commonly locate in proximity or within multi-tenant buildings • Facilitate land use changes within existing multi-tenant buildings/ small retail plazas and mainstreets • Provide flexibility for new developments as proposals (e.g., tenant mix) change over time 	<ul style="list-style-type: none"> • May not differentiate specific parking demand by each land use (difficult to determine in mixed-use buildings/retail plazas) • Potential pressure on on-street parking in areas with less availability of municipal parking • City may need to expedite update of permit parking system and boulevard parking
Harmonize non-residential rates <ul style="list-style-type: none"> • Update parking requirements for other non-residential uses following the pattern of the key land uses, as appropriate (e.g., apply proposed retail store requirement to animal care establishment). See Table 5 	<ul style="list-style-type: none"> • Support new businesses to locate in vacant sites • Support small restaurants (under 220 m² GFA) • Reduce significantly volume of CofA applications for parking variances due to changes of tenants 	
Provide Parking Exemptions for Small Businesses Located on Ground Floors <ul style="list-style-type: none"> • Exempt small businesses (under 220 m²) located partly or entirely on the ground floor from off-street parking requirements 	<ul style="list-style-type: none"> • Reduce set-up costs for small/micro businesses along mainstreets or ground floors of mixed-use buildings • Support small businesses recovery from the COVID-19 pandemic • Support revitalization of retail areas, including Business Improvement Areas and small neighbourhood retail plazas • Facilitate land use changes within existing multi-tenant buildings/retail plazas • Improve City's competitiveness as exemptions are being implemented in peer municipalities • Reduce CoA applications seeking exemptions 	<ul style="list-style-type: none"> • Potential pressure on on-street parking in areas with less availability of municipal parking • May create parking enforcement pressures • Potential decrease on Payment-in-Lieu collection to be used in creating municipal parking infrastructure

Draft Direction	Opportunities	Risks
<p>Provide Parking Exemptions for Heritage Buildings</p> <ul style="list-style-type: none"> • Parking Exemptions for sites Designated heritage under Part IV of the <i>Ontario Heritage Act</i> • Limited to commercial uses with a commercial/retail/office parking rate (e.g., exclude banquet halls, entertainment, overnight accommodation, PRA, restaurant over 220 m² GFA) • Applies to existing GFA; additional GFA will require to provide parking at ZBL rates 	<ul style="list-style-type: none"> • Support conservation, revitalization and reuse of heritage buildings • Help promote heritage sites designation under the <i>Act</i> – reduced parking may be viewed as an incentive • Reflects parking challenges for heritage buildings (i.e., most built well before current Zoning By-law parking requirements) • Implement 2013 recommendation from Port Credit & Lakeview Parking Strategy, expanded to be applied city-wide 	<ul style="list-style-type: none"> • May add pressure on municipal parking • City will not be able to collect PIL from heritage buildings • May add barriers to innovative reuse (e.g., require parking for additional GFA)
<p>Formalize Shared Residential Visitor and Non-residential Parking in Mixed-use Sites</p> <ul style="list-style-type: none"> • Expand citywide shared parking arrangement in apartment and mixed-use buildings (i.e., expand visitors and non-residential arrangement already in DT Core) • Add small restaurants (e.g., under 220 m² GFA) to the shared arrangement • Exempted land uses in the current City Centre zones would apply 	<ul style="list-style-type: none"> • Expand policy citywide as it would follow current shared arrangement between residential visitor and non-residential uses already in the City Centre zones regulations • Encourage more mixed-use developments throughout all intensification areas and the creation of more walkable and complete communities • Take advantage of different peak parking demand times among land uses located within same site or building to reduce oversupply • Facilitate zoning review processes and reduce requests for parking requirements reductions • Optimize investments in transit and active transportation 	<ul style="list-style-type: none"> • May not differentiate specific parking demand by each land use (difficult to determine in mixed-use sites) • Potential pressure on on-street parking in areas with less availability of municipal parking
<p>Incorporate Bicycle Parking and End of Trip Facilities Requirements</p> <ul style="list-style-type: none"> • Adopt two precincts for bicycle parking rates • Incorporate on-site bicycle parking requirements in the Zoning Bylaw as per Table 6 	<ul style="list-style-type: none"> • Implement recommendations from the Transportation Demand Management Strategy and Cycling Master Plan • Support objective in the Transportation Master Plan for half of trips to, from, and within Mississauga be taken by sustainable modes (those other than driving a car) 	<ul style="list-style-type: none"> • May increase construction costs • May increase maintenance costs for condominiums and landlords

Draft Direction	Opportunities	Risks
	<ul style="list-style-type: none">• Encourage the use of active transportation and support expansion of cycling facilities• Increasing end of trip facilities can encourage more people to cycle as their method of transportation, which will encourage sustainable travel behaviors'• Provide secure bicycle parking for long-term users (e.g., residents, employees)• Market developments and employment to attract active transportation users	

Table 2: Summary of Proposed Policies Directions and Guidelines

Draft Direction	Opportunities	Risks
Incorporate Electric Vehicles Parking Requirements <ul style="list-style-type: none"> • Explore how to include requirements for Electric Vehicles (EV) (or zero emission vehicle) parking requirements in the Zoning By-law or within the Green Development Standards • Require that a % of parking spaces in new developments be designed to be EV-ready 	<ul style="list-style-type: none"> • City to evaluate the best mechanism to implement requirements for EV parking • Support the adoption and use of EVs in the City of Mississauga, particularly in high-density developments, office buildings and employment areas • Supports the Climate Change Action Plan and the goal to reduce the City's GHG emissions from transportation 	<ul style="list-style-type: none"> • If included in the Zoning By-law, it may be challenging to implement within the current regulations (e.g., requirement is not part of the Ontario Building Code (OBC) for high-density developments) • If included in the Green Development Standard may be subject to negotiations and difficulties to implement as requirement would go beyond OBC's requirements • May slightly increase construction costs to include EV-ready parking spaces in all new developments
Formalize Process to Permit Shared Off-site Parking for Civic Uses <ul style="list-style-type: none"> • Create an Off-Site Parking Implementation Guideline and standard agreement to facilitate off-site sharing of parking spaces for civic uses and community infrastructure (e.g., parks, libraries, schools, public transit) • The previously discussed Implementation Guideline would establish the criteria for when the City would consider shared parking between or among civic and community facilities. 	<ul style="list-style-type: none"> • Support Official Plan policies encouraging sharing of parking spaces for community infrastructure, where appropriate • Makes a more efficient use of land and reduces the need to create vast parking areas to service seasonal events (e.g., cultural/recreational events happening on evenings or weekends when schools are closed) • Provide guideline to staff to review site-specific proposals for off-site sharing • Provide City certainty of agreements for a determined time and a process/course of action if agreements are cancelled 	<ul style="list-style-type: none"> • May increase administrative and legal costs to the City to create, negotiate, monitor and administer the agreements • May create enforcement pressures if rules and conditions of the agreement are not clear to the general public • Added staffing pressures for monitoring and paperwork tracing • No guarantee that agreements will stand in the longer term • May lead to demand for street parking in the longer term
Create Process to Permit Certain Off-site Shared Parking Agreements <ul style="list-style-type: none"> • Add policy within the City's Official Plan that would allow off-site parking between appropriate land uses, subject to an agreement with the City • Create an Off-Site Parking Implementation Guideline to include criteria for evaluating 	<ul style="list-style-type: none"> • Support a process to negotiate and formalize agreements for off-site parking sharing • Support the location of uses in sites with limited parking provision as long as an off-site parking sharing agreement can be established • Provide guideline to staff to review site-specific proposals for off-site sharing 	<ul style="list-style-type: none"> • May increase administrative and legal costs to the City to create, negotiate, monitor and administer the agreements • May create enforcement pressures if rules and conditions of the agreement are not clear to the general public • Added staffing pressures for monitoring and paperwork tracing

Draft Direction	Opportunities	Risks
requests for off-site sharing of parking spaces with land use of different peaking (e.g., between Places of Religious Assembly & employment uses)	<ul style="list-style-type: none"> • Provide City certainty of agreements for a determined time and a process/course of action if agreements are cancelled 	<ul style="list-style-type: none"> • No guarantee that agreements will stand in the longer term • May lead to demand for street parking in the longer term
Continue Minimum Parking Requirements Policy <ul style="list-style-type: none"> • No changes are proposed to the overall City's policy to mandate minimum parking requirements in the Zoning By-law 	<ul style="list-style-type: none"> • The minimum parking requirements are still deemed a useful tool to manage parking demand • Minimum requirements can be revised from time to time as conditions change and to reflect new trends in mobility • Provide certainty to residents, businesses and the City regarding parking supply 	<ul style="list-style-type: none"> • Parking requirements can be difficult to determine for every single land use – some uses may be overestimated while others may be underestimated • Parking demand changes overtime, often faster than comprehensive Zoning By-law reviews • May conduct to the provision of excessive parking provision and negating the City's ability to reach other planning goals
Consider Parking Maximums in Future Updates <ul style="list-style-type: none"> • No off-street parking maximums are to be included in the Zoning By-law as part of this update • To be explored at a future date if/when the City needs to implement parking maximums 	<ul style="list-style-type: none"> • Offer flexibility to market decide on additional parking provisions • Encourage non-residential uses and allow for employment uses to grow • Most uses do not need a maximum, as applicants are predominantly seeking lowest possible rates • City can re-assess the need for maximum parking requirements at a later date 	<ul style="list-style-type: none"> • Parking maximums is often seen as a best practice, and not including it could be subject to criticism • Excessive parking provided within intensification areas and MTSAs if maximums are not implemented in the short term • Negative effects on the built environment and stormwater management
Conduct Public Parking Demand Analysis <ul style="list-style-type: none"> • Conduct a detailed parking demand analysis for Precincts 1 and 2 to determine future parking demand based on the currently proposed parking requirements 	<ul style="list-style-type: none"> • City is already working on the expansion of public parking in key demand areas, subject to budget availability • Support off-street parking management in intensification areas serviced by rapid transit with additional public parking Analysis would determine if and where additional parking facilities should be located 	<ul style="list-style-type: none"> • Provision of public parking is very costly and will require budget commitments
Revise Shared on-Site Parking <ul style="list-style-type: none"> • In future Zoning By-Law updates, review the current list of land uses and utilization (percentage of peak parking) in Table 3.1.2.3 Mixed-Use Development Shared Parking Formula to add new land use 	<ul style="list-style-type: none"> • The shared on-site parking formula for mixed use developments have been used in the City for many years with a high degree of acceptance and success • Reduce oversupply of parking by permitting multiple land uses 	<ul style="list-style-type: none"> • Changes to the formula and addition of uses may be needed as parking demand evolves • Delaying the review of the shared on-site parking formula may generate additional minor variances applications to include additional uses

Draft Direction	Opportunities	Risks
and update percentages, if needed	<p>to combine parking requirements when sharing a parking facility</p> <ul style="list-style-type: none"> • Recent trends indicate a wider range of land uses being co-located, which could trigger the need to review the existing regulations in the Zoning By-law • City will have the opportunity to make needed changes, when warranted 	
<p>Support Shared Mobility (Carshare)</p> <ul style="list-style-type: none"> • Continue to support carshare vehicles on private or public sites as a measure to enhance the Travel Demand Measures • Carshare services should not be required by a municipal by-law but instead be provided at the Applicant's desire 	<ul style="list-style-type: none"> • Support the City's Transportation Demand Management Strategy • Carsharing is market-dependent and agreements are based on business profitability; therefore, is it advised not to tie off-street parking requirement to carsharing agreements 	<ul style="list-style-type: none"> • No guarantee that carsharing agreements will stand in the longer term
<p>Support Bikeshare Program</p> <ul style="list-style-type: none"> • Continue to explore feasibility and demand analysis of a bikeshare program within Precinct 1 and Precinct 2 • No adjustments in parking requirements are suggested due to privately provided on-site bikeshare facility 	<ul style="list-style-type: none"> • Support the City's Micromobility Program • Bikeshare cost-benefits are being explored and it is premature to tie off-street parking requirement to bikesharing programs 	<ul style="list-style-type: none"> • Effects of adoption of bikeshare on parking demand still to be understood
<p>Implement Actions related Curbside Management, On-Street Parking, and Parking Technology</p> <ul style="list-style-type: none"> • Support use of on-street/permit system/municipal parking as part of a parking management strategy • Support the completion of a Curbside Management Study • Support the completion of On-Street Parking Permit System Review • The City could consider including policies within the Official Plan and design standards to allow a variety of parking related technologies, including Automated Parking 	<ul style="list-style-type: none"> • City is already working on implementing key actions from the Council-approved PMPIS including an update of the on-street parking permit system, lower-boulevard parking and curbside management policies • Optimize the use of the City's infrastructure (e.g., right-of-ways) while providing the availability of a vast number of municipal parking • Makes a more efficient use of land while reducing the need to create off-street municipal and private parking • Reduce the impacts of large paved parking areas on the City's stormwater management system 	<ul style="list-style-type: none"> • Potential pressure on on-street parking in areas with narrow right-of-ways • Expansion of on-street parking areas may create complaints in residential neighbourhoods due to over-spilling parking

Draft Direction	Opportunities	Risks
<p>Systems and Flexible or Adaptable Parking</p> <ul style="list-style-type: none"> • Develop Implementation Guideline to assist in the review of a variety of parking technologies 		
<p>Consider Transitional Parking Policies</p> <ul style="list-style-type: none"> • Include policies within the Official Plan and implementation guidelines with clear criteria and conditions in the Site Plan application process that support transitional parking policies, where deemed appropriate 	<ul style="list-style-type: none"> • Provide certainty within the Site Plan application process for the implementation of transitional parking • Provide flexibility to developers that have secured a large amount of land but do not have immediate plans to develop each parcel simultaneously • Could be permitted in high-density precincts, where demand for real estate and development is more dynamic. 	<ul style="list-style-type: none"> • May increase administrative process to process, monitor and administer transitional parking agreements

Table 3: Residential Parking Requirement Proposed Updates
(Parking Requirement: spaces per dwelling unit)

Land Use	Existing By-law 225-2007	Precinct 1	Precinct 2	Precinct 3	Precinct 4
Condominium Detached Dwelling, Condominium Semi-Detached, Condominium Townhouse, Detached Dwelling on a CEC-Road, Semi-Detached on a CEC-Road, Townhouse on a CEC-Road	Resident: 2.0 Visitor: 0.25	2.0	2.0 0.25	2.0 0.25	2.0 0.25
Dwelling unit located above commercial, with max. height of 3 storeys	1.25	1.0	1.0	1.0	1.0
Condominium B2B & Stacked Townhouse (without exclusive use garage and driveway)*	Studio: 1.1 One-bedroom: 1.1 Two-bedroom: 1.5 Three-bedroom: 1.75 Four-bedroom: 2.0 Visitor: 0.25	All units: 1.0 Visitor***: 0.15	1.1 0.2	1.2 0.2	1.3 0.2
Rental B2B & Stacked Townhouse (without exclusive use garage and driveway)*	Studio: 1.1 One-bedroom: 1.1 Two-bedroom: 1.25 Three-bedroom: 1.41 Four-bedroom: 1.95 Visitor: 0.25				
Condominium Apartment*	Studio: 1.0 One-bedroom: 1.25 Two-bedroom: 1.40 Three-bedroom: 1.75 (CC1-CC4: 1.0/unit) Visitor: 0.2 (CC1-CC4: 0.15/unit)	All units: 0.8 Visitor***: 0.15	0.9 0.15	1.0 0.15	1.1 0.15
Rental Apartment*	Studio: 1.0 One-bedroom: 1.18 Two-bedroom: 1.36 Three-bedroom: 1.5 (CC1-CC4: 1.0/unit) Visitor: 0.2	All units: 0.8 Visitor***: 0.15	0.8 0.15	0.8 0.15	0.8 0.15
Assisted/Alternative Housing	n/a	0.1	0.1	0.1	0.1
Second unit	1.0**	A total of 2 spaces for the Principal and the first Second Unit (which may be provided in tandem), plus 1 additional space for each additional unit.			

Table 3 Notes

* Equivalent existing blended parking requirement for all unit sizes:

- Condominium apartment: 1.35 spaces/unit
- Rental apartment: 1.26 spaces/unit
- Condominium B2B & Stacked Townhouse (without exclusive use garage and driveway): 1.49 spaces/unit
- Rental B2B & Stacked Townhouse (without exclusive use garage and driveway): 1.36 spaces/unit

** Existing parking requirement for detached, semi-detached, street townhouse dwelling is 2.0 spaces per dwelling. Currently, the second unit parking requirement is calculated in addition to the principal dwelling requirement.

*** Visitor Parking Regulation:

For the visitor component, a shared parking arrangement may be used for the calculation of required visitor/non-residential parking in accordance of the following:
the greater of the indicated visitor parking by precinct or parking required for all non-residential uses, located in the same building or on the same lot as the residential use except banquet hall/conference centre/convention centre, entertainment establishment, overnight accommodation, place of religious assembly, recreational establishment, and restaurant over 220 m²GFA non-residential. Parking for these listed non-residential uses shall not be included in the above-shared parking arrangement and shall be provided in accordance with applicable regulations in the Zoning By-law.

Table 4: Non-Residential Parking Requirement Proposed Updates
(Parking Requirement: spaces per 100 m² non-residential GFA)

Land Use	Existing Requirement By-law 225-2007	Precinct 1	Precinct 2	Precinct 3	Precinct 4
Retail Store, Service Establishment, Take-out Restaurant, Convenience Restaurant, Restaurant < 220 m ² , Financial Institution	Retail Store: 5.4 In C4 zone: 4.0 In CC2-CC4 zones: 4.3	3	3	4	5
	Service Establishment: 5.4 In C4 zone: 4.0 In CC2-CC4 zones: 4.3	No parking is required for GFA under 220 m ² sq.m.			
	Convenience Restaurant: 16.0 Take-out Restaurant: 6.0	The Precinct 1 parking requirement shall apply in a C4 Zone.			
	Financial Institution: 5.5	In a mixed-use development, shared parking is permitted between residential visitors and non-residential visitors subject to Note (1).			
Retail Centre < 2,000 m ²	4.3	3	3	3.5	4.3
Retail Centre > 2,000 m ²	5.4 In CC1: 4.57	3.8	3.8	4.5	5.4
Restaurant > 220 m ²	16.0 In C4: 9.0 In CC2-CC4; CCO: 9.0	6	6	9	9
Office	3.2	2	2.5	2.8	3
Medical Office	6.5	3.8	4	4.5	5.5
<p>Note (1): Visitor Parking Regulation: For the visitor component, a shared parking arrangement may be used for the calculation of required visitor/non-residential parking in accordance of the following: the greater of the indicated visitor parking by precinct or parking required for all non-residential uses, located in the same building or on the same lot as the residential use except banquet hall/conference centre/convention centre, entertainment establishment, overnight accommodation, place of religious assembly, recreational establishment, and restaurant over 220 m² GFA non-residential. Parking for these listed non-residential uses shall not be included in the above-shared parking arrangement and shall be provided in accordance with applicable regulations in the Zoning By-law.</p>					

Table 5: Proposed Non-Residential Uses Consolidation/ Harmonization

Proposed Direction	Land Uses
Harmonize existing rate with the proposed Retail Store/Service Establishment	Animal Boarding (reduce in Precincts 1 and 2; retain existing rate in Precincts 3 and 4) Animal Care Establishment Animal Care Establishment in C4 Zone (apply Precinct 1) Art Gallery/Museum (reduce in Precincts 1 and 2; retain existing rate in Precincts 3 and 4) Convenience Retail/ Kiosk (plus stacking lane) Motor Vehicle Service Station Repair Establishment Repair Establishment in C4 Zone (apply Precinct 1) Veterinary Clinic (reduce in Precincts 1 and 2; retain existing rate in Precincts 3 and 4)
Harmonize existing rate with proposed Office	Motor Vehicle Wash Facility (for Office GFA plus stacking lane) Science and Technology Facility Truck Terminal (for office GFA, plus warehouse rate for remainder GFA)
Reduce requirement as per staff recommendation based on recent Minor Variances	Self Storage Facility: 0.2 spaces/100m ² GFA non-residential – across all precincts
Reduce requirement as per recent rezoning	Night Club (Precinct 1): 9.0
Maintain existing requirement, which would be applied across all Precincts	Remainder of land uses

Table 6: Proposed Bicycle Parking Requirements in the Zoning By-law
(Infrastructure Planning Division Study)

Type of Use	City Centre		Rest of the City	
	Minimum Class A* (Long-Term)	Minimum Class B** (Short-Term)	Minimum Class A* (Long-Term)	Minimum Class B** (Short-Term)
Residential Uses				
Apartments (including condominium, rental, and townhouses without exclusive garages)	0.80 spaces/unit	0.10 spaces/unit (6 minimum spaces)	0.60 spaces/unit	0.05 spaces/unit (6 minimum spaces)
Long-Term Care	0.30/ 100m ² GFA	0.30/ 100m ² GFA	0.20/ 100m ² GFA	0.20/ 100m ² GFA
Retirement	0.40 spaces/unit	0.05 spaces/unit (6 minimum spaces)	0.3 spaces/unit	0.03 spaces/unit (6 minimum spaces)
Non-Residential Uses				
Retail (including retail centre, retail store, entertainment establishment, service establishment, convenience restaurant, restaurant, take-out restaurant)	0.15/ 100m ² GFA	0.30/ 100m ² GFA	0.1/ 100m ² GFA	0.1/ 100m ² GFA

Type of Use	City Centre		Rest of the City	
	Minimum Class A* (Long-Term)	Minimum Class B** (Short-Term)	Minimum Class A* (Long-Term)	Minimum Class B** (Short-Term)
Business Office (<i>including office</i>)	0.2/ 100m ² GFA	0.15/ 100m ² GFA	0.1/ 100m ² GFA	0.1/ 100m ² GFA
Medical Office (<i>including medical office, medical office – restricted</i>)	0.15/ 100m ² GFA	0.2/ 100m ² GFA	0.1/ 100m ² GFA	0.1/ 100m ² GFA
Employment (<i>including education and training facility, financial institution, manufacturing facility, science and technology facility, warehouse/ distribution facility, wholesaling facility</i>)	0.15/ 100m ² GFA	0.15/ 100m ² GFA	0.1/ 100m ² GFA	2 minimum
School, Elementary/Secondary (<i>including public/ private</i>)	0.1/ 100m ² GFA	0.4/ 100m ² GFA	0.1/ 100m ² GFA	0.4/ 100m ² GFA
School, Post-Secondary (<i>including college/ university</i>)	1.0/ 100m ² GFA	1.2/ 100m ² GFA	1.0/ 100m ² GFA	1.2/ 100m ² GFA
Institutional (<i>including active recreational use, arena, art gallery, community centre, hospital, library, museum, place of religious assembly, recreational establishment</i>)	0.3/ 100m ² GFA	0.3/ 100m ² GFA	0.1/ 100m ² GFA	0.1/ 100m ² GFA

* Bicycle Parking Space, Class A: means a bicycle parking space designed to provide long-term parking for employees or residents of the building.

** Bicycle Parking Space, Class B: means a bicycle parking space designed to provide short-term transient parking for persons who are not residents or employees of the building.

Waived Bicycle Parking

- Despite the bicycle parking space rates set out in Table 6, if the lot with residential use has less than 20 units, then zero bicycle parking spaces are required for the residential use.
- Despite the bicycle parking space rates set out in Table 6, if the lot with non-residential use has less than 1,000 m² of GFA, then zero bicycle parking spaces are required for the non-residential use.