

PARKING REGULATIONS

DRAFT POLICY DIRECTIONS FOR CONSULTATION

May 14, 2021





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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.

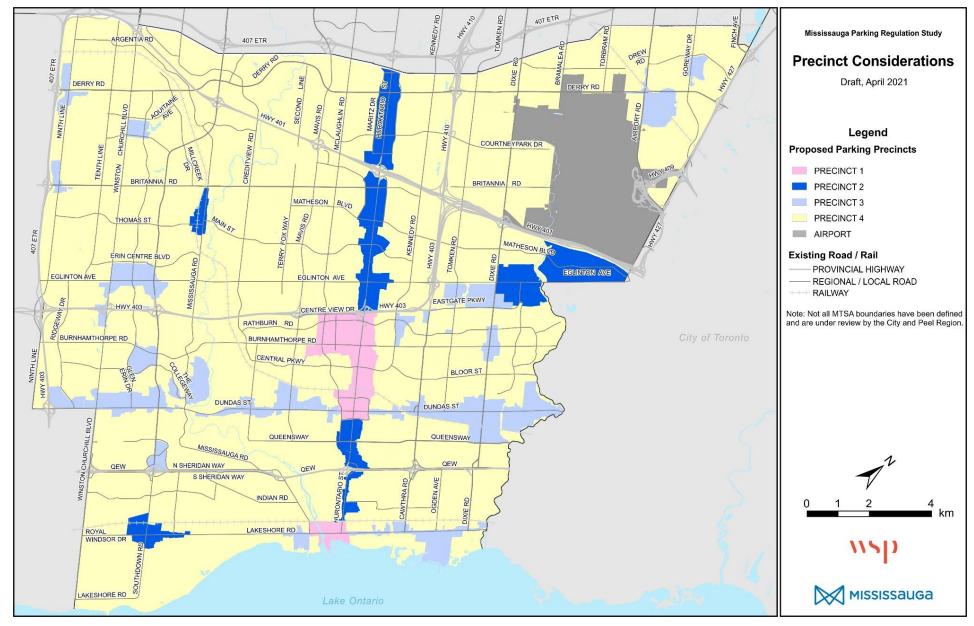
PARKING PRECINCT CRITERIA AND BOUNDARIES

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

Map EX 1: Proposed Parking Precincts Map



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.

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.	New policy to Zoning By-law
	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 Zoning Implementation Guide: Shared Parking - Off- Site Parking

Table EX 2: Proposed Policy Direction

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	Further study needed No action required
	proposed for providing a private on-site bike-share facility.	
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

4.5.

PARKING PRECINCT IMPLEMENTATION POLICY	POLICY DIRECTION	POLICY DOCUMENT CHANGE
Affordable and Assisted/Alternative Housing	The City could 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. Also, the City could develop Implementation Guidelines that set out the definition and criteria of affordable housing.	Addition to Zoning By- law, Addition to Official Plan, New Implementation Guide
	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.	
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 Flexible or Adaptable Parking	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
	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 typical 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 "rightsize" 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.

Residential Land Use	Existing Min. Parking Requirement	Proposed Min. Parking Requirement (no. spaces/unit)			
	(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
			0.25	0.25	0.25
-Visitor, Common Element Condominium (CEC) road (Private Road)	0.25	2	parking is per	e developmer mitted betwee on-residential	n residential
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 In a mixed-use permitted betw residential visit	een residentia	l visitors and n	

Table EX 3: Proposed Residential Parking Requirements

Residential Land Use	Existing Min. Parking Requirement	Proposed Min. Parking Requirement (no. spaces/unit)			
	(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
		0.15	0.15	0.15	0.15
-Visitor	0.20	permitted bet	e developmen ween residenti sitors subject to	al visitors and	
Second Unit	1.0	(which may b	baces for the P e provided in t ch additional ur	andem), plus 1	
Affordable Housing Unit	n/a	50% Reduction		30% Reduction base parking re	-
Assisted/Alternative Housing Unit	n/a	0.1	0.1	0.1	0.1

Table EX 3 (Continued): Proposed Commercial Parking Requirements

Note 1:

Visitor Parking Regulation:

For the visitor component, a shared parking arrangement may be used for the calculation of required visitor/nonresidential 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.

Table EX 4: Proposed Commercial Parking Requirements

Commercial Land Use	Existing Min. Parking Requirement	Proposed Minimum Parking Requirem (no. spaces/100 sq.m. GFA)			
	(no. spaces/100 sq.m. GFA)	Precinct 1	Precinct 2	Precinct 3	Precinct 4
	Retail Store: 5.4 In C4 zone: 4.0	3	3	4	
Retail Store, Service Establishment,	In CC2 to CC4 zones: 4.3 Personal Service	No parking	is required for 220 sq.m.	GFA under	5
Convenience Restaurant, Take-out Restaurant, Restaurant under 220 sq.m.,	Establishment: 5.4 In C4 zone: 4.0 In CC2 to CC4 zones: 4.3	The Precinct	· · ·	uirement shall a ne.	apply in a C4
Financial Institution	Convenience Restaurant: 16 Take-out Restaurant: 6.0 Financial Institution: 5.5	permitted bet		it, shared parki ial visitors and o (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:

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For the visitor component, a shared parking arrangement may be used for the calculation of required visitor/nonresidential 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.

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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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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.

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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 precinctbased 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	• 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	Yes	Yes (may be planned)	Yes (may be planned, or is not required	Not required
	 (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. 			with high- frequency bus transit)	
	 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. 				
Rapid Transit Interconnectivity	 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. 	Yes	Not required	Not required	Not required
	 In Precincts 2, 3, and 4, there is typically only one type of rapid transit provided or rapid transit is not available. 				
High-frequency bus transit service	 In Precincts 1, 2, and 3, bus service typically includes connectivity (one bus route) to rapid transit stations and connection with other bus routes. 	Yes	Yes	Yes (Not required if other rapid transit is	Not required
	 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 			provided or planned)	
	service may or may not be available and bus transit service may or may not be available.				

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2. Public Parking		Precinct 1	Precinct 2	Precinct 3	Precinct 4
Public Parking	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 availabile.	Yes	Yes	Not required	Not required

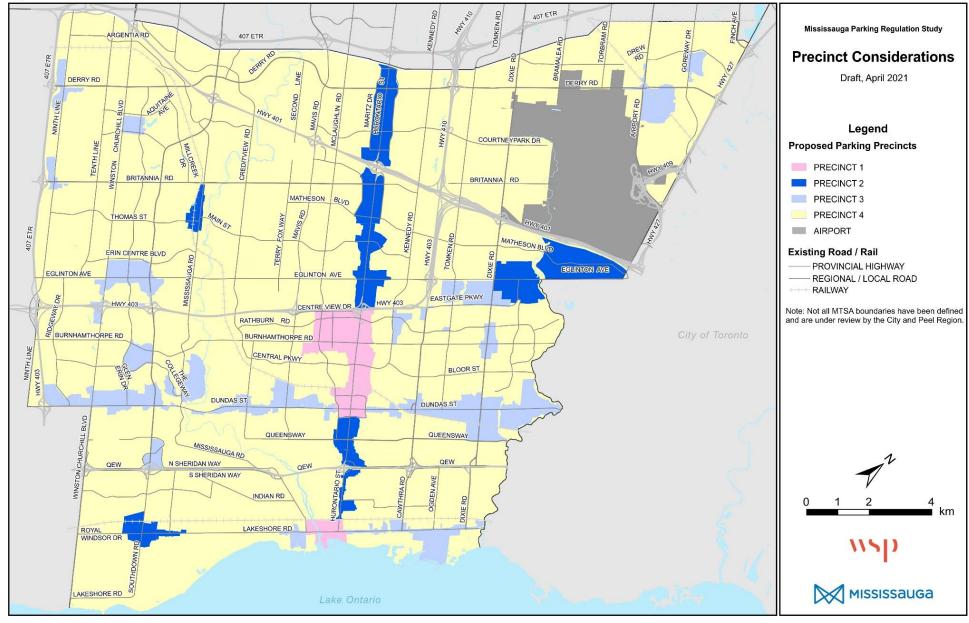
3. Planning Area		Precinct 1	Precinct 2	Precinct 3	Precinct 4
Urban Growth Centre, Downtown or Mobility Hub	 Lands in Precinct 1 are within an identified Urban Growth Centre, the Downtown, or a Mobility Hub, which are the focal points of intensification in the City. Lands in Precincts 2, 3, and 4 are not required to be located within these specified areas. 	Yes	Not required	Not required	Not required
Intensification Area, Mainstreet Commercial and Key Growth Areas	 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

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4. Land Use and	Density	Precinct 1	Precinct 2	Precinct 3	Precinct 4
Mix of Uses	 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	 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 Transp	ortation	Precinct 1	Precinct 2	Precinct 3	Precinct 4
Walkability	 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	 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	 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

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• Parking maximum

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Heritage buildings

Electric vehicle station parking

- Public and Shared Parking
 - Shared mobility
 - Bicycle parking
- Curbside management
- On-street parking permit
- Transitional parking

End of trip facilities

Parking technology

Each policy area review included the following:

• Description of the policy

Second units

- The City of Mississauga current policy related to the subject policy
- Why it is important to the City

• 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 multimodal 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 offsite 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

4.5.

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 onstreet 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 marketdriven 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/Semidetached, Street Townhouse
- 2. Dwelling unit located above commercial use, with a maximum height of 3 storeys
- 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 typical 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 "rightsize" parking for the short to medium term. It is anticipated that the City will initiate a Zoning Bylaw 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	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)	
and driveway - Condominium	Only Mississau bedrooms.	ıga's parking rec	uirements vary	by the number	of	
Back-to-back and stacked townhouse without exclusive use of garage and driveway - Rental	Most municipa dwelling types.	lities do not diffe	rentiate betwee	n a condominiu	um and rental	
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 Mississau number of bed	uga's and Toront rooms.	o's parking requ	uirements vary	by the	
Apartment - Rental	Most municipa dwelling types.	lities do not diffe	rentiate betwee	n a condominiu	um and rental	
Long Term Care Facility	Most municipa	lities do not prov	ide a parking re	equirement for t	his 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 Use with a maximum height of benchmarking exercise. Howe to the other key residential use	^f 3 storeys, and Tr ever, these uses a	ansitional Housing re considered in t	are not included	in the scope of t	he	

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.

	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)
Retail Centre over 2,000 sq.m.	-	nicipalities prov uga's parking re		•	this use.
Convenience Restaurant	Most municipa	lities do not pro	vide a parking	requirement fo	r 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)

Table 5-2 Summary of Benchmarking Findings – Commercial Parking Requirements

4.5.

	Precinct 1 City Centre	Precinct 1 Other Areas	Precinct 2	Precinct 3	Precinct 4
Take-out restaurant	Exceed	Exceed	Exceed	Exceed	Exceed
	high range	high range	high range	high range	high range
	(0-2.5	(0-2.5	(0-2.5	(0-2.5	(0-5
	spaces/	spaces/	spaces/	spaces/	spaces/
	100sm)	100sm)	100sm)	100sm)	100sm)
	Most municipa	lities do not pro	vide a parking	requirement fo	r 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	Exceed	Exceed	Exceed	Exceed
	high range	high range	high range	high range	high range
	(0-0.3	(0-5.56	(0-5.56	(0-5.56	(0-5.56
	spaces/	spaces/	spaces/	spaces/	spaces/
	100sm)	100sm)	100sm)	100sm)	100sm)

- 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

review.

(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 familysized 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
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Residential Land Use	Existing Min. Parking Requirement	Proposed Min. Parking Requirement (no. spaces/unit)			
	(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
		_	0.25	0.25	0.25
-Visitor, Common Element Condominium (CEC) road (Private Road)	0.25	2	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 In a mixed-use permitted betw residential visit	een residentia	l visitors and n	

Residential Land Use	Existing Min. Parking Requirement	Proposed Min. Parking Requirement (no. spaces/unit)			
	(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
		0.15	0.15	0.15	0.15
-Visitor	0.20	In a mixed-use development, shared parking is permitted between residential visitors and non-residential visitors subject to (1).			
Second Unit	1.0	(which may b	baces for the P e provided in ta h additional ur	andem), plus 1	
Affordable Housing Unit	n/a	50%30% ReductionReductionfrom 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/nonresidential 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.

5.5.2 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.

Commercial Land Use	Existing Min. Parking Requirement	Proposed Minimum Parking Requirement (no. spaces/100 sq.m. GFA)				
	(no. spaces/100 sq.m. GFA)	Precinct 1	Precinct 2	Precinct 3	Precinct 4	
Retail Store, Service Establishment,	Retail Store: 5.4 In C4 zone: 4.0 In CC2 to CC4 zones: 4.3 Personal Service	3 No parking	3 is required for 220 sq.m.	4 GFA under	5	
Convenience Restaurant, Take-out Restaurant, Restaurant under 220 sq.m., Financial Institution	Establishment: 5.4 In C4 zone: 4.0 In CC2 to CC4 zones: 4.3	The Precinct 1 parking requirement shall apply in a C4 Zone.				
	Convenience Restaurant: 16 Take-out Restaurant: 6.0 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	

Table 5-4 Proposed Commercial Parking Requirements

Note 1:

Visitor Parking Regulation:

For the visitor component, a shared parking arrangement may be used for the calculation of required visitor/nonresidential 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	Х			
Commercial Uses				
Use	Х			

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.

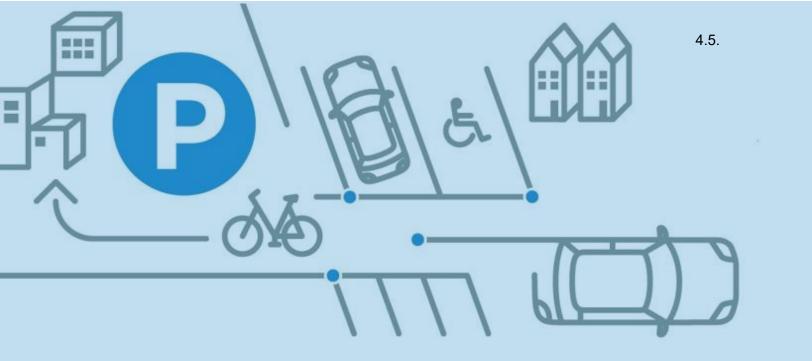
Shared Mobility: Transportation services and resources that are shared among users, either at the same time or one after another. This includes public transit, micro-mobility, ridesharing, etc.

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	 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:	 2019 PMPIS Zoning By-Law (225-2007) 2019 Mississauga Transportation Master Plan (TMP)

4.5.



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	 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:	 2019 PMPIS Zoning By-Law (225-2007) 2019 Mississauga Transportation Master Plan (TMP)



Table 3: Application of Maximum Parking Rates

Municipality	Intensification Zones	MAXIMUM?
Canada	-	
Town of Newmarket	1. Urban Centre Zones	✓1
	2. Downtown Historic Urban Centre Zone	~1
City of Markham	1. Markham Centre (Zoning Bylaw 2004-196)	x
City of Toronto	1. Policy Area 1	\checkmark^2
	2. Policy Area 2	√ ²
	3. Policy Area 3	√ ²
	4. Policy Area 4	√ ²
City of Mississauga	1. CC1 – City Centre – Retail Core Commercial	x
	2. CC2 – City Centre – Mixed Use	x
	3. CC3 – City Centre – Mixed Use Transition Area	x
	4. CC4 – City Centre – Mixed Use	x
	5. CCOS – City Centre – Open Space	x
City of Brampton	None	x
Town of Oakville	1. Growth Areas	x
Town of Richmond Hill	1. Downtown Local Centre and Key Development Areas	1
Parking Review	2. Richmond Hill Regional Centres	1
	3. Rapid Transit Corridors	√3
City of Hamilton	1. Downtown Zones	x
City of Vaughan	1. Vaughan Metropolitan Centre	1
City of Vaughan	1. Higher Order Transit Hubs	1
Review of	2. Local Centres	14
Parking Standards	3. Primary Centres/Primary Intensification Areas	✓4
City of Ottawa	1. Area A – Central	√5
	2. Area B – Inner City Area	✓ ⁵
United States		
Stockton, California	Parking Assessment Districts	x
Salem, Oregon	1. Central Salem Development Program (CSDP) Area	√6
	2. Downtown Parking District	
Eugene, Oregon	1. Nodal Development Overlay Zone	
unare an ad an and a standard an ann a' T hàite (1997).	2. Other Special Area Zones	√7
	3. C-1 zones	
Pasadena, California	1. Parking Assessment Districts	× √ ⁸
	2. Central District Transit-Oriented Area (or within 1/4 mile of	✓ ⁸
	light rail station)	
Huntington Beach,	None	
California		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.

Source: Town of Newmarket | Area-Specific Zoning By-law for the Urban Centres Secondary Plan, Parking Standards Background Study Draft Report



Topic#3: Electric Vehicle (EV) Parking (Policy)

	charging provisions for EVs.
What do others do?	City of Toronto Green Building Standard encourages the provision of EV Charging provisions through a series of incentives that developers can take advantage of. 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
Should it differ per Precinct and why?	Provision and quantity of EV parking should relate to the land use and the size of a development.
Benefits:	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.
Why is it needed?	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. 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.
City of Mississauga's Policy	 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).
Description:	 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. 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.



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	 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	 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 and 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:	 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	 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:	 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	 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:	 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	 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:	 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	 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:	 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	 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?	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. 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.
Sources:	 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	 '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 (<i>pg. 98 and pg. 100, respectively</i>).
Why is it needed?	"Successful bike-share programs increase cycling trips and promote a culture of cycling" (<i>Cycling Master Plan, pg. 62</i>). 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:	 "Bike share provides several benefits to cyclists: 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." (Cycling Master Plan, 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?	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. Toronto Bike Share has stations throughout the City. Hamilton's program is located within the downtown area.
Sources:	 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	 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?	n urban and heavily populated areas, where parking is limited, and space is minimal, APS nelps 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:	 Parking Matters: Mississauga Parking Master Plan and Implementation Strategy (PMPIS) <u>https://www.newswire.ca/news-releases/canada-invests-in-world-s-first-fully-automated-pick-up-parking-system-in-london-809140347.html</u> 					



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. Thi 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	 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 th 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?	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. 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.						
Sources:	 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	 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	• 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?	 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	 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:



	 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 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?	 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:	 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

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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	 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	 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:	 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



	as well as parking requirements for certain uses which may be considered more affordable housing (e.g., second units, retirement homes, group homes).
	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.
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:	 City of Toronto Zoning By-law: <u>https://www.toronto.ca/wp-content/uploads/2018/07/97ec-City-Planning-Zoning-Zoning-By-law-Part-1.pdf</u> City of Mississauga Official Plan: <u>https://www.mississauga.ca/projects-and-strategies/strategies-and-plans/mississauga-official-plan/</u> City of Mississauga Zoning By-law: <u>https://www.mississauga.ca/services-and-programs/building-and-renovating/zoning-information/zoning-by-law/</u> Region of Peel Housing Strategy: <u>https://www.peelregion.ca/planning/officialplan/pdfs/2018/2018-housing-strategy.pdf</u> 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

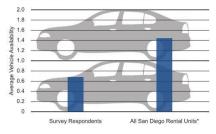


Source: City of San Diego, Affordable Housing Parking Study, February 2011

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.*

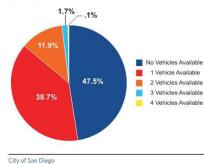


* Source: 2005-2009 U.S. Census American Community Survey



DISTRIBUTION OF RESIDENTS' HOUSEHOLD VEHICLE AVAILABILITY

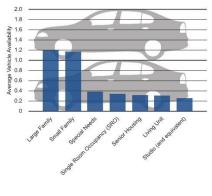
Almost half the households surveyed had no vehicle and 38.7% had only one vehicle. Only 13.7% of households had more than one vehicle.



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availability

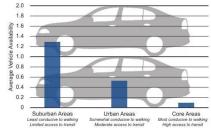
AVERAGE VEHICLE AVAILABILITY BY HOUSING TYPE Large family and small family affordable housing have significantly higher average vehicle availability than all other housing types.



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



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1.6

12

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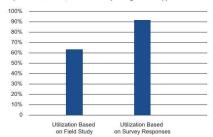
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February 2011

╋╋╋ 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.





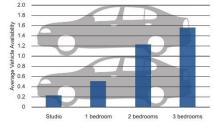
OTHER RESULTS

· 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.

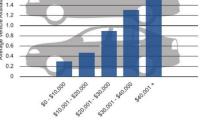
POLICY CONSIDERATIONS

- 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).

AVERAGE VEHICLE AVAILABILITY AVERAGE VEHICLE AVAILABILITY BY UNIT SIZE BY HOUSEHOLD INCOME RANGE Larger housing units, measured by number of bedrooms, are likely Vehicle availability is higher in households with greater annual to have more residents, more drivers, and higher average vehicle income 2.0







Draft 19 August 2020

BEST PRACTICE POLICY REVIEW

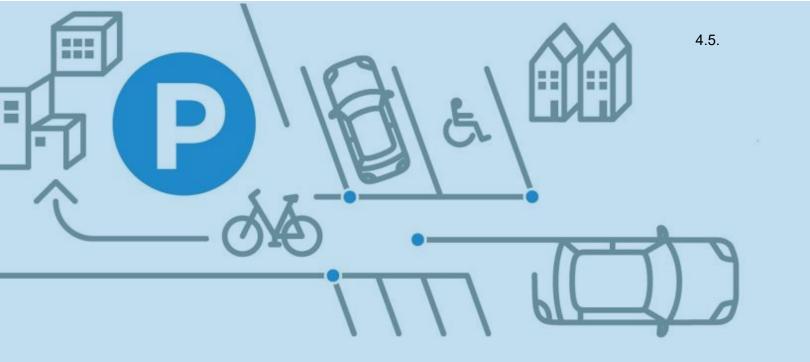


Topic#16: Heritage Buildings

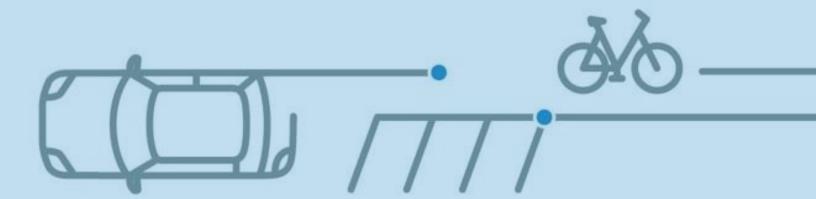
Description:	The need to provide parking may represent a barrier to the protection, adaptive reuse, or viability of heritage buildings and properties. In some cases, older properties or sites may be constrained in terms of their ability to accommodate additional parking on a site. Consideration for reduced parking standards or similar approaches to heritage buildings may help support their conservation.						
City of Mississauga's Policy	 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?	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.						
Should it differ per Precinct and why?	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.						
What do others do?	 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 Ontario Heritage Act or falls under certain 						



	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.
Sources:	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/ 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 City of Toronto Zoning By-law provisions for heritage buildings: https://www.toronto.ca/zoning/bylaw amendments/ZBL NewProvision Chapter200 20.htm



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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- Residential Condo Back to Back and Stacked Townhouse
- 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
- Residential Rates Rental Back to Back and Stacked Townhouse
- **Residential Condo Apartment**
- **Residential Rates Condo Apartment**
- **Residential Max Rates Condo Apartment**
- **Residential Rental Apartment**
- **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

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4.5.

- 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

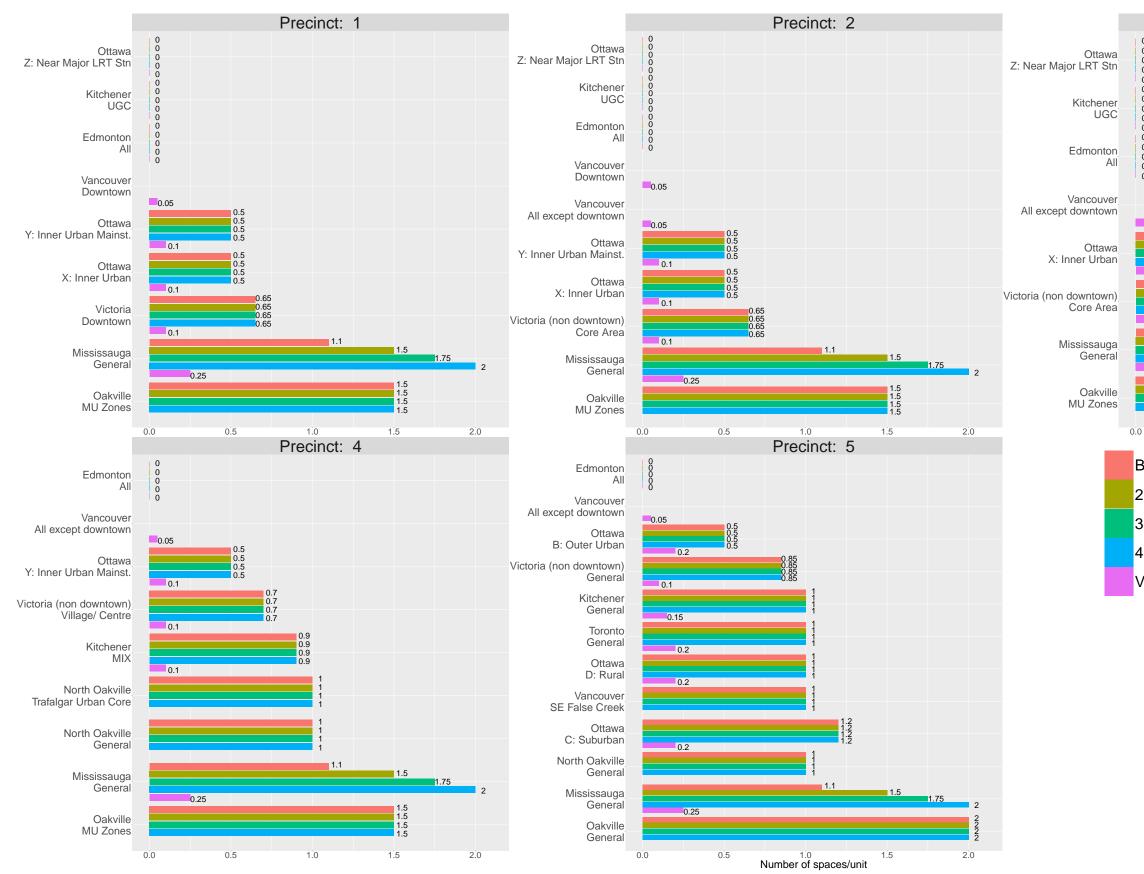
4.5.

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Residential - Condo Back to Back and Stacked Townhouse

Table 1: Average Rates

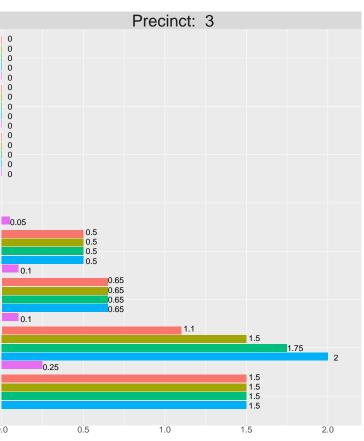
Precinct	Bach	1BR	2BR	3BR	4BR	Visitor	Max	Max Visitor	Max Bach	Max 1BR	Max 2BR	Max 3BR
1	0.60	0.60	0.66	0.71	0.75	0.08	1.00	0.1	-	-	-	-
2	0.60	0.60	0.66	0.71	0.75	0.08	1.00	0.1	-	-	-	-
3	0.58	0.58	0.65	0.69	0.73	0.08	1.00	0.1	-	-	-	-
4	0.81	0.81	0.87	0.91	0.94	0.10	1.63	0.1	-	-	-	-
5	0.98	0.98	1.03	1.06	1.08	0.14	2.20	0.1	-	-	-	-



Residential Rates - Condo Back to Back and Stacked Townhouse



4.5.



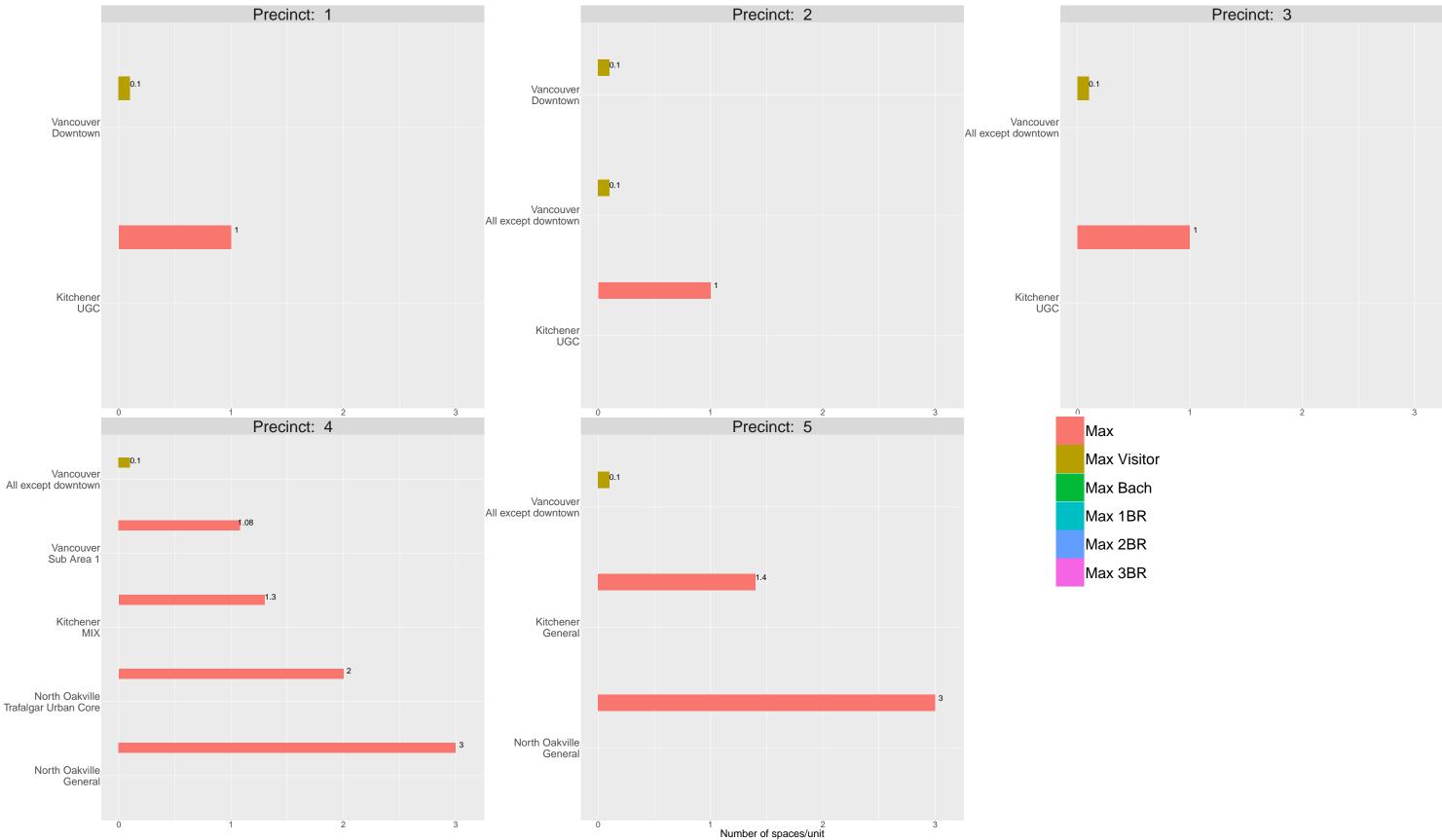
Bach/1BR

2BR

3BR

4BR

Visitor

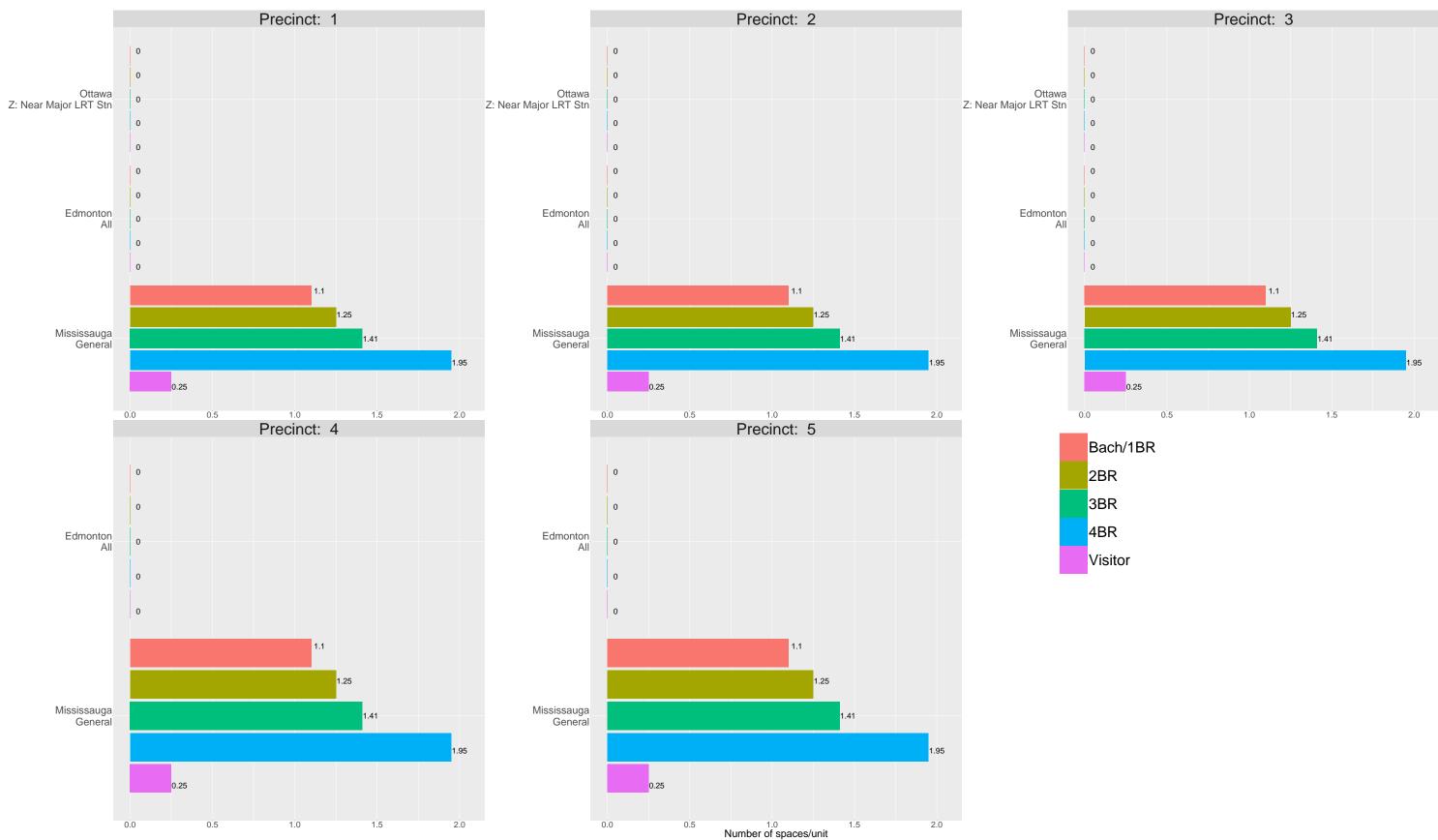


Residential Max rates - Condo Back to Back and Stacked Townhouse

Residential - Rental Back to Back and Stacked Townhouse

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	-	-	-	-	-	-

Table 2: Average Rates



Residential Rates - Rental Back to Back and Stacked Townhouse



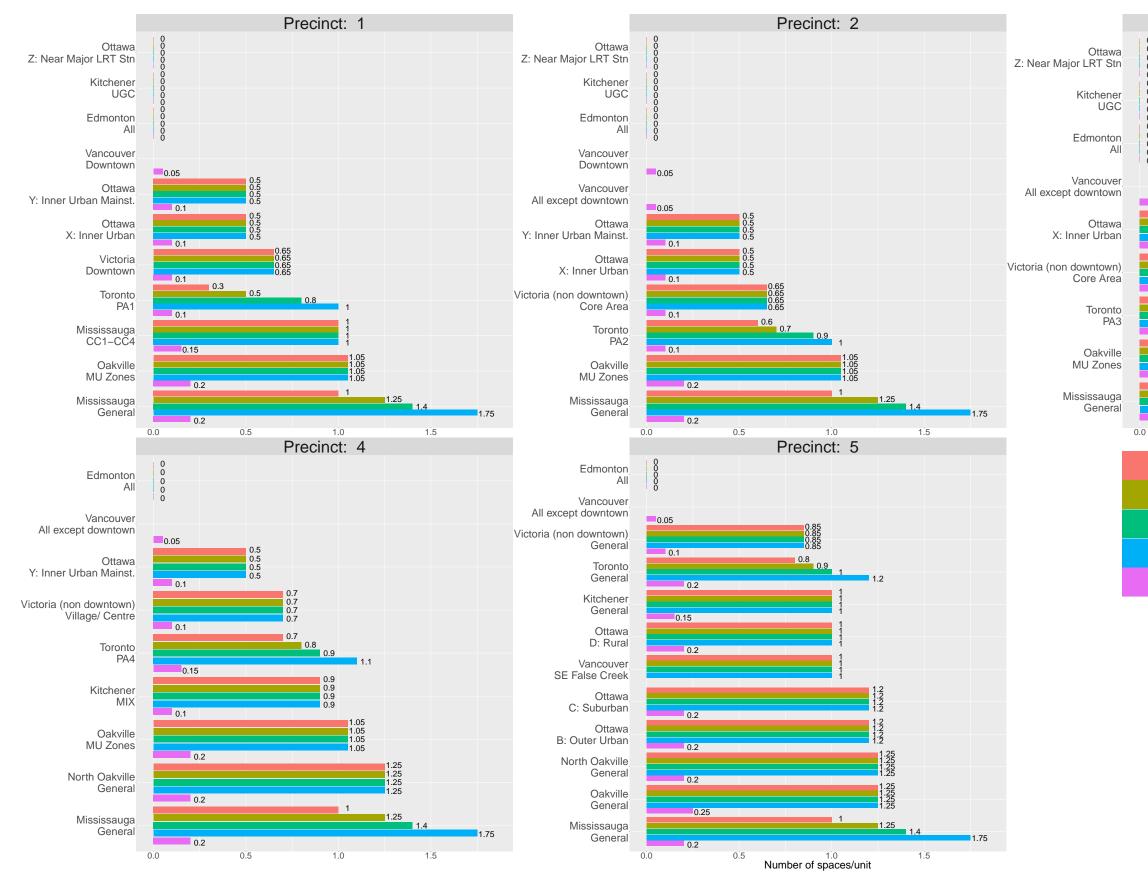
Residential - Condo Apartment

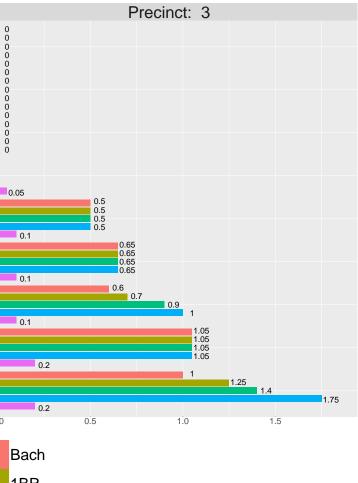
Table 3: Average Rates

Precinct	Bach	1BR	2BR	3BR	4BR	Visitor	Max	Max Visitor	Max Bach	Max 1BR	
1	0.48	0.52	0.58	0.63	0.32	0.09	-	0.1	0.63	0.86	
2	0.52	0.57	0.62	0.68	0.32	0.09	-	0.1	0.80	0.96	
3	0.51	0.56	0.61	0.67	0.32	0.09	-	0.1	0.95	1.00	
4	0.76	0.81	0.84	0.91	0.35	0.12	1.08	0.1	1.10	1.17	
5	0.92	0.96	0.99	1.05	0.42	0.15	-	0.1	1.40	1.40	

Max 2BR	Max 3BR
1.17	1.25
1.20	1.25
1.15	1.25
1.37	1.55
1.40	1.40

Residential Rates - Condo Apartment



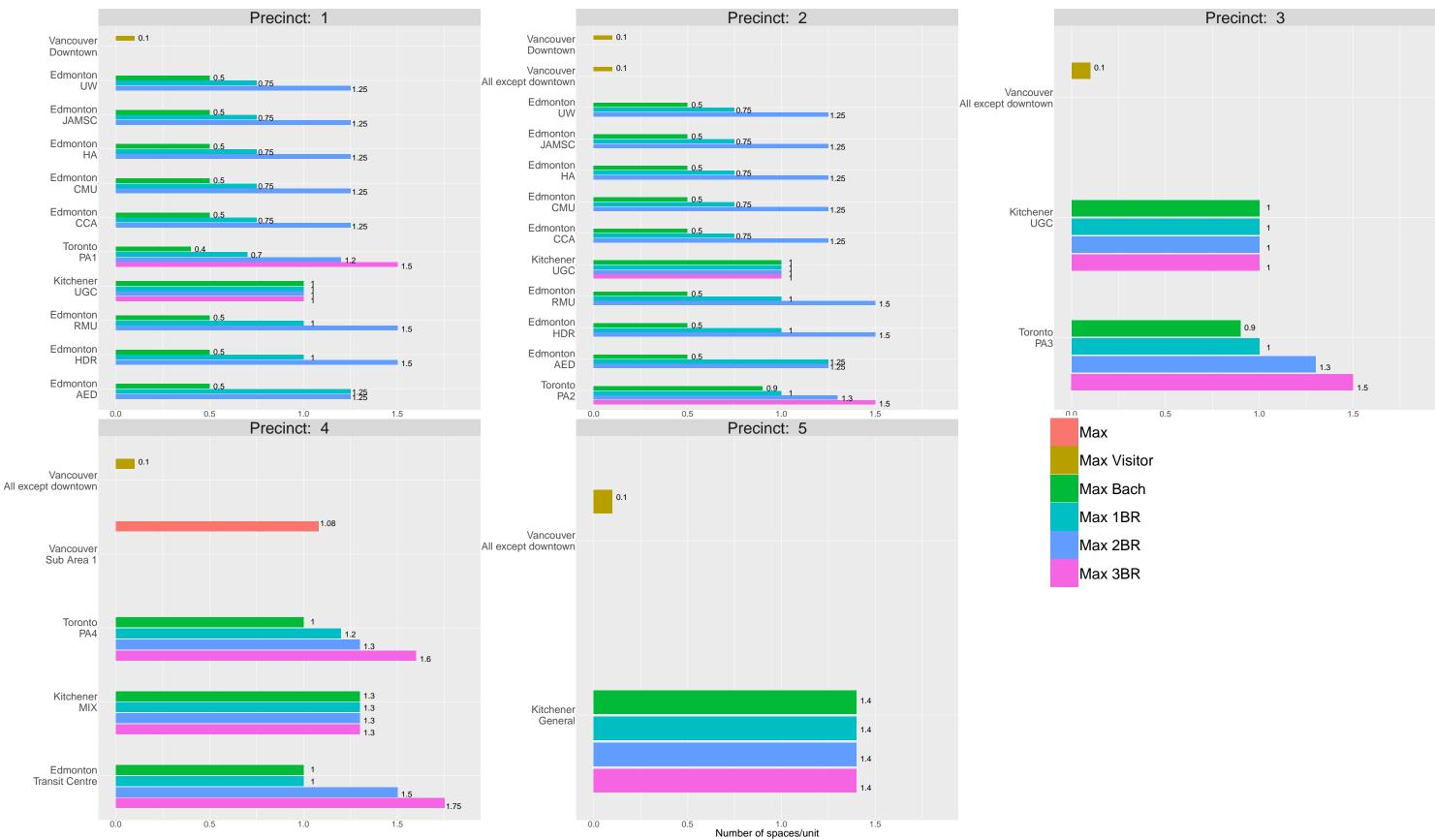




2BR

3BR

Visitor



Residential Max Rates - Condo Apartment

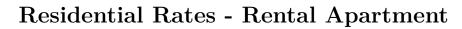


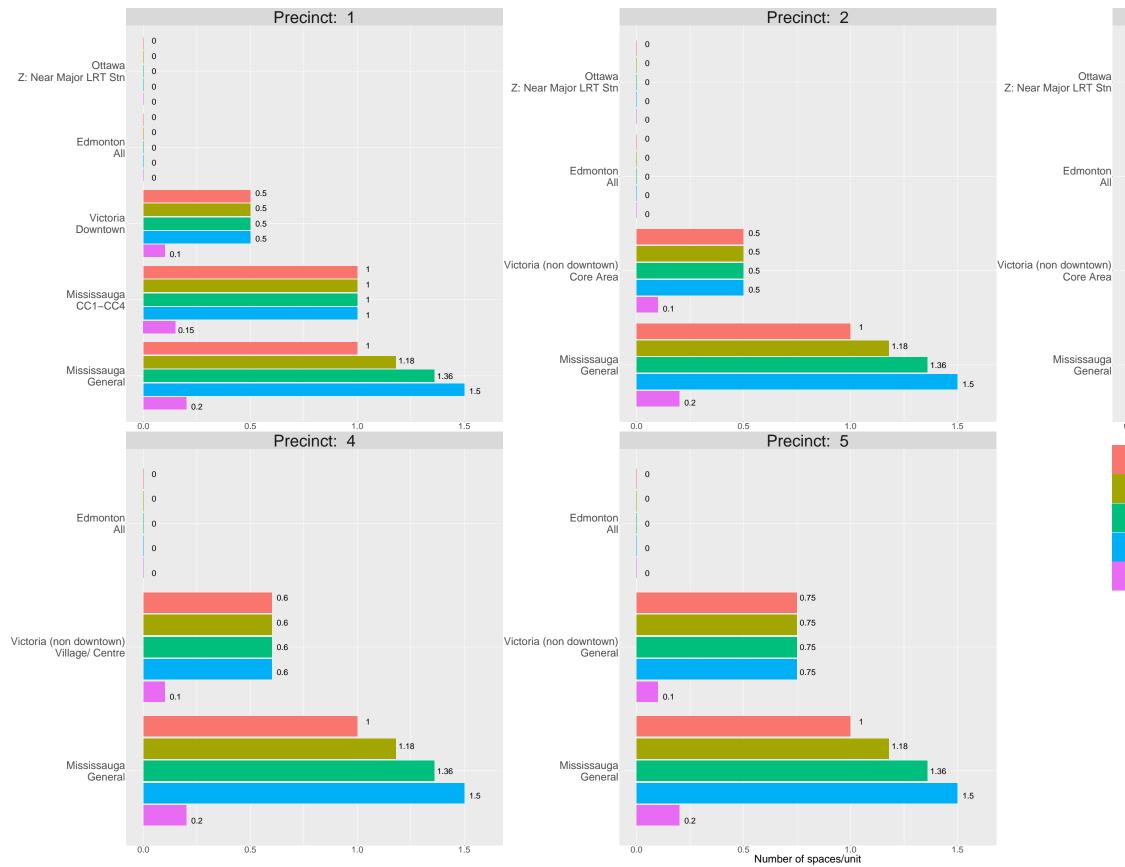
Residential - Rental Apartment

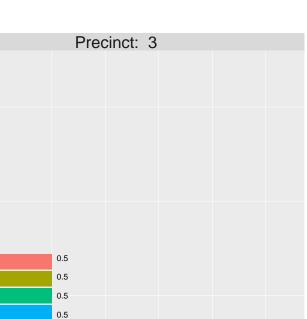
 Table 4: Average Rates

Precinct	Bach	1BR	2BR	3BR	4BR	Visitor	Max	Max Visitor	Max Bach	Max 1BR
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	-	-	-	-

Max 2BR	Max 3BR
-	-
-	-
-	-
-	-
-	-



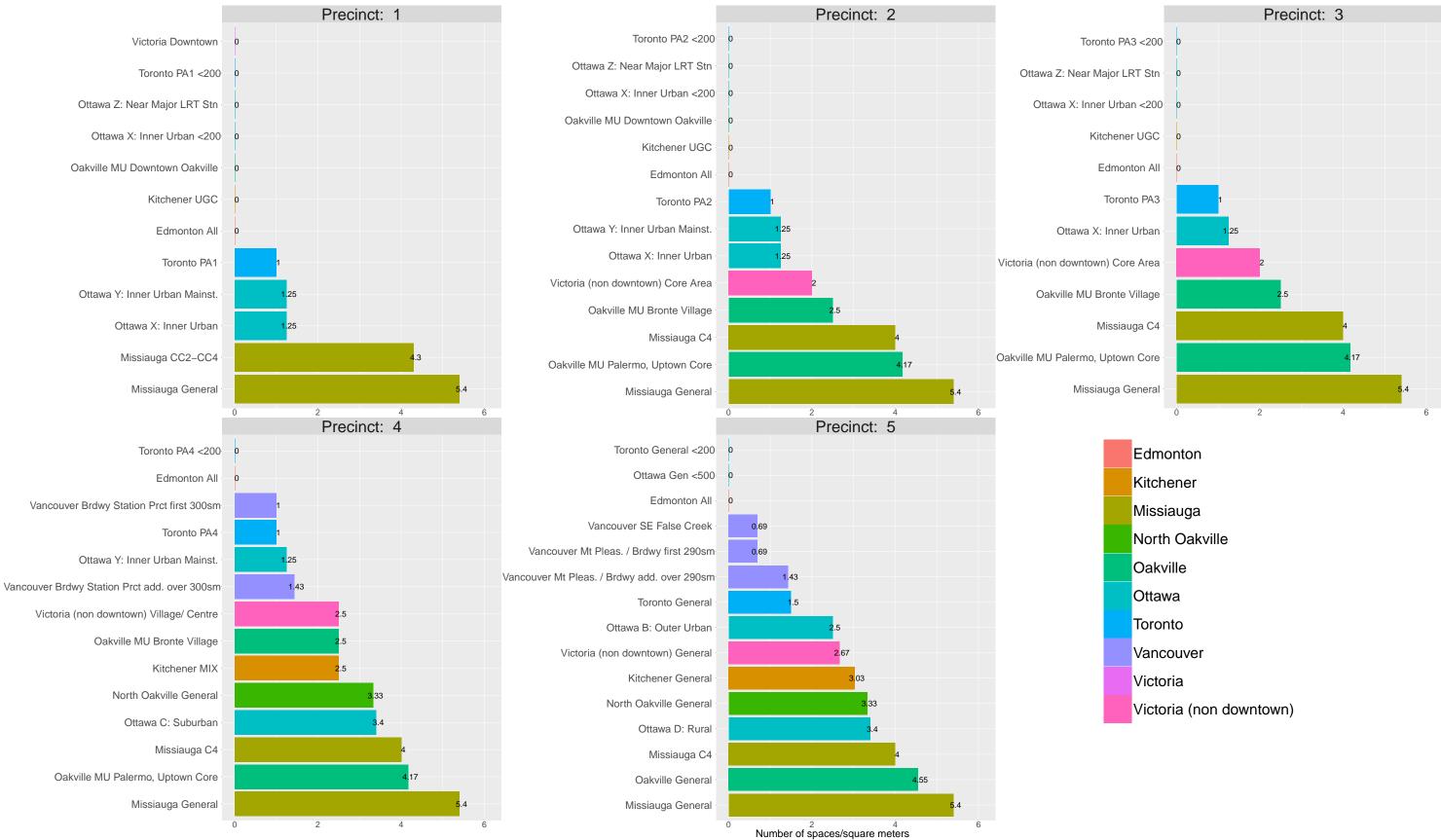




			0.0					
	0.1							
					1			
					1			
						1.18		
							1.36	
								1.5
	0	.2						
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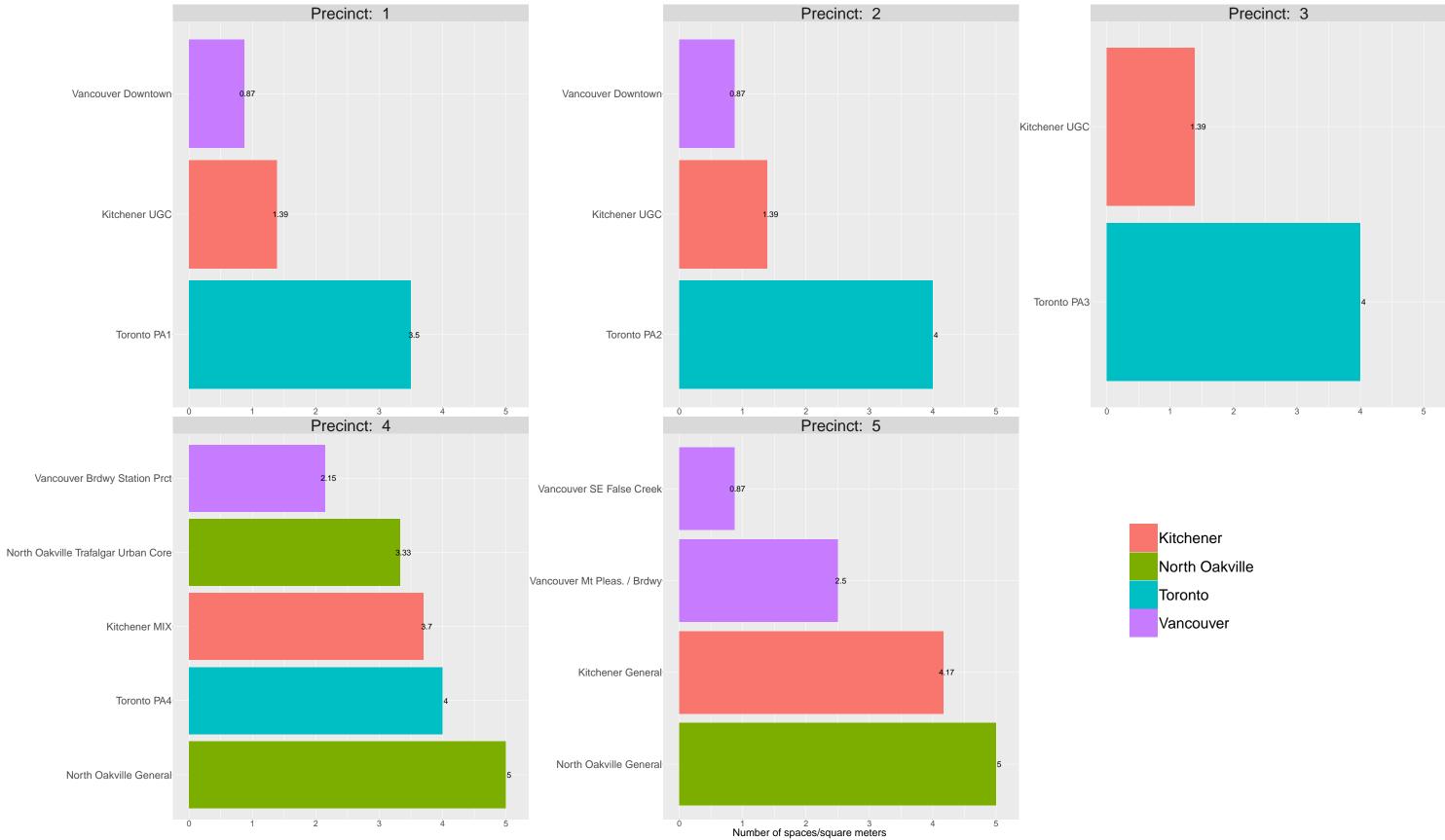
Bach
1BR
2BR
3BR

Visitor



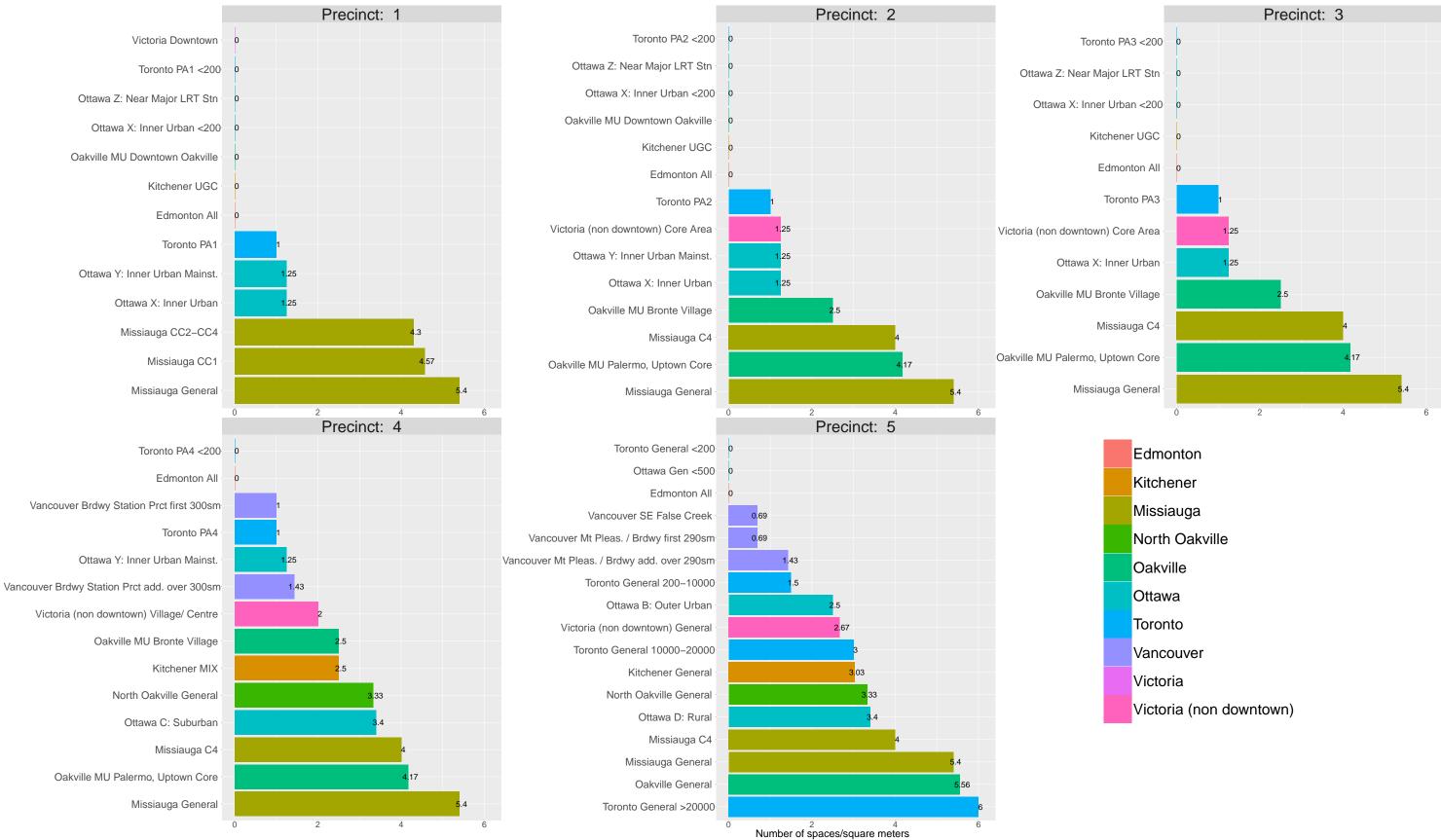
Commercial Rates - Personal Service Establishment

Edmonton
Kitchener
Missiauga
North Oakville
Oakville
Ottawa
Toronto
Vancouver
Victoria
Victoria (non downtown



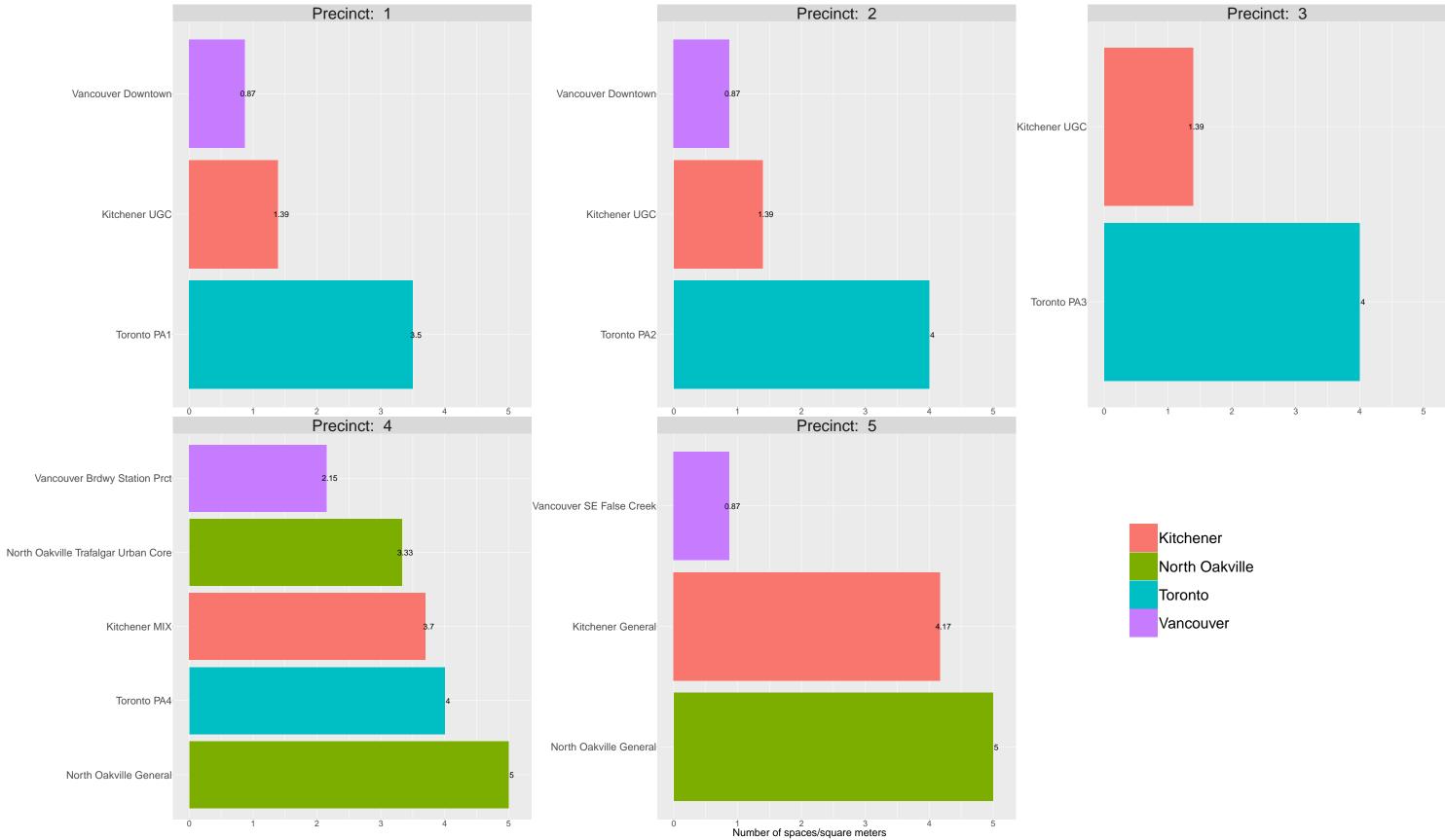
Commercial Max Rates - Personal Service Establishment

Commercial Rates - Retail store

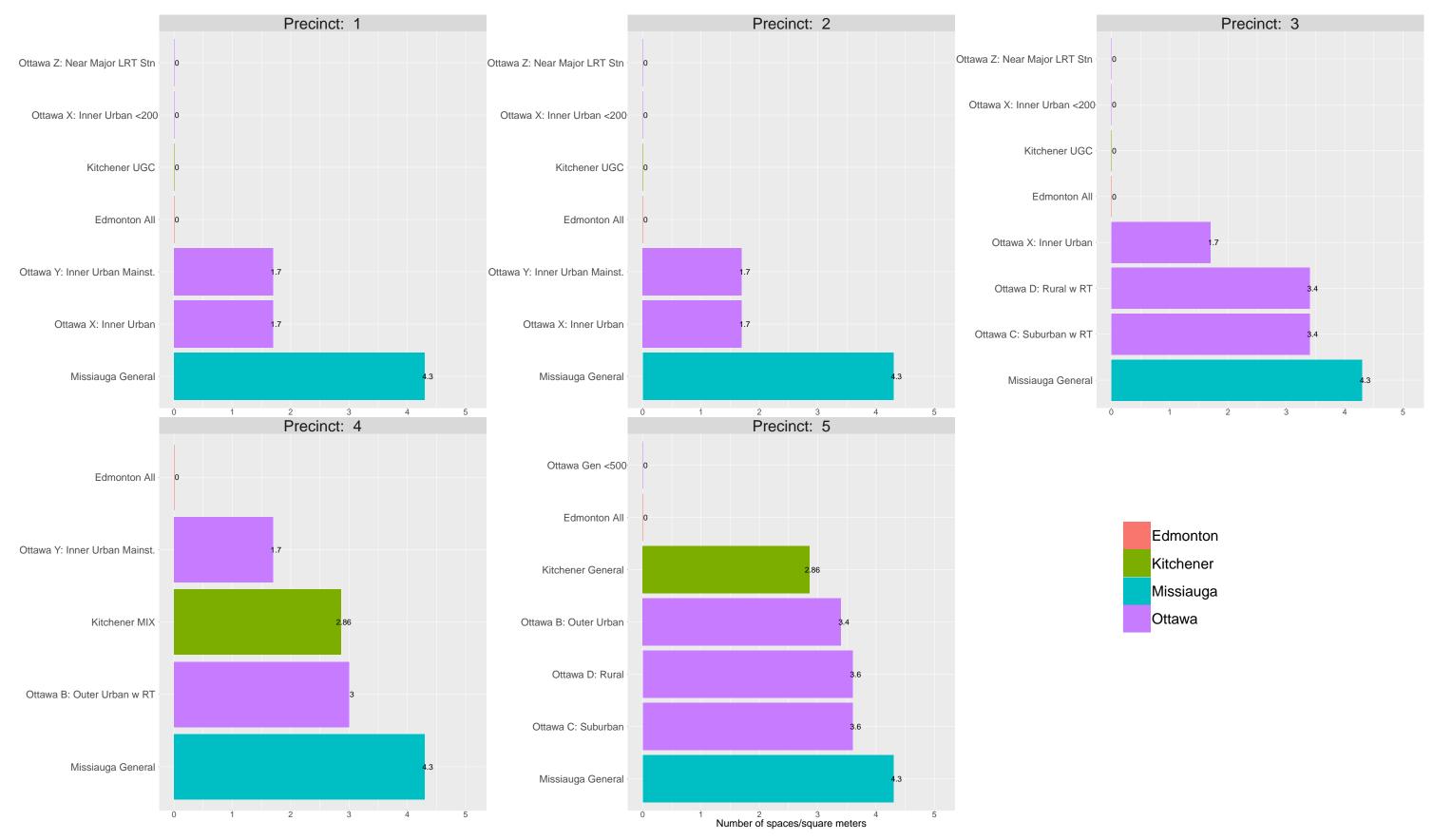


Edmonton
Kitchener
Missiauga
North Oakville
Oakville
Ottawa
Toronto
Vancouver
Victoria
Victoria (non downtown

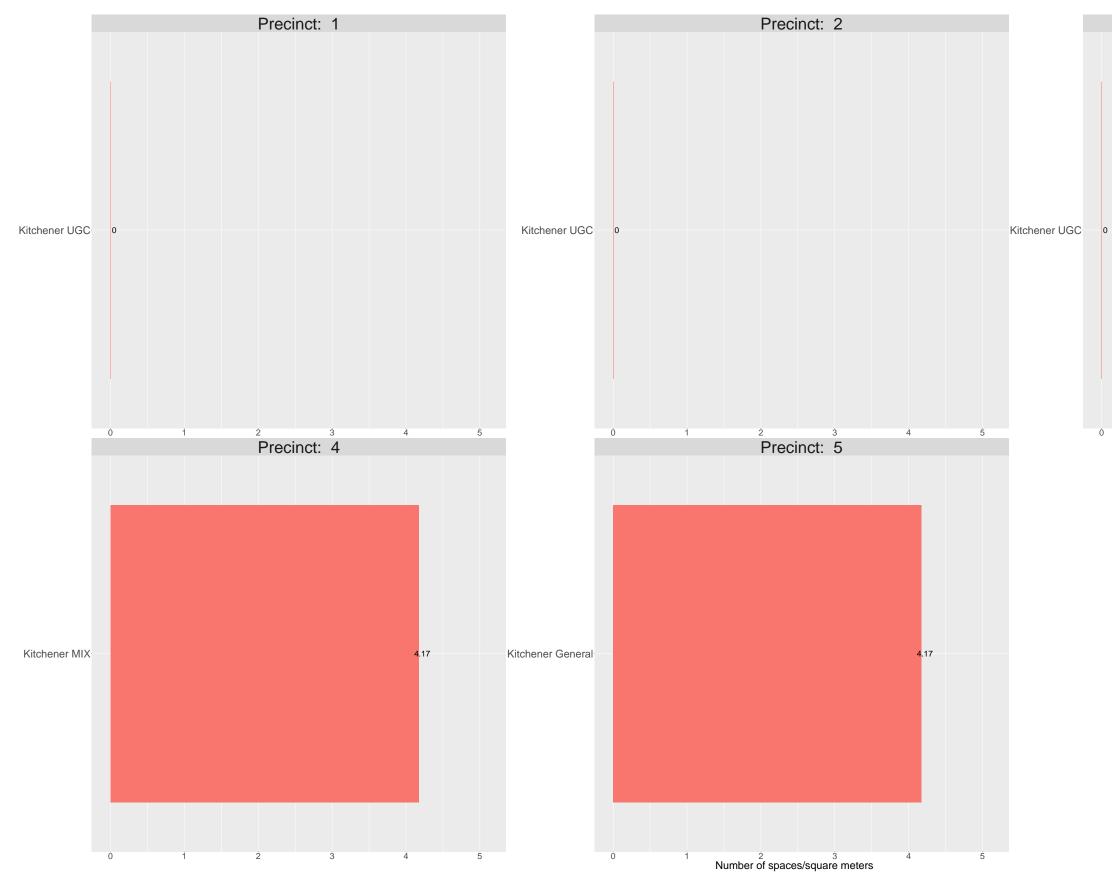
Commercial Max Rates - Retail Store

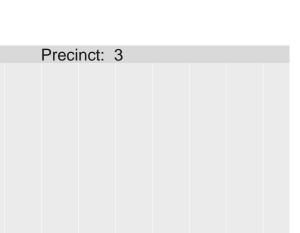


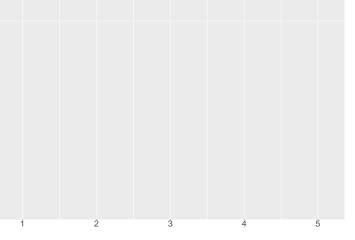
Commercial Rates - Retail Center < 2000sm



Commercial Max Rates - Retail Center < 2000sm

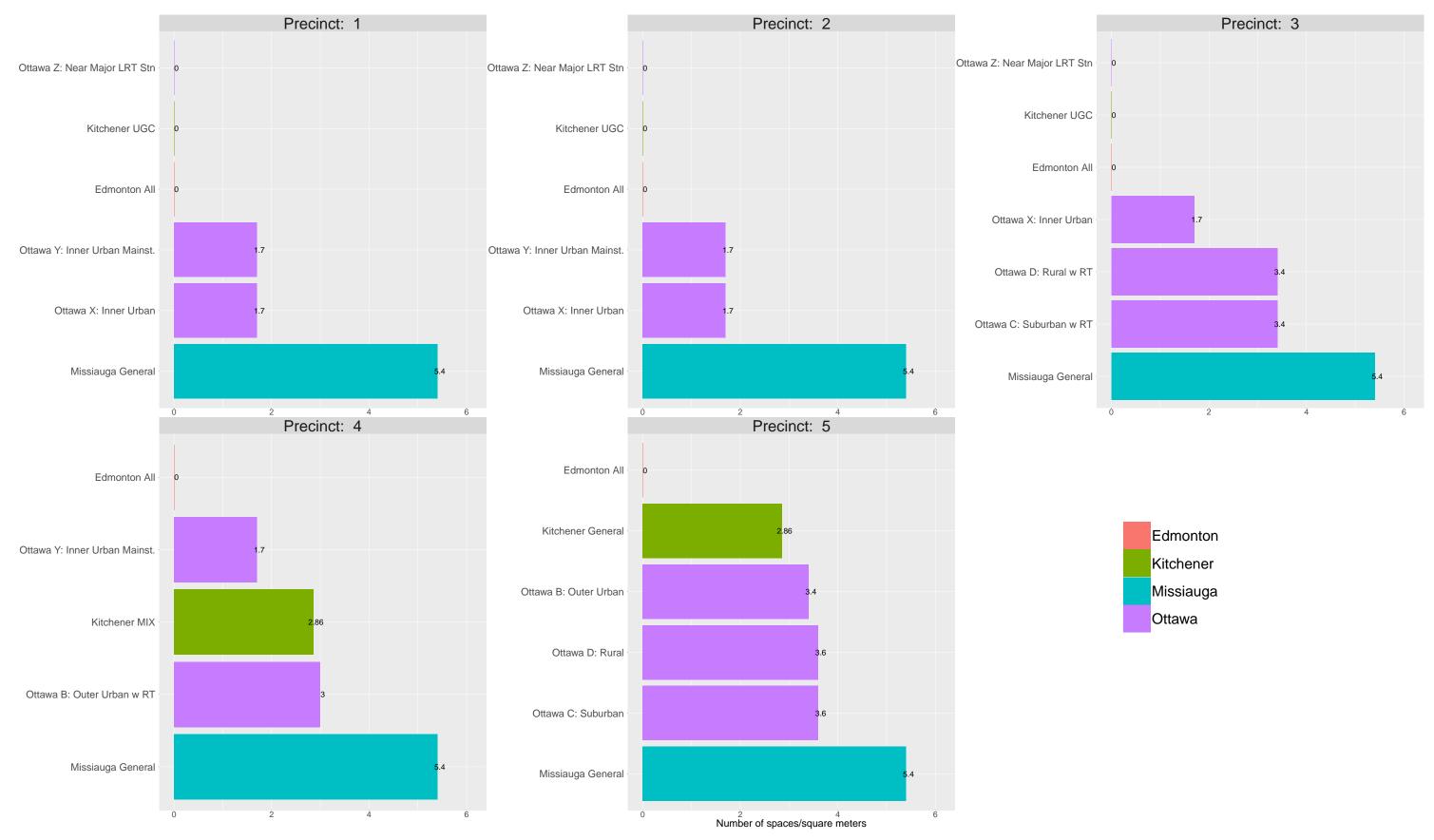




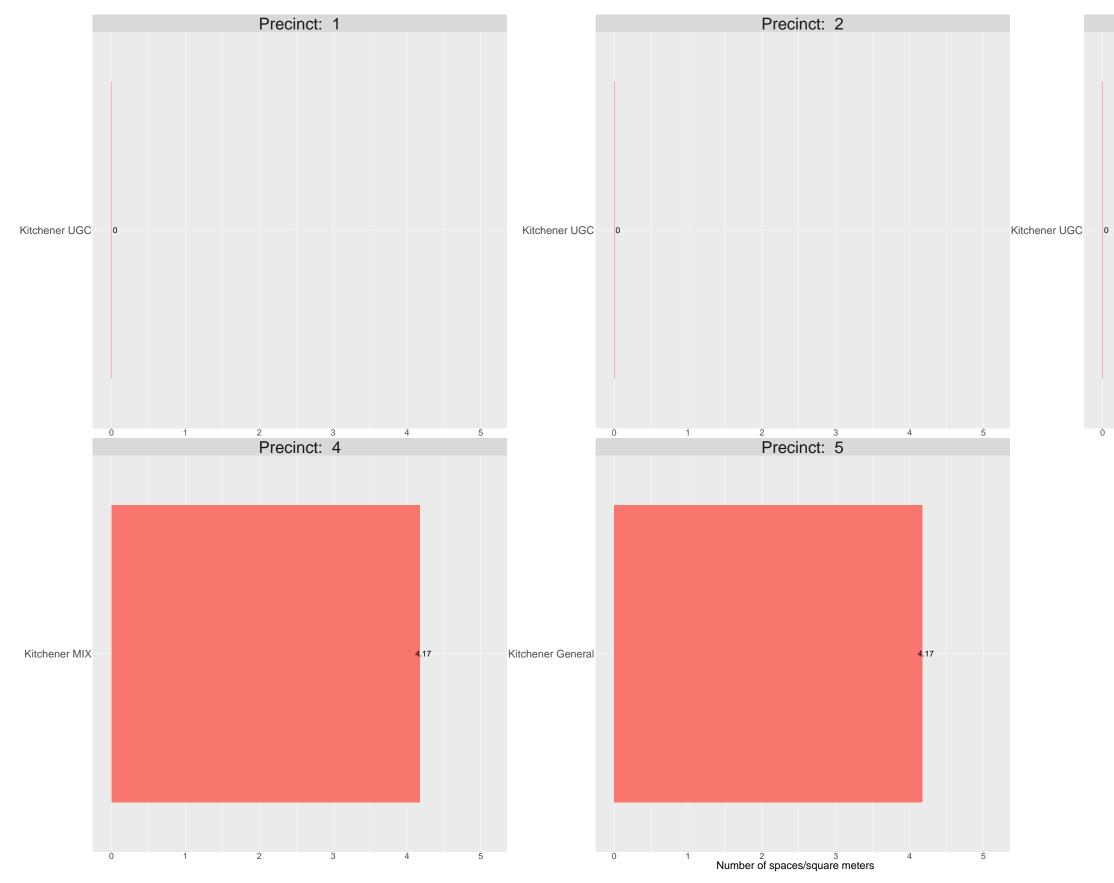


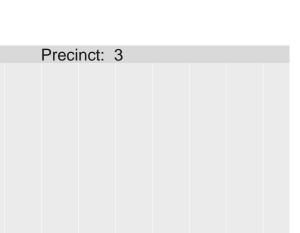
Kitchener

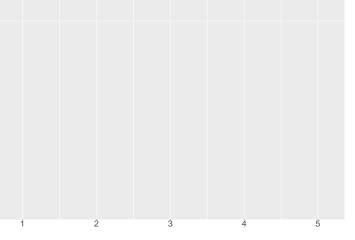
Commercial Rates - Retail Center > 2000sm



Commercial Max Rates - Retail Center > 2000sm

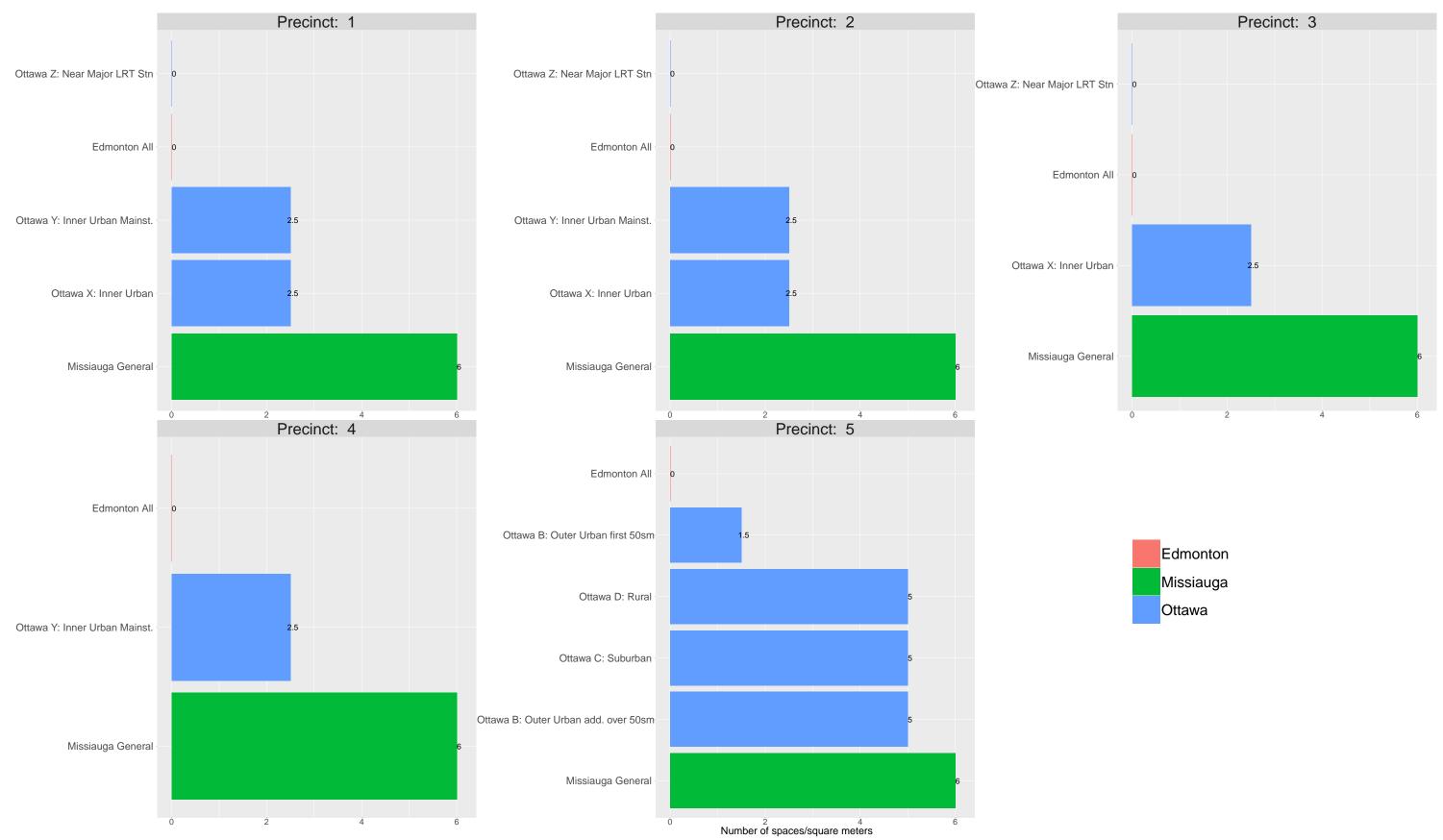




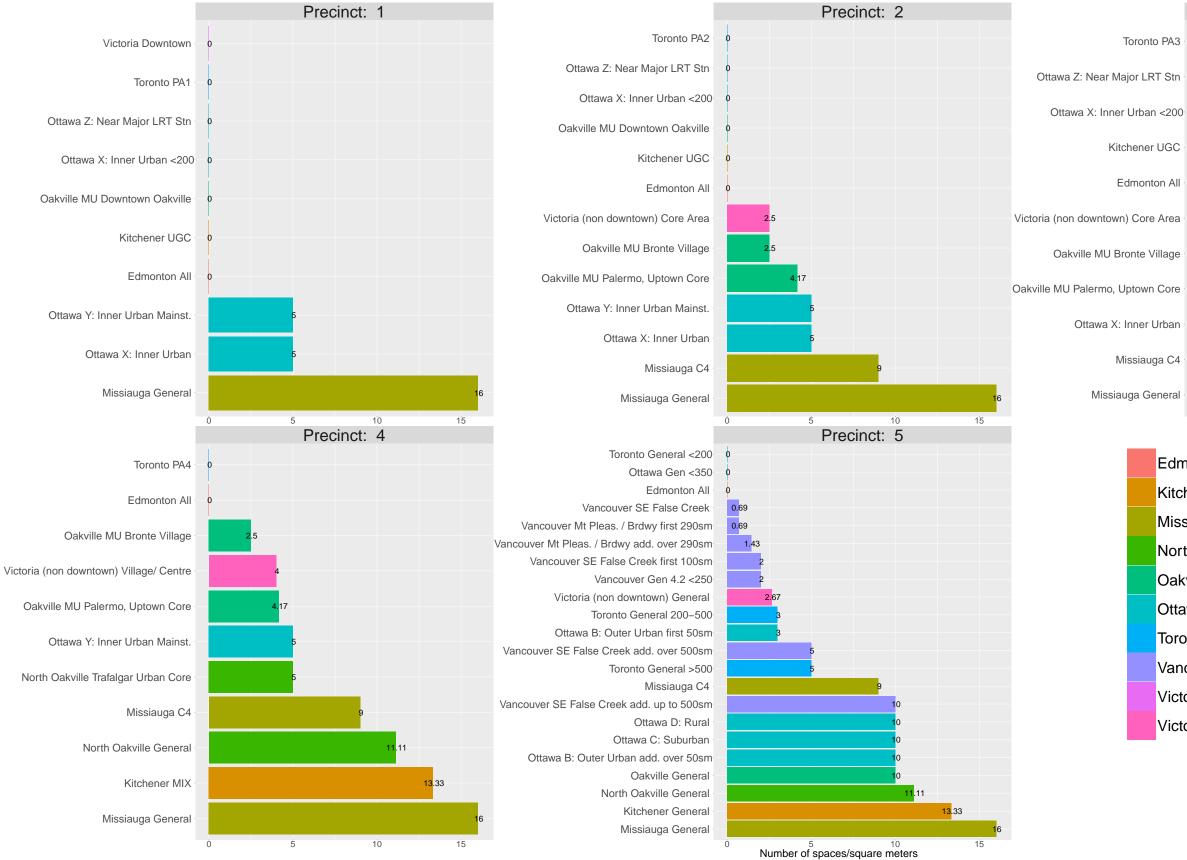


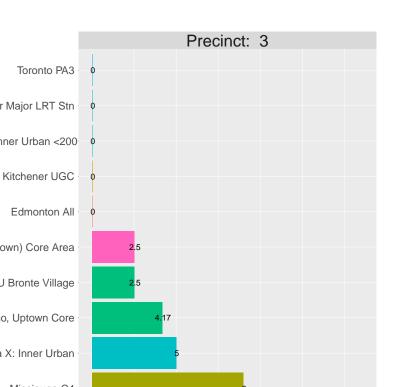
Kitchener

Commercial Rates - Take-out Restaurant



Commercial Rates - Restaurant



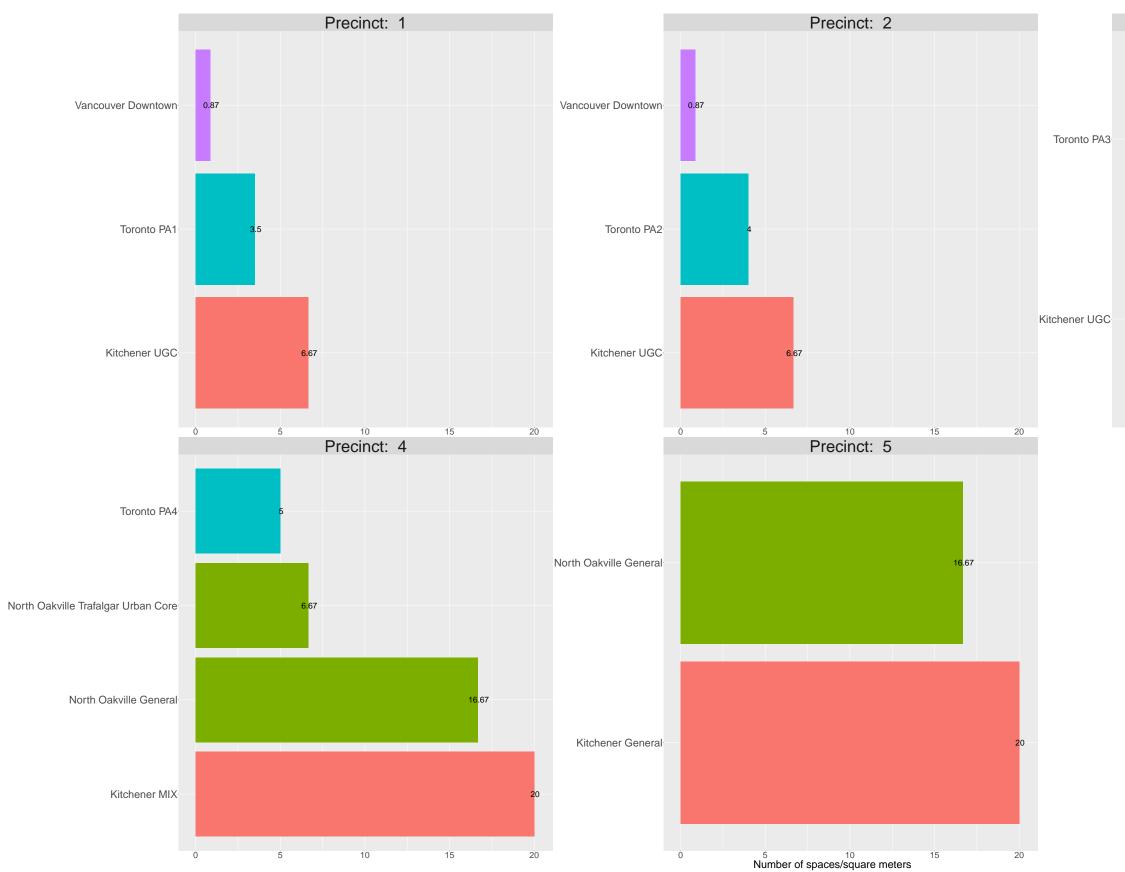


- - Edmonton Kitchener Missiauga North Oakville Oakville Ottawa Toronto Vancouver Victoria

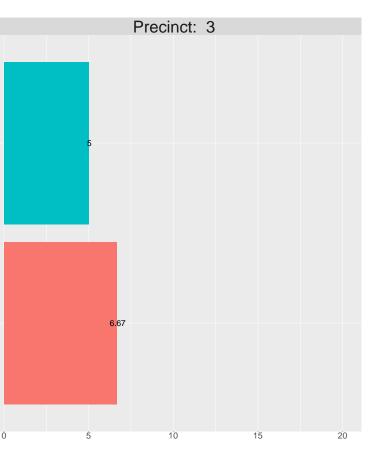
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Victoria (non downtown)

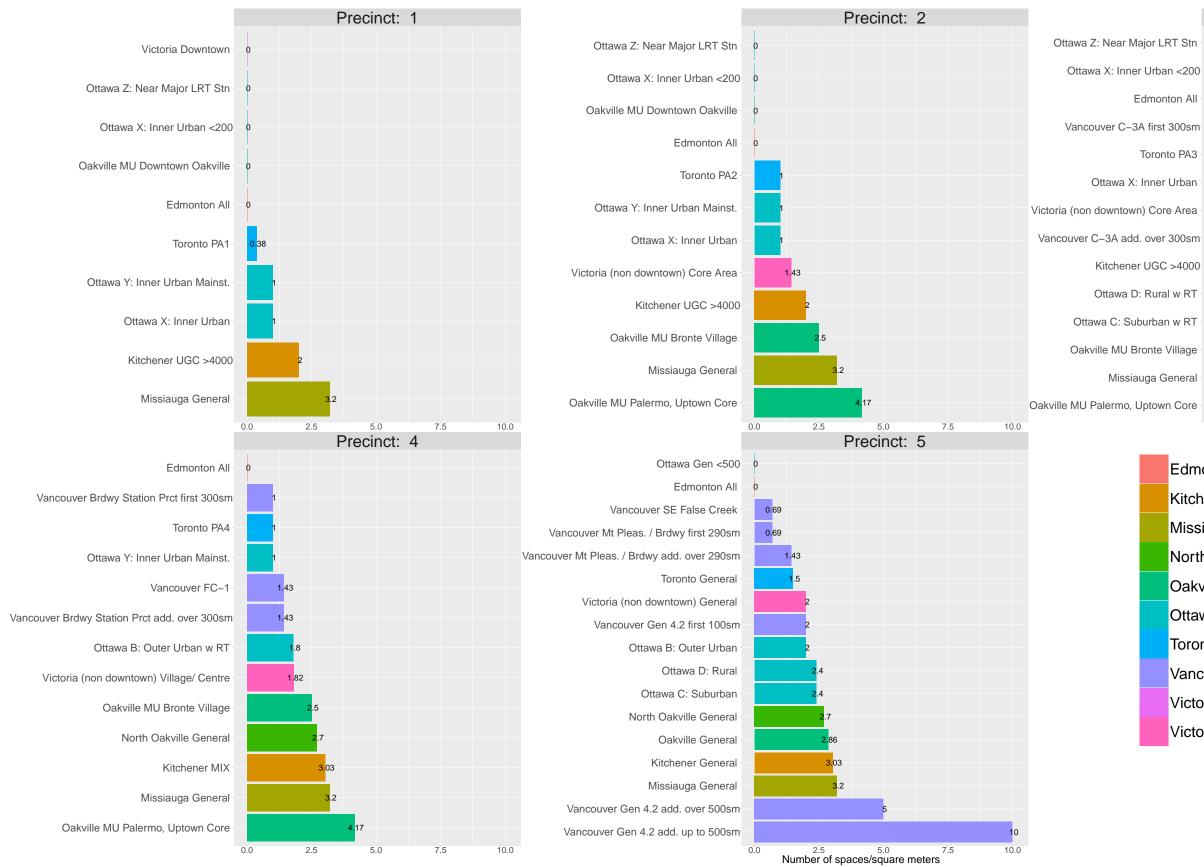


Commercial Max Rates - Restaurant



Kitchener North Oakville Toronto Vancouver

Commercial Rates - Office

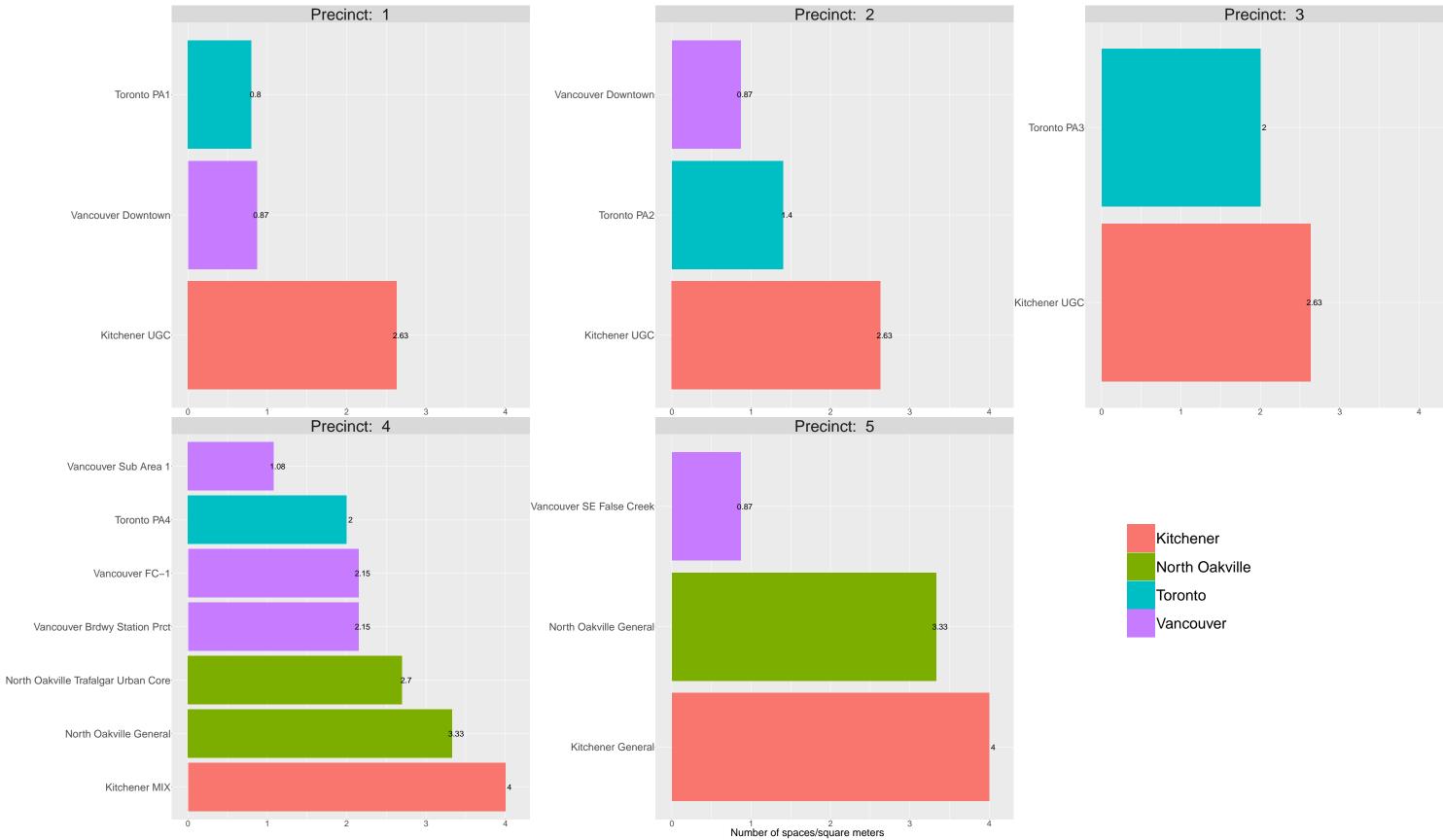


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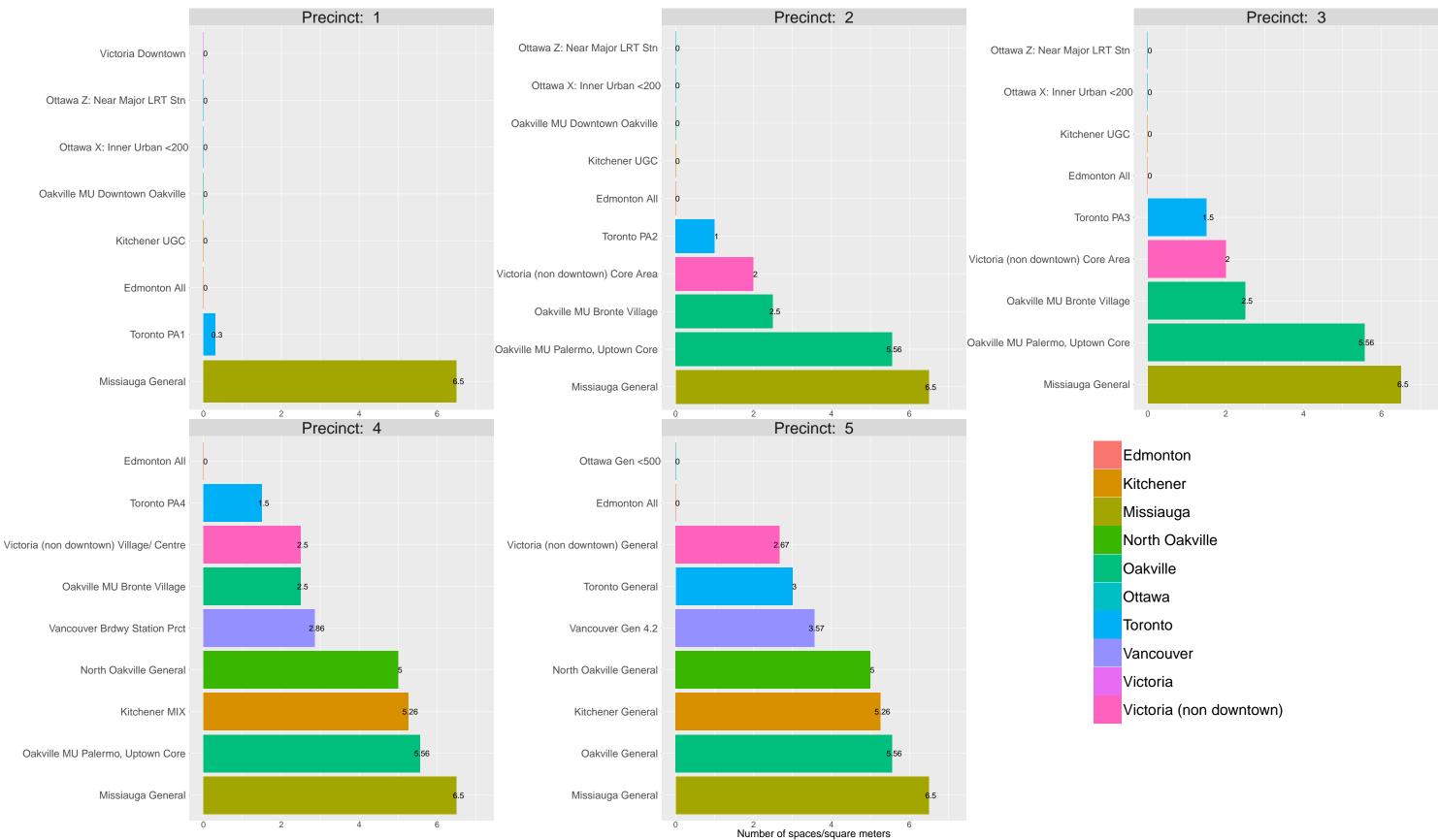


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North Oakville
Oakville
Ottawa
Toronto
Vancouver
Victoria
Victoria (non downtown)

Commercial Max Rates - Office

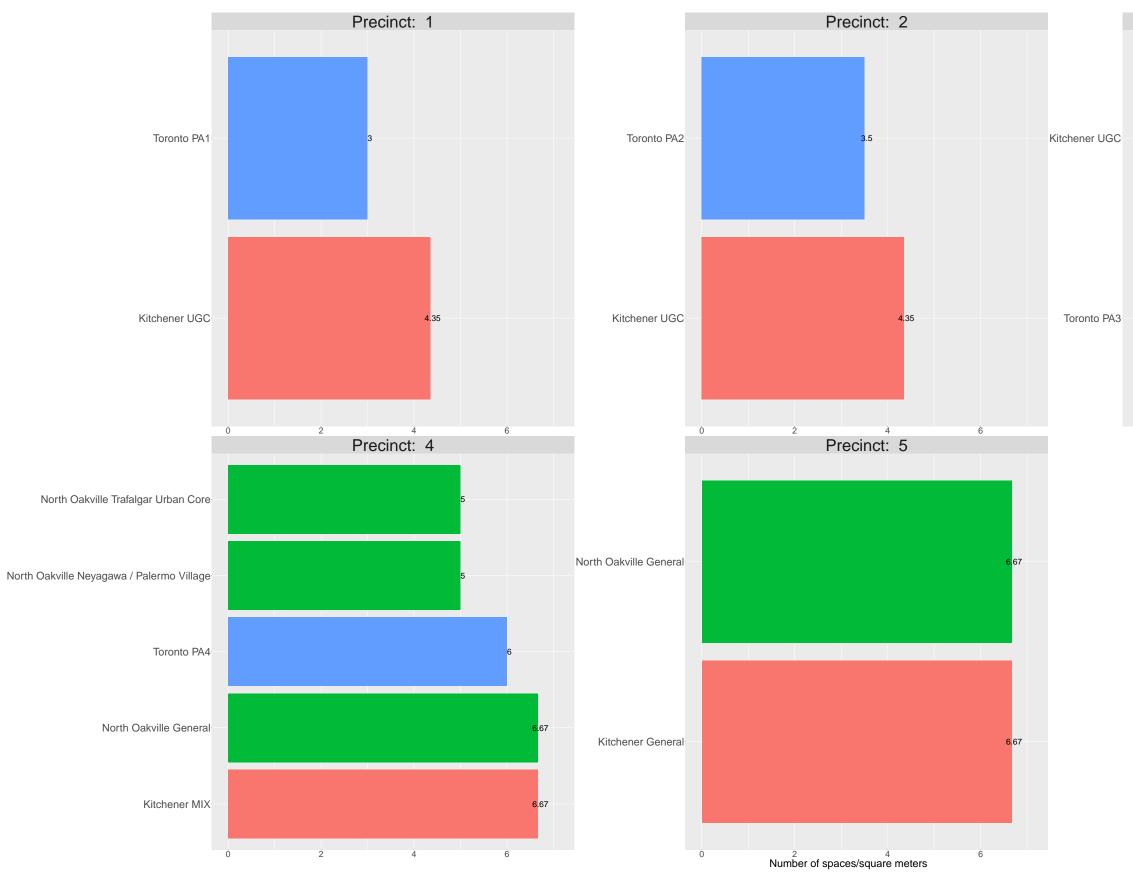


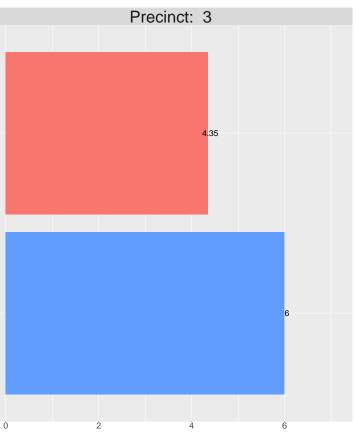
Commercial Rates - Medical Office



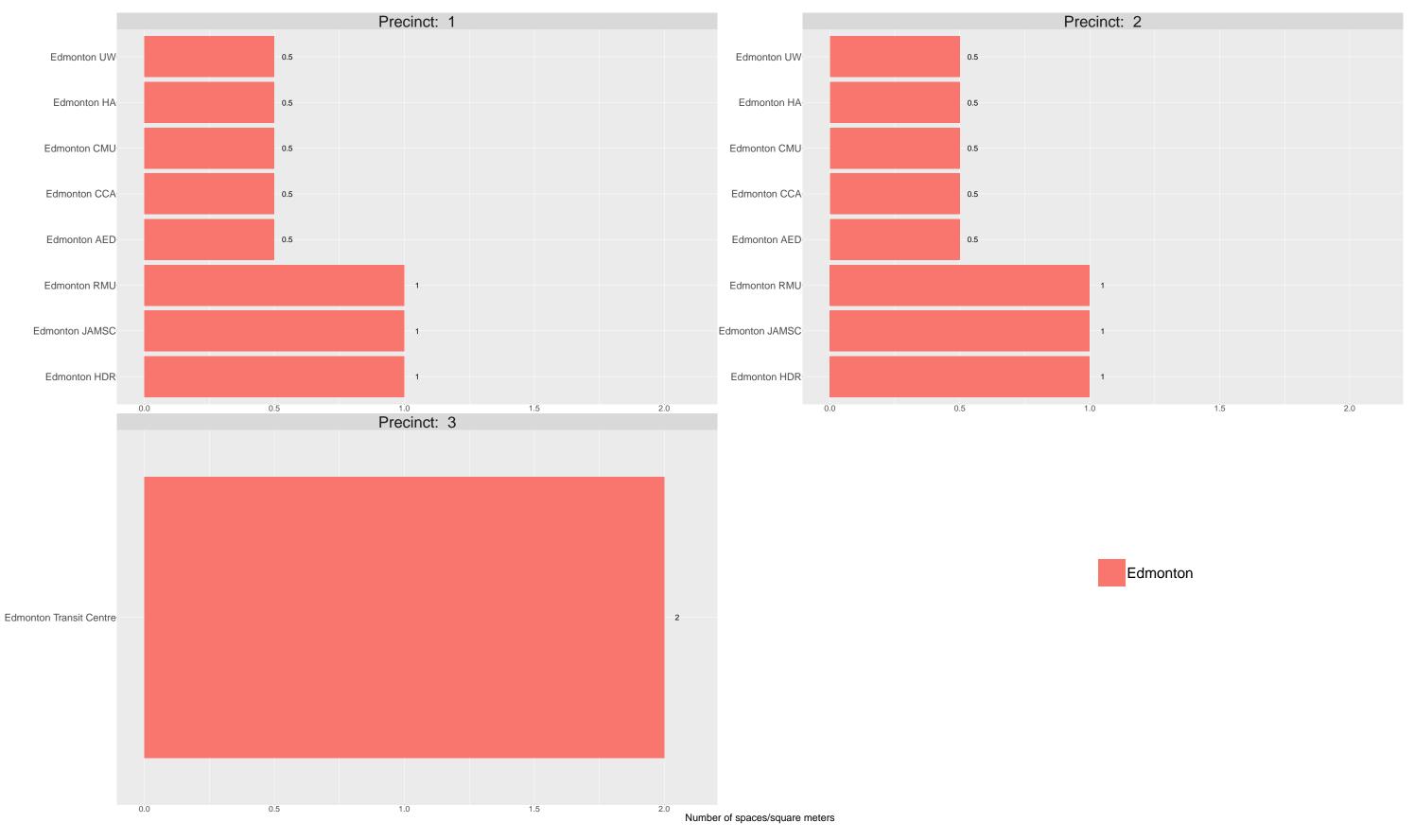
Edmonton
Kitchener
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North Oakville
Oakville
Ottawa
Toronto
Vancouver
Victoria
Victoria (non downtown)

Commercial Max Rates - Medical Office



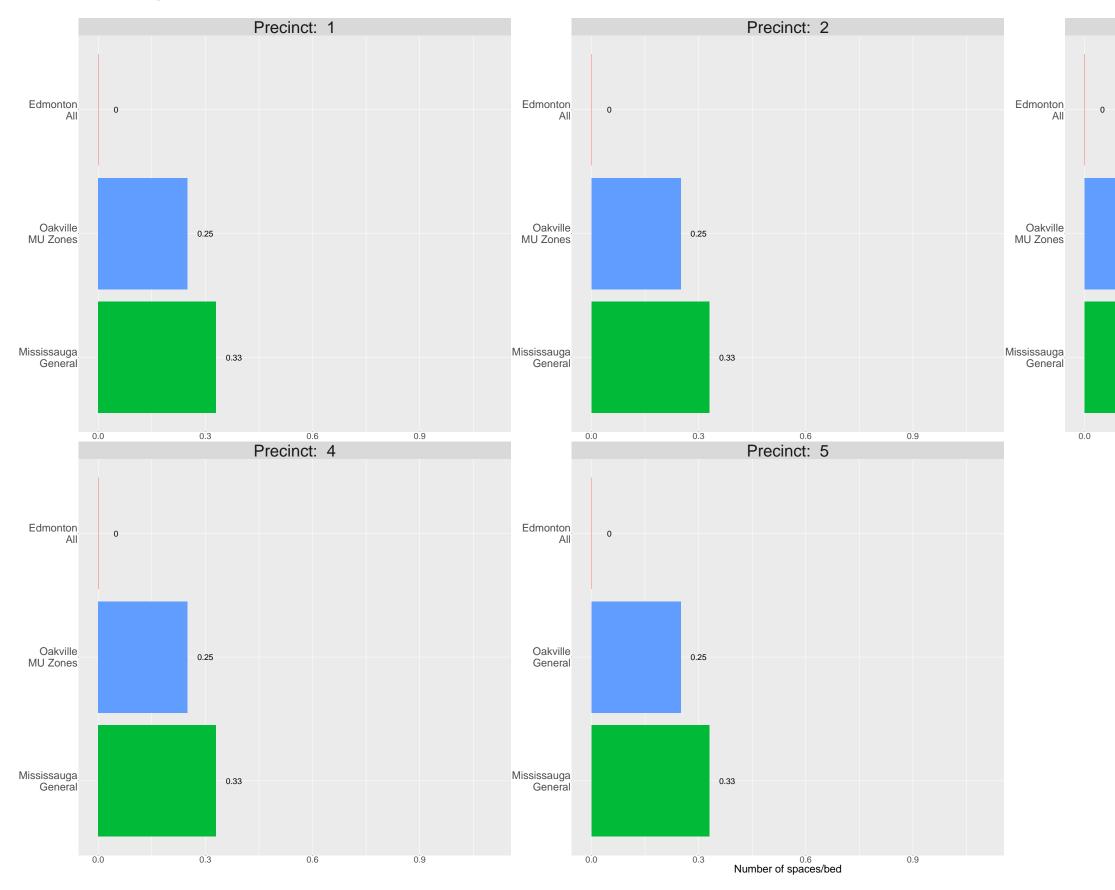


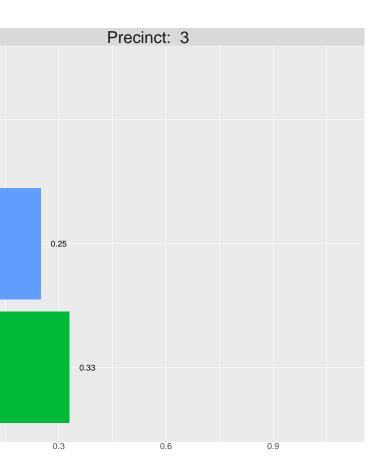
Kitchener North Oakville Toronto



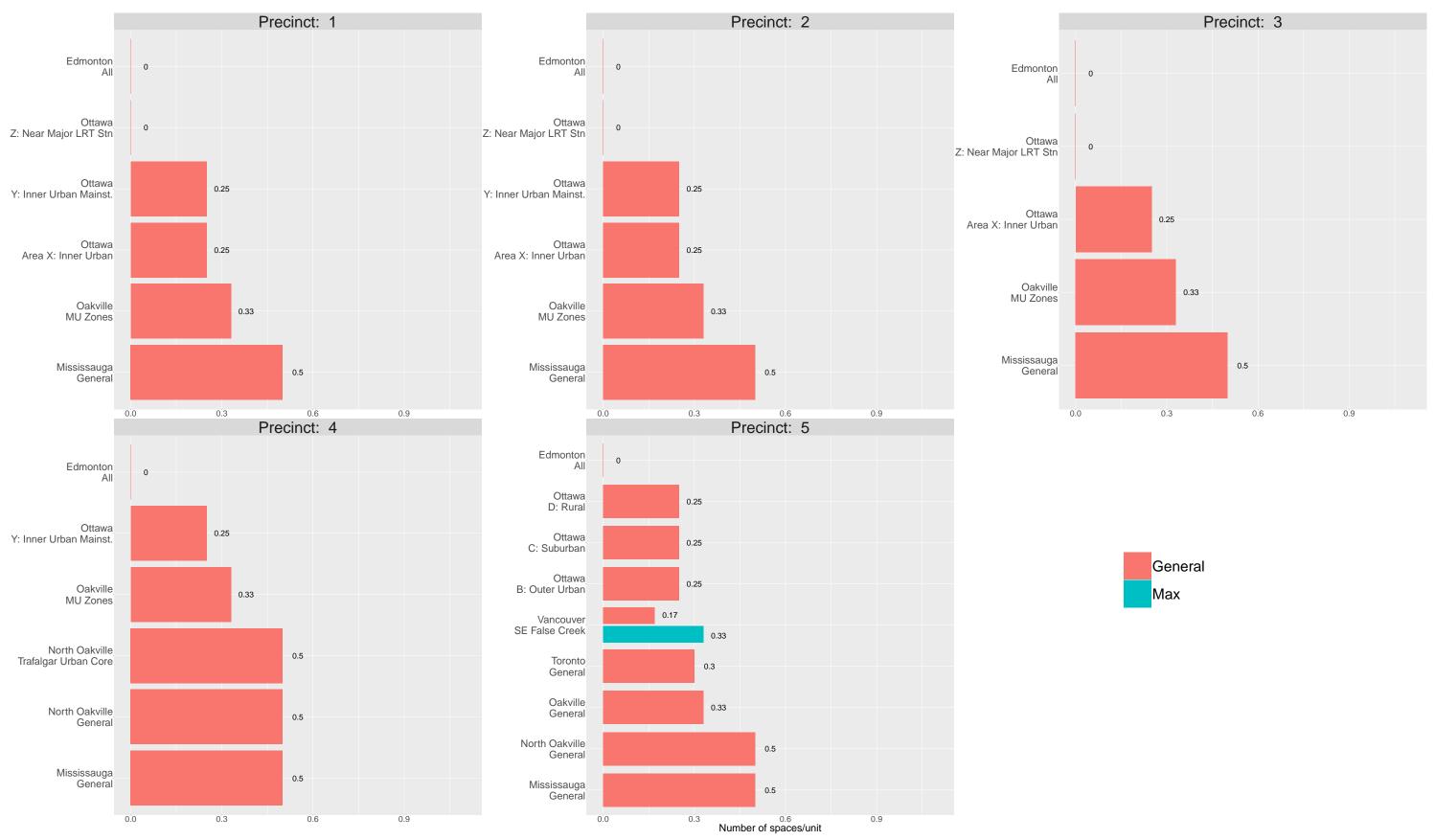
Commercial Max Rates - Non-Residential Uses

Other - Long-Term Care Facilities

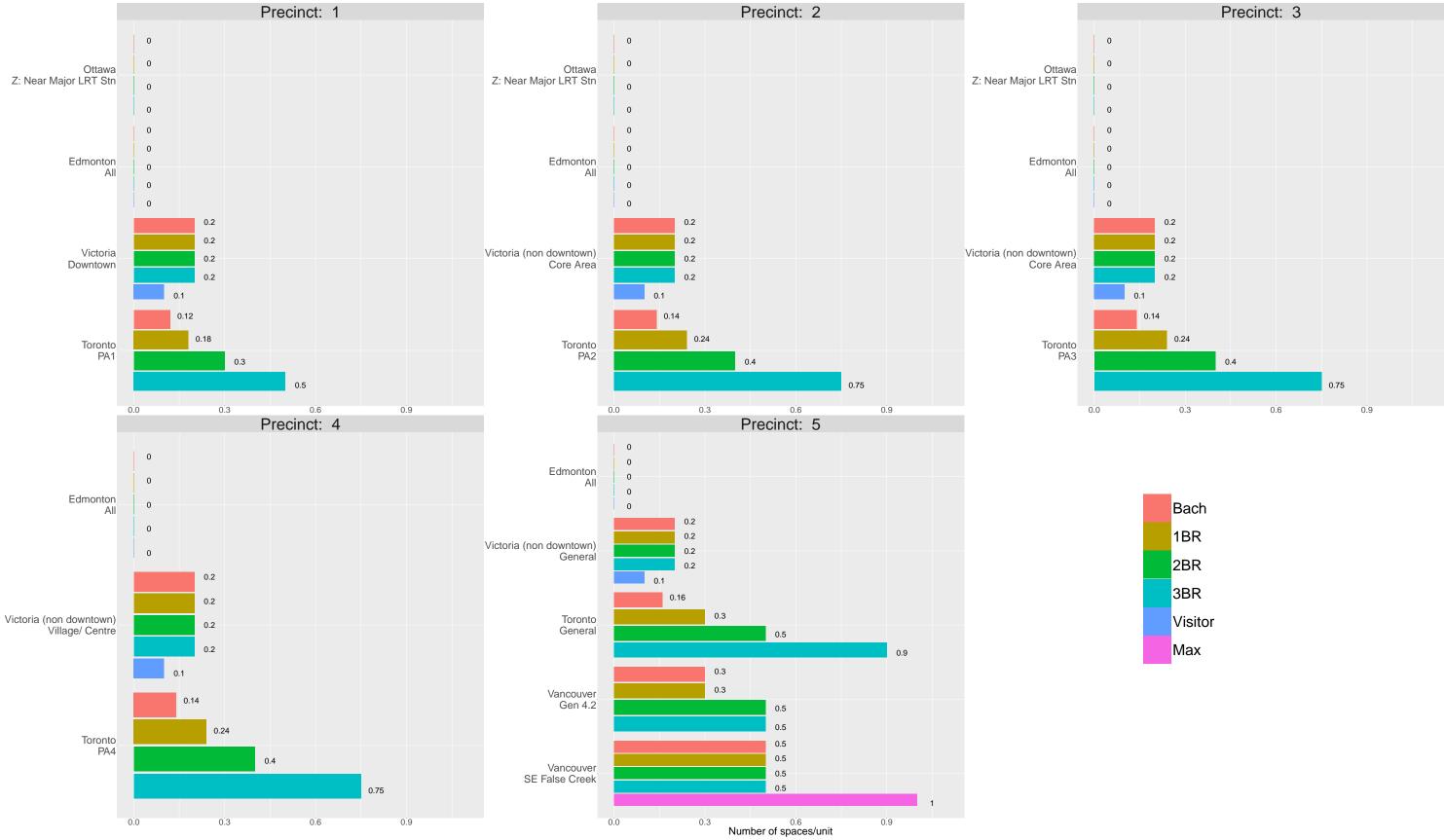








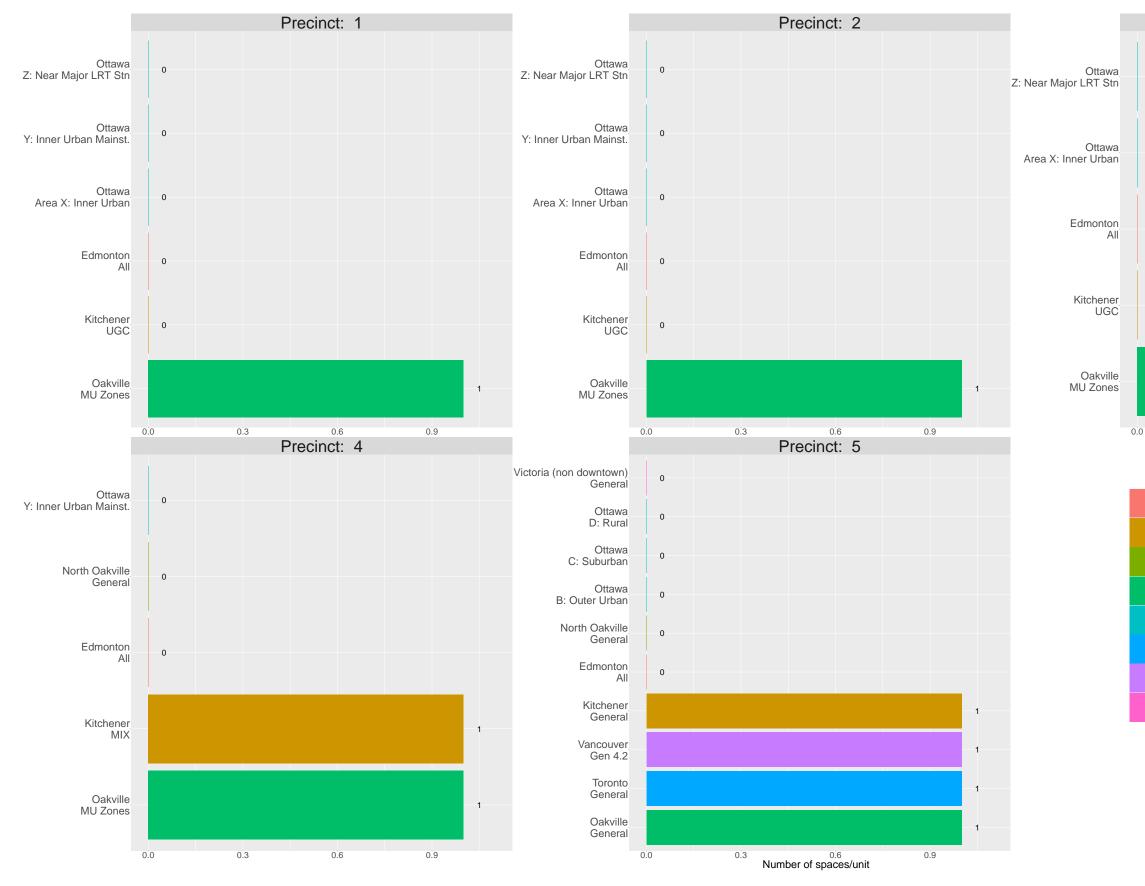
Other - Retirement Homes

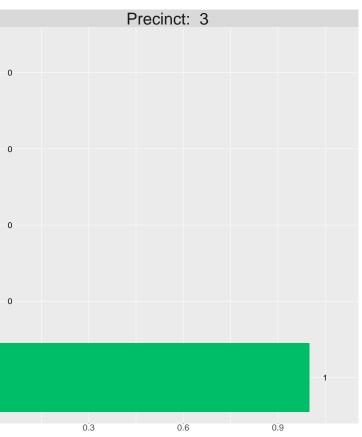


Other - Affordable Housing Unit

Bach
1BR
2BR
3BR
Visitor
Max

Other - Second Units





- Edmonton
- Kitchener
- North Oakville
- Oakville
- Ottawa
- Toronto
- Vancouver
- Victoria (non downtown)