

CITY OF MISSISSAUGA  
REPORT NUMBER: 201-01271-00

# PARKING REGULATIONS STUDY POLICY DIRECTIONS FOR CONSULTATION

**(DRAFT)**

NOVEMBER 19, 2021

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## EXECUTIVE SUMMARY – POLICY DIRECTIONS

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### INTRODUCTION

The Mississauga Parking Regulations Study was initiated to implement key recommendations from the City's Parking Master Plan and Implementation Strategy (PMPIS), which was approved by Council in June 2019. The goal of the PMPIS was to improve the efficiency and effectiveness of current and future parking resources 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 differing parking requirements to be established based on context, with lower requirements in more urbanized and transit serviced areas and higher requirements in areas with lower density and less transit service.

The PMPIS recommendations provide the basis for this subsequent Parking Regulations Study, which includes the establishment of the parking precincts and a review of the parking requirements in the City's zoning by-law to determine the parking requirements for selected key land uses in each Precinct. This study also identifies recommendations for policies and guidelines to complement the Zoning By-law regulations, to ensure a coordinated approach to parking management in the City.

The Policy Directions Report summarizes the Parking Regulations Study process, engagement, and the consulting team's policy directions. This report 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:** Overview of the engagement Plan, outcomes and key messages heard
- **Parking Precincts::** Criteria and guidelines used to establish Parking Precincts, draft Parking Precinct map
- **Policy Review:** 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 Review:** Key findings from benchmarking Mississauga's current parking requirements against other municipalities and proposed changes to parking requirements for key selected land uses
- **Implementation of Changes:** Principles for developing the draft Zoning By-law Amendment to implement the Parking Regulations Study
- **Next Steps:** Identify further actions to follow to implement the policy directions.

Together with this Study, the City engaged HDR Inc. to implement the incorporation of bicycle parking requirements into the City's Zoning By-law. Although the draft directions from the Bicycle Parking Zoning By-law Directions Report were included within the Parking Regulations Study's engagement efforts, the City will implement the bicycle parking requirements as a separate zoning by-law amendment.

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. These issues will be further addressed by other City-led studies.

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## ENGAGEMENT

Building upon the foundation of the PMPIS, a plan for engagement and communication was identified for the Parking Regulations Study with a focus on stakeholder collaboration and public consultation. The planned engagement activities were altered due to COVID-19 restrictions and all consultation activities were held virtually.

Part A of the engagement program focused on virtual stakeholder engagement via email, a survey, and interviews. The stakeholder engagement program was expanded during Part B, and a Stakeholder Workshop and a Community Meeting were held to understand public opinions. A dedicated “Have Your Say” site (<https://yoursay.mississauga.ca/parking-regulations-study>) was used throughout the project.

During Part A, the following engagement activities were completed:

- Parking providers (e.g., developers, property managers, agencies, and business associations) were engaged via an online survey and interviews to gather information on current practices;
- City staff was engaged through several meetings, including one focused on affordable housing and a workshop focused on collaborating and consulting on the proposed changes; and
- The public was consulted through an Information Report presented at a Planning and Development Committee (PDC) meeting and via the project’s webpage.

The following key takeaways were gathered through Part A engagement activities.

- **Parking Precinct Approach is Appropriate for Mississauga:** There is support for the precinct approach and lower parking requirements in planned intensification areas and Downtown. Higher parking requirements are supported in lower density neighbourhoods and employment areas.
- **Parking usage and demand is shifting.** For commercial buildings, it is anticipated that post-COVID-19, parking usage and demand will change as consumer patterns continue to be altered with on-line shopping. Also, retail plazas might change their main function. Although less parking spaces might be needed, there may be additional curbside and on-street parking needs to accommodate ride-sharing and delivery vehicles. Much of these changes started pre-COVID.
- **LRT implementation will accelerate the shift to non-vehicular modes:** It is anticipated that the Hurontario Light Rapid Transit (HLTR) implementation would attract more people living and/or working along or in close proximity to the HLRT corridor. These people would drive less and take transit more often. Lower parking demand is expected along frequent transit corridors.
- **Second Units:** There was mixed feedback about parking requirements for second units. Proximity and availability of alternative transportation options are concerns, as well as enabling a parking permit system in neighbourhoods to address potential parking needs for second units.
- **Electric Vehicle Parking:** Many developments already offer EV parking. Businesses and condominium boards determine the number of EV parking spaces. Some had concerns that setting a minimum parking requirement could affect housing affordability due to the cost of EV spaces.
- **Shared/Public parking:** Shared parking for on-site, off-site, and civic uses were discussed. While on- and off-site shared parking will be considered for further study, allowing shared parking for civic and community uses was found to be preferred. This is especially true for locations that can be better used as parking and generate potential revenue.

The Study team presented a set of draft policy directions at the May 31, 2021 PDC meeting. Council members provided comments on the proposal and offered advice on how to best round-out the engagement process. Suggestions included: hosting a community meeting; meeting with relevant advisory committees and boards; and consulting with local business associations and ratepayers. The study team expanded engagement efforts and consulted with several stakeholders following this meeting.

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

- Parking providers and stakeholders were engaged via email, a stakeholder workshop on June 28, 2021, and several meetings completed with different groups (Peel Region Housing; Mississauga Board of Trade; Mississauga Tourism Board; Cycling Advisory Committee, business associations; and developers).
- Council members were frequently engaged through more than a dozen individual meetings.
- The public was consulted through a Virtual Community Meeting on September 14, 2021, a three-week on-demand Virtual Community Meeting, and via webpage and social media updates.
- Public and stakeholders were invited to submit comments on the draft and refined policy directions presented at both the PDC and the Virtual Community Meeting.

The study team considered all received comments and revised the policy directions following a balance approach to parking requirements for new developments. The following key takeaways were gathered through Part B engagement activities:

- **Support for drafted parking precincts:** The proposed parking precincts and the concept of reducing parking rates by precinct is largely supported by most stakeholders, members of the public, and City decision-makers. Some stakeholders commented on the appropriateness of the precincts delineations on specific areas or sites and submitted feedback.
- **Mixed comments on proposed residential parking requirements:** There were concerns about proposed parking requirements for medium and high-density residential developments (for both residents and visitors) in the more suburban neighbourhoods (e.g., in Precincts 3 and 4). There were additional concerns that Mississauga does not have the transit infrastructure to support lower residential parking rates and that lower visitor parking requirements may result in “spill-over”. Conversely, some residents expressed that parking requirements should be lower to support personal choices around car ownership, increase housing affordability and encourage a shift to transit use and cycling. Furthermore, some stakeholders also suggested that parking requirements in areas with planned rapid transit should be lower than the proposed to account for future modal shifts.
- **Parking for non-residential uses:** There is ample support for reducing parking requirements for certain commercial and office type uses as the City’s current requirements are out-of-date and much higher than comparable municipalities. There is support from small businesses to reduce parking requirements. There is concern about the burden that parking requirements represent for small businesses especially in a main street setting, which is aggravated with the Payment in Lieu policy when businesses cannot supply required parking. Stakeholders indicated that the Committee of Adjustments process to request relief from parking is very onerous. Curbside management is an increased challenge for businesses, especially as ridesharing, on-line shopping, and deliveries continue to increase.
- **Support for reduced parking for affordable housing:** There was a general agreement that reductions of parking requirements could help increase the viability and support the supply of

affordable housing and rental properties. Further, it was suggested that the City should work with the Region to expedite the implementation of reductions of parking requirements for affordable housing.

- **Electric vehicle (EV) ready parking:** There was a general agreement on the future uptake of EVs and the need for charging infrastructure, particularly at home. Some stakeholders indicated that EV charging infrastructure is already a consideration for upcoming projects, as potential homebuyers are demanding it. In addition to studying the future demand for EV parking, it would be beneficial to also study cost implications funding related to EV-ready parking to avoid further pressures to housing affordability.

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## PARKING PRECINCT CRITERIA AND BOUNDARIES

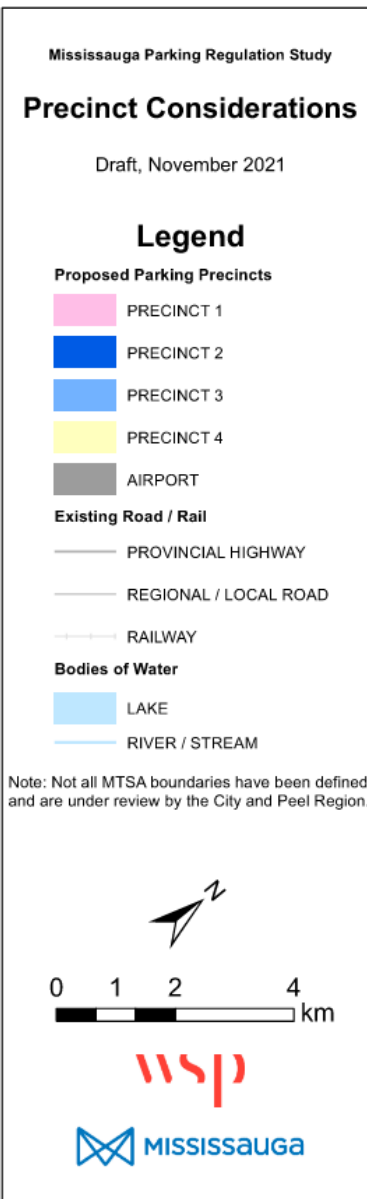
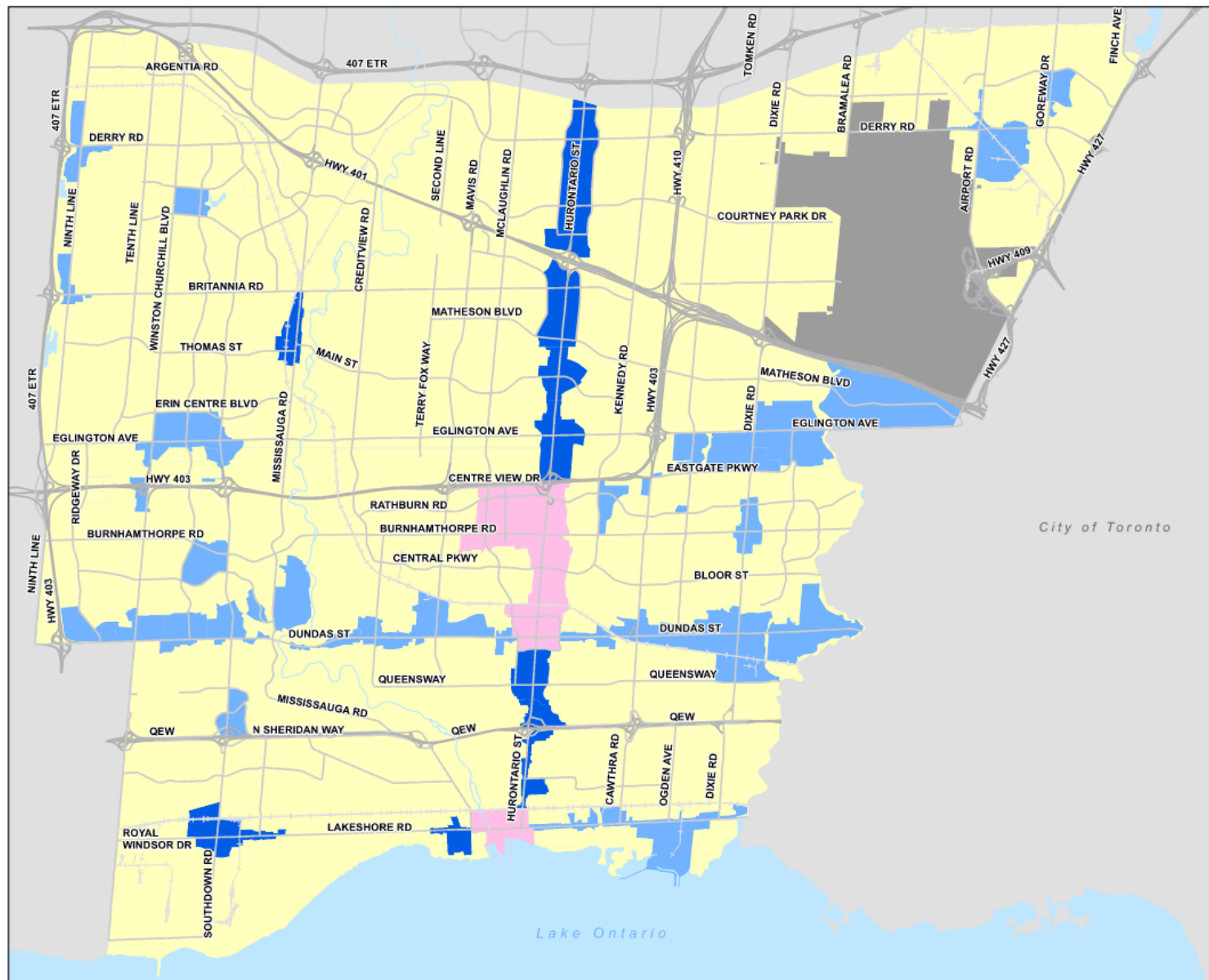
Parking precincts refer to policy areas with similar characteristics for parking management. Through the PMPIS, Council approved the creation of four parking precincts in Mississauga. To further implement the PMPIS framework and to incorporate recent inputs, the following are the proposed criteria to be 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, the Precinct boundaries were developed.

**Table EX 1** in the following page identifies the proposed criteria 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 highest parking requirement. Overtime, the City can make use of this framework to adjust its precinct boundaries in response to growth, policy changes and infrastructure investments. The proposed Parking Precinct map is shown on **Map EX 1**.

**Table EX 1: Parking Precincts and Criteria**

Criteria	Precinct 1	Precinct 2	Precinct 3	Precinct 4
<b>1. Transit</b>				
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
<b>2. Public Parking</b>				
Public Parking	Yes	Yes	Not required	Not required
<b>3. Planning Area</b>				
Urban Growth Centre, Downtown or Mobility Hub	Yes	Not required	Not required	Not required
Intensification Area	Yes	Yes	Yes	Not required
<b>4. Land Use and Density</b>				
Mix of Uses	Yes	Yes	Not required	Not required
High-Density Uses	Yes	Yes	Not required	Not required
<b>5. Active Transportation</b>				
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 key proposed policy direction the City of Mississauga could consider to further enhance current off-street parking policies and fill the gap where there are none. These proposed policies could be implemented immediately following the culmination of the Parking Regulations Study and based on the stakeholder, public and Council feedback.

The aim is to provide the right amount of parking supply and have policies in place to improve the efficiency of parking supply. The policies will also assist in City building and allow for the implementation of measures to realize the City Vision, such as affordable housing and increase travel by non-auto modes.

**Table EX 2: Proposed Key Policy Directions**

PARKING PRECINCT IMPLEMENTATION POLICY	POLICY DIRECTION	POLICY DOCUMENT CHANGE
<b>Minimum Parking Reductions</b>	As shown in the following section and 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)
<b>Second Units</b>	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
<b>Reductions for Affordable Housing</b>	The City could update its Zoning By-law to reduce parking requirements for residential units deemed to be affordable housing. Affordable housing includes housing provided by Peel Housing Corporation, a non-profit housing agency and any unit provided through Inclusionary Zoning. The affordable housing 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.  The City could develop Implementation Guideline that set out the definition and criteria of affordable housing for Inclusionary Zoning units.	Addition to Zoning By-law and/or New Implementation Guideline to be designed as part of the Inclusionary Zoning work
<b>Emergency Shelter and Transitional Housing</b>	The City could support a lower parking provision (i.e. 0.1 spaces per guest room) for Emergency Shelters and Transitional Housing through minor variance applications, when needed, without requiring a Parking Utilization Study.  As part of a future Zoning By-law review, the City could adopt land use definitions for Emergency Shelter and	Change to Parking Studies Terms of Reference  Addition to Zoning By-Law—to be implemented as part of a future Zoning

<b>PARKING PRECINCT IMPLEMENTATION POLICY</b>	<b>POLICY DIRECTION</b>	<b>POLICY DOCUMENT CHANGE</b>
	Transitional Housing from Peel Region, update land use permissions accordingly, and require that minimal parking spaces be provided for employee parking, with no additional requirement for resident parking.	By-law review with updates to land use permissions
<b>Electric Vehicle Charging Stations</b>	<p>The City could incorporate electric vehicle (EV) – ready parking requirement for new developments. Specifically, it is proposed that:</p> <ul style="list-style-type: none"> <li>• The Zoning By-law require 20% of parking spaces to be EV ready for medium and high density residential and 10% of structured parking for non-residential buildings;</li> <li>• For low density developments with dedicated garages, one of the required parking spaces should be EV-ready; and</li> <li>• The Green Development Standards (GDS) be updated to encourage 100% of parking spaces to be EV ready for all new residential developments.</li> </ul>	Additions to Green Development Standards and Addition to Zoning By-law
<b>Bicycle Parking and End of Trip Facilities</b>	Implement bicycle parking requirements as directed in the City's Bicycle Parking Study	Addition to Zoning By-law

The Study also explores additional policies to help modernize parking management in Mississauga, including: implementing parking exemptions for small businesses and heritage buildings; review shared parking practices (on-site and off-site); and, implement a policy or guideline for transitional parking. **Table EX 3** identifies additional policies that could be implemented pending the outcomes of other City-initiated studies. Although, these policy directions are also important to help modernize off-street parking regulations in Mississauga, there are additional work and/or studies to be completed before they are implemented.

**Table EX 3: Proposed Future Policy Directions**

<b>PARKING PRECINCT IMPLEMENTATION POLICY</b>	<b>POLICY DIRECTION</b>	<b>POLICY DOCUMENT CHANGE</b>
<b>Small Businesses and Heritage Buildings Exemptions</b>	Once the City has advanced on-street parking and curbside management studies, it could consider introducing a parking exemption for sites designated heritage buildings under Part IV of the Ontario Heritage Act and for small businesses (i.e., under 220sqm), subject to location, maximum density and specific land uses. For small businesses, the exemption	Addition to Zoning By-Law – to be implemented pending the completion of other City projects addressing on-street parking

PARKING PRECINCT IMPLEMENTATION POLICY	POLICY DIRECTION	POLICY DOCUMENT CHANGE
	would apply when located on the ground floor in intensification areas (i.e., in Precincts 1 to 3). For heritage sites, the exemption would be limited to existing GFA and to uses such as commercial, retail and restaurants under 220 sqm 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.	
<b>Shared on-Site Parking</b>	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 uses and update percentages.	Future review to Zoning By-law Table 3.1.2.3
<b>Shared off-Site Parking Supply</b>	The City could continue to support shared off-site parking arrangements and explore opportunities for improving and streamlining the current process to implement shared off-site parking.	
<b>Shared Parking - Civic / Community Infrastructure Uses</b>	The City could allow sharing of parking supply among civic and community infrastructure use, when desired by the Parties and when practically feasible.	
<b>Transitional Parking</b>	The City could consider expanding policies within the Official Plan to include additional geographic areas and develop 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 and implementation guideline

## PROPOSED CHANGES TO PARKING REQUIREMENTS

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

- **Precinct approach** – Parking requirements would 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 should 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. In addition, commercial type land uses that are traditionally found in mixed-use buildings, neighbourhood retail plazas, or along Main Streets, typically share on-site parking supply; therefore, consolidation or harmonization of their parking requirements should be considered.
- **The City-approved parking reductions and 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 should 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 pre-existing 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.
- **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 Council and City staff** – Input from Council members and City staff has been considered in the development of parking requirements. The study team has discussed the proposed changes to parking requirements, along with supporting background review and data analysis findings, with Council members and staff from across the Corporation. The recommendations contained in this report are the result of extensive consultation with Council and direction from City staff.
- **Engagement with the public and stakeholders** – Input from the public and stakeholders has also been 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 public and external stakeholders for review and comment.

- **Short to Medium Term Implementation** – The draft parking requirements could strive to “right-size” parking for the short to medium term. It is anticipated that the City will initiate a Zoning By-law Amendment to implement new parking requirements upon completion of this study. Those new parking requirements are expected to be in force over the short to medium term and be subject to subsequent Zoning By-law reviews and amendments in the longer-term future.

## **Proposed Vehicular Parking Regulations Changes in the Zoning By-law**

### **1. Proposed changes to high-density residential parking requirements**

- **Condominium Apartment:** One consolidated per unit rate is proposed for each precinct, with no distinction between unit sizes. Proposed rates vary from 0.8 spaces per unit in Precinct 1, to 1.1 spaces per unit in Precinct 4.
- **Back-to-back/ stacked townhouse:** One consolidated per unit rate is proposed for each precinct, with no distinction between unit sizes nor tenure. The proposed unit rates vary from 1 spaces per unit in Precinct 1 to 1.5 spaces per unit in Precinct 4.
- **Visitor Parking:** Marginal changes are proposed for visitor parking rates in Precincts 1 and 2, at a suggested 0.15 spaces per unit for condominium apartments. This results in no change to the existing visitor parking requirement in the Downtown Core. For Back-to-back/Stacked townhouses, the current requirement of 0.25 spaces per unit would remain unchanged in Precincts 2, 3 and 4, while it is proposed to be reduced to 0.15 in Precinct 1.

### **2. Proposed reductions to support housing mix and range**

- **Purpose-built rental apartment rate:** It is proposed that the purpose-built rental apartment land use category be maintained and that a City-wide parking requirement be established lower than the condominium apartment requirement in Precincts 2, 3 and 4 (i.e., 0.8 spaces/unit in Precinct 2 to 1.0 spaces/unit in Precinct 4) plus 0.15 spaces per unit for visitors in all Precincts.
- **Second unit requirement:** It is proposed that the required 2-parking spaces for the principal dwelling may be shared with one second unit; one parking space would be required for any additional accessory dwelling unit.
- **Include minimal requirement for Emergency Shelter and Transitional Housing:** It is proposed that a parking requirement of 0.1 spaces per unit be included for Emergency Shelters and Transitional Housing where generally most of the occupants do not have a car. The minimal parking requirement would be provided to accommodate staff and service providers parking.
- **Reduce parking requirements for affordable housing projects:** Proposed to introduce a 30-50% reduction in parking requirements from the conventional requirements to incentivize the provision of affordable housing. Affordable housing includes housing provided by Peel Housing Corporation, a non-profit housing agency and any unit provided through Inclusionary Zoning.

### 3. Proposed changes to commercial and office requirements

- **Reducing commercial and office requirements:** It is proposed that parking requirements be reduced for key non-residential uses by precinct, as per Table EX4. This includes reducing office type categories and creating one consolidated rate for those uses that often locate in mixed-use buildings, retail plazas and along main streets.
- **Harmonizing commercial rates:** The parking regulation Table 3.1.2.2 in the City's Zoning By-law has 52 non-residential type of uses. There are opportunities to reduce parking requirements for similar uses when appropriate (for example, apply the same proposed parking rate per precinct to those uses currently having the "retail store" rate of 5.4 spaces/100m<sup>2</sup> non-residential GFA).
- **Formalizing shared visitor and non-residential parking:** The Downtown Core currently allows shared arrangements between residential visitor parking and non-residential uses in apartment buildings. It is proposed this measure be expanded Citywide.

The proposed residential and commercial parking requirements are summarized in **Table EX 4** and **EX 5**.

**Table EX 4: Proposed Residential Parking Requirements**

Land Use	Existing By-law 225-2007	Precinct 1	Precinct 2	Precinct 3	Precinct 4
Dwelling unit located above commercial, with max. height of 3 storeys	1.25	1.0	1.0	1.0	1.0
Condominium B2B & Stacked Townhouse (without exclusive use garage and driveway)	Studio: 1.1 One-bedroom: 1.1 Two-bedroom: 1.5 Three-bedroom: 1.75 Four-bedroom: 2.0 Visitor: 0.25	Resident: 1.0  Visitor*: 0.15	Resident: 1.1  Visitor*: 0.25	Resident: 1.3  Visitor*: 0.25	Resident: 1.5  Visitor*: 0.25
Rental Back-to-back & Stacked Townhouse (without exclusive use garage and driveway)*	Studio: 1.1 One-bedroom: 1.1 Two-bedroom: 1.25 Three-bedroom: 1.41 Four-bedroom: 1.95 Visitor: 0.25				
Apartment, Condominium	Studio: 1.0 One-bedroom: 1.25 Two-bedroom: 1.40 Three-bedroom: 1.75 (CC1-CC4: 1.0/unit) Visitor: 0.2 (CC1-CC4: 0.15/unit)	Resident: 0.8  Visitor*: 0.15	Resident: 0.9  Visitor*: 0.15	Resident: 1.0  Visitor*: 0.20	Resident: 1.1  Visitor*: 0.20
Apartment, Rental	Studio: 1.0 One-bedroom: 1.18 Two-bedroom: 1.36 Three-bedroom: 1.5 (CC1-CC4: 1.0/unit) Visitor: 0.2	Resident: 0.8  Visitor*: 0.15	Resident: 0.8  Visitor*: 0.15	Resident: 0.9  Visitor*: 0.15	Resident: 1.0  Visitor*: 0.15
Emergency Shelter, Transitional Housing	n/a	0.1	0.1	0.1	0.1
Second unit	1.0	A total of 2 spaces for the Principal and the first Second Unit (which may be provided in tandem), plus 1 additional space for each additional accessory unit.			

Parking requirements are expressed as space per dwelling unit

\*Visitor Parking Regulation:

For the visitor component in a mixed-used development containing both residential and commercial uses, a shared parking arrangement may be used for the calculation of required visitor/non-residential parking in accordance of the following: the greater of the indicated visitor parking by precinct or parking required for all non-residential uses, located in the same building or on the same lot as the residential use except banquet hall/conference centre/convention centre, entertainment establishment, overnight accommodation, place of religious assembly, recreational establishment, and restaurant over 220 m<sup>2</sup> 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. For non-residential mixed-use developments see Zoning By-law Table 3.1.2.3 – Mixed Use Development Shared Parking Formula.

**Table EX 5: Proposed Commercial Parking Requirements**

Commercial Land Use	Existing Min. Parking Requirement (no. spaces/100 sq.m. GFA)	Proposed Minimum Parking Requirement (no. spaces/100 sq.m. GFA)			
		Precinct 1	Precinct 2	Precinct 3	Precinct 4
Retail Store, Service Establishment, Take-out Restaurant, Restaurant and Convenience Restaurant under 220 sq.m., Financial Institution	Retail Store: 5.4 In C4 zone: 4.0 In CC2 to CC4 zones: 4.3	3*	3*	4*	5*
	Personal Service Establishment: 5.4 In C4 zone: 4.0 In CC2 to CC4 zones: 4.3				
	Restaurant, Convenience Restaurant: 16** Take-out Restaurant: 6.0  Financial Institution: 5.5**	The Precinct 1 parking requirement shall apply in a C4 Zone.			
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 and Convenience 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
<b>*Visitor Parking Regulation:</b> For the visitor component in a mixed-used development containing both residential and commercial uses, a shared parking arrangement may be used for the calculation of required visitor/non-residential parking in accordance of the following: the greater of the indicated visitor parking by precinct or parking required for all non-residential uses, located in the same building or on the same lot as the residential use except banquet hall/conference centre/convention centre, entertainment establishment, overnight accommodation, place of religious assembly, recreational establishment, and restaurant over 220 m <sup>2</sup> 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. For non-residential mixed-use developments see Zoning By-law Table 3.1.2.3 – Mixed Use Development Shared Parking Formula.					
<b>** Plus a stacking lane where a drive-through is provided. There are no changes proposed to the existing stacking lane requirement.</b>					



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## *APPENDICES*

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Appendix C	Benchmarking of Parking Requirements

# 1 INTRODUCTION

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

In addition to the Precinct based approach to regulating parking, the PMPIS also addressed other key issues including on-street parking permits, lower driveway boulevard parking, curbside management, shared mobility, municipal parking, parking lot design, parking technology, as well as governance and future funding for municipal parking operations. To address these issues the City will develop a parking tool kit to improve parking management and convenience, improve design and sustainability, and be future-ready. 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 City will be embarking on several studies to continue the implementation of the 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 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 with the aim to right-size parking in the City.

Together with this Study, the City engaged HDR Inc. to implement the incorporation of bicycle parking requirements into the City's Zoning By-law. Although the draft directions from the Bicycle Parking Zoning By-law Directions Report were included within the Parking Regulations Study's engagement efforts, the City will implement bicycle parking requirements as a separate zoning by-law amendment.

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## 1.1 PROJECT STATUS

In May 2021, an initial Draft Policy Directions Report was presented to the Planning and Development Committee and posted for public and stakeholder review. The initial study recommendations were developed based on a policy context review, parking data review, initial consultation with key stakeholders, review and confirmation of the Precinct boundaries and approach, review of best practices, as well as internal review by the City's project team and planning staff.

This second Draft Policy Directions Report presents updated recommendations that were developed based on continued engagement with Councillors, stakeholders, and the public and ongoing review by the City's project team.

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## 1.2 CONTENTS OF THIS DOCUMENT

This Key Directions Summary is organized in five 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:** Overview of the engagement plan, outcomes and key messages heard
- **Parking Precincts:** Criteria and guidelines used to establish Parking Precincts, draft Parking Precinct map
- **Policy Review:** 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 Review:** Key findings from benchmarking Mississauga's current parking requirements against other municipalities and proposed changes to parking requirements for key selected land uses
- **Implementation of Changes:** Principles for developing the draft Zoning By-law Amendment to implement the parking regulations study.
- **Next Steps:** Identify further actions to follow to implement the policy directions.

## 2 ENGAGEMENT

Due to the impacts of COVID-19, engagement focused primarily on virtual communications and meetings with stakeholders during Part A. As engagement moved into Part B and the COVID-19 pandemic persisted, engagement activities remained virtual, and a robust, safe public and stakeholder engagement program was delivered. **Appendix A** includes the What we Heard report with a summary of the proceeds from the engagement activities.

### 2.1 PRIOR ENGAGEMENT & INPUT

The Parking Regulations Study is a direct outcome of the City's PMPIS. A considerable amount of engagement was undertaken to inform the PMPIS including outreach with: residents of the City in different neighbourhoods / geographic areas; parking providers; technical agencies; interest groups; and municipal staff.

### 2.2 ENGAGEMENT PURPOSE AND GOAL

Prior to the commencement of the Parking Regulations Study, an Engagement Plan was prepared. This plan included a description of stakeholders engaged through the PMPIS and how to re-engage them. The engagement strategy was developed to serve as a guide for engagement and outreach throughout the project.

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### 2.3 ENGAGEMENT OBJECTIVES & AUDIENCES

The following objectives were identified for the design and implementation of engagement activities: inform the development of the PRS; identify ideas, preferences, and principles of various audiences; better understand who will be impacted by the outcomes and how they will be impacted; develop a sense of commitment and contribution; and increase understanding of a technical topic. Three key stakeholder groups were identified, specifically: parking decision makers; parking providers; and parking users.

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### 2.4 PART A - ENGAGEMENT SUMMARY

Part A of the engagement program focused on stakeholder outreach and included the development of the project webpage on the City's "Have Your Say" site: <https://yoursay.mississauga.ca/parking-regulations-study>. Parking providers were engaged through an online survey and interviews to gather feedback on current practices and concerns. City staff was involved through a meeting regarding affordable housing and a staff workshop. The general public was informed through webpage updates. The following is a summary of the approach taken to engage with different audiences during Part A of the project as well as the input received and key themes that emerged.

#### 2.4.1 PARKING PROVIDER ENGAGEMENT

Parking providers are the connecting links to parking users as they have experience and data on current demand and usages, and they are aware of municipal regulations and guidelines as well. In Part A, a parking provider survey was circulated and interviews were conducted.

- **Stakeholder Questionnaire:** September 10, 2020, a questionnaire was circulated to gather insights from developers, small businesses, property managers, business improvement areas (BIAs), and consultants, on current parking management practices and their experience working with the City's current parking requirements. A total of 37 responses were received. Parking managers 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.
- **Stakeholders Interview:** To supplement the survey and provide clarification, some stakeholders were interviewed based on their survey results. Seven consultants and representatives of developers and property managers were interviewed from October 23<sup>rd</sup>, 2020 to November 11<sup>th</sup>, 2020.

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## 2.4.2 PART A - THEMES

The following key messages were gathered during Part A of the engagement program.

- **Parking Precinct Approach is Appropriate for Mississauga:** There is support for the precinct approach and lower parking requirements in planned intensification areas and Downtown. Higher parking requirements are supported in lower density neighbourhoods and employment areas.
- **Parking usage and demand is shifting:** For commercial buildings, it is anticipated that post-COVID-19, parking usage and demand will change as consumer patterns continue to be altered with on-line shopping. Also, retail plazas might change their main function. Although less parking spaces might be needed, there may be additional curbside and on-street parking needs to accommodate ride-sharing and delivery vehicles. Many of these changes started pre-COVID-19.
- **LRT implementation will accelerate the shift to non-vehicular modes:** It is anticipated that the Hurontario Light Rapid Transit (HLRT) implementation would attract more people living and/or working along or in close proximity to the HLRT corridor. These people would drive less and take transit more often. Lower parking demand is expected along frequent transit corridors.
- **Second Units:** Minimal feedback was received on second units. Instead, this topic prompted attendees to note the importance of the City improving on-street parking to help address parking challenges in neighbourhoods.
- **Electric Vehicle Parking:** There was general agreeance on the future uptake of EVs. It was acknowledged that businesses and condominium boards determine the number of EV parking spaces. There were concerns that setting a minimum parking requirement could affect housing affordability due to the cost of EV spaces.
- **Shared/Public parking:** Shared parking for on-site, off-site, and civic uses were discussed. While on- and off-site shared parking will be considered for further study, allowing shared parking for civic and community uses was found to be preferred. This is especially true for locations that can be better used as parking and generate potential revenue.

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## 2.5 PART B - ENGAGEMENT SUMMARY

During Part B, Stakeholders, PDC, Councillors, and the public were engaged via communications and virtual meetings. The draft proposed policy directions and changes to parking regulations proposed by the



project team were presented and extensively discussed. The project webpage was maintained and regularly updated to ensure that the most up-to-date information was available at all times.

The following is a summary of the approach taken to engage with different audiences within Part B of the Engagement program, as well as the input received and key themes that emerged.

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### 2.5.1 PLANNING AND DEVELOPMENT COMMITTEE ENGAGEMENT

The first meeting with PDC took place on May 31, 2021. During the meeting, several items were discussed, including: the need for further engagement; hesitations based on previous negative experiences of developments having insufficient parking; and illegal parking caused by spillover from areas, which may have insufficient parking.

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### 2.5.2 ENGAGEMENT WITH STAKEHOLDERS

On June 28, 2021, a stakeholder meeting was held to understand viewpoints for the future of parking in Mississauga. This meeting was attended by more than 30 stakeholders, including developers, planning consultants, and business associations. Key messages from the discussion are provided below:

- There were suggestions and questions about **bicycle parking requirements and design**;
- There were multiple inquiries asking whether **precinct boundaries** could be changed in the future. It was clarified that boundaries could be reevaluated to reflect development approvals;
- Attendees noted that **residential parking requirements** might already be too high, as parking was only selling at 70% to 80% of the proposed rates;
- It was noted that **minimum parking for businesses** can be prohibitively expensive and shared parking could be a benefit; and
- Attendees inquired about the need for prescribed **EV requirements** in the zoning by-law while noting the lack of EV parking infrastructure will be a problem to service future demand.

Throughout the consultation process, stakeholders were able to provide comments via email and the project website.

---

### 2.5.3 COUNCILLOR ENGAGEMENT

In Spring and Summer 2021, Staff conducted 13 one-on-one meetings with most members of Council. Below are the key messages and concerns from these meetings with Council members:

- There was general support for establishing the **parking precincts** based on the presented framework and criteria, as well as suggestions for further refinement;
- There was agreeance that current **apartment rates are high**. Some shared concerns about proposed rates for stacked/back-to-back townhomes in Precincts 3 and 4 and condominiums in Precinct 4;
- Councillors were looking for existing visitor parking rates to be maintained while acknowledged the appropriateness of homologating **visitor parking** for apartments in Precincts 1 and 2 to match existing rates in the City Centre. Some were concerned about reducing visitor parking rates in for stacked/ back-to-back townhouses;

- In general, there is agreement to have a **reduced rate for rental apartments**. There were some concerns about the proposed parking rate at 0.8/unit in the more suburban areas and indicated that on-street parking permits should be reviewed to help manage parking demand on local roads;
- There were no major concerns with the proposed flexibility for the first **second unit**; some indicated that the **on-street parking permit system** should also be reviewed;
- There was support for reduced parking requirements for **affordable housing**;
- Councillors acknowledged that parking requirements for **commercial uses**, and the collection of Payment in Lieu (PIL) of parking, can be a deterrent for small businesses. They highlighted the need to review and reform PIL for parking;
- There was mixed support for parking **exemptions for small businesses**;
- There was a positive reception of incorporating requirements for **bicycle parking**; and
- No concerns were raised about **EV parking**. Some welcomed this measure as a way to mitigate climate change.

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#### **2.5.4 ENGAGEMENT WITH MISSISSAUGA BOARD OF TRADE**

City staff met with the Mississauga Board of Trade (MBOT) on June 11<sup>th</sup>, 2021. Key messages included:

- MBOT's support for reductions in parking requirements, especially for small businesses;
- The need to increase on-street parking in commercial areas to offset demand;
- The need for a curbside management strategy to accommodate innovation; and
- Understanding that the Committee of Adjustment process to apply for parking reductions is very onerous for small businesses.

---

#### **2.5.5 ENGAGEMENT WITH REGION OF PEEL HOUSING DEVELOPMENT OFFICE**

On June 16<sup>th</sup>, 2021, City staff met with the Region of Peel's Housing Development Office (HDO). Peel HDO was generally supportive of the study. The key messages from this meeting are summarized below:

- The Region welcomes the efforts for reducing parking for affordable housing and purpose built-rental apartments. The proposed parking reductions will help the viability of these type of projects.
- It is very positive that reduced parking for emergency shelters/transitional housing is being considered and the residents in these type of housing often do not have cars.
- Some condominium apartment buildings also have a large percentage of rental units. Those units would not be captured with the new purpose built-rental parking requirement.
- The City should clarify how requirements will be calculated for mixed affordable/market rentals.
- The City should consider the cost and funding needs for EV-ready parking spaces.
- The Region is looking forward to working with the City to define the eligibility for affordable housing parking reductions.

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### 2.5.6 ENGAGEMENT WITH MISSISSAUGA TOURISM BOARD AND PORT CREDIT BIA

On August 9, 2021, City staff met with the Mississauga Tourism Board. "In addition, on October 27, 2021 City staff met with the Port Credit Business Improvement Area (BIA). The key messages in both meetings were very consistent, as summarized below:

- The Board was receptive of the Study findings and the directions to reduce requirements for non-residential developments (i.e., commercial type uses); and
- The City should consider reducing the percentage that a business has to pay in lieu of parking. The study team explained that the proposed rates for commercial type uses in Precincts 1 to 3 should decrease the need for PIL for parking, but the need for PIL might not be eliminated.

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### 2.5.7 ENGAGEMENT WITH CYCLING ADVISORY COMMITTEE

On September 14, 2021, City staff provided a deputation before the Mississauga Cycling Advisory Committee (MCAC), focusing on the draft proposed bicycle parking requirements to be incorporated in the Zoning By-law. Committee members provided the following comments and questions:

- MCAC members were receptive of the study's outcomes and were encouraged to know that the City is proposing to implement mandatory requirements for bicycle parking in new developments.
- There was a question about the use of Gross Floor Area (GFA) as the metric for calculating bicycle parking requirements for non-residential developments. The team noted that most municipalities researched have found that GFA is the most appropriate rate.

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### 2.5.8 VIRTUAL COMMUNITY MEETING

A Virtual Community Meeting was held on September 14, 2021 and was attended by 74 participants, with a mix of residents, developers, planning consultants and other stakeholders. The goal of this meeting was to present the draft study recommendations and collect feedback prior to presenting the refined policy directions to PDC. Key topics discussed included: bicycle parking; precincts; residential parking; non-residential parking; policy and guidelines; and EV-ready parking. Most notably, contrasting viewpoints were shared throughout the meeting on parking requirements, with some attendees requesting lower rates and others requesting higher rates. There was no clear consensus on this matter as opinions varied widely. A summary of the discussion is included in **Appendix A**.

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### 2.5.9 PART B THEMES

The following key messages were gathered during Part B of the engagement program.

- **Support for drafted parking precincts:** The proposed parking precincts and the concept of reducing parking rates by precinct is largely supported by most stakeholders, members of the public, and City decision-makers. Some stakeholders commented on the appropriateness of the precincts delineations on specific areas or sites and submitted feedback.
- **Mixed comments on proposed residential parking requirements:**
  - There was mixed feedback provided from local residents. Some expressed that the proposed rates were too low, particularly in neighbourhoods without access to rapid or

frequent transit, which could lead to parking shortfalls across the City. While others felt that the parking requirements should be lower to support personal choices around car ownership, increase housing affordability and encourage a shift to transit use and cycling.

- Developers frequently expressed that the City's rates are not aligned to market demand and they are often unable to sell enough parking to meet the current minimums. Further, developers were concerned that even the proposed rates were too high, and pointed to examples of lower rates already approved for new developments in Mississauga.
- **Parking for non-residential uses:** There is ample support for reducing parking requirements for commercial and office type uses as the City's current requirements are out-of-date and much higher than comparable municipalities. There is support from small businesses to reduce parking requirements. Further, several indicated the burden that parking requirements represent for small businesses, which is aggravated with the PIL policy when businesses cannot supply required parking. Stakeholders indicated that the Committee of Adjustment process to request relief from parking is very onerous. Curbside management is an increased challenge for businesses, especially as ridesharing, on-line shopping, and deliveries continue to increase.
- **Support for reduced parking for affordable housing:** There was a general agreement that reductions of parking requirements would increase the viability and support the supply of affordable housing and rental properties. Inclusionary Zoning would additionally include provisions for creating affordable units and parking will be one of the key costs to consider.
- **Electric vehicle ready parking:** There was ample acknowledgment on the future uptake of EVs and the need for charging infrastructure, particularly at home. In addition to studying the future demand for EV parking, it would be beneficial to study cost implications and sources of funding for EV-ready parking to avoid further pressures to housing affordability.

## 3 PARKING PRECINCTS

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### 3.1 BACKGROUND

The 2019 PMPIS established a vision for changing the mechanisms around parking policy and regulation within the City of Mississauga. A key recommendation of the PMPIS was to move towards a precinct-based approach to regulating the provision of parking which better considers mobility and other contextual considerations. Parking precincts refer to policy areas with similar characteristics for parking management. 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 un-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 should align, 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 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 frequent 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. 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. Stakeholder concerns related to insufficient parking (such as residential visitor parking) in certain areas were also taken in consideration and addressed through a combination of precinct delineation and minimum parking requirements for that precinct.

- The drafted parking precincts were presented at the May 31, 2021 PDC meeting and since then their definitions have been discussed with Council members, residents and stakeholders. The study team received several verbal comments (during the stakeholder and community meetings) and formal submissions requesting further considerations for areas included in certain precincts. This feedback has been taken into consideration in the revised precincts delineations presented in this report.

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## 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 and 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 requirement. 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 additional refinements may be needed 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
<b>1. Transit</b>					
Rapid Transit Terminal/Station	<ul style="list-style-type: none"> <li>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 MTSA station (BRT, LRT, GO).</li> <li>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 MTSA station (BRT, LRT, GO), provided the rapid transit plans are definitive and approvals/funding are secured.</li> <li>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 MTSA 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).</li> <li>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.</li> </ul>	Yes	Yes (may be planned)	Yes (may be planned, or is not required with high-frequency bus transit)	Not required
Rapid Transit Interconnectivity	<ul style="list-style-type: none"> <li>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.</li> <li>In Precincts 2, 3, and 4, there is typically only one type of rapid transit provided or rapid transit is not available.</li> </ul>	Yes	Not required	Not required	Not required
High-frequency bus transit service	<ul style="list-style-type: none"> <li>In Precincts 1, 2, and 3, bus service typically includes connectivity (one bus route) to rapid transit stations and connection with other bus routes.</li> <li>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.</li> </ul>	Yes	Yes	Yes (Not required if other rapid transit is provided or planned)	Not required

Criteria	Guidelines	Precinct 1	Precinct 2	Precinct 3	Precinct 4
	<ul style="list-style-type: none"> <li>In Precinct 4, high-frequency bus transit service may or may not be available and bus transit service may or may not be available.</li> </ul>				

2. Public Parking		Precinct 1	Precinct 2	Precinct 3	Precinct 4
Public Parking	<ul style="list-style-type: none"> <li>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.</li> <li>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.</li> <li>In Precincts 3 and 4, public parking availability is limited. Most parking is provided in the form of private surface lots and there may or may not be municipal on-street municipal parking available.</li> </ul>	Yes	Yes	Not required	Not required

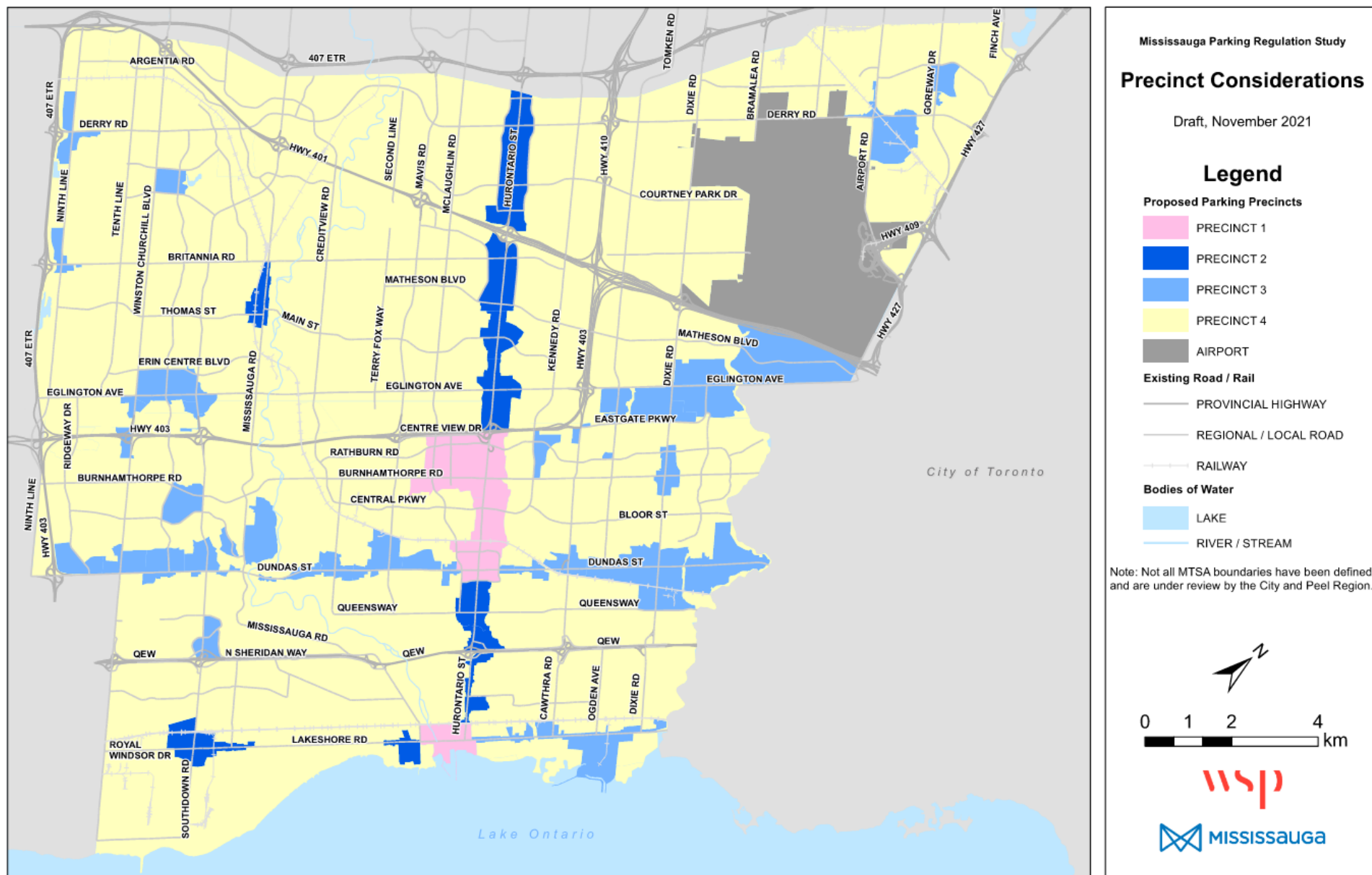


3. Planning Area		Precinct 1	Precinct 2	Precinct 3	Precinct 4
Urban Growth Centre, Downtown or Mobility Hub	<ul style="list-style-type: none"> <li>Lands in Precinct 1 are within an identified Urban Growth Centre, the Downtown, or a Mobility Hub, which are the focal points of intensification in the City.</li> <li>Lands in Precincts 2, 3, and 4 are not required to be located within these specified areas.</li> </ul>	Yes	Not required	Not required	Not required
Intensification Area, Mainstreet Commercial and Key Growth Areas	<ul style="list-style-type: none"> <li>Lands in Precincts 1, 2, and 3 are mostly located in a defined intensification area in the Official Plan (i.e., Community Node, Major Node or Intensification Corridor) 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.</li> <li>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.</li> <li>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.</li> <li>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.</li> </ul>	Yes	Yes	Yes	Not required

4. Land Use and Density		Precinct 1	Precinct 2	Precinct 3	Precinct 4
Mix of Uses	<ul style="list-style-type: none"> <li>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.</li> <li>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.</li> <li>Precincts 3 and 4 may consist of a limited range of existing and planned uses within walking distance.</li> </ul>	Yes	Yes	Not required	Not required
High-Density Uses	<ul style="list-style-type: none"> <li>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.</li> <li>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.</li> <li>In Precinct 4, the lands will typically consist of low-rise buildings and there are limited multi-unit residential building typologies, or low-rise employment and commercial uses.</li> </ul>	Yes	Yes	Not required	Not required

5. Active Transportation		Precinct 1	Precinct 2	Precinct 3	Precinct 4
Walkability	<ul style="list-style-type: none"> <li>The walkability score is generally within the range indicated in the columns table for the applicable Precinct.</li> <li>In Precinct 1, there is a fine-grain network of pedestrian routes and there are good pedestrian amenities.</li> <li>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.</li> <li>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.</li> </ul>	Highly walkable (Walk score is 90 or higher)	Walkable (50 or higher)	Some walkability (25 or higher)	Limited walkability (0 or higher)
Cycling Facility	<ul style="list-style-type: none"> <li>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.</li> <li>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.</li> <li>Precinct 4 has limited or no dedicated cycling infrastructure/facilities.</li> </ul>	Highly accessible to cyclists	Moderately accessible to cyclists	Limited accessibility to cyclists	Limited or no accessibility to cyclists
Public Bike Share Potential	<ul style="list-style-type: none"> <li>There is an opportunity to locate viable bike-share station or stations in Precincts 1 and 2.</li> <li>There is limited opportunity to provide viable bike share opportunities in Precincts 3 and 4.</li> </ul>	Yes	Yes	Not required	Not required

Figure 3-1: Precinct Map



## 4 POLICY REVIEW

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### 4.1 OVERVIEW

The City needs to have policies and guidelines in place that support 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 Mississauga Official Plan provides 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. Also, policies or guidelines could be used to encourage "right-sizing" of parking rather than over or undersupply, which is a key purpose of the Precinct system and criteria. Finally, parking policies supporting other City building initiatives, such as Affordable Housing, have also been reviewed.

The following policy areas were reviewed:

- |                             |  |
|-----------------------------|--|
| • Parking minimums          | • Affordable and alternative housing                           |
| • Parking maximums          | • Parking Exemptions – Small Businesses and Heritage buildings |
| • Public and Shared Parking | • Electric vehicle station parking                             |
| • Shared mobility           | • Bicycle parking  |
| • Curbside management       | • End of trip facilities                                       |
| • On-street parking permit  | • Transitional parking   |
| • Second units              | • Parking technology   |

Each policy area review included the following:

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

- Could the subject policy differ by Precinct?
- What do other municipalities do?

All the policy areas reviewed can complement the Mississauga parking framework and Precinct system; some could be in the form of guidelines, such as parking for heritage properties and electric vehicles that could be included in the City's Green Development Standards.

The following sections describe each policy area and the proposed direction the City could consider.

**Appendix B** provides the full details of the best practice policy review.

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## 4.2 REVIEW SUMMARY AND POLICY DIRECTION

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### 4.2.1 PARKING MINIMUMS

A municipality's zoning by-law defines parking minimums to specify the minimum parking threshold 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). 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 existing and proposed rapid transit corridors. Some municipalities, such as Brampton, have implemented zero parking minimums for most uses in high-density areas in the Downtown to allow developers to decide on appropriate baseline parking.

**Modifications are proposed to the minimum parking requirements for several land uses to better reflect current parking demand, to support the City's Official Plan policies, and support multi-modal travel options. The City should continue to monitor parking demands and could make further changes in the future when additional transit and infrastructure supporting non-auto modes of travel are available to limit the potential oversupply of parking spaces.**

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### 4.2.2 SHARED PARKING

#### 4.2.2.1 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. Given the fast changing trends on car usage, use of ride-sharing, the rise of on-line shopping, and the current and planned invested in transit infrastructure, the needs of parking in mixed use and commercial sites may significantly change.

**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.**

#### 4.2.2.2 SHARED OFF-SITE PARKING

The City's current Zoning By-law regulations allow for shared parking in which a shared parking formula can be applied to a mixed use development that is located on the same lot. However, a similar approach can be used for developments on more than one lot. The City's Official Plan has a policy that encourages the shared use of parking and allows off-site parking, where appropriate (Policy 8.4.2.). However, Zoning By-law sentence 3.1.1.2.1 indicates that all parking and loading spaces shall be provided on the same lot for which the parking and loading spaces are required. Consequently, requests for shared off-site parking may be considered through the minor variance process. It must be demonstrated that there are unused or surplus parking spaces on the nearby lots that may be shared with other users. Approval of the application is also subject to a shared parking agreement between the property owner and the shared user of the parking spaces.

**It is recommended that the City continue to support shared off-site parking arrangements which will allow for a more efficient use of parking facilities and land. It is also recommended that the City review the current process to implement shared off-site parking in order to find opportunities for improvement and streamlining.**

#### 4.2.2.3 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 and when the feasibility of shared parking is demonstrated. Shared parking arrangements may involve Municipal Parking and other parties with jurisdiction such as school boards. Shared off-site parking could be applied Citywide.**

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### 4.2.3 BICYCLE PARKING AND FACILITIES

#### 4.2.3.1 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 City's 2019 Transportation Master Plan (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 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.

#### 4.2.3.2 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's ongoing Bicycle Parking Study assessing the appropriate regulations for end-of-trip bicycle facilities to complement the bicycle parking requirements.

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#### 4.2.4 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 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 always fully utilized.

**The City could consider allowing sharing of parking spaces on the property between the two parking spaces required for the principal home 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 (or accessory dwelling unit) would require one additional parking space.**

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#### **4.2.5 AFFORDABLE HOUSING**

Parking requirements can be a barrier to affordable housing, as the provision of parking will increase development costs. One underground parking space can cost upward of \$80,000 to construct. 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 in terms of parking provision.

The Province has recently introduced legislation enabling Inclusionary Zoning, which will allow the City to require a certain percentage of "affordable units" as part of a new development. Further parking reductions will help to enable the creation of these units. The City of Mississauga is in the process of implementing inclusionary zoning, this includes creating a definition for an "affordable unit."

Further, the City is working on several action items to implement the Council-approved Mississauga Housing Strategy, including expanding partnerships with Peel Housing Corporation and non-profit housing providers to create more affordable housing in Mississauga. The Region of Peel has expressed interest on working with the City to reduce parking requirements for affordable housing projects as a way to help with the viability of those projects.

**It is recommended that the City update its Zoning By-law to reduce parking requirements for residential units deemed to be affordable housing. Affordable housing includes housing provided by Peel Housing Corporation, a non-profit housing agency and any unit provided through Inclusionary Zoning. The affordable housing 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 an Implementation Guideline that set out the definition and criteria of affordable housing for Inclusionary Zoning units.**

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#### **4.2.6 EMERGENCY SHELTER AND TRANSITIONAL HOUSING**

There is no parking provision specifically addressing Emergency Shelter and Transitional Housing in the existing Zoning By-law. It should be recognized that the parking needs characteristics of these uses are distinct from general residential land uses.

The Region of Peel uses the following two definitions in their Housing Strategy:

- **Emergency shelter:** Short-term accommodation (30 days or less) for individuals who are homeless. Emergency shelters provide sleeping arrangements with varying levels of support. (Region of Peel, 2015)
- **Transitional housing:** Housing that is provided for less than one year, which includes the provision of on or off-site support services to help individuals move towards independence and self-sufficiency (Region of Peel, 2015)

**It is recommended that the City support a lower parking provision (i.e. 0.1 spaces per guest room) for Emergency Shelters and Transitional Housing through Minor Variance Applications, when needed, without requiring a parking utilization study. This can be reflected in an update to the City's Parking Studies Terms of Reference.**

**It is further recommended that the City formalize this reduced parking requirement through a future Zoning By-law review. The City could adopt land use definitions in the Zoning By-law for Emergency Shelter and Transitional Housing (based on Peel Region's definitions), update land use permissions accordingly, and require that minimal parking spaces be provided for employee parking, with no additional requirement for resident parking.**

#### **4.2.7 PARKING EXEMPTIONS – SMALL BUSINESSES AND HERITAGE BUILDINGS**

Parking requirements can be a significant barrier for small businesses, particularly when locating or expanding operations within traditional mainstreets or older commercial plazas. Most of these areas were developed before the current parking standards were implemented in the Zoning By-law (e.g., Port Credit and Lakeshore Corridor, Streetsville, Cooksville, and Clarkson mainstreets) and have a reduced supply of on-site parking. Further, parking provision consumes a significant amount of land (each space uses about 300-400 ft<sup>2</sup>, including access and driving isles) and are very costly to build (between \$50,000 and \$80,000 when built underground). Mississauga's older commercial mainstreets, zoned C4, already have reduced parking requirements for certain commercial uses (e.g., retail store, restaurants); however, businesses in those areas often apply for a minor variance to relief the sites from parking requirements as each individual site cannot provide the required parking.

Several municipalities have recognized the difficulty of providing on-site parking along traditional mainstreets by exempting small businesses from parking requirements (e.g., Toronto and Ottawa). The City of Mississauga could consider similar exemptions along the main commercial areas in intensification areas (within Precincts 1 to 3) to incentivise small business creation and to help existing business grow and flourish, particularly as they recover from the economic effects caused by the COVID-19 emergency measures.

Similarly, 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 need to address municipal parking and on-street parking along many of the City's mainstreets was often mentioned throughout the stakeholder and public engagement. As mentioned, the City is commencing studies to address curbside management, municipal and on-street parking; staff should revisit parking exemptions for small businesses and heritage sites once those additional studies are completed.

**Once the City has advanced on-street parking and curbside management studies, it could consider introducing a parking exemption for sites which have designated heritage buildings under Part IV of the Ontario Heritage Act and for small businesses (i.e., under 220sqm), subject to location, maximum density and specific land uses. For small businesses, the exemption would apply when located on the ground floor in intensification areas (i.e., in Precincts 1 to 3).**

**For heritage sites, the exemptions would be limited to existing GFA and to uses such as commercial, retail and restaurants under 220 sqm 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. Staff reviewing the minor variance applications would continue to have flexibility to give practical consideration for evaluating a site and reasonably request parking justification reflective of the unique site circumstances.**

#### **4.2.8 ELECTRIC VEHICLE STATIONS/ PARKING SPACES**

Electric Vehicle-ready (EV-ready) parking is defined by a municipality's zoning by-law to specify the number of dedicated spaces able to accommodate EV charging infrastructure. 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 electric vehicles (PHEV), and fuel-cell electric vehicles (FCEV).

There is currently no mandated provision of dedicated EV-ready parking 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. Supporting sustainable travel practices 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. The City already has committed to grow the EV charging infrastructure, by including a requirement in the 2019 Corporate Green Building Standards to use EV design in new corporate parking lots (including any new City facility). The current requirements vary depending on three types of charging stations, ranging from 20% to 30% of parking spaces with electric vehicle supply equipment.

**The City is proposing to incorporate electric vehicle (EV) – ready parking requirements for new developments. Specifically, it is proposed that:**

- **The Zoning By-law require 20% of parking spaces to be EV-ready for medium and high density residential and 10% of structured parking for non-residential buildings;**
- **For low density developments with dedicated garages, one of the required parking spaces should be EV-ready;**

- **The Green Development Standards (GDS) be updated to encourage 100% of parking spaces to be EV ready for all new residential developments.**

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#### 4.2.9 TRANSITIONAL PARKING

Transitional Parking policies allow for parking requirements to be met in phases or under provisions that are temporary (provided under conditions different from ultimate build-out). This is typically a market-driven solution to optimize the use of land for its highest and best use at a given time and would be defined/implemented through a development phasing strategy within an area's master plan.

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.

Mississauga Official Plan policy 8.4.7(g), applicable within intensification areas, require parking phasing and implementation plans that, among other matters, will include a surface parking reduction strategy that will ensure the layout of the parking lot and buildings will allow for future development. 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. Transitional parking policies could be expanded to 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.

**The City could consider expanding policies within the Official Plan to include additional geographic areas and develop implementation guidelines with clear criteria and conditions in the Site Plan Application process that support transitional parking policies, where deemed appropriate.**

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### 4.3 ADDITIONAL CONSIDERATIONS FOR PARKING MANAGEMENT

Parking is a complex subject with many inter-related variables. When parking is approached holistically it can become an important tool in City building. On one hand, off-street parking regulations influence the provision of affordable housing, the economic viability of businesses and new developments, uptake in sustainable modes of travel and the quality of the public realm. On the other hand, on-street parking can potentially supply a significant amount of parking, particularly in commercial and mixed-use areas with high frequency transit. On-street parking also impact the way the City's streets are used and how they look and feel. Both on-street and off-street parking should continue to be regulated and managed in coordination as they are very interrelated and are significant elements of the City's transportation system.

The following sections discuss additional elements related to on-street parking management, which could also influence parking demand from each individual site or business (i.e., off-street parking). As part of the PMPIS implementation, the City is in the process of studying these elements; the results of these inter-related studies may trigger further revisions to the off-street parking regulations in the City's Zoning By-law.

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### 4.3.1 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.

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### 4.3.2 SHARED MOBILITY

Shared Mobility refers to transportation services and resources that are shared among users. This can include all forms of mass transit (buses, trains, and shuttle services), smaller vehicles (car-sharing or ride-sharing), and micro-mobility (bike-share, e-bikes, and e-scooters, etc.). The availability of smartphones has enabled the emergence of ride-sharing services like Uber, Lyft, and many similar Transportation Network Companies (TNCs) that offer vehicle-based mobility options for individuals or shared groups. Bike-sharing services have also taken off in recent years, with over 750 separate schemes worldwide. Likewise, car-sharing and peer-to-peer models are also gaining popularity in this industry.

With the rise of these shared mobility services and sustainable travel modes, the demand for parking in urban areas will begin to decrease. Shared mobility is becoming more cost-effective, convenient, and time-efficient, leading to a very attractive and different way for people to travel. It potentially reduces travelling by personally owned car, which would then reduce the need for parking. In addition, micro-mobility can be used to complete the critical first mile and or last mile of some trips that could increase travel by transit or micro-mobility for short-distance trips, all resulting in reduced demand for vehicular parking spaces.

The City of Mississauga has taken a proactive approach on shared mobility and has conducted a series of studies exploring Micro mobility Programs for the City and how to implement them in the coming years and the service areas to be covered. The micromobility programs may include bikes, bike-sharing, and e-scooter sharing.

The future availability of car share services is uncertain due to the significant success of ride-sharing services like Uber and Lyft. Although it is advisable that the City continue to accept car share vehicles on private or public sites as a measure to enhance the Travel Demand Measures of a site, car share services are not recommended as a provision in the Zoning By-law. Applicant requests to reduce the

parking requirements by providing car share vehicles can be evaluated on a site by site basis through the review of development applications.

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.

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#### 4.3.3 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 PMPIS recommended the development of a parking demand forecasting model to be used on an ongoing basis for Precincts 1 and 2. This model could be used to determine future public parking demand based on the currently proposed parking requirements and 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. Parking demand modelling is currently done by the City for Precinct 1. In the future this effort should be expanded City-wide.

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#### 4.3.4 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 measures 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. The upcoming Curbside Management Study should consider the recent input received from the stakeholders which indicated that this topic is an increasing challenge for businesses, especially as ridesharing, on-line shopping, and deliveries continue to increase. The result of the study could also influence the implementation of parking exemptions for small businesses and heritage sites, particularly in Precincts 1, 2 and 3.



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### 4.3.5 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. They are also useful for overnight guests, extended visitor stays, construction, etc.

The City's PMPIS recommended the City conduct a Parking Permit Review. The review will include recommendations regarding the need and location of on-street parking and a digital permit system, making it easier for residents to access various parking services. The proceeds of the Parking Permit Review could significantly affect the City's ability to further reduce the parking requirements in the Zoning By-law, including the ability to implement recommended parking exemptions to small businesses and heritage properties when located in Precincts 1 to 3.

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### 4.3.6 PARKING TECHNOLOGY

#### 4.3.6.1 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.

#### 4.3.6.2 FLEXIBLE/ADAPTABLE PARKING FACILITIES

Flexible or Adaptable Parking refer to 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.

The City, through future studies, could consider developing a policy or guideline to allow flexible parking spaces and a set of design criteria for acceptable APS and flexible parking spaces including height, width,

clearance, and other measures. The policies could be further supported by subsequent updates to zoning regulations to permit flexible parking spaces to be counted toward the site parking requirement.

### 4.3.7 SUMMARY OF PROPOSED KEY POLICY DIRECTIONS

**Table 4-1** summarizes the proposed key policy directions the City of Mississauga could consider to further enhance current off-street parking policies and fill the gap where there are none. These proposed policies could be implemented immediately following the culmination of the Parking Regulations Study and based on the stakeholder, public and Council feedback.

**Table 4-1 Proposed Key Policy Directions**

PARKING PRECINCT IMPLEMENTATION POLICY	POLICY DIRECTION	POLICY DOCUMENT CHANGE
<b>Minimum Parking Reductions</b>	As shown in the following section and 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)
<b>Second Units</b>	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
<b>Reductions for Affordable Housing</b>	The City could update its Zoning By-law to reduce parking requirements for residential units deemed to be affordable housing. Affordable housing includes housing provided by Peel Housing Corporation, a non-profit housing agency and any unit provided through Inclusionary Zoning. The affordable housing 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.  The City could develop Implementation Guideline that set out the definition and criteria of affordable housing for Inclusionary Zoning units.	Addition to Zoning By-law and/or new Implementation Guideline to be designed as part of the Inclusionary Zoning work
<b>Emergency Shelter and Transitional Housing</b>	The City could adopt land use definitions for Emergency Shelter and Transitional Housing from Peel Region and require that minimal parking spaces be provided for employee parking, with no additional requirement for resident parking.	Addition to Zoning By-Law
<b>Electric Vehicle Charging Stations</b>	The City could incorporate electric vehicle (EV) – ready parking requirement for new developments. Specifically, it is proposed that: <ul style="list-style-type: none"> <li>The Zoning By-law require 20% of parking spaces to be EV ready for medium and high density</li> </ul>	Additions to Green Development Standards and Addition to Zoning By-law



PARKING PRECINCT IMPLEMENTATION POLICY	POLICY DIRECTION	POLICY DOCUMENT CHANGE
	<p>residential and 10% of structured parking for non-residential buildings;</p> <ul style="list-style-type: none"> <li>For low density developments with dedicated garages, one of the required parking spaces should be EV-ready; and</li> <li>The Green Development Standards (GDS) be updated to encourage 100% of parking spaces to be EV ready for all new residential developments.</li> </ul>	
<b>Bicycle Parking and End of Trip Facilities</b>	Implement bicycle parking requirements as directed in the City's Bicycle Parking Study	Addition to Zoning By-law

**Table 4-2** summarizes the additional policy directions that the City could implement in future reviews to the Zoning By-law, as discussed in the previous sections. Although, these policy directions are also important to help modernize off-street parking regulations in Mississauga, there are additional work and/or studies to be completed before they are implemented.

**Table 4-2 Proposed Future Policy Directions**

PARKING PRECINCT IMPLEMENTATION POLICY	POLICY DIRECTION	POLICY DOCUMENT CHANGE
<b>Small Businesses and Heritage Buildings Exemptions</b>	<p>Once the City has advanced on-street parking and curbside management studies, it could consider introducing a parking exemption for sites designated heritage buildings under Part IV of the Ontario Heritage Act and for small businesses (i.e., under 220sqm), subject to location, maximum density and specific land uses. For small businesses, the exemption would apply when located on the ground floor in intensification areas (i.e., in Precincts 1 to 3). For heritage sites, the exemption would be limited to existing GFA and to uses such as commercial, retail and restaurants under 220 sqm 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.</p>	Addition to Zoning By-Law – to be implemented pending the completion of other City projects addressing on-street parking
<b>Shared on-Site Parking</b>	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 uses and update percentages.	Future review to Zoning By-law Table 3.1.2.3

PARKING PRECINCT IMPLEMENTATION POLICY	POLICY DIRECTION	POLICY DOCUMENT CHANGE
<b>Shared off-Site Parking Supply</b>	The City could continue to support shared off-site parking arrangements and explore opportunities for improving and streamlining the current process to implement shared off-site parking.	
<b>Shared Parking - Civic / Community Infrastructure Uses</b>	The City could allow sharing of parking supply among civic and community infrastructure use, when desired by the Parties and when practically feasible.	
<b>Transitional Parking</b>	The City could consider expanding policies within the Official Plan to include additional geographic areas and develop 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 and implementation guideline

# 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 Official 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, which represent the land uses with the majority of request for parking reductions through zoning by-law amendments and/or applications for minor variances to the Committee of Adjustments:

### Residential:

1. Detached Dwelling/Linked Dwelling/Semi-detached, Street Townhouse
2. Dwelling unit located above commercial use, with a maximum height of 3 storeys
3. Back-to-back/stacked Townhouse – Condominium
4. Back-to-back/stacked townhouse – Rental
5. Apartment – Condominium
6. Apartment – Rental
7. Long-term Care Facility
8. Retirement Home
9. Second Units
10. Affordable Housing
11. Transitional Housing

### Commercial:

12. Service Establishment
13. Retail Store
14. Retail Centre under 2,000 sq.m.
15. Retail Centre over 2,000 sq.m.
16. Financial Institution
17. Take-out Restaurant
18. Convenience Restaurant
19. Restaurant
20. Office
21. Medical Office

The City is 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 would 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 should not be more onerous than the existing requirements unless there is strong evidence to support the contrary.
- **Relationship between land uses** – Parking requirements should be higher for uses that generate higher parking demands, and lower for uses that generate lower parking demands. Appropriate alignment of parking requirements across land uses should be maintained. For example, households in detached dwellings tend to have higher vehicle ownership than those in apartments. In addition, there are some land uses such as personal service shops, small retail stores, and take-out restaurants that are traditionally found in mixed-use buildings especially at ground level, neighbourhood retail plazas, or along Main Streets that typically share on-site parking supply, therefore, consolidation or harmonization of their parking requirements should be considered.
- **The City-approved parking reductions and 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 should 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 pre-existing 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 shows that Mississauga's current parking requirements are consistently higher than those adopted in peer municipalities with an urban character and with significant transit investments. However, 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 Council and City staff** – Input from Council members and City staff has been considered in the development of parking requirements. The study team has discussed the proposed changes to parking requirements, along with supporting background review and data analysis findings, with Council members and staff from across the Corporation. The recommendations contained in this report are the result of extensive consultation with Council and direction from City staff.

- **Engagement with the public and stakeholders** – Input from the public and stakeholders has also been 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 public and external stakeholders review and comment.
- **Short to Medium Term Implementation** – The draft parking requirements could strive to “right-size” parking for the short to medium term. It is anticipated that the City will initiate a Zoning By-law Amendment to implement new parking requirements upon completion of this study. Those new parking requirements are expected to be in force over the short to medium term and be subject to subsequent Zoning By-law reviews and amendments in the longer-term future.

## 5.4 BENCHMARKING

Mississauga’s current parking requirements were benchmarked against a comprehensive list of municipalities in the Greater Toronto and Hamilton Area (GTHA) in 2019 as part of the PMPIS. The review showed that Mississauga’s current parking requirements are consistently higher than those adopted in peer municipalities with an urban character and with significant transit investments. Those peer municipalities in the GTHA and beyond have recently undertaken comprehensive reviews of their parking requirements and have consistently reduced their requirements, particularly along high-frequent transit corridors and in their downtown areas.

A second benchmarking exercise in 2020 focused on municipalities that have recently adopted new parking requirements using a precinct approach. The review included Oakville, Toronto, Vancouver, Victoria, Ottawa, Kitchener, and Edmonton. The findings were organized into five precincts corresponding to Mississauga’s draft precinct structure. (At the time of the review, the draft Precinct 1 was split into two, with the City Centre contemplated as unique Precinct.)

While effort was made to draw comparisons between peer municipalities and equivalent precincts, it is acknowledged that the benchmarked municipalities may not be completely comparable. Each municipality has its own unique approach to defining their precincts, and each precinct has its own historical, planning policy, and transportation contexts. Therefore, as noted in Section 5.3, the findings of the benchmarking could be considered alongside other sources of information and could not dictate the proposed parking requirements.

A summary of the 2020 benchmarking findings is presented in the following sections.

### 5.4.1 BENCHMARKING OF RESIDENTIAL PARKING REQUIREMENTS

Mississauga’s existing residential parking requirements are consistently in or exceeding the high range of requirements adopted in the selected peer municipalities, as shown in **Table 5-1** below.

**Table 5-1 Summary of Benchmarking Findings – Residential Parking Requirements**

Land Use	Precinct 1 City Centre	Precinct 1 Other Areas	Precinct 2	Precinct 3	Precinct 4
Back-to-back and stacked townhouse without exclusive use of garage and driveway - Condominium	In high range (0-1.5 spaces/unit)	In high range (0-1.5 spaces/unit)	In high range (0-1.5 spaces/ unit)	In high range (0-1.5 spaces/unit)	In high range (0-2 spaces/unit)
	Only Mississauga's parking requirements vary by the number of bedrooms.				
Back-to-back and stacked townhouse without exclusive use of garage and driveway - Rental	Most municipalities do not differentiate between a condominium and rental dwelling types.				
Apartment - Condominium	Exceed high range (0-1.05 spaces/unit)	Exceed high range (0-1.05 spaces/unit)	Exceed high range (0-1.05 spaces/unit)	Exceed high range (0-1.25 spaces/unit)	Exceed high range (0-1.05 spaces/unit)
	Only Mississauga's and Toronto's parking requirements vary by the number of bedrooms.				
Apartment - Rental	Most municipalities do not differentiate between a condominium and rental dwelling types.				
Long Term Care Facility	Most municipalities do not provide a parking requirement for this use.				
Retirement Home	Exceed high range (0-0.5 spaces/unit)	Exceed high range (0-0.5 spaces/unit)	Exceed high range (0-0.5 spaces/unit)	In high range (0-0.5 spaces/unit)	In high range (0-0.5 spaces/unit)
Second Unit	Mississauga currently requires one space per Second Unit. Most municipalities require no parking in Precincts 1 to 3. In Precinct 4 some require 1 space per unit.				
Affordable Housing	Mississauga does not currently provide a parking requirement for this use. Three of the eight selected peer municipalities provide a parking requirement, ranging from 0.12 to 0.9 spaces per unit. Others apply a percentage of the base parking requirement.				
Note: Detached, Linked, Semi-detached Dwellings, Street Townhouse, Dwelling Unit located above Commercial Use with a maximum height of 3 storeys, and Transitional Housing are not included in the scope of the benchmarking exercise. However, these uses are considered in the proposed parking requirements as they relate to the other key residential uses selected for review.					

The benchmarking of residential parking requirements indicates opportunities to:

- Reduce parking requirements across all Precincts,
- Apply a precinct approach to parking requirements,

- Consolidate parking requirements for condominium and rental dwelling types,
- Consolidate parking requirements for different unit types (number of bedrooms), and
- Consolidate parking requirements for higher density multi-unit dwelling types.

### 5.4.2 BENCHMARKING OF COMMERCIAL PARKING REQUIREMENTS

Mississauga's existing commercial parking requirements are consistently in or exceeding the high range of requirements adopted in the selected peer municipalities, as shown in **Table 5-2** below.

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

	Precinct 1 City Centre	Precinct 1 Other Areas	Precinct 2	Precinct 3	Precinct 4
Service Establishment	Exceed high range (0-1.25 spaces/ 100 sq.m.)	Exceed high range (0-4.17 spaces/ 100 sq.m.)	In high range (0-4.17 spaces/ 100 sq.m.)	In high range (0-4.17 spaces/ 100 sq.m.)	Exceed high range (0- 4.55spaces/ 100 sq.m.)
Retail Store	Exceed high range (0-1.25 spaces/ 100 sq.m.)	Exceed high range (0-4.17 spaces/ 100 sq.m.)	Exceed high range (0-4.17 spaces/ 100 sq.m.)	Exceed high range (0-4.17 spaces/ 100 sq.m.)	In high range (0-6 spaces/ 100 sq.m.)
Retail Centre under 2,000 sq.m.	Exceed high range (0-1.7 spaces/ 100 sq.m.)	Exceed high range (0-1.7 spaces/ 100 sq.m.)	Exceed high range (0-3.4 spaces/ 100 sq.m.)	Exceed high range (0-3 spaces/ 100 sq.m.)	Exceed high range (0-3.6 spaces/ 100 sq.m.)
	Only some municipalities provide a parking requirement for this use.				
Retail Centre over 2,000 sq.m.	Only Mississauga's parking requirements vary by size.				
Convenience Restaurant	Most municipalities do not provide a parking requirement for this use.				
Restaurant	Exceed high range (0-5 spaces/ 100 sq.m.)	Exceed high range (0-5 spaces/ 100 sq.m.)	Exceed high range (0-5 spaces/ 100 sq.m.)	Exceed high range (0-13.3 spaces/ 100 sq.m.)	Exceed high range (0-11.1 spaces/ 100 sq.m.)

	Precinct 1 City Centre	Precinct 1 Other Areas	Precinct 2	Precinct 3	Precinct 4
Take-out restaurant	Exceed high range (0-2.5 spaces/ 100 sq.m.)	Exceed high range (0-2.5 spaces/ 100 sq.m.)	Exceed high range (0-2.5 spaces/ 100 sq.m.)	Exceed high range (0-2.5 spaces/ 100 sq.m.)	Exceed high range (0-5 spaces/ 100 sq.m.)
	Most municipalities do not provide a parking requirement for this use.				
Office	Exceed high range (0-2 spaces/ 100 sq.m.)	In high range (0-4.17 spaces/ 100 sq.m.)	In high range (0-4.17 spaces/ 100 sq.m.)	In high range (0-4.17 spaces/ 100 sq.m.)	In high range (0-10 spaces/ 100 sq.m.)
Medical Office	Exceed high range (0-0.3 spaces/ 100 sq.m.)	Exceed high range (0-5.56 spaces/ 100 sq.m.)	Exceed high range (0-5.56 spaces/ 100 sq.m.)	Exceed high range (0-5.56 spaces/ 100 sq.m.)	Exceed high range (0-5.56 spaces/ 100 sq.m.)
<i>Note: Financial Institution is not included in the scope of the benchmarking exercise. However, this use is considered in the proposed parking requirements as it relates to the other key commercial uses selected for review.</i>					

The benchmarking of commercial parking requirements indicates opportunities to:

- Reduce parking requirements for the studied non-residential land uses 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 C** provides the full details of the benchmarking review.

## 5.5 PROPOSED PARKING REQUIREMENTS

Proposed minimum parking requirements have been developed based on the approach described in **Section 5.3** and are presented below for further review by City staff, the public, and stakeholders. Based on input from City staff, no maximum parking requirements are being proposed at this time. To further the Official Plan's transportation, sustainability, and healthy community objectives, implementation of maximum parking requirements could be considered in subsequent reviews of the Zoning By-law parking requirements.

### 5.5.1 PROPOSED RESIDENTIAL PARKING REQUIREMENTS

**Detached Dwelling, Linked Dwelling, Semi-detached, and Street Townhouse** are characterized by the provision of an exclusive garage and driveway for each dwelling unit. Driveways are provided on either public or private roads such as a Common Element Condominium (CEC) road. It is typical for local



(public) roads to provide some on-street parking for the neighbourhood, which supplements the on-site parking supply by accommodating visitor parking demands. Private roads on the other hand tend to be narrower, such that on-street parking is not typically accommodated. To ensure some parking is 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. 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** (without exclusive use garage and driveway) are currently subject to parking requirements that vary by unit type (number of bedrooms) and by tenure (condominium and rental). Given the increasing cost of parking, higher parking requirements for larger units may pose a barrier to providing affordable family-sized dwelling units in the City. Also, varying parking requirements based on tenure may no longer be appropriate, as condominium units are commonly rented out by individual owners to tenants, and rental units capture a wide market ranging from luxury units to those geared toward lower-income households.

It is proposed that the parking requirements be reduced and simplified, such that the parking requirements vary only by Precinct, and not by unit type nor tenure. These changes to the parking requirements are anticipated to increase flexibility for the developer and improve ease of administration for the City. The proposed resident parking requirements are:

- 1 space per unit in Precinct 1,
- 1.1 spaces per unit in Precinct 2,
- 1.3 spaces per unit in Precinct 3, and
- 1.5 spaces per unit in Precinct 4.

The proposed visitor parking requirements are 0.15 spaces per unit in Precinct 1, and 0.25 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 for **Condominium Apartments** 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 Precincts 1 and 2, and 0.20 spaces per unit in Precincts 3 and 4. 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 lower than condominium apartment is proposed in Precincts 2 to 4 as follows:

- 0.8 spaces per unit in Precinct 1 consistent with the Apartment requirement,
- 0.8 spaces per unit in Precinct 2,
- 0.9 spaces per unit in Precinct 3, and
- 1.0 space per unit in Precinct 4.

The proposed visitor parking requirement is 0.15 spaces per unit across 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**.

**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 accessory dwelling unit.

**Affordable Housing** parking requirements are proposed to be introduced in the Zoning By-law, and to be expanded with the introduction of Inclusionary Zoning, to provide relief for dwelling units deemed "affordable". 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. The City, Region of Peel and other stakeholders would need to work on defining the type of developments that would qualify for the affordable housing parking reduction and the criteria for implementation.

**Emergency Shelter and Transitional 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, as applicable, 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**

Land Use	Existing By-law 225-2007	Precinct 1	Precinct 2	Precinct 3	Precinct 4
Dwelling unit located above commercial, with max. height of 3 storeys	1.25	1.0	1.0	1.0	1.0
Condominium B2B & Stacked Townhouse (without exclusive use garage and driveway)	Studio: 1.1 One-bedroom: 1.1 Two-bedroom: 1.5 Three-bedroom: 1.75 Four-bedroom: 2.0 Visitor: 0.25	Resident: 1.0  Visitor*: 0.15	Resident: 1.1  Visitor*: 0.25	Resident: 1.3  Visitor*: 0.25	Resident: 1.5  Visitor*: 0.25
Rental Back-to-back & Stacked Townhouse (without exclusive use garage and driveway)*	Studio: 1.1 One-bedroom: 1.1 Two-bedroom: 1.25 Three-bedroom: 1.41 Four-bedroom: 1.95 Visitor: 0.25				
Apartment, Condominium	Studio: 1.0 One-bedroom: 1.25 Two-bedroom: 1.40 Three-bedroom: 1.75 (CC1-CC4: 1.0/unit) Visitor: 0.2 (CC1-CC4: 0.15/unit)	Resident: 0.8  Visitor*: 0.15	Resident: 0.9  Visitor*: 0.15	Resident: 1.0  Visitor*: 0.20	Resident: 1.1  Visitor*: 0.20
Apartment, Rental	Studio: 1.0 One-bedroom: 1.18 Two-bedroom: 1.36 Three-bedroom: 1.5 (CC1-CC4: 1.0/unit) Visitor: 0.2	Resident: 0.8  Visitor*: 0.15	Resident: 0.8  Visitor*: 0.15	Resident: 0.9  Visitor*: 0.15	Resident: 1.0  Visitor*: 0.15
Emergency Shelter, Transitional Housing	n/a	0.1	0.1	0.1	0.1
Second unit	1.0	A total of 2 spaces for the Principal and the first Second Unit (which may be provided in tandem), plus 1 additional space for each additional accessory unit.			

Parking requirements are expressed as space per dwelling unit

\*Visitor Parking Regulation:

For the visitor component in a mixed-used development containing both residential and commercial uses, a shared parking arrangement may be used for the calculation of required visitor/non-residential parking in accordance of the following: the greater of the indicated visitor parking by precinct or parking required for all non-residential uses, located in the same building or on the same lot as the residential use except banquet hall/conference centre/convention centre, entertainment establishment, overnight accommodation, place of religious assembly, recreational establishment, and restaurant over 220 m<sup>2</sup> 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. For non-residential mixed-use developments see Zoning By-law Table 3.1.2.3 – Mixed Use Development Shared Parking Formula.

### 5.5.2 PROPOSED COMMERCIAL PARKING REQUIREMENTS

**Retail Store, Service Establishment, Take-out Restaurant, Convenience Restaurant and 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 recommended that the City considers implementing parking exemption for above-mentioned commercial type uses with less than 220 sq.m. of non-residential GFA, located partly or entirely on the ground floor of the site within intensification areas and to sites designated under Part IV of the *Ontario Heritage Act*. This parking exemption may apply in Precincts 1, 2 and 3 but would not apply in Precinct 4 where off-site parking opportunities and modal choices may be limited. The implementation of this recommendation would be pending the outcomes of other on-street parking, municipal parking and curbside management studies to be completed in 2022 and beyond.

**Retail Centre (over and under 2,000 sq.m. of GFA), Restaurant (over 220 sq.m. of GFA), 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.

**Harmonizing additional commercial and office parking requirements:** The parking regulation Table 3.1.2.2 in the City's Zoning By-law has 52 non-residential types of uses. There are opportunities to apply parking requirements reductions for similar uses when appropriate (for example, apply the same proposed parking rate per precinct to those uses currently having the "retail store" rate of 5.4 spaces/100m<sup>2</sup> non-residential GFA). It is recommended that the City implements parking reductions by precinct to additional land use types that have a retail and/or office component, as appropriate, including: animal boarding/care, art gallery/museum, convenience retail, repair establishment, science and technology facility, and veterinary clinic, among other uses.

**Table 5-4** presents the proposed commercial and office parking requirements.

**Table 5-4 Proposed Commercial and Office Parking Requirements**

Commercial Land Use	Existing Min. Parking Requirement (no. spaces/100 sq.m. GFA)	Proposed Minimum Parking Requirement (no. spaces/100 sq.m. GFA)			
		Precinct 1	Precinct 2	Precinct 3	Precinct 4
Retail Store, Service Establishment, Take-out Restaurant, Restaurant and Convenience Restaurant under 220 sq.m., Financial Institution	Retail Store: 5.4 In C4 zone: 4.0 In CC2 to CC4 zones: 4.3	3*	3*	4*	5*
	Personal Service Establishment: 5.4 In C4 zone: 4.0 In CC2 to CC4 zones: 4.3				
	Restaurant, Convenience Restaurant: 16** Take-out Restaurant: 6.0  Financial Institution: 5.5**				
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 and Convenience 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
<p><b>*Visitor Parking Regulation:</b> For the visitor component in a mixed-used development containing both residential and commercial uses, a shared parking arrangement may be used for the calculation of required visitor/non-residential parking in accordance with the following: the greater of the indicated visitor parking by precinct or parking required for all non-residential uses, located in the same building or on the same lot as the residential use except banquet hall/conference centre/convention centre, entertainment establishment, overnight accommodation, place of religious assembly, recreational establishment, and restaurant over 220 m<sup>2</sup> 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. For non-residential mixed-use developments see Zoning By-law Table 3.1.2.3 – Mixed Use Development Shared Parking Formula.</p> <p><b>** Plus a stacking lane where a drive-through is provided. There are no changes proposed to the existing stacking lane requirement.</b></p>					

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## 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 requirements. 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 requirement to obtain varying requirements per Precinct, assuming Precinct 1 has the lowest requirement and Precinct 4 the highest.

Staff has identified additional land uses with parking requirements that could be homologated as part of the implementation of this Parking Regulations Study. It is recommended applying proposed parking rates reductions to similar commercial type uses, as appropriate; for example, apply the proposed parking rates per precinct to uses currently having the “retail store” rate of 5.4 spaces/100sqm non-residential GFA or lower. Commercial uses identified include the following: Convenience retail and service kiosk, motor vehicle service station, repair establishment, animal care establishment, animal boarding, veterinary clinic, and art gallery/museums.

In addition, the proposed parking reduction for offices could also be applied to other uses with an office component, including science and technology facilities, truck terminal and vehicle facility.

Furthermore, staff have reviewed several applications for minor variance to reduce parking requirements for self-storage facilities. Based on benchmarking, research and parking utilization studies submitted by the applicants, staff has recommended to reduce the parking requirement for self storage facilities from 0.6 spaces per 100 sqm non-residential GFA to 0.25.

These further proposed changes to the parking regulations will be included in the draft zoning by-law amended to be presented for consultation with Planning and Development Committee, the public and stakeholders.

## 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 PRECINCTS ILLUSTRATION

A key direction identified in this report 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 requirement matrix is proposed to be organized generally as follows:

Land Use	Precinct 1	Precinct 2	Precinct 3	Precinct 4
<b>Residential Uses</b>				
<i>Use</i>	X	...		
<b>Non-Residential Uses</b>				
<i>Use</i>	X	...		



## 7 NEXT STEPS

### 7.1 ENGAGEMENT

In December 2021, the City of Mississauga and WSP will be presenting the Parking Regulations Study findings and updated policy directions to PDC. This will also be the statutory Public Meeting for the draft Zoning By-law Amendment. In addition, the revised policy directions, changes to the parking regulations and draft Zoning By-law Amendment will be posted online and advertised to the public in order to collect their comments and feedback.

Depending on the feedback received, further revisions to the proposed policy directions and changes to the parking regulations may be necessary. Any final updates will be provided in the Staff Recommendations Report, which is described in the following section.

### 7.2 RECOMMENDATIONS REPORT AND ZONING BY-LAW AMENDMENT

Results of the consultation with Council members, stakeholders, parking users, and the 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 Corporate Recommendations Report and the revised draft Zoning By-law Amendment for PDC consideration. If approved by PDC, staff will bring the final Zoning By-law Amendment for Council consideration.

# GLOSSARY OF TERMS

**Affordable Housing:** Housing that costs less than 30% of the gross household income. Specific definition may be revised as part of the City's Official Plan Review process.

**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 as designated under the *Ontario Heritage Act*.

**Intensification Area:** Geographic areas where future growth will primarily be directed by the Mississauga Official Plan.

**Maximum Parking:** Establishes the upper limit on parking supply either at the site level or across an area.

## GLOSSARY OF TERMS (CONTINUED)

**Minimum Parking:** Municipal by-laws that require businesses, residences and other land uses 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:** Municipal by-laws that require developments to include a minimum number of parking spaces based on an expected 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, such as a parking lot or structure. Public parking may be owned or leased by a municipality or by a private entity and it is available to the general public for parking purposes.

**Rapid Transit:** A form of high-speed urban passenger transportation in a dedicated right-of-way, for example, subways, light rapid transit and bus rapid transit.

**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:** Regional focal points for accommodating population and employment growth as defined by A Place to Grow, Growth Plan for the Greater Golden Horseshoe.

**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.

# A STAKEHOLDER ENGAGEMENT

# WHAT WE HEARD REPORT

Mississauga Parking Regulations Study (DRAFT)

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## Project Overview

For the Mississauga Parking Regulations Study, engagement was a critical part of the project process; however, due to the impacts of COVID-19, the engagement approach used for the project was pivoted to a virtual strategy adhering to public health directives and guidelines. As such, early engagement activities focused primarily on stakeholders – internal and external – while later engagement was focused on wider audiences, including the public.

The City of Mississauga and WSP were able to deliver a robust engagement program while accommodating public health requirements. 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 Parking Regulations Study.

### Prior Engagement and Input

The Parking Regulations Study was initiated to implement some of the key actions from the City's Parking Master Plan and Implementation Strategy (PMPIS), which was adopted by Council in 2019. A considerable amount of engagement was undertaken to inform the development of the PMPIS, including outreach with: City residents in different neighbourhoods; parking providers; technical agencies; interest groups; and municipal staff. The input that was gathered through this process not only pertained to the PMPIS but in many cases provided a strong foundation informing needed updates to the City's parking regulations.

The following is a summary of key themes that emerged regarding parking regulations as part of the PMPIS process:

- **LOCATION:** The area where parking is provided, the surrounding land-use and desired vision for the space should have a strong influence on how parking is determined and managed.
- **APPLICATION:** The application of parking standards needs to be considered or more clearly rationalized based on other City policies and strategies.
- **ENFORCEMENT:** Consistency and frequency of enforcement is needed depending on the by-law requirements and the various land-uses throughout the City. It should be considered more as a tool as opposed to a reaction.
- **COMMUNICATION:** There needs to be more communication between the City and its parking users regarding current, emerging, and changing standards for parking, as well as meaningful communication with parking providers regarding expectations for management and provision.
- **CONTEXT:** There are unique parking circumstances throughout the City that are driven by neighbourhood characteristics, infrastructure, and land-uses. Context needs to be considered when determining parking requirements and supply.
- **PERCEPTION:** There are some perceptions and beliefs held by parking users regarding planning, design, enforcement, and cost. There are also perceptions and beliefs held by parking providers as to how parking requirements are determined.

The input has been used throughout the Parking Regulations Study process to coordinate parking management practices based on PMPIS recommendations and engage stakeholders and the public in



meaningful ways in order to be able to inform the identification of new parking regulations for new developments and identify needed updates to the Zoning Bylaw.

### Parking Regulations Study Engagement Purpose and Objectives

The Parking Regulations Study engagement strategy was developed to serve as a blueprint and guide for engagement and outreach – including communication – over the course of the entire project. Content included:

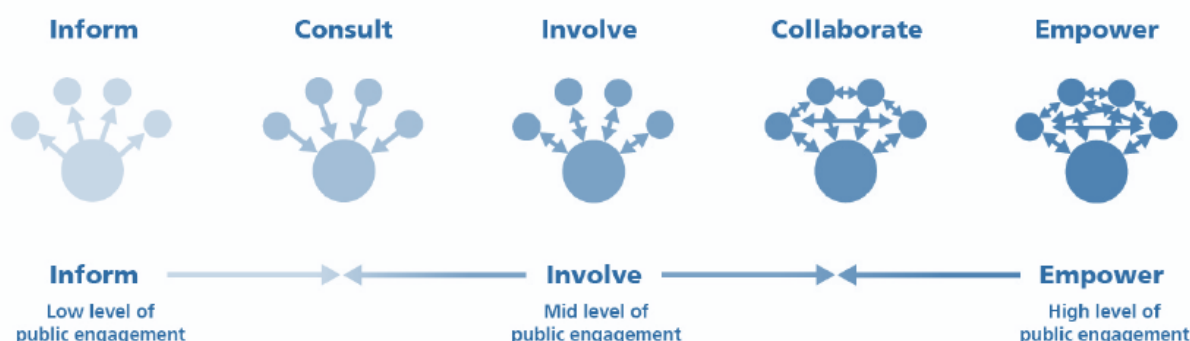
- **The engagement objectives and approaches:** the main goal of engagement was to inform the development of the Parking Regulations Study through different methods tailored to each audience. By developing the stakeholder management plan and consultation strategy, a range of potential engagement options was made available to ensure that the input that was received could contribute 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 were carried forward – parking decision makers, parking providers, and parking users. As part of the stakeholder management plan, each stakeholder's interest, impact, and influence were identified. Potential issues and opportunities were outlined to manage their expectations and communicate appropriately.
- **Engagement tactics and milestones:** The project website and social media campaigns were active for the duration of the project. The project website served as the primary hub for project related information including project updates and interactive engagement.
- **Internal and external communication methods:** Between the City and the consulting team, roles and responsibilities were identified to ensure an efficient, effective, and well-managed consultation and engagement program. Public announcements were managed by the City, with WSP providing support as needed. Communication with stakeholders and the public was done by both City and WSP staff.

### Approach / IAP2

The engagement approach for the Parking Regulations Study is based on the principles and processes identified by the International Association of Public Participation (IAP2). IAP2 provides an approach that is tailored to improving and promoting best practices in public consultation and engagement. This approach is used to gather input and establish stakeholder buy-in through an understandable, creative, collaborative, and accessible consultation approach.

IAP2 recommends that stakeholders and their level of involvement be defined early in the engagement process. The Community Engagement Plan for the Parking Regulations Study was developed to identify the stakeholder audiences, including an analysis of their level of commitment and contribution to the

project process.



## Engagement Objectives

The purpose of the 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.

## Key Stakeholders and Audience

Consistent with the approach used for the PMPIS, three key stakeholder groups were identified – parking decision makers, parking providers, and parking users. Where possible, engagement was tailored to these assumptions for each group or anticipated concerns that could arise.

To facilitate communication, outreach, and engagement, a contact list was prepared for the Parking Regulations Study.

A brief description of each stakeholder group is provided below along with some of the considerations.

### Parking Decision Makers

Decision makers include all members of City Council and representatives from senior management. The Council is responsible for providing municipal buy-in and contributing local interests and opinions. This group also includes all members of the City's Planning and Development Committee (PDC).

### Parking Providers

Parking Providers group consists of both public and private agencies/corporations, including the development industry. This group has a detailed understanding of some of the technical issues being addressed through the study as well as potential influence over some of the decision making. They have

a vested interest in the outcomes of the study due to the impact it may have on their investments, day-to-day operations, and management.

### Parking Users

Parking users are comprised of several sub-groups, including local residents, community organizations, institutions, businesses, engaged collaborators, and the public at-large.

## Part A: Setting the Stage

This section provides 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.

### Part A Objective:

The objective of Part A engagement activities was to understand the current context, issues and needs with a focus on informing, consulting, involving, and collaborating. Additionally, the project team focused on gathering input from Stakeholders to the geographic capacity as well as key considerations within those areas, existing and future parking rates; best practices and applicability and policy considerations.

### Part A Consultation Tools

To achieve the engagement objective of this phase, the engagement tactics used are on-line engagement,; phone calls; surveys; working meetings using breakout rooms for small group discussion; interactive online tools like real-time polling; and, whiteboards. The key engagement tools and activities using in Part A are described in the following sections.

### Project Website

The City of Mississauga uses EngagementHQ as their primary tool for online engagement. The main webpage used to maintain this information is [yoursay.mississauga.ca](https://yoursay.mississauga.ca), and the project-specific subpage is <https://yoursay.mississauga.ca/parking-regulations-study>. During Part A, this subpage served as the primary hub for the project. All project information was made available on this website, and it was accessible to all stakeholders and members of the public who were looking for more information.

### Social Media

Opportunities for engagement during Part A, including promotion of the Project webpage, was shared via the City's Social Media accounts, including the City's [Twitter](#), [Facebook](#), and [LinkedIn](#) accounts.

## Part A Engagement Summary

### Parking Provider Engagement

As part of engagement activities in Part A, 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.

### 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 rates.

The invitation to participate was sent on September 10<sup>th</sup>, 2020. A total of 37 responses were submitted, with different levels of completion. Developers and property managers 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..

### *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<sup>rd</sup>, 2020 to November 11<sup>th</sup>, 2020.

The key topics discussed included: parking rates, parking usage, potential impact by LRT, and implementation of electric vehicle parking and carshare.

### *Part A Key Themes*

The following key messages were gathered during Part A:

- **Parking Precinct Approach is Appropriate for Mississauga:** There is support for the precinct approach and lower parking requirements in planned intensification areas and Downtown. Higher parking requirements are supported in lower density neighbourhoods and employment areas.
- **Parking usage and demand is shifting:** For commercial buildings, it is anticipated that post-COVID-19, parking usage and demand will change as consumer patterns continue to be altered with on-line shopping. Also, retail plazas might change their main function. Although less parking spaces might be needed, there may be additional curbside and on-street parking needs to accommodate ride-sharing and delivery vehicles. Many of these changes started pre-COVID-19.
- **LRT implementation will accelerate the shift to non-vehicular modes:** It is anticipated that the Hurontario Light Rapid Transit (HLTR) implementation would attract more people living and/or working along or in close proximity to the HLRT corridor. These people would drive less and take transit more often. Lower parking demand is expected along frequent transit corridors.
- **Second Units:** Minimal feedback was received on second units. Instead, this topic prompted attendees to note the importance of the City improving on-street parking to help address parking challenges in neighbourhoods.
- **Electric Vehicle Parking:** There was general agreeance on the future uptake of EVs. It was acknowledged that businesses and condominium boards determine the number of EV parking spaces. There were concerns that setting a minimum parking requirement could affect housing affordability due to the cost of EV spaces.

- **Shared/Public parking:** Shared parking for on-site, off-site, and civic uses were discussed. While on-and-off site shared parking will be considered for further study, allowing shared parking for civic and community uses was found to be preferred. This is especially true for locations that can be better used as parking and generate potential revenue.

## Part B: Developing Updates

The following is a summary of the approach taken to engage with different audiences within the second part of the project as well as the input received and key themes that emerged.

### Part B Objective

The objective of Part B of the engagement process was to present initial study findings to key decisionmakers and stakeholders and refine the updated parking rates as needed.

### Part B Consultation Tools

#### Project Website

Similar to Part A, the project website served as the primary hub for the project and all project information was available.

#### Community Meeting Promotion

The community meeting was promoted using the following tools:

- **E-Blasts:** An email sharing details and inviting potential attendees to the event was circulated prior to the meeting.
- **Newspaper Ad:** A newspaper ad promoting the Community Meeting was shared in the Mississauga News during the week of August 30<sup>th</sup>.
- **Mobile Street Signs:** Road signs promoting the Community Meeting began being used two weeks prior to the meeting.
- **Social Media:** A social media campaign was launched, including several social media posts promoting the event.
- **Media Release:** A media release was developed to inform members of the media of the event.
- **Project Website:** Information for the public meeting was shared on the project website.

## Part B Engagement Summary

### Planning and Development Committee Engagement

#### *Planning and Development Committee Meeting #1, May 31, 2021*

Part B of engagement began with the first Planning and Development Committee (PDC) meeting for the Study. The meeting took place on May 31<sup>st</sup>, 2021. Key takeaways from the discussion can be found in the following sections.

#### Theme #1: Community Engagement

Members of PDC informed City staff and WSP that community engagement should be enhanced during Part B of engagement. Lowering parking rates in some residential areas may be distressing for some

residents and stakeholders and it would be appropriate to consider public input. Consequently, a Community Meeting was hosted in Fall 2021.

#### Theme #2: Additional Stakeholder Meetings

PDC staff requested that the Project Team meet with additional stakeholders who may have insight into the effects caused by altering parking rates. Particularly, PDC recommended meetings with the following groups:

- Cycling Advisory Committee;
- Tourism Mississauga; and
- Local Business Improvement Areas (BIAs).

The Study team noted that these additional meetings would be beneficial to the project and scheduled additional stakeholder meetings during Summer and Fall 2021.

#### Theme #3: Concerns about parking reductions

PDC members expressed concerns about having sufficient parking for the City's needs, particularly as they relate to visitor parking. Council members commented that traffic and parking issues are some of the key communities concerns and the parking requirements should be studied carefully. PDC members additionally noted that although the City is working on major transit and cycling infrastructure projects, Mississauga is still predominantly a community that relies on personal vehicles and any change in modal shift might take a long time.

The Study team noted that the parking rates presented were still in draft form and more internal and external consultations would be held prior to finalizing the rates.

#### Theme #4: Spillover Parking

PDC members noted that having insufficient parking could lead to a spillover parking and visitors parking illegally elsewhere. The Study team acknowledged this comment.

### Engagement with Stakeholders

#### *Stakeholder Meeting*

On June 28<sup>th</sup>, 2021, the City and WSP facilitated a meeting with key stakeholders, including the development community (both residential and commercial), property managers, business associations (e.g., MBOT, BIAs), and planning consultants. The goal of the meeting was to present the draft policy directions and to better understand their viewpoints for the future of parking in Mississauga.

Members of the Bicycle Parking Requirements study team, including the consulting firm HDR, also participated at the stakeholder meeting. Key takeaways from the discussion can be found in the following sections.

#### Topic #1: Bicycle Parking Requirements

There were many suggestions received from attendees regarding bicycle parking requirements. In particular, key questions were focused on bicycle parking dimensions. In response to the question regarding bicycle parking dimensions, the City and HDR clarified that minimum dimensions will be

provided in the final study, and information from previous PDC meetings contains the bicycle parking dimensions as well.

#### Topic #2: Precincts

Key questions were related to future standards and forthcoming developments. In regards to future standards, there were multiple inquiries asking whether precinct boundaries could be changed in the future to adapt to community changes, transit investment, and intensification. The Study team clarified that precinct boundaries presented today are based on current conditions, and the boundaries will be regularly reviewed and may change over-time depending on factors such as transit, growth, mix of land uses, and density. In speaking about forthcoming development, attendees asked specifically about the Precinct classification for the Lakeview Village development. It was clarified by the City that their precinct designation is subject to confirmation once approvals are passed, and the designation for Lakeview Village could be reevaluated at a later stage.

#### Topic #3: Residential Parking

Key feedback regarding residential parking requirements was related to affordable housing, spillover, and parking maximums. In terms of affordable housing, there was discussion that parking development costs get downloaded to the buyer in home prices and fees, making homes less affordable. The City stressed that affordable housing is a key priority, and work is being done to achieve lower parking rates with this in mind. The City emphasized the goal of this study to balance the need for parking as well as the need for lower rates and costs. Additionally, similar spillover parking onto local neighborhood streets, a concern that also arose at PDC, was discussed during this meeting. The City noted that they understand this issue, and an on-street parking permit system study will be undertaken by the City in order to understand opportunities to better manage on-street parking. In terms of parking maximums, attendees noted that parking was only selling at 70% to 80% of the proposed rates and were curious about the potential for parking maximums. The City noted that parking maximums are not a current strategic need, but this policy tool might be reassessed following the completion of the LRT and subsequent densification.

#### Topic #4: Non-Residential Parking

In terms of non-residential parking, questions were focused on parking minimums, as well as concerns about pressures on on-street parking if parking requirements are reduced. In terms of business parking, it was noted that minimum parking for businesses can be prohibitively expensive and shared parking could be a benefit. The City noted that shared parking is being considered between residential and non-residential uses, and exemptions are being considered for small businesses. The City also added that by harmonizing some non-residential rates, the need for variances would be reduced. In regards to the concerns with potential on-street pressures, the Project Team confirmed that the City is looking at different ways to manage on-street parking, which were not part of this project but would be addressed via other studies.

#### Topic #5: Policy and Guidelines

There was a suggestion to make provisions for hybrid vehicles. The City flagged this comment for future investigation.

## Topic #6: Electric Vehicles (EV) Parking

In regards to electric vehicle parking requirements, questions from attendees were predominately focused on the Zoning By-Law and the lack of EV parking spaces. In regards to the zoning by-law, attendees inquired about more prescribed EV requirements in the zoning by-law. The Study team indicated that given the projected increase of EV ownership in the near future, the City is exploring how to incorporate EV-ready parking requirements in either the zoning by-law or the Green Development Standards, or a combination of both instruments. A participant commented that EVs are becoming more prominent in the City, and purpose-build rentals are losing tenants due to the lack of EV parking spaces. The City understands the future EV parking demand but also stressed the need to provide EV parking spaces without significantly increasing development costs.

### Council Engagement

In Spring and Summer 2021, Staff conducted 13 one-on-one meetings with most members of Council. Staff presented the key draft policy directions for updating the parking regulations for new developments. Council members discussed the key issues and concerns related about parking that they hear from their respective constituents and provided important input to help refine the proposed policy directions. Below are the key comments and concerns from the one-on-one meetings with Council members.

#### *Parking Precincts:*

- General support for establishing the parking precincts based on the presented framework and criteria. Some Councillors asked questions about how the precincts were defined, particularly outside the Downtown and the Hurontario LRT corridor. Some areas to consider for further refinement were discussed.

#### *Residential Parking Rates:*

- Condominium Apartments: General acknowledgement that the City's current rates are high based on what the Councillors have learned through the development applications and the Study's findings. However, some expressed concerns about the proposed requirements for condominium apartments, which seemed too low, particularly in Precinct 4. Some inquired about the benefits of dealing with parking reductions at the site-specific application stage where developers can provide more justification, as opposed to implementing general parking reductions for entire precincts.
- Stacked/ back-to-back townhouses: Several Councillors expressed concerns with proposed rates for stacked/back-to-back townhouses in Precincts 3 and 4. The team should consider increasing parking rates in the neighbourhoods and areas with less transit. Most of those developments in Precincts 3 and 4 are located adjacent to neighborhood streets (in low density areas) and they are concerned that reduced rates may cause spillover parking. In addition, Precinct 4 does not have existing or planned rapid transit and the expectation is that those developments will continue to have a need for parking.
- Visitor Parking: Councillors are generally in agreement with slight reduction to visitor parking for apartments in intensification areas (in Precincts 1 and 2) to match existing rates in the City Centre. Many were concerned about reducing visitor parking rates in Precincts 3 and 4. There have been many complaints already about the lack of visitor parking for condominium apartments and stacked townhouses, as well others parking on neighboring streets. Reducing visitor parking in Precinct 4 does not seem necessary as those areas have less frequent transit.



- General: Most Councillors noted that in general, and for all housing types, Off-street parking and traffic have always been major concerns for the communities.

*Parking and Affordable Housing:*

- Reduced rental apartment rates: In general, there is agreement to have a reduced rate for rental apartments in order to support more construction of rental buildings. There were some concerns about the proposed parking rate at 0.8/unit in the more suburban neighbourhoods (i.e., Precinct 4) and the potential conflicts and parking spillover that could be generated into adjacent neighbourhoods. Some areas in the northwest side of the City have narrow right-of-ways and there are few opportunities to add on-street parking (e.g., with 15-hour parking permissions). In addition, although transit has improved in the neighbourhoods, most residents still need to use cars to go to work and school.
- Flexibility for second units: In general, there were no major concerns with the proposed flexibility for the first second unit. However, the City should address on-street parking permissions and simplify the process for requiring on-street and boulevard parking permits. Some Councillors indicated that there are still many households with more than 2 vehicles, plus the additional need for the second unit (e.g., multi-generational families). Some asked where the extra vehicles are going to park. The current system for on-street parking permits is complicated and time consuming for both the applicants and the City and on many occasions, the local Councillor is involved. In addition, the City has to consider issues with safety if allowing more vehicles to park on-street.
- Reductions for affordable housing projects: There was general support for reducing parking requirement for affordable housing and Inclusionary Zoning projects as a way to help housing affordability.

*Non-residential/commercial parking rates:*

- There was a general support for reducing requirements for commercial type uses, particularly in mainstreets.
- Parking exemption for small businesses: There was mixed support for parking exemptions for small businesses. Councillors acknowledged that parking requirements for commercial uses, and the collection of Payment in Lieu (PIL) for parking, can be a deterrent for small businesses. They highlighted the need to review and reform PIL for parking. Some Councillors were concerned about the impact on already constraint municipal parking. Some mentioned that parking exemptions might be unfair for those that already paid PIL of parking. There has been support for delaying the implementation of this recommendation until Municipal Parking completes a Permit Parking System study.

*Bicycle parking requirements:*

- In general, there was a positive reception of incorporating requirements for bicycle parking in the by-law. Some Councillors cautioned that developers claim that existing bicycle parking in condominium buildings are under-utilized.

*EV-ready parking:*

- There were some questions for clarification on the proposed EV-ready parking requirement. No concerns were raised about EV parking. Some welcomed this measure as a way to mitigate climate change.

### Engagement with Mississauga Board of Trade

On June 11<sup>th</sup>, 2021, City staff met with the Mississauga Board of Trade (MBOT) to discuss the Project. The key takeaways from the discussion can be found in the following sections.

#### *Parking for Small Business*

MBOT members noted that there is support for reductions in parking requirements, especially for small businesses in the BIAs which cannot accommodate the required parking. MBOT indicated that the Committee of Adjustments process to require minor variances to reduce parking requirements is very time consuming and onerous for small businesses.

MBOT members commented that there should be a plan for increasing the amount of on-street parking in mainstreets/ commercial areas to offset demand that goes beyond individual businesses' activities. They added that the PIL parking requirement in the mainstreets/BIs is difficult to afford by small businesses as well.

#### *Curbside Management*

MBOT members commented that curbside management is an increasing challenge for businesses as there is the need to accommodate short term parking to be used for ridesharing, food delivery, commercial delivery trucks, and other uses.

### Engagement with Region of Peel Housing Development Office (HDO)

On June 16<sup>th</sup>, 2021, City staff met with the Region of Peel's Housing Development Office (HDO) to discuss the Project. Peel HDO was generally supportive of the study. In addition, Peel HDO submitted comments on the draft policy directions. The topics discussed during this meeting included:

- Parking Policy and guidelines;
- Parking for Affordable Housing; and
- Electric vehicle parking requirements.

Key takeaways from this meeting are described in the following sections.

#### *Parking Policy and Guidelines*

The City should clarify if they have considered Brampton's approach of eliminating parking requirements along Hurontario LRT, Downtown, and Queen Street intensification areas. The Zoning By-Law Amendment would have more weight compared to other options.

Inclusionary Zoning would include provisions for affordable units. The City and the Region staff discussed the weight of parking requirements on housing affordability as well.

#### *Parking for Affordable Housing*

The key comments are summarized below:

- It is very positive that transitional housing is being considered. That could help with future efforts to renovate existing shelters, which have ample surplus parking.
- Some condominium apartment buildings also have a large percentage of rental units. Those units would not be captured with the new purpose built-rental parking requirement.
- Parking costs are extremely high for the affordable housing/rental model and the proposed reduction will help the projects viability.

- The blended unit rate (not tied to unit size) will also help to provide larger units.
- Peel Region's developments have a mix of affordability ranges, from deep subsidies to market rental units. The City should clarify how parking requirements will be calculated for a mixed affordable/market rental building.
- For future developments, the Region will be looking to obtain balance between costs and operational needs, without putting additional pressure on on-street parking.

#### *Electric Vehicle Parking Requirements*

With the Region looking into the future demand for EV parking, it would be beneficial for the City to consider the cost implications and potential funding needs to provide EV-ready parking spaces in affordable and rental housing projects.

#### *Engagement with Mississauga Tourism Board and Port Credit BIA*

On August 9th, 2021, City staff presented the draft proposed policy directions to the Mississauga Tourism Board. Board members provided the following feedback:

- The Board was receptive of the Study findings and the directions to reduce requirements for non-residential developments (i.e., commercial type uses).
- Existing parking requirements for small businesses can be very onerous and the requirement for PIL can be difficult. The City should consider reducing the percentage that a business has to pay in lieu of parking. Study team explained that the review of the PIL formula and fees are not part of this study. The proposed rates for commercial-type uses in Precincts 1 to 3 should decrease the need for PIL for parking as it will reduce the parking requirements; however, the need for PIL might not be totally eliminated with the proposed rates.

On Oct. 27, 2021, City staff met with the Port Credit BIA. The BIA provided the following feedback:

- The BIA was receptive of the proposed parking requirements for non-residential developments.
- The BIA welcomed the Port Credit node being included in Precinct 1, as the area is very walkable, has a great mix of uses, has public parking available, and is very well serviced by transit.
- Similar to MBOT's comment, the BIA expressed that the PIL for parking policy is very onerous for small businesses. The City has expressed commitment to help small business growth; therefore the City should review and potentially eliminate the requirement of PIL payment for businesses in mainstreets. In addition, the City should be more transparent with the use of collected PIL payments as some local businesses paid the PIL for parking over 25 years ago and have not seen what the funds were used for.

#### *Engagement with Mississauga Cycling Advisory Committee*

On September 14<sup>th</sup>, 2021, City staff provided a deputation before the Mississauga Cycling Committee (MCAC), focusing on the draft proposed bicycle parking requirements to be incorporated in the Zoning By-law. Committee members provided the following comments and questions:

- MCAC members in attendance were receptive of the study's outcomes and were encouraged to hear that the City is proposing to implement mandatory requirements for bicycle parking in new developments.
- There was a question about the use of Gross Floor Area (GFA) as the metric for calculating bicycle parking requirements for non-residential developments. The team explained how the rates are calculated; most municipalities researched have found that using GFA is the most appropriate rate; and why using another metric, such as number of occupants, might not be the most appropriate metric to determine the parking rates for such a diverse number of uses.

### *Virtual Community Meeting*

A virtual community meeting was held on Tuesday, September 14<sup>th</sup>, 2021, from 6:30PM to 8:00PM. This meeting was virtually attended by 74 stakeholders and members of the public. The purpose of the meeting was to present the most up-to-date draft parking rates, collect feedback from attendees, and determine if any changes are required prior to finalizing the rates and presenting to the Planning and Development Committee.

WSP facilitated the discussion and provided the opportunity to those in attendance to ask questions and provide comments, either by using the chat function or by audio. The meeting was very engaging, and attendees voiced their varied and sometimes competing opinions. Key takeaways from the discussion can be found in the following sections.

### *Bicycle Parking Requirements*

The bicycle parking portion of the presentation was very well received. There were no major comments received during this portion of the presentation. Most of the questions in this section were in regards to simple clarifications.

### *Parking Precincts*

The proposed parking precincts received a range of comments, mostly supportive of the suggested approach for managing the parking requirements by precinct. Some attendees, however, commented that some areas in the proposed Precinct 4 are largely car-oriented and without rapid or frequent transit, thus it is not appropriate to have significant reductions in parking requirements for residential uses. Conversely, some attendees suggested that transit improvements are being planned for that area and this would be the opportunity to promote a transit friendly and compact community by lowering the parking rates further.

Attendees additionally inquired if rates could be lowered in MTSAs beyond what was presented. The City noted that the rates presented are appropriate given the information that the City and WSP have to work on at this time; however, the parking requirements at the MTSAs could be revisited as transit improves.

Attendees also asked if there were any updates in regards to shifting the Lakeview Village Development from Precinct 3 to Precinct 2. The Project Team clarified that this could be considered given the advanced stage of the rezoning approval process. The City also agreed further discussion with the development application team to consider this request.

### *Residential Parking Requirements*

The conversation related to residential parking also saw varying comments come in from those who were supportive and those who were not supportive of the proposed updates. It was raised as well that the reductions being proposed may actually be outdated by the time approvals are received, specifically citing Vaughan and Brampton as jurisdictions that have taken a more aggressive approach to lowering rates along their growth areas and rapid transit corridors. It was added that parking reductions need a more progressive approach and not doing so adds a financial burden to developers and residents. The Project Team noted that they are aware of jurisdictions that are pursuing more aggressive rate reductions; however, the priority for this study is to put forth recommendations that are appropriate to Mississauga's context. In addition, the team indicated that parking requirements could be lowered further in the future as transit improvement plans get more advanced (e.g., along Dundas BRT).

Some attendees were commenting using the chat function and shared that they had hesitations about the parking rate reductions, as well as concerns that the public transit and active transportation network in Mississauga is not reliable enough to make a full switch from private vehicles. It was shared as well that a lack of opportunities to park private cars could result in negative impact for shopping, getting to work, and managing family-related responsibilities. Conversely, others in the chat noted that they use transit regularly in Mississauga and that it is increasingly working for the community. Similar to the previous topic, there was no clear consensus on opinions for this matter.

### *Non-residential Parking*

When discussing non-residential rates, attendees shared varying opinions as well. There was support for reducing the parking requirements for commercial uses from many attendees who noted that there are many empty store fronts in commercial areas, including Port Credit. They indicated that removing the burden of providing parking can help to reinvigorate and remove barriers for small businesses. It was added as well that a reduction in parking rates could improve the vibrancy of the commercial areas and in general, life in the City.

On the other hand, there were some concerns that parking for existing businesses would disappear with the reduced requirements; however, the City clarified that existing parking spaces would not be impacted, unless the commercial sites are redeveloped. The proposed parking reductions would also provide a more market-driven approach in which business owners are able to consider the specific parking needs of their business. In the chat section, there was some hesitation shown. Particularly, there was one comment received that parking in some retail plazas, medical offices, and hospitals was already difficult to find. The commentator added that business owners could reduce the burden by renting out the parking spots that they do not use. There was also a request to provide justification (studies, polls, etc.) that show the need to reduce parking.

### *Policy and guidelines*

In terms of parking for affordable housing, attendees did not have many comments. One attendee noted that, for rental buildings, vehicles owned by Uber drivers do not qualify as commercial vehicles and often take up a residential vehicle space. WSP noted that Uber is a significant consideration, especially as people are owning cars less frequently because of on-demand travel options; however, there is not enough evidence to suggest that an increase of residential parking requirements will be triggered by a trend of more residents in rental apartments being Uber drivers.

It was also noted that post-COVID, people may still be hesitant to take public transit. WSP answered that the long-term effects of the pandemic are still uncertain; however, there have not been any indications that vehicle ownership will not continue to decrease.

In the chat section of the meeting, it was noted that the proposed affordable housing parking reductions will increase affordability and the ability to provide affordable housing for different tenure types, which is beneficial.

Additionally, it was asked if car-sharing programs could be supported throughout the City. It was clarified that updating the Zoning By-Law to account for this is very difficult as the agreements are usually finite. It was also asked if e-bikes could receive charging stations in residential parking areas. This was not considered by the City as of yet, but the City committed to taking it back to consider.

There was additionally a suggestion both vocally and in the chat box that parking spaces for new developments should only be developed if they are purchased in advance of the building breaking ground.

#### *Electric Vehicle Ready Parking*

In terms of EV-ready parking requirements, there were a few questions raised by attendees. Attendees asked if the push towards EVs would result in an increase in the burning of fossil fuels to supply the electricity for the vehicles. The City clarified that Ontario's energy grid is among the world's cleanest and this would not be a concern. There was additional support for EV-ready parking in the chat box; however, it was raised as well that moving towards 100% of parking spots for commercial uses may not be necessary at this time as it would put an unnecessary burden on businesses and those who do not own electric vehicles. Conversely, it was shared in the chat section that 100% EV-ready charging for residential uses would be welcomed.

#### *Additional Community Correspondence*

Through the entire consultation process, stakeholders and the public were able to provide comments via email and the project website. A record of this correspondence is in Table 1.

#### *Part B Key Themes*

- Support for drafted parking precincts: The proposed parking precincts and the concept of reducing parking rates by precinct is largely supported by most stakeholders, members of the public, and City decision-makers. Some stakeholders commented on the appropriateness of the precincts delineations on specific areas or sites and submitted feedback.
- Mixed comments on proposed residential parking requirements:
  - There was mixed feedback provided from local residents. Some expressed that the proposed rates were too low, particularly in neighbourhoods without access to rapid or frequent transit, which could lead to parking shortfalls across the city. While others felt that the parking requirements should be lower to support personal choices around car ownership, increase housing affordability and encourage a shift to transit use and cycling.
  - Developers frequently expressed that the City's rates are not aligned to market demand and they are often unable to sell enough parking to meet the current minimums. Further, developers were concerned that even the proposed rates were too high, and

pointed to examples of lower rates already approved for new developments in Mississauga.

- Parking for non-residential uses: There is ample support for reducing parking requirements for commercial and office type uses as the City's current requirements are out-of-date and much higher than comparable municipalities. There is support from small businesses to reduce parking requirements. Further, several indicated the burden that parking requirements represent for small businesses, which is aggravated with the PIL policy when businesses cannot supply required parking. Stakeholders indicated that the Committee of Adjustments process to request relief from parking is very onerous. Curbside management is an increased challenge for businesses, especially as ridesharing, on-line shopping, and deliveries continue to increase.
- Support for reduced parking for affordable housing: There was a general agreement that reductions of parking requirements would increase the viability and support the supply of affordable housing and rental properties. Inclusionary Zoning would additionally include provisions for creating affordable units and parking will be one of the key costs to consider.
- Electric vehicle ready parking: There was ample acknowledgment on the future uptake of EVs and the need for charging infrastructure, particularly at home. In addition to studying the future demand for EV parking, it would be beneficial to study cost implications and sources of funding for EV-ready parking to avoid further pressures to housing affordability.

Table 1: Parking Regulations Study Record of Correspondence

Comment No.	Respondent	Notes	Staff Comment	Action
1	Resident (via EngagementHQ)	Is it in this study's scope to look at lowering minimum parking requirements? Also, what's the current minimum parking requirements? A link to the latest document would be fine.	Thanks for your question. Yes, the Parking Regulations Study is looking into updating the requirements in the City's Zoning By-law. Any changes to the Zoning By-law would apply to new development or re-development applications; the updated regulations will determine the amount of parking to be provided within the subject site of an application. In order to see the current requirements, please visit this link: Zoning By-law-Part 3: Parking, Loading and Stacking Lane Regulations (External link). Staff will be presenting an Information Report to the Planning and Development Community of Council on May 31 <sup>st</sup> , 2021. The report will have an update on the study and will discuss the emerging draft policy directions. Please visit the "Update" tab for information on how to listen in and how to participate in the meeting.	No further response required at this time.
2	Resident (via EngagementHQ)	I heard the city is considering allowing home boulevard parking in order to eliminate the number of exceptions being granted. Is this part of your study? If so, is the public able to contribute with commentary?	Thanks for your question. The Parking Regulations Study is not looking into the boulevard parking permissions as the focus is on updating the parking regulations in the City's Zoning By-law. Any changes in the Zoning By-law would apply to parking to be provided within a property as part of a new development or re-development. The City is, however, initiating the Parking Permit Review, a parallel study to enhance municipal parking services. This review includes looking into potentially unlocking lower driveway boulevard parking. Please contact Brenda.Peterson@mississauga.ca(External link) for more information on the Parking Permit Review project.	No further response required at this time.
3	Resident (via email)	<p>I only concern about the residential street parking as I have reported the parking violation so many times. The violations have been committed by same people over and over. The violations have increased significantly since the parking regulation has been relaxed such as the parking duration of 3 hours to 5 hours and parking all day except overnight on the holidays.</p> <p>Please review the following (<i>key elements noted by staff</i>):</p> <ol style="list-style-type: none"> <li>1. Parking duration to 3 hours maximum.</li> <li>2. Parking allowed on holiday – not allowed.</li> <li>3. Parking permit – 3 times a year. 7 days for each request.</li> </ol>	<p>Thanks for sending your comments to the Parking Regulations Study team. Also thank you for bringing forth your concerns regarding the 5 hour parking limit, holiday parking exemptions, and the parking permits process.</p> <p>The focus of the Parking Regulations Study is to establish the amount of privately-owned parking to be required as part of new developments in the City of Mississauga (e.g., a new apartment building, townhouse development or commercial plaza). As such, on-street parking is not part of this project.</p> <p>I have forwarded your comments to my colleagues in Municipal Parking, Parking Enforcement and Traffic Operations Divisions within the City of Mississauga. Please find below information that would help with addressing your concerns:</p> <p>Through the Parking Master Plan and Implementation Strategy (approved by Council in 2019), the City will be undertaking the Parking Permit Review (PPR) project which will review and make changes to the considerations process for municipal parking (e.g., on-street parking permits), among other outcomes. Please contact <a href="mailto:Brenda.Peterson@mississauga.ca">Brenda.Peterson@mississauga.ca</a> for more information on the Parking Permit Review project.</p> <p>The 5 hour parking limit and holiday parking exemptions are not included within the scope of the PPR study; amendments to the Traffic By-law 555-00 were approved by Council shortly before completion of the Parking Master Plan to</p>	No further response required at this time.



Comment No.	Respondent	Notes	Staff Comment	Action
			<p>accommodate resident’s changing on-street parking needs. The City does issue various types of parking permits; however these do not exempt residents from parking regulations. Real-time resident input helps up address traffic flow and public safety issues. Requests for parking enforcement can be reported through the following channels:</p> <ul style="list-style-type: none"> <li>5-hour and 2-6am violations can be reported via: Pingstreet or City website <a href="https://www.mississauga.ca/services-and-programs/transportation-and-streets/parking/parking-complaints-and-offences/make-a-parking-complaint/">https://www.mississauga.ca/services-and-programs/transportation-and-streets/parking/parking-complaints-and-offences/make-a-parking-complaint/</a></li> <li>To report all other street parking violations, please call our Citizen Contact Centre by dialing 3-1-1 (905-615-4311 outside City limits).</li> </ul> <p>On the topic of street safety, we would like to point out that in May 2019, City Council approved the Transportation Master Plan (TMP) which outlines a vision, six goals and over 90 action items to guide the future of the City’s transportation system from today to 2041. The plan is committed to advancing <b>Vision Zero</b> that includes developing a speed management plan and future implementation of Automated Speed Enforcement. Details about the TMP can be found at: <a href="https://web.mississauga.ca/projects-and-strategies/city-projects/delivering-the-transportation-master-plan/#heading-2020-annual-status-update">https://web.mississauga.ca/projects-and-strategies/city-projects/delivering-the-transportation-master-plan/#heading-2020-annual-status-update</a></p> <p>We encourage you to report any concerns about traffic safety (e.g. excessive speeding) to local police detachments.</p>	
4	Pound and Stewart (on behalf of GreyCan 6 Properties GP Inc.)	<ul style="list-style-type: none"> <li>The planning consultants shared their professional opinion on their client’s property. The property is located within the Northeast Employment Area, in a Provincially Significant Employment Zone.</li> <li>The property is serviced by the Mississauga Transitway and is located within the proposed Dixie Major Transit Station Area (MTSA) #59.</li> <li>It was noted that this study provides an opportunity to reconcile the city’s non-residential parking standards.</li> <li>The group was largely supportive of the study and noted several situations where parking rates could be lowered further.</li> <li>The submission request to consider the following observations: <ul style="list-style-type: none"> <li>Consider the reduction to the parking requirement of 3.5 spaces per 100m2 GFA for both “Recreational Establishment” and “Personal Service Establishment”, and possibly lower, where located within an MTSA. The parking requirement for “Recreational Establishment” should benefit from a further reduced parking rate when located within a multi-tenanted commercial space and even further where in excess of 1,400 m2 GFA non-residential.</li> <li>The Study appears to provide parking rate relief for mixed-use residential development, but could better consider the non-residential mixing of land uses in a similar context.</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>Please note that the previous use ‘Personal Service Establishment’ has been renamed to ‘Service Establishment’ (amended by By-law 0111-2019). The proposed parking requirement for that use is 4.0 spaces/100m2 GFA non-residential. The Study does not include a review of the ‘Recreational Establishment’ category parking requirements; this category could be included in a future Zoning By-law review, if warranted.</li> <li>The Study does not include a review of the Mixed-use Development Shared Parking regulations. The Study’s proposed directions, however, indicate that the City could initiate a review of regulation 3.1.2.3 in a future Zoning By-law review.</li> <li>The parking requirements are calculated as per the Type of Use listed in tables 3.1.2.1 and 3.1.2.2; regardless of the Zoning category. Consequently, the proposed ‘retail store’ and ‘service establishment’ parking rate would also apply to a site zoned C3-1 General Commercial, as long as those uses are allowed in the zone.</li> <li>Precinct boundaries were further reviewed against the proposed criteria and the all MTSAs within Airport Corporate (including Tahoe) are now being proposed to be in Precinct 3. The Study is recommending including the mentioned Dixie and Tahoe MTSAs within Precinct 3.</li> </ul>	Feedback was taken into consideration by the project team. It is noted that precinct boundaries were reviewed against the proposed criteria and the MTSAs within Airport Corporate (including Tahoe) are now being proposed to be in Precinct 3. Recommendations for minimum parking requirements consider stakeholders concerns for both insufficient parking and potential oversupply.

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		<ul style="list-style-type: none"> <li>○ Not clear why proposed reductions for ‘Retail Store’, ‘Service Establishment’, does not appear to apply to commercial lands zoned ‘C3-1 General Commercial’.</li> <li>○ The property is located within the proposed Precinct 3. It was noted that Precinct 2 was preferred for the property being referred to similar to what is proposed for lands located in the south-east quadrant of Eglinton Avenue and Dixie Road (within proposed Tahoe MTSA).</li> </ul>	4	
5	Crozier Engineering (on behalf of Mattamy Homes)	<ul style="list-style-type: none"> <li>• This developer is of the opinion that the entire Ninth Line Corridor Lands are to be considered as Precinct 3 lands.</li> <li>• They are generally supportive of the draft policy direction towards resident and visitor parking rates. In particular to the apartment rates, They is encouraged to see that the resident and visitor parking rates are relative and comparable to neighbouring municipalities.</li> <li>• In regards to the Back-to-Back or Stacked Townhomes, the developer would like to request that there be further consideration to reduce the proposed resident parking rates, particularly in Precinct 3 and 4 to match the proposed rate in Precinct 1.</li> <li>• The developer would request that City staff review proposed parking provisions in development applications in conjunction with the available parking opportunities in the public ROW.</li> <li>• The developer is generally supportive of the draft policy direction towards bicycle parking rates. However, they asked if bicycle parking will be defined as an isolated space for bikes only, or will the City allow for long-term bicycle parking to be provided in the form of multi-use storage lockers?</li> <li>• The developer would like to request that the City incorporate more policy direction that would include car-share programs and parking within residential development.</li> <li>• The developer is generally supportive of the draft policy direction to reduce the residential parking rate requirements for affordable housing units.</li> </ul>	<p>The project team met with the stakeholder to further understand the submitted comments.</p> <p>The Ninth Line area was evaluated against the proposed Parking Precinct criteria. The project team recognizes that the area is being designed to be a more compact and mixed-use development. However, the subject area is very extensive and its entirety does not meet the Precinct 3 criteria; furthermore, there is no frequent transit being planned to service the Ninth Line road.</p> <p>The Study proposes the areas within the proposed 407 MTSA's to be included in Precinct 3 while the remainder of the lands to remain in Precinct 4. There are some compelling reasons to consider reduced rates in this area and/or elevate this neighbourhood to Precinct 3 over the longer term once the transit servicing the area is more mature.</p>	<p>Feedback was taken into consideration by the project team.</p> <p>It is noted that precinct boundaries were reviewed against the proposed criteria. Recommendations for minimum parking requirements consider stakeholders concerns for both insufficient parking and potential oversupply.</p>
6	Developer asked to remain confidential	Developer provided sales data for condominium development in Precinct 2. The provided data indicated that the demand for parking spaces were approximately 20% less than the site specific parking requirement which is less than the current site specific by-law requirement of 0.9-1.3 spaces/unit. Based on this information some developers believe the proposed parking rates remain too high for the current market and the City should consider lowering them further.	Comment Noted	Feedback was taken into consideration by the project team. Recommendations for minimum parking requirements consider stakeholders concerns for both insufficient parking and potential oversupply.
7	BILD GTA – Peel Chapter	I wanted to thank you and your team for the opportunity to provide comments following the June 26th stakeholder session. We reached out to the membership following this session and did not receive any general comments back. Provided this, we will not be submitting a formal BILD submission at this time, but wanted to let you know that we continue to be interested in this review moving forward.	<p>Thanks for the updates and for following up with BILD members regarding the Parking Regulations Study. Thanks also for BILD's participation at the June stakeholders meeting.</p> <p>We definitely will keep updating BILD as we move forward with the recommendations.</p>	No further response required at this time.

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		As your community building partners, we look forward to upcoming opportunities for engagement as this review continues.		
8	DiamondCorp (Brightwater)	<ul style="list-style-type: none"><li>The recent minor variance application, a parking rate of 0.86 spaces/unit was approved on June 24, 2021. The approved rate was supported by provided sales data.</li><li>The developer noted that the reduction in minimum parking requirements is a transit supportive strategy that will work to support the City’s planned rapid transit initiative along Lakeshore Road</li><li>Through the City’s Parking Master Plan project that recommended the adoption of parking precincts, the following were included as criteria for determining where parking precincts should be applied.<ul style="list-style-type: none"><li>Transit accessibility and service frequency</li><li>Vehicle ownership</li><li>Availability of alternative travel modes</li><li>Public parking facilities</li><li>Land use</li><li>Walkability</li></ul></li><li>It is suggested that the Brightwater development should fall within Precinct 1 (instead of Precinct 3).</li></ul>	The study team reviewed the minor variance application and the site specific parking rates already in place. The area was further evaluated against the parking precinct framework and it was concluded that it meets Precinct 2 criteria (it was previously proposed within Precinct 3). The Study supports the elevation of Brightwater and surrounding lands to Precinct 2. This proposed change better aligns parking requirements in the subject area with rates recently approved on the Brightwater site.	Feedback was taken into consideration by the project team. It is noted that precinct boundaries were reviewed against the proposed criteria. Recommendations for minimum parking requirements consider stakeholders concerns for both insufficient parking and potential oversupply.
9	Mattamy Homes	<ul style="list-style-type: none"><li>Will bicycle parking be defined as an isolated space for bikes only, or will the City allow for long-term bicycle parking to be provided in the form of multi-use storage lockers?</li><li>Has there been further consideration for the entire Ninth Line Corridor Lands to be considered as Precinct 3 lands?</li></ul>	<p>Currently, Section 2.1 of the Final Draft Report (on pages 5 under Location of Bicycle Parking) states:</p> <div><p>3. Location of Bicycle Parking</p><p>A bicycle parking space must be on the same lot as the use for which it is required.</p><p>Bicycle parking spaces as required by this by-law shall not be located:</p><ul style="list-style-type: none"><li>a) In a dwelling unit;</li><li>b) Storage locker; or</li><li>c) On a balcony.</li></ul></div> <p>Some issues with multi-use storage lockers as bicycle parking spaces include:</p> <ul style="list-style-type: none"><li>Required dimensions for bicycle parking may not be met</li><li>Access/egress for bicycles<ul style="list-style-type: none"><li>Storage lockers may not have appropriate access. The Final Draft also requires that bike parking spaces should be on the ground floor or within one storey of the ground floor with ramp or elevator access.</li><li>Grouping bicycle parking together allows for better design of access/egress for cyclists</li></ul></li></ul> <p>Regarding the comment on the Precinct designation, please see Staff Comment #5.</p>	No further response required at this time.
10	Resident (via email)	<ul style="list-style-type: none"><li>I do not support the changing of the parking bylaws for development. The city in Mississauga needs to meet the needs of the people not corporate Canada or lobbyist group. We need more parking spaces. Again another huge mistake.</li></ul>	Thanks very much for interest on the Parking Regulations Study and for your comment.	No further response required at this time.

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11	Resident (via Engagement HQ)	Hope you will review needs for ditch communities and communities with narrow streets when development applications come in. May need further parking requirements in these communities with future development to ensure that homeowners do not experience unnecessary hardships with additional parking on their streets. Already experiencing home culvert pedestrian pathway over ditches being blocked by parked cars forcing residents to walk through ditch to get to street. Blocked street to emergency vehicles because of cars parked on both sides of street. This did not happen before a development application in my area was approved with a shortage of parking spaces.	Comment Noted	Feedback was taken into consideration by the project team. Recommendations for minimum parking requirements consider stakeholders concerns for both insufficient parking and potential oversupply.
12	Resident (via email)	<p>Dear Mayor Crombie and Matt;</p> <p>My initial reaction when I read that the city is considering easing the minimum parking requirements for new developments was one of shock and disappointment. The next reaction was that this is a money grab and that the council is simply bowing to the wishes of developers to the potential detriment of the citizens of Mississauga.</p> <p>Matt is very well aware of the parking problems caused by the church at the corner of Burnamthorpe and Loyalist and the annoyance and inconvenience it has caused to local residents. Actions a couple of years ago which seemed to favour some residents and did nothing for others have only added fuel to this fire. We were told many years ago when our concerns were first raised with our local councilor that their parking spaces met city requirements. There are about 40 parking spaces at the church which at normal times would cover only half of their needs so how realistic are your current requirements? And you want to ease them!! It is interesting to note that at the church at the corner of Winston Churchill and Collegeway, which appears to be similar in size to the first mentioned church, has about 100 parking spaces.</p> <p>At a low level high rise complex near here there are always cars parked on the road, also underling that your current parking specifications are inadequate and should not be lowered. I see that under your proposal that, for example, the number of parking spaces related to a three-bedroom apartment would be reduced from 1.75. Are you not aware, I say rather facetiously, that with the jump in housing prices there are more younger people living with their parents so the number of parking spaces should be increased not reduced?</p> <p>It really does seem to be that your proposal is “ to hell with the citizens” lets keep the developers happy.</p>	Comment Noted	<p>Feedback was taken into consideration by the project team. Recommendations for minimum parking requirements consider stakeholders concerns for both insufficient parking and potential oversupply.</p> <p>The study is proposing to maintain the visitor parking rate as in existing Zoning By-law for areas within Precincts 3 and 4, which encompass most of the City's neighbourhoods.</p> <p>For clarification:</p> <ul style="list-style-type: none"><li>- the study is not proposing any changes to parking requirements for Places of Religious Assembly (i.e., churches).</li><li>- the study is not proposing changes to low density residential requirements.</li></ul>
13	Plan Logic Consulting Inc.	Could you please advise me what reductions your Department may be considering to the minimum off street parking space requirements for different precincts within the Zoning Bylaw for retail, commercial service or office uses. Please inform me	We will be discussing the proposed parking regulations for commercial, personal services and offices at the September 14 <sup>th</sup> Community Meeting (register here), which are based on what was presented at the May 31 <sup>st</sup> Planning and Development Committee. We will	No further response required at this time.

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		whether potential reductions in the minimum parking space standards for non-residential land uses will be discussed and considered at the September 14,2021 virtual public meeting.	be presenting some refinements to what was proposed back in May, taking in consideration what we heard from Council members and stakeholders since then.  You can find the Staff Corporate Report with the proposed parking regulations for commercial, personal services and offices in this link: May 31, 2021 Agenda. Please note that what was presented is not a final recommendation, as we are still going through the engagement process	
14	Resident (via email)	<p>I am a volunteer driver for Meals on Wheels. We deliver on weekdays between 10:30am and 1pm to a variety of clients in homes, apartments, condos, and retirement residences. We take the hot and or frozen meals to the clients door, and deliveries usually take no more than 10 minutes each.</p> <p>One of the biggest frustrations is finding a parking spot at the new developments, especially the high rise complexes, that seem to have paid underground parking, and no place for a quick delivery stop.</p> <p>Would it be possible to have above ground spaces for deliveries for say 15 minutes free parking. I appreciate that the entrances to the buildings are often fire routes and do not allow stopping.</p> <p>On street dedicated delivery parking is an option if it is not too far from the entrance.</p>	<p>We understand the challenges of finding a parking space for short-term deliveries, including for Meals on Wheels; it can be very frustrating.</p> <p>The City recognizes the challenges for short-term parking, including short-term deliveries and spaces for ride-sharing drop-off and pick-up. In fact, the 2019 Council-approved Parking Master Plan and Implementation Strategy directed the City to study and update policies for curbside management to deal with these issues. A specific Curbside Management Study is in our Municipal Parking group’s workplan and it is scheduled to start by early next year. The City will announce when this project kicks off; we encourage you to provide comments to the Curbside Management Study team when the study starts.</p> <p>Regarding visitor parking in residential developments, delivery vans or trucks could use the visitor parking for short-term deliveries. However, each Condominium Corporation or Property Management (for rental buildings) have the right to establish their parking management policies, including implementing paid visitor parking.</p>	No further response required at this time.
15	Plan Logic Consulting Inc. (on behalf of 1000 and 1024 Dundas Street)	<p>Consultants on behalf of the developer requested that the City:</p> <ul style="list-style-type: none"> <li>• Apply a minimum parking space requirement of 0.8 parking spaces per rental apartment unit and a requirement of 0.1 visitor parking spaces per rental apartment unit because they are located within a convenient walking distance of the proposed BRT station at the Dundas Street and Tomken Road intersection.</li> <li>• Add in a further reduced parking standard for at grade public street related commercial land uses for the developer’s site that are ancillary to the rental apartment units</li> </ul>	<p>Comment Noted</p> <p>Parking for purpose built rental apartments is being proposed at 0.8 spaces/unit plus 0.15 spaces/unit for visitor parking.</p> <p>Study is proposing to introduce a city-wide shared parking arrangement between residential uses and selected non-residential uses (including retail stores) when co-located in mixed-use buildings containing both residential and non-residential uses.</p>	Feedback was taken into consideration by the project team. Recommendations for minimum parking requirements consider stakeholders concerns for both insufficient parking and potential oversupply.
16	Plan Logic Consulting Inc. (on behalf of 2560 & 2564 Confederation Parkway)	<p>Consultants on behalf of the developer requested that the City:</p> <ul style="list-style-type: none"> <li>• Include the properties in question within Precinct 2 because they are located within a convenient walking distance of the proposed LRT and BRT station at the Dundas Street and Hurontario Street intersection and the proposed BRT station at the Dundas Street and Confederation Parkway intersection;</li> <li>• Apply different minimum parking rates to condominium dwelling units above commercial units and rental dwelling units above commercial units;</li> <li>• Apply a minimum parking space requirement of 0.8 parking spaces per unit to rental dwelling units above commercial uses;</li> </ul>	<p>Comment Noted</p> <p>Parking for purpose built rental apartments is being proposed at 0.8 spaces/unit plus 0.15 spaces/unit for visitor parking.</p> <p>Study proposes to introduce a city-wide shared parking arrangement between residential uses and selected non-residential uses (including retail stores) when co-located in mixed-use buildings containing both residential and non-residential uses.</p>	Feedback was taken into consideration by the project team. It is noted that precinct boundaries were reviewed against the proposed criteria. Recommendations for minimum parking requirements consider stakeholders concerns for

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		<ul style="list-style-type: none"> <li>Update the parking standards table to explicitly indicated that the minimum parking space requirement of 0.8 parking spaces per unit to rental dwelling units above commercial uses ( included the visitor parking space requirement);and</li> <li>Update the parking standards table to explicitly indicate that the minimum parking space requirement could be met by supplying the parking spaces on the lot where the rental dwelling units are located or through cash-in-lieu payments to the City of Mississauga.</li> </ul>	<p>Study proposes to reduce the requirement for dwelling units located above commercial uses, with maximum height of 3 storeys, to 1.0 space/unit, regardless of ownership. No visitor parking is currently required for that category.</p> <p>The City already has a Payment in Lieu (PIL) program. The Parking Master Plan and Implementation Strategy recommended the City to review the program, including its the potential expansion to include additional land uses.</p>	both insufficient parking and potential oversupply.
17	Liberty Development Corporation	<p>The submission from the developer noted:</p> <ul style="list-style-type: none"> <li>A request to review parking requirements for new developments.</li> <li>That high parking rates encourage a dependency of automobiles.</li> <li>There is a significant decline in parking demand, but rates remain high.</li> <li>The oversupply of parking spaces in high-rise condominiums negatively impacts government policies.</li> <li>It is unlikely for underground parking spots to be converted to anything useful in the future.</li> <li>The maximum standard rate for residential builds should be 0.7 per apartment unit and 0.1 for visitor spaces in any new high-rise developments.</li> <li>Technological innovations will change the way we think of parking.</li> </ul>	<p>Comment Noted</p> <p>The City is currently undertaking the Parking Regulations Study to address most of the comments contained in this submission.</p>	Feedback was taken into consideration by the project team. Recommendations for minimum parking requirements consider stakeholders concerns for both insufficient parking and potential oversupply.
18	Crozier Engineering (on behalf of Mattamy Homes)	<p>Following a meeting with the City, the planning consultant on behalf of the developer noted the following:</p> <ul style="list-style-type: none"> <li>The developer is pleased to see the City of Mississauga’s updates on the draft policy direction and regulation changes for the Parking Regulations Study</li> <li>The development in question should be considered Precinct 3 lands (currently a mix of Precincts 3 and 4)</li> <li>Precinct 4 should only be intended for predominantly low-density suburban development.</li> <li>The develop is supportive of draft policy direction towards resident and visitor parking rates. In particular to the apartment rates, the developer is encouraged to see that the resident and visitor parking rates are relative and comparable to neighbouring municipalities.</li> <li>in regard to the Back-to-Back or Stacked Townhomes, the developer would like to request that there be further consideration to reduce the proposed resident parking rates, particularly in Precinct 3 and 4. In review of neighbouring municipalities such as Vaughan and Toronto, they hold a 1.0 space/unit rate for resident parking. The intent is to encourage such product type to be proposed throughout the City and present more</li> </ul>	See staff comment under #5	Feedback was taken into consideration by the project team. It is noted that precinct boundaries were reviewed against the proposed criteria. Recommendations for minimum parking requirements consider stakeholders concerns for both insufficient parking and potential oversupply.

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		<p>opportunities for soft density or development opportunities for areas in transition.</p> <ul style="list-style-type: none"> <li>The developer would request that City staff review the proposed parking provisions in development applications in conjunction with the available parking opportunities in the public ROW. This is especially encouraged on applications that have a mixture of freehold and condominium tenure to ensure that the development is reviewed holistically.</li> <li>The developer requests that the City incorporate more policy direction that would include car-share programs and parking within residential development.</li> <li>The developer is generally supportive of the draft policy direction to reduce the residential parking rate requirements for affordable housing units</li> </ul>		
19	TMIG (on behalf of Lakeview Community Partners Ltd.)	<p>Consultants on behalf of the developer provided a letter that included the following:</p> <ul style="list-style-type: none"> <li>Background on their client’s development</li> <li>A summary noting that City staff supports the parking rates for the development to be consistent with rates proposed for precinct 2 and 1.</li> <li>An analysis showing that the site meets the criteria for precinct 1 rates. This is due to transit availability, public parking, and the “Mobility Hub” status of the site.</li> <li>A request that the site be considered precinct 2 as the minimum, and potential inclusion as a precinct 1 zone.</li> </ul>	<p>The Study team reviewed the supported parking requirements as part of the Lakeview Community Partners on-going rezoning application. In addition, staff noted recent announcements regarding Provincial funding for the Lakeshore BRT line.</p> <p>The Study team recommends maintaining Lakeview Village and surrounding Major Transit Station Areas (MTSAs) in Precinct 3 as this precinct has similar parking rates to those recently recommended as part of Lakeview Village rezoning (file OZ 19/003). For example, the resident parking requirement for condominium apartment units supported as part of the development application is 1.0 space/unit, which is the same as the Proposed rate in Precinct 3.</p>	Feedback was taken into consideration by the project team. It is noted that precinct boundaries were reviewed against the proposed criteria.
20 and 21	Peel Housing Development Office (HDO)	<p>HDO noted the following:</p> <ul style="list-style-type: none"> <li>HDO recognizes that the need to provide parking may be considered a barrier to the provision of affordable housing, as it may increase the cost of development.</li> <li>Affordable housing units may be subject to lower vehicle ownership rates as compared to market rate units, so there is basis to consider lower minimum parking rates in affordable housing developments.</li> <li>Pleasure that the City is undertaking this work as it advances a number of Regional Official Plan policy directions and recommendations from the Region’s Housing Strategy. This specifically related to sections 5.9.43, 5.9.70, 5.9.73, and 5.10.32.17</li> <li>Regional staff (HDO &amp; RPGM) are interested in continuing to work with City of Mississauga staff to leverage opportunities for the reduction of parking standards for affordable housing developments.</li> </ul>	<p>Staff has been communicating with Peel HDO and has consulted on proposed definitions for affordable housing units for parking requirements and on the implementation of reduced parking requirements for emergency/transitional housing.</p> <p>The City will continue to work with the Region in the implementation of the Study policy directions.</p>	Feedback was taken into consideration by the project team.

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		<ul style="list-style-type: none"><li>Regional HDO &amp; RPGM staff are particularly interested in opportunities for reduced parking standards for developments within Strategic Growth Areas including designated MTSAs and areas served by greater transit availability.</li><li>The cost of an underground parking space based on recent HDO builds, is estimated at 10%-14% of the cost of building one affordable housing rental unit. The cost to maintain, repair and rehabilitate underground parking spaces can also be significant over the life space of a project.</li><li>Regional HDO and RPGM staff recommend that in order for implementation of a parking reduction for affordable units to occur, a definition and criteria of affordable and transitional housing should be established, and also be contained within the zoning by-law.</li><li>HDO staff encourage all opportunities be examined for reduced municipal parking standards for affordable housing developments.</li><li>HDO staff noted that some future HDO developments are purpose built rental units and may contain a higher percentage of larger units such as three bedroom units which may increase parking requirements.</li><li>With respect to the proposed changes outlined in the Off Street Parking Regulation Report , Regional HDO and RPGM staff have no objection and are generally supportive of the establishment of four proposed parking precincts to ensure parking rates are tailored to the local context.</li><li>Regarding Section 1, Regional staff (HDO &amp; RPGM) are particularly interested in and supportive of opportunities for reduced parking standards within designated MTSA, and areas of generally greater transit availability (Precincts 1, 2 and 3).</li><li>It is understood that the City could introduce parking requirements within the zoning by-law for residential units to be considered as affordable housing. The affordable housing parking requirement could be 50 percent lower than the requirements for each conventional housing category in Precinct 1 and 30 percent lower in all other Precincts.</li><li>HDO staff encourage the development of new Implementation Guidelines that set out the definition and criteria of affordable housing. In addition, the City could also develop definitions and criteria for alternative and assisted housing, such as Transitional Housing. Consideration should be given to exempting these units from providing parking spaces per unit; and instead, minimal parking spaces would be provided to accommodate predominately staff parking. HDO staff would welcome the opportunity to work with City staff in this regard.</li><li>With respect to Section 2 of the report, HDO staff agree that proposed parking reductions will likely streamline planning approvals. HDO staff will</li></ul>		



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		<p>be requesting approval of parking reductions in most, if not all, of forthcoming housing projects as part of the Housing Master Plan processed under the current parking standards. The potential introduction of reduced parking requirements will assist in lowering overall project costs (approximately \$50,000 to \$70,000 per underground parking space) and will reduce or eliminate the need for parking justification studies as a component of approval and streamline the tight development review approval process and timelines for affordable housing projects.</p> <ul style="list-style-type: none"><li>• HDO staff are also generally supportive of the proposed reduction of required on-site visitor parking rates.</li><li>• As a related component of the parking review, HDO staff suggest greater clarification on parking requirements for barrier free (BF) units for affordable housing developments be included in the comprehensive final report. With respect to the proposed reduction to support housing mix and range, (Section 2b), HDO staff generally support the proposed sustained and reduced rental rate to encourage purpose built rental developments and support the reinvestment in older existing rental buildings that provide affordable housing.</li><li>• HDO staff generally welcome the proposed 30-50% reduction in parking requirements from the conventional requirements to incentivize the provision of affordable housing. HDO staff encourage the implementation of an enabling policy(ies) as a component of the Mississauga Official Plan review and / or through the introduction of Inclusionary Zoning. In addition, HDO staff encourage the greatest parking reductions be for sites located within designated MTSA areas.</li><li>• Regarding <b>Section 2c</b> of the report, there are several HDO transitional development projects currently located within commercial areas.</li><li>• HDO staff encourage the introduction of required minimum bicycle parking rates.</li><li>• HDO staff are not actively pursuing electric vehicle (EV) stations for development sites as part of the Housing Master Plan, however, may at some point in the future.</li><li>• HDO staff would welcome the City to examine opportunities for less traditional methods for parking in new builds such as podium style parking that could be potentially converted to either commercial or residential use in the future should demand for parking be reduced. Transitional policies in this regard are requested to be considered as a potential component of implementation.</li></ul>		

Comment No.	Respondent	Notes	Staff Comment	Action
22	James Lethbridge Planning (on behalf of a Development client)	<p>Currently providing planning services on three mixed-use developments; two in the Downtown Core and one in Downtown Fairview.</p> <p>Provided characteristics of the proposed developments and challenges to accommodate bicycle parking as recommended in the Bicycle Parking Study. The current direction is to locate indoor bicycle parking on the ground floor and/or the first floors above and below grade. Given the anticipated densities of development in the Downtown of Mississauga and the resultant number of required bicycles, the area requirement may have a significant impact on the rationale design of a proposed building. If an elevator for resident indoor bicycle storage is provided, it would be possible to locate the required secure area on any level within the building.</p> <p>As well, visitor and patron bicycle parking should be located in a convenient and secure area that does not compromise the streetscape solution for the site and boulevard and at-grade street access to retail/commercial uses</p> <p>The recommendations for “direction on other requirements” for bicycle parking should acknowledge the potential development restrictions for site within urban areas of Mississauga. The proposed zoning by-law affecting bicycles should allow site specific solutions that allow all planning and urban design policies to be met while meeting the approved bicycle parking rates.</p>		Feedback was taken into consideration by the project team.
23	Pound and Stewart (on behalf of GreyCan 6 Properties GP Inc.)	<p>Submission directed to the Region of Peel while the Parking Regulations Study was copied. It mostly dealt with comments to the Region of Peel regarding the Official Plan Review and the proposed definitions of the MTSAs. Comment indicates that the site better fits the ‘Primary Major Transit Station Area’ status.</p> <p>The subject property are located within proposed parking Precinct 3, whereas in comparison, lands located at the opposite side of Dixie Road, are located in ‘Precinct 2’ which provides for a higher reduction in minimum required off street parking requirements.</p> <p>Upgrading the area to the ‘Primary Major Transit Station Area’ status would also upgrade the subject property to Precinct 2 status.</p>	See comment #4	No further action required at this time.
24	Dentons Canada LLP	<p>Can you please advise if the City is considering the establishment of any maximum parking provisions?</p> <p>I haven’t noticed anything in the reports that I’ve read, but just wanted to check with you.</p>	<p>Thanks for your email. The project team <u>is not</u> proposing to implement maximum parking provisions in the Zoning By-law. <a href="#">Appendix 4</a> in the Corporate Report, contains a more comprehensive list summarizing the proposed directions. Please note the following draft direction (see page 7):</p> <ul style="list-style-type: none"><li>Consider Parking Maximums in Future Updates<ul style="list-style-type: none"><li>No off-street parking maximums are to be included in the Zoning By-law as part of this update</li></ul></li></ul>	No further action required at this time.

Comment No.	Respondent	Notes	Staff Comment	Action
			<ul style="list-style-type: none"><li>○ To be explored at a future date if/when the City needs to implement parking maximums</li></ul> The consultant's report, page vii ( <a href="#">link here</a> ) also include a similar policy direction.	
25	Resident (Post on via Engagement HQ)	<p>As I understand it, precinct 2 applies to areas with good transit access and/or walkability due to medium density / pedestrian-scale development. I notice that all of Hurontario is marked P2 (in anticipation of the completion of the LRT being the primary reason I believe), yet there are large stretches of it where currently either parking lots dominate and/or there is no pedestrian-scale development. e.g. intersection of Hurontario and Britannia. Are there plans to redevelop these areas in the near future in accordance to the amended parking bylaw?</p> <p>I missed the live presentation, but hope to participate in upcoming sessions.</p>	Thank you for comment. The referred area surrounding Hurontario and Britannia Road are located within the Gateway Corporate Centre and along the upcoming Hurontario LRT corridor, currently under construction. In recent years, the City completed planning studies that resulted on Official Plan and Zoning By-law updates to direct future growth and development in that area. The area redevelopment, however, will be further driven by the individual landowners.	No further action required at this time.

# B BEST PRACTICE REVIEW

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## Topic#1: Parking Minimums (Policy)

<b>Description:</b>	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.
<b>City of Mississauga's Policy</b>	<ul style="list-style-type: none"> <li>• 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).</li> <li>• Rightsizing parking lots is defined as a priority for the City's vision for 2041 in the 2019 TMP (pg. 74).</li> <li>• The PMPIS recommends across all precincts that "an appropriate level of minimum parking requirements is needed along with appropriate parking management strategies" (pg. 40).</li> </ul>
<b>Why is it needed?</b>	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.
<b>Benefits:</b>	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.
<b>Should it differ per Precinct and why?</b>	PMPIS study recommended that minimum parking requirements could differ across precincts to reduce parking requirements in proposed transit corridors.
<b>What do others do?</b>	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.
<b>Sources:</b>	<ul style="list-style-type: none"> <li>• 2019 PMPIS</li> <li>• Zoning By-Law (225-2007)</li> <li>• 2019 Mississauga Transportation Master Plan (TMP)</li> </ul>

## Topic#2: Parking Maximum (Policy)

<b>Description:</b>	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.
<b>City of Mississauga's Policy</b>	<ul style="list-style-type: none"> <li>• Rightsizing parking lots is defined as a priority for the City's vision for 2041 in the 2019 TMP (pg. 74).</li> <li>• 2019 PMPIS recommends that the City consider establishing maximum parking requirements across the City, according to each precinct.</li> <li>• 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.</li> </ul>
<b>Why is it needed?</b>	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).
<b>Benefits:</b>	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).
<b>Should it differ per Precinct and why?</b>	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.
<b>What do others do?</b>	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.
<b>Sources:</b>	<ul style="list-style-type: none"> <li>• 2019 PMPIS</li> <li>• Zoning By-Law (225-2007)</li> <li>• 2019 Mississauga Transportation Master Plan (TMP)</li> </ul>

Table 3: Application of Maximum Parking Rates

Municipality	Intensification Zones	MAXIMUM?
<b>Canada</b>		
Town of Newmarket	1. Urban Centre Zones 2. Downtown Historic Urban Centre Zone	✓ <sup>1</sup> ✓ <sup>1</sup>
City of Markham	1. Markham Centre (Zoning Bylaw 2004-196)	x
City of Toronto	1. Policy Area 1 2. Policy Area 2 3. Policy Area 3 4. Policy Area 4	✓ <sup>2</sup> ✓ <sup>2</sup> ✓ <sup>2</sup> ✓ <sup>2</sup>
City of Mississauga	1. CC1 – City Centre – Retail Core Commercial 2. CC2 – City Centre – Mixed Use 3. CC3 – City Centre – Mixed Use Transition Area 4. CC4 – City Centre – Mixed Use 5. CCOS – City Centre – Open Space	x x x x x
City of Brampton	None	x
Town of Oakville	1. Growth Areas	x
Town of Richmond Hill Parking Review	1. Downtown Local Centre and Key Development Areas 2. Richmond Hill Regional Centres 3. Rapid Transit Corridors	✓ ✓ ✓ <sup>3</sup>
City of Hamilton	1. Downtown Zones	x
City of Vaughan	1. Vaughan Metropolitan Centre	✓
City of Vaughan Review of Parking Standards	1. Higher Order Transit Hubs 2. Local Centres 3. Primary Centres/Primary Intensification Areas	✓ ✓ <sup>4</sup> ✓ <sup>4</sup>
City of Ottawa	1. Area A – Central 2. Area B – Inner City Area	✓ <sup>5</sup> ✓ <sup>5</sup>
<b>United States</b>		
Stockton, California	Parking Assessment Districts	x
Salem, Oregon	1. Central Salem Development Program (CSDP) Area 2. Downtown Parking District	✓ <sup>6</sup>
Eugene, Oregon	1. Nodal Development Overlay Zone 2. Other Special Area Zones 3. C-1 zones	✓ <sup>7</sup>
Pasadena, California	1. Parking Assessment Districts 2. Central District Transit-Oriented Area (or within ¼ mile of light rail station)	x ✓ <sup>8</sup>
Huntington Beach, California	None	x
Chicago, Illinois	Transit Oriented Development (“Transit-Served Locations”)	✓ <sup>9</sup>

1. Maximums equal to the minimum rates
2. Maximums apply to only some land uses depending on the land use and the Policy Area
3. Maximums apply to development within 400m walking distance of rapid transit stop or GO Rail
4. Maximums apply to surface parking lots only
5. Maximums apply to specific land uses within 600m of rapid transit stations (maximum walking distance of 800m)
6. Maximums are 2.5 times the minimum (when 20 spaces or less required) and 1.75 times the minimum otherwise
7. Maximum is 125% of the minimums with some exceptions
8. Maximum is equal to the minimum, but may exceed the minimum requirement under some conditions
9. Maximums only apply within the Downtown Zoning Districts, which can include Transit-Served Locations. Separate rates are provided.



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

<b>Description:</b>	<p>Electric Vehicle parking is defined by a municipality's zoning by-law to specify the number of dedicated parking spaces for EV use, which often goes hand in hand with EV charging provisions. The provision of EV parking can be encouraged through supplementary guidance such as green building standards and transportation demand measures, or directly through a zoning by-law.</p> <p>EVs include battery electric vehicles (BEV), plug-in hybrid vehicles (PHEV), and fuel-cell electric vehicles (FCEV) classifications. Charge Hub reports 428 chargers, typically deployed within the provision of a parking space, across the City at the time of this study.</p>
<b>City of Mississauga's Policy</b>	<ul style="list-style-type: none"> <li>• No mandated provision of dedicated spaces in the zoning by-law at this time</li> <li>• 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.</li> <li>• 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).</li> </ul>
<b>Why is it needed?</b>	<p>EV uptake is increasing, and the prevalence of EV charging is becoming more common (provided through EV parking spaces) in both residential and non-residential developments.</p> <p>EV charging provisions specified in the latest Ontario Building Code demonstrating a shift in the market to prepare for EV demand and consumer needs/expectations.</p>
<b>Benefits:</b>	<p>Supports sustainable travel practices and visually communicates the value of EV use over traditional vehicles. This type of policy would also support the City's goals defined by the 2019 Climate Change Action Plan to encourage uptake of zero-emission vehicles.</p>
<b>Should it differ per Precinct and why?</b>	<p>Provision and quantity of EV parking should relate to the land use and the size of a development.</p>
<b>What do others do?</b>	<p>City of Toronto Green Building Standard encourages the provision of EV Charging provisions through a series of incentives that developers can take advantage of.</p> <p>City of Vancouver (Parking By-Law 6059) specifies the number of parking spaces with EV charging outlets, where outlets are labelled for their intended use for EV charging. For example, for commercial uses with 10 or more parking spaces, 1 per 10 spaces shall include charging provisions for EVs.</p>
<b>Sources:</b>	<ul style="list-style-type: none"> <li>• 2019 Mississauga Transportation Master Plan (TMP)</li> <li>• 2019 Climate Change Action Plan</li> <li>• <a href="https://chargehub.com/en/countries/canada/ontario/mississauga.html">https://chargehub.com/en/countries/canada/ontario/mississauga.html</a></li> <li>• <a href="https://bylaws.vancouver.ca/parking/Sec04.pdf">https://bylaws.vancouver.ca/parking/Sec04.pdf</a></li> </ul>

## Topic#4: Transitional Parking (Policy)

<b>Description:</b>	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.
<b>City of Mississauga's Policy</b>	<ul style="list-style-type: none"> <li>No current policy or formal practice in place for transitional parking.</li> </ul>
<b>Why is it needed?</b>	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.
<b>Benefits:</b>	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.
<b>Should it differ per Precinct and why?</b>	Transitional parking could be permitted in high-density precincts, where demand for real estate and development is more dynamic.
<b>What do others do?</b>	This strategy is practiced by developers through their phasing strategy and sequencing of development.
<b>Sources:</b>	None.

## Topic#5: Curbside Management (Policy)

<b>Description:</b>	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.).
<b>City of Mississauga's Policy</b>	<ul style="list-style-type: none"> <li>• 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).</li> <li>• 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.</li> <li>• 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).</li> </ul>
<b>Why is it needed?</b>	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.
<b>Benefits:</b>	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.
<b>Should it differ per Precinct and why?</b>	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.).
<b>What do others do?</b>	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.
<b>Sources:</b>	<ul style="list-style-type: none"> <li>• Curbside Management Practitioners Guide, The Institute of Transportation Engineers</li> <li>• 2019 TMP</li> <li>• Bikes, E-Bikes, and E-Scooters: Expanding Mississauga's Transportation Options (2019)</li> <li>• 2019 PMPIS</li> </ul>

## Topic#6: On-Street Permits (Policy)

<b>Description:</b>	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).
<b>City of Mississauga's Policy</b>	<ul style="list-style-type: none"> <li>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.</li> <li>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.</li> <li>PMPIS recommended that the City develop a digital on-street permit parking program.</li> </ul>
<b>Why is it needed?</b>	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.).
<b>Benefits:</b>	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.
<b>Should it differ per Precinct and why?</b>	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).
<b>What do others do?</b>	On-street parking permits are generally used by all municipalities to permit on-street parking according to an hourly, daily, or monthly allowance.
<b>Sources:</b>	<ul style="list-style-type: none"> <li>2019 PMPIS</li> <li>City of Mississauga By-law 555-00</li> </ul>

## Topic#7: Shared Parking Formula (Parking Demand Management)

<b>Description:</b>	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).
<b>City of Mississauga's Policy</b>	<ul style="list-style-type: none"> <li>• Shared parking currently permitted in the by-law for mixed development uses (as defined in Section 3.1.2.3)</li> <li>• Rightsizing parking lots is defined as a priority for the City's vision for 2041 in the 2019 TMP (pg. 74)</li> <li>• 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).</li> <li>• PMPIS recommended that the City review current parking occupancy percentages to determine whether the percentages are appropriate (pg. 48).</li> </ul>
<b>Why is it needed?</b>	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.
<b>Benefits:</b>	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.
<b>Should it differ per Precinct and why?</b>	Shared parking should be encouraged across all precincts, with increased opportunities for shared in high-density areas or along key corridors.
<b>What do others do?</b>	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.
<b>Sources:</b>	<ul style="list-style-type: none"> <li>• Zoning By-Law (225-2007)</li> <li>• 2019 Mississauga Transportation Master Plan (TMP)</li> <li>• 2019 PMPIS</li> </ul>

## Topic#8: Car Share (Parking Demand Management)

<b>Description:</b>	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.
<b>City of Mississauga's Policy</b>	<ul style="list-style-type: none"> <li>• 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).</li> <li>• Car-share permits are currently available monthly for a fee to allow for car-share vehicles to park on-street.</li> <li>• 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)</li> </ul>
<b>Why is it needed?</b>	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.
<b>Benefits:</b>	Dedicated spaces for car share vehicles demonstrate the priority that these services carry and make the services themselves more accessible and convenient for users.
<b>Should it differ per Precinct and why?</b>	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
<b>What do others do?</b>	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.
<b>Sources:</b>	<ul style="list-style-type: none"> <li>• 2019 Mississauga Transportation Master Plan (TMP)</li> <li>• 2019 PMPIS</li> <li>• 2018 Region of Peel Official Plan</li> </ul>

## Topic#9: Bicycle Parking (Parking Demand Management)

<b>Description:</b>	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.
<b>City of Mississauga's Policy</b>	<ul style="list-style-type: none"> <li>• 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>).</li> <li>• 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>).</li> <li>• Bike Parking Standards outlined in the Transportation Demand Management Strategy are yet to be included in the City's Zoning By-Law.</li> </ul>
<b>Why is it needed?</b>	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).
<b>Benefits:</b>	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.
<b>Should it differ per Precinct and why?</b>	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.
<b>What do others do?</b>	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.
<b>Sources:</b>	<ul style="list-style-type: none"> <li>• 2019 Mississauga Transportation Master Plan (TMP)</li> <li>• 2018 Cycling Master Plan</li> <li>• Mississauga's Transportation Demand Management Strategy</li> <li>• <a href="https://www.pupnmag.com/article/benefits-of-better-bike-parking">https://www.pupnmag.com/article/benefits-of-better-bike-parking</a></li> </ul>

## Topic#10: End of Trip Facilities (Parking Demand Management)

<b>Description:</b>	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.
<b>City of Mississauga's Policy</b>	<ul style="list-style-type: none"> <li>The 2018 Cycling Master Plan recognizes the need for commercial and residential developments to provide bicycle facilities such as showers and lockers.</li> <li>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.</li> </ul>
<b>Why is it needed?</b>	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.
<b>Benefits:</b>	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.
<b>Should it differ per Precinct and why?</b>	No, provision of these types of facilities should relate to the type of land use (e.g. office) for the potential users.
<b>What do others do?</b>	<p>City of Vancouver (Parking By-Law 6059) includes End of Trip Facility Requirements in their parking standards; when three or more bicycle parking spaces are located at developments, provision of shower and change facilities are required.</p> <p>City of Toronto (By-Law 569-2013) also includes End of Facility Requirements in their standards, declaring shower and change facilities must be offered when five or more bicycle spaces are provided.</p>
<b>Sources:</b>	<ul style="list-style-type: none"> <li>2018 Cycling Master Plan</li> <li>Mississauga's Transportation Demand Management Strategy</li> </ul>



## Topic#11: Bike Share (Parking Demand Management)

<b>Description:</b>	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.
<b>City of Mississauga's Policy</b>	<ul style="list-style-type: none"> <li>• 'Bikes, E-bikes, and E-Scooters: Expanding Mississauga's Transportation Options Study' reviews the role of micro-mobility for the City in the future.</li> <li>• A Micro mobility Policy Framework was listed as Action 22, which considers bike-sharing as a policy option while examining the feasibility of bike-share systems was listed as Action 37, both in the 2019 TMP (pg. 98 and pg. 100, respectively).</li> </ul>
<b>Why is it needed?</b>	"Successful bike-share programs increase cycling trips and promote a culture of cycling" ( <i>Cycling Master Plan</i> , pg. 62). As cycling trips increase through the use of these Bike Share programs, accessibility and use of public transit also increase, which helps to address the 'first and last-mile challenge. As the cycling routes in Mississauga also continue to develop, the bike-sharing program will help encourage the use of these cycling networks.
<b>Benefits:</b>	<p>"Bike share provides several benefits to cyclists:</p> <ul style="list-style-type: none"> <li>• Access to a bicycle without having to own and maintain one;</li> <li>• The option to use a bike for some parts of a trip and not others, or only one-way;</li> <li>• Access to a bicycle at one or both ends of a transit trip;</li> <li>• Removes any worry about bicycle parking or theft; and</li> <li>• Provides a very affordable travel option." (<i>Cycling Master Plan</i>, pg. 62)</li> </ul>
<b>Should it differ per Precinct and why?</b>	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.
<b>What do others do?</b>	<p>Bike Share Toronto allows users to purchase a pass at a station kiosk or through the app or register for an annual membership on their website. A 5-digit code enables users to unlock an available bike at the docking system to use for 30 minutes. Similarly, Hamilton Bike Share allows the user to select a payment plan to open an account, which unlocks an available bike.</p> <p>Toronto Bike Share has stations throughout the City. Hamilton's program is located within the downtown area.</p>
<b>Sources:</b>	<ul style="list-style-type: none"> <li>• Mississauga Cycling Master Plan 2018</li> <li>• 2019 Mississauga Transportation Master Plan (TMP)</li> <li>• <a href="https://bikesharetoronto.com">https://bikesharetoronto.com</a></li> <li>• <a href="https://hamilton.socialbicycles.com">https://hamilton.socialbicycles.com</a></li> </ul>

## Topic#12: Automated Parking Systems, including Car Elevators (Parking Technology)

<b>Description:</b>	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.
<b>City of Mississauga's Policy</b>	<ul style="list-style-type: none"> <li>• Smart parking recommendations are listed in Parking Matters: Parking Master Plan and Implementation Strategy (Section 7.8.1)</li> <li>• No reference to APS in City's Policies or By-Laws</li> </ul>
<b>Why is it needed?</b>	In urban and heavily populated areas, where parking is limited, and space is minimal, APS helps solve some of these parking issues. APS is used in high-density areas with constrained property sizes, to increase the accessibility and number of available parking spaces across a unit of land. Vehicles are stored safely and securely.
<b>Benefits:</b>	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
<b>Should it differ per Precinct and why?</b>	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.
<b>What do others do?</b>	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.
<b>Sources:</b>	<ul style="list-style-type: none"> <li>• Parking Matters: Mississauga Parking Master Plan and Implementation Strategy (PMPIS)</li> <li>• <a href="https://www.newswire.ca/news-releases/canada-invests-in-world-s-first-fully-automated-pick-up-parking-system-in-london-809140347.html">https://www.newswire.ca/news-releases/canada-invests-in-world-s-first-fully-automated-pick-up-parking-system-in-london-809140347.html</a></li> </ul>

## Topic#13: Flexible Parking Structures (Parking Technology)

<b>Description:</b>	Flexible or Adaptable Parking Structures (such as parking garages) that are re-purposed and developed into a new residential or commercial building. Parking Structures that can be retrofitted for other land uses in the future, allowing parking to adapt to changing needs. This approach is largely market or developer-driven to increase the utility of development and to adapt to future changes in parking demand.
<b>City of Mississauga's Policy</b>	<ul style="list-style-type: none"> <li>There is currently no reference to Flexible Parking Structures in the City of Mississauga's Policies or By-Laws.</li> </ul>
<b>Why is it needed?</b>	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.
<b>Benefits:</b>	Reduces the potential of future derelict parking structures while encouraging innovative, sustainable, and cost-effective design and increases the availability of developable land in the future.
<b>Should it differ per Precinct and why?</b>	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.
<b>What do others do?</b>	<p>Northwestern University in Evanston, Illinois re-designed an existing parking garage on the University's campus to provide students with additional work and study space.</p> <p>Master Plan for East Harbour in Toronto states the inclusion of "mezzanine parking levels" where the design of the structure will be flexible for future retrofitting to leased space, to adapt to future parking demand declines or increased demand for leasable space.</p>
<b>Sources:</b>	<ul style="list-style-type: none"> <li><a href="https://www.retrofitmagazine.com/a-500-car-parking-garage-is-converted-into-44-one-bedroom-apartments/2">https://www.retrofitmagazine.com/a-500-car-parking-garage-is-converted-into-44-one-bedroom-apartments/2</a></li> <li><a href="https://www.urbanismnext.org/what-to-do/flexible-parking-design">https://www.urbanismnext.org/what-to-do/flexible-parking-design</a></li> <li><a href="https://www.arrowstreet.com/portfolio/autonomous-vehicles">https://www.arrowstreet.com/portfolio/autonomous-vehicles</a></li> <li><a href="https://eastharbour.ca/wp-content/uploads/2018/02/East-Harbour_Master-Plan-Update_January-2018.pdf">https://eastharbour.ca/wp-content/uploads/2018/02/East-Harbour_Master-Plan-Update_January-2018.pdf</a></li> </ul>

## Topic#14: Second Units

<b>Description:</b>	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.
<b>City of Mississauga's Policy and Zoning</b>	<ul style="list-style-type: none"> <li>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.</li> <li>A second unit is required to be provided with one parking space in addition to the required parking for a dwelling unit.</li> <li>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.</li> </ul>
<b>Other Policy / Legislative Context</b>	<ul style="list-style-type: none"> <li>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.</li> </ul>
<b>What are other municipalities doing?</b>	<ul style="list-style-type: none"> <li>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.</li> <li>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.</li> <li>The City of Brampton recently passed an amendment to eliminate the parking requirement for second suite units.</li> </ul>
<b>Considerations / Analysis</b>	<ul style="list-style-type: none"> <li>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.</li> <li>Reducing or eliminating the minimum parking requirement for second units should involve consideration for potential impacts. There are two main potential impacts:</li> </ul>

	<ul style="list-style-type: none"> <li>○ 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.</li> <li>○ Second, removing the minimum parking requirement will result in parking impacts, such as illegal parking on the property or the street or overcrowding the parking of vehicles. However, these matters can be addressed on a complaint basis or with regular by-law enforcement. It is noted that the Parking Master Plan and Implementation Strategy also discusses on-street parking permissions and permits, and some mechanisms can be considered to permit on-street parking. The Plan also recommends permission for lower driveway boulevard parking which may help to promote the supply of parking in residential areas.</li> <li>● 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.</li> </ul>
<b>Should it differ per Precinct and why?</b>	<ul style="list-style-type: none"> <li>● Other municipalities that have eliminated second unit requirements have done so on a municipality-wide basis.</li> <li>● 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.</li> </ul>
<b>Sources:</b>	<ul style="list-style-type: none"> <li>● Parking Matters: Mississauga Parking Master Plan and Implementation Strategy (PMPIS): <a href="https://www.mississauga.ca/publication/parking-master-plan-and-implementation-strategy">https://www.mississauga.ca/publication/parking-master-plan-and-implementation-strategy</a></li> <li>● City of Toronto Second Suites Study and Zoning Amendment: <a href="https://www.toronto.ca/city-government/planning-development/planning-studies-initiatives/secondary-suites/information-reports-secondary-suites">https://www.toronto.ca/city-government/planning-development/planning-studies-initiatives/secondary-suites/information-reports-secondary-suites</a></li> <li>● City of Mississauga Second Units Registration and Information: <a href="https://www.mississauga.ca/services-and-programs/building-and-renovating/zoning-information/zoning-by-law">https://www.mississauga.ca/services-and-programs/building-and-renovating/zoning-information/zoning-by-law</a></li> <li>● City of Mississauga Zoning By-law: <a href="https://www.mississauga.ca/services-and-programs/building-and-renovating/zoning-information/zoning-by-law">https://www.mississauga.ca/services-and-programs/building-and-renovating/zoning-information/zoning-by-law</a></li> <li>● City of Brampton Second Suites: <a href="https://www.brampton.ca/EN/residents/Building-Permits/second-dwelling/Pages/Welcome.aspx">https://www.brampton.ca/EN/residents/Building-Permits/second-dwelling/Pages/Welcome.aspx</a></li> </ul>

## Topic#15: Affordable Housing

<b>Description:</b>	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.
<b>City of Mississauga's Policy</b>	<ul style="list-style-type: none"> <li>Generally, the City of Mississauga promotes the creation of affordable housing. The Official Plan contains supportive policies in this regard.</li> <li>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.</li> </ul>
<b>Other Policy Considerations</b>	<ul style="list-style-type: none"> <li>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.</li> <li>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.</li> </ul>
<b>Benefits and Challenges:</b>	<ul style="list-style-type: none"> <li>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.</li> <li>The definition of affordable housing could be tied to the establishment of an agreement registered on title.</li> <li>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.</li> <li>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.</li> </ul>
<b>What do others do?</b>	Few Ontario municipal zoning by-laws were identified which contain direct provisions or a definition for affordable. However, as in Mississauga, many other municipalities provide different parking requirements for smaller unit types (e.g., one-bedroom) versus other types

	<p>as well as parking requirements for certain uses which may be considered more affordable housing (e.g., second units, retirement homes, group homes).</p> <p>The City of Toronto's Zoning By-law defines "alternative housing" as a "dwelling unit or bedsitting room owned and operated by or on behalf of the City of Toronto, or by a non-profit agency in cooperation with the City of Toronto or a private sector organization in cooperation with the City of Toronto." For this use, a minimum parking rate of 0.1 parking spaces is required for alternative housing.</p>
<b>Should it differ per Precinct and why?</b>	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.
<b>Sources:</b>	<ul style="list-style-type: none"> <li>• City of Toronto Zoning By-law: <a href="https://www.toronto.ca/wp-content/uploads/2018/07/97ec-City-Planning-Zoning-Zoning-By-law-Part-1.pdf">https://www.toronto.ca/wp-content/uploads/2018/07/97ec-City-Planning-Zoning-Zoning-By-law-Part-1.pdf</a></li> <li>• City of Mississauga Official Plan: <a href="https://www.mississauga.ca/projects-and-strategies/strategies-and-plans/mississauga-official-plan/">https://www.mississauga.ca/projects-and-strategies/strategies-and-plans/mississauga-official-plan/</a></li> <li>• City of Mississauga Zoning By-law: <a href="https://www.mississauga.ca/services-and-programs/building-and-renovating/zoning-information/zoning-by-law/">https://www.mississauga.ca/services-and-programs/building-and-renovating/zoning-information/zoning-by-law/</a></li> <li>• Region of Peel Housing Strategy: <a href="https://www.peelregion.ca/planning/officialplan/pdfs/2018/2018-housing-strategy.pdf">https://www.peelregion.ca/planning/officialplan/pdfs/2018/2018-housing-strategy.pdf</a></li> <li>• Parking Guidelines for Public and Private Non-Profit Housing – Report on Comments</li> <li>• Parking Requirement Impact on Housing Affordability, June 2020, Todd Litman; Victoria Transport Policy Institute</li> </ul>



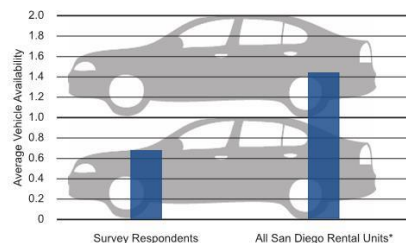
Source: City of San Diego, Affordable Housing Parking Study, February 2011

## Results From Affordable Housing Resident Survey

### AVERAGE HOUSEHOLD VEHICLE AVAILABILITY

On average, residents of affordable housing do not require as much parking as is typically required for rental housing in San Diego, which may justify the use of different parking requirements.

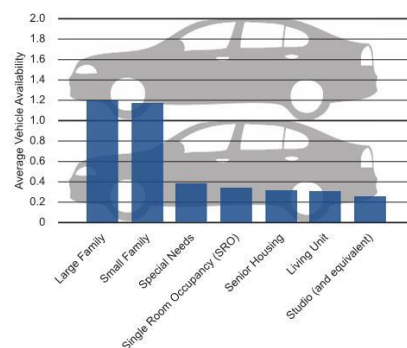
The results of the study show that the average level of household vehicle availability among survey respondents is almost half the average level for all rental housing units in San Diego.\*



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

### AVERAGE VEHICLE AVAILABILITY BY HOUSING TYPE

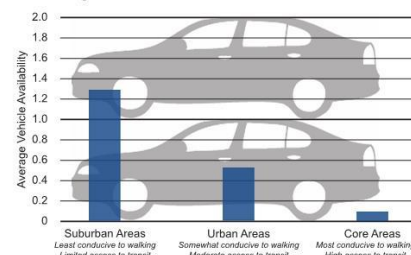
Large family and small family affordable housing have significantly higher average vehicle availability than all other housing types.



### AVERAGE VEHICLE AVAILABILITY BY LAND USE AND TRANSPORTATION CONTEXT

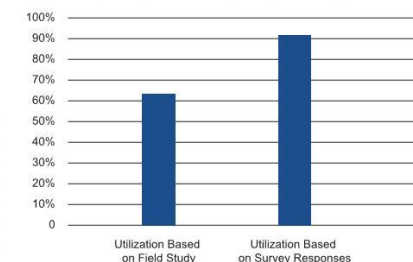
Neighborhood characteristics may influence vehicle ownership levels in affordable housing developments because people may not need cars if they can take transit or walk to destinations. The survey results showed that household vehicle availability is higher in areas that are less conducive to walking and have more limited access to transit.

As defined by a combined measure of the land use and transportation context, suburban areas have the highest mean vehicle availability and core areas have the lowest, with urban areas falling in the middle.



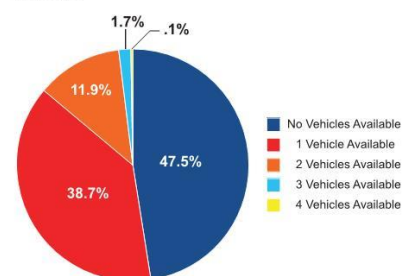
### PARKING UTILIZATION

Overall, most of the affordable housing developments surveyed have unused parking. On-site parking utilization data indicated parking was less utilized than the household survey responses indicated. This is likely because data were collected at one point in time and the survey was based on the residents' aggregate experience. Overall, this indicates parking is oversupplied.



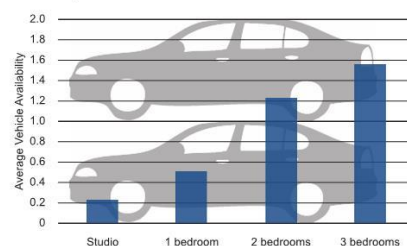
### DISTRIBUTION OF RESIDENTS' HOUSEHOLD VEHICLE AVAILABILITY

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



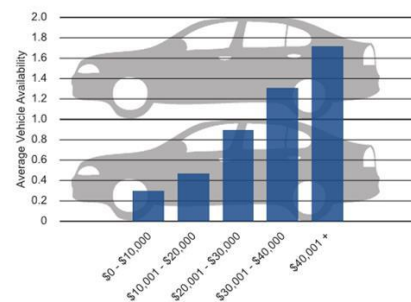
### AVERAGE VEHICLE AVAILABILITY BY UNIT SIZE

Larger housing units, measured by number of bedrooms, are likely to have more residents, more drivers, and higher average vehicle availability.



### AVERAGE VEHICLE AVAILABILITY BY HOUSEHOLD INCOME RANGE

Vehicle availability is higher in households with greater annual income.



### OTHER RESULTS

- Average vehicle availability decreases in affordable housing developments with a higher percentage of residents over the age of 65. However, this is not considered individually significant because a senior housing development is likely to have a lower number of bedrooms AND more residents over 65 years of age.

### POLICY CONSIDERATIONS

- The interrelationship of factors affecting parking demand at affordable housing is important when making decisions (e.g., housing type, unit size, location, and walkability).
- Priority should be given to distinct, measurable factors that are typically evaluated in the project development review process (e.g., unit size or location).



## Topic#16: Heritage Buildings

<b>Description:</b>	<p>The need to provide parking may represent a barrier to the protection, adaptive reuse, or viability of heritage buildings and properties. In some cases, older properties or sites may be constrained in terms of their ability to accommodate additional parking on a site. Consideration for reduced parking standards or similar approaches to heritage buildings may help support their conservation.</p>
<b>City of Mississauga's Policy</b>	<ul style="list-style-type: none"> <li>• 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.</li> <li>• 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.</li> <li>• There are over 300 designated heritage properties under Part IV of the <i>Ontario Heritage Act</i> in the City.</li> <li>• 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.</li> </ul>
<b>Why is it needed?</b>	<p>Consideration for reduced parking standards in conjunction with a designated heritage building may help to promote the building's conservation and adaptive reuse particularly if the site is constrained in terms of its ability to provide additional parking. Further, if the provision is tied to the designation of the building under the <i>Ontario Heritage Act</i>, a reduction of the parking standards may help to promote heritage building designation under the Act, as the reduced parking may be viewed as an incentive.</p>
<b>Should it differ per Precinct and why?</b>	<p>Heritage resources are likely distributed throughout the City. They are also concentrated in some areas, such as in the City's designated Heritage Conservation District or other areas that were historically developed. As the intent of the provision would be to promote heritage conservation, the approach should not vary by Precinct.</p>
<b>What do others do?</b>	<ul style="list-style-type: none"> <li>• 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).</li> <li>• The City of Ottawa similarly incorporates a minimum parking exemption for any building that is designated under the <i>Ontario Heritage Act</i> or falls under certain</li> </ul>

	<p>classes of heritage buildings in the City's heritage overlays, as shown in the mapping. Parking for additions must be provided and are not exempt.</p>
<b>Sources:</b>	<p>Information regarding heritage properties and districts in Mississauga:  <a href="https://www.mississauga.ca/services-and-programs/building-and-renovating/heritage-properties/what-is-a-heritage-property/">https://www.mississauga.ca/services-and-programs/building-and-renovating/heritage-properties/what-is-a-heritage-property/</a></p> <p>City of Ottawa Zoning By-law provisions for the heritage overlay: <a href="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">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</a></p> <p>City of Toronto Zoning By-law provisions for heritage buildings:  <a href="https://www.toronto.ca/zoning/bylaw_amendments/ZBL_NewProvision_Chapter200_20.htm">https://www.toronto.ca/zoning/bylaw_amendments/ZBL_NewProvision_Chapter200_20.htm</a></p>

# C BENCHMARKING OF PARKING REQUIREMENTS

# Mississauga Parking Rate Analysis

Benchmarking of Existing Parking Requirements: Mississauga, Oakville, Toronto, Vancouver, Victoria, Ottawa, Kitchener, Edmonton

WSP

April, 2021

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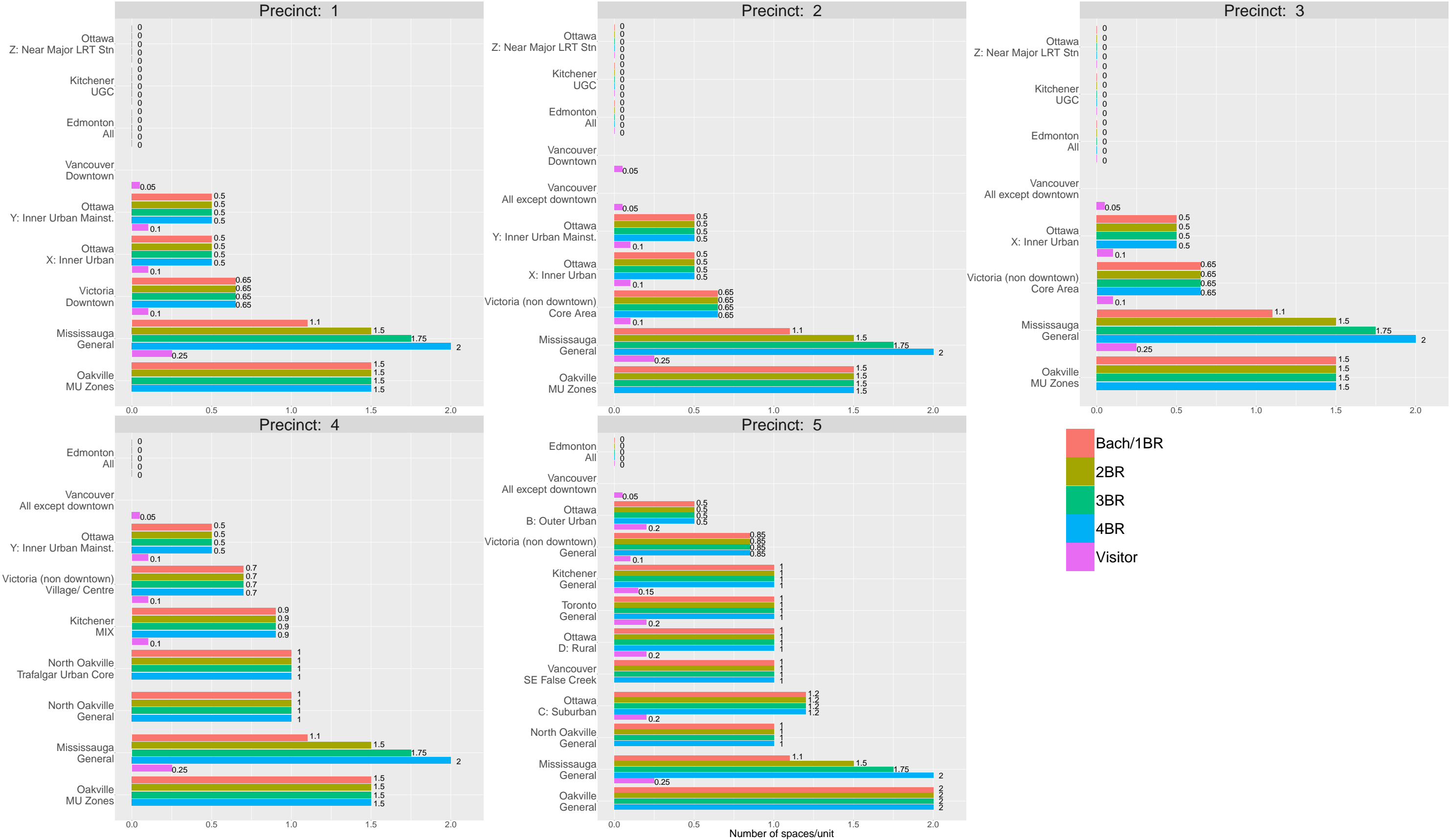
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Other - Second Units	32

Residential - Condo Back to Back and Stacked Townhouse

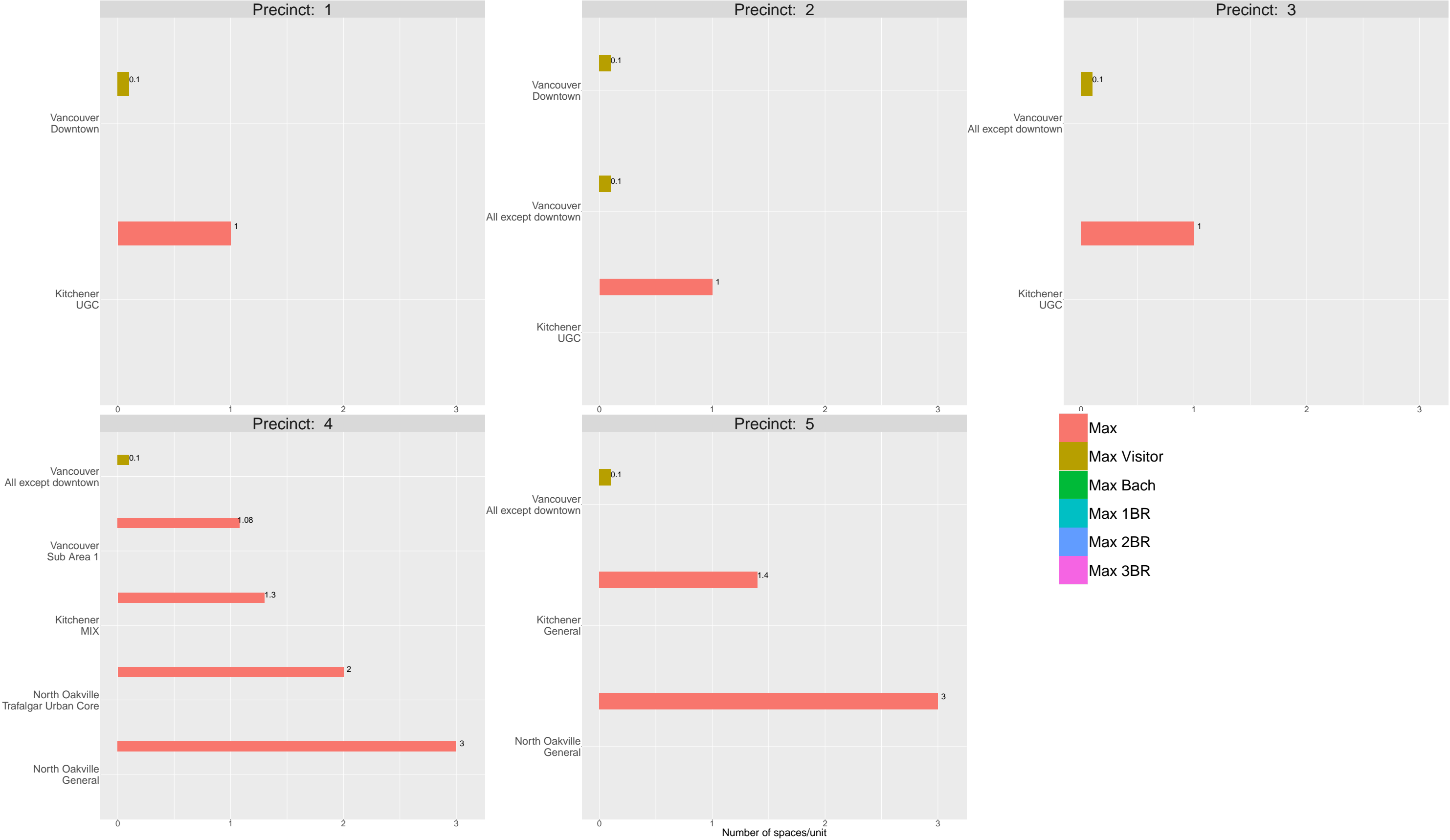
Table 1: Average Rates

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

Residential Rates - Condo Back to Back and Stacked Townhouse



Residential Max rates - Condo Back to Back and Stacked Townhouse



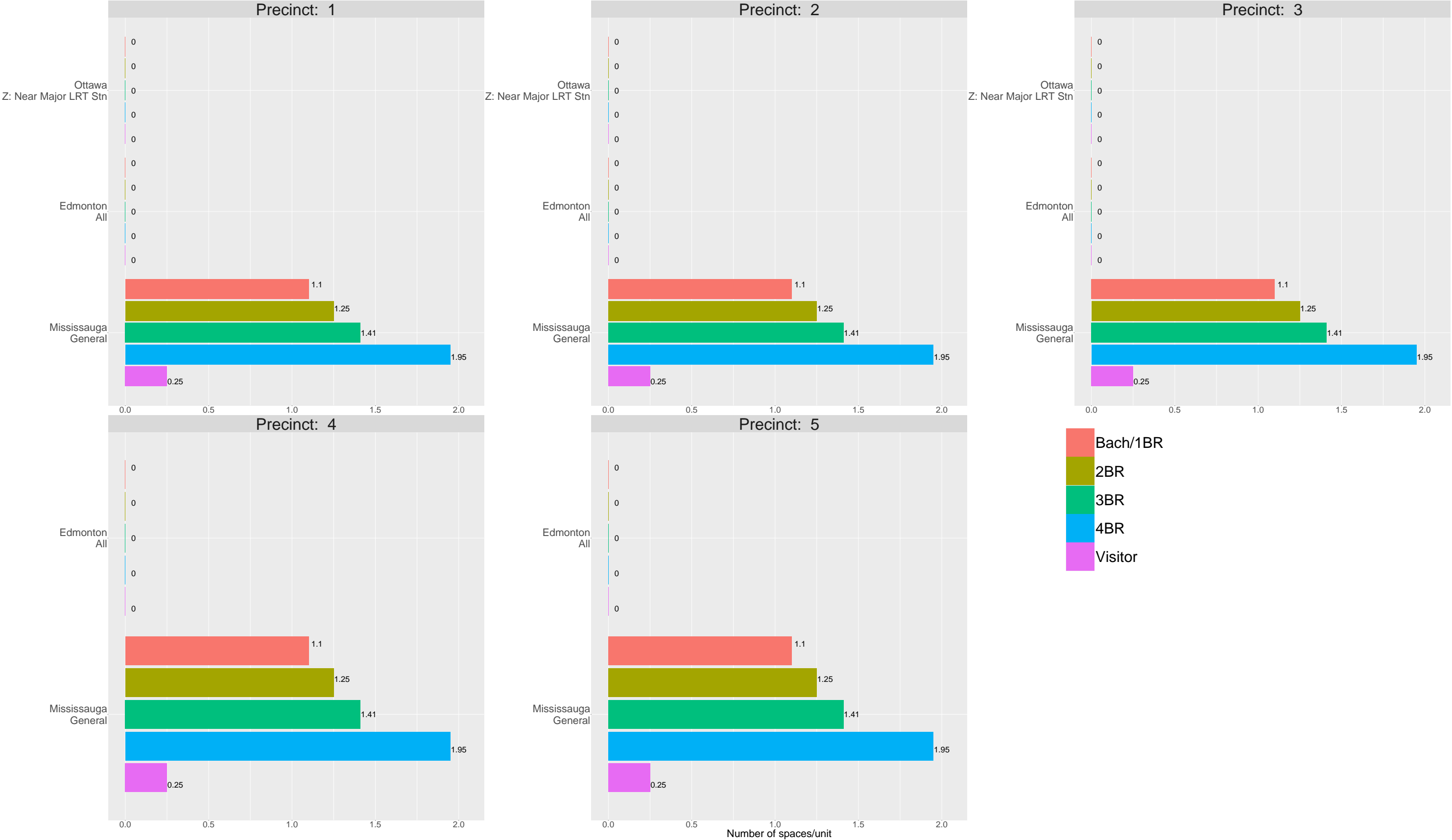


Residential - Rental Back to Back and Stacked Townhouse

Table 2: Average Rates

Precinct	Bach	1BR	2BR	3BR	4BR	Visitor	Max	Max Visitor	Max Bach	Max 1BR	Max 2BR	Max 3BR
1	0.37	0.37	0.42	0.47	0.65	0.08	-	-	-	-	-	-
2	0.37	0.37	0.42	0.47	0.65	0.08	-	-	-	-	-	-
3	0.37	0.37	0.42	0.47	0.65	0.08	-	-	-	-	-	-
4	0.55	0.55	0.62	0.70	0.98	0.12	-	-	-	-	-	-
5	0.55	0.55	0.62	0.70	0.98	0.12	-	-	-	-	-	-

Residential Rates - Rental Back to Back and Stacked Townhouse

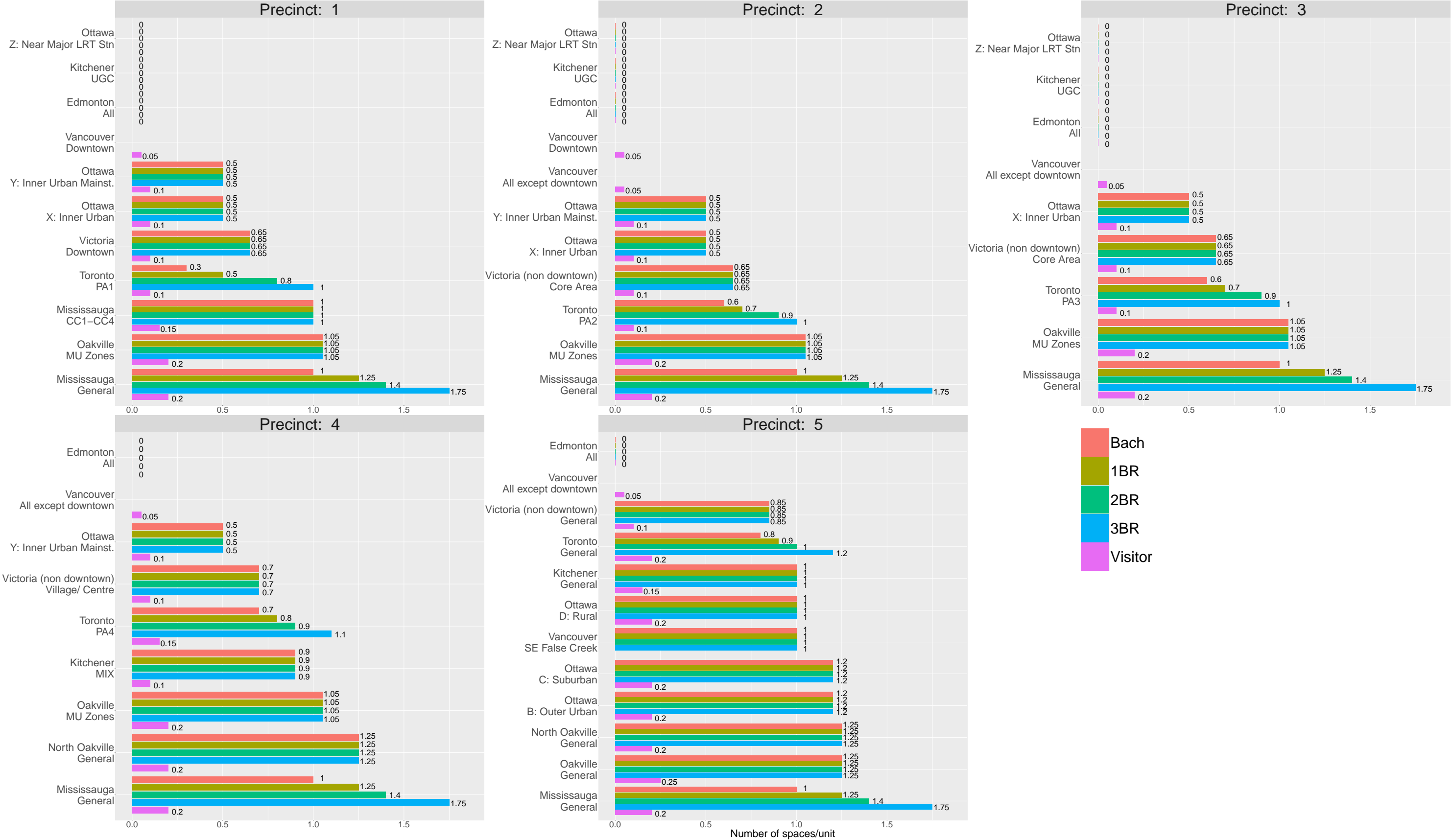


Residential - Condo Apartment

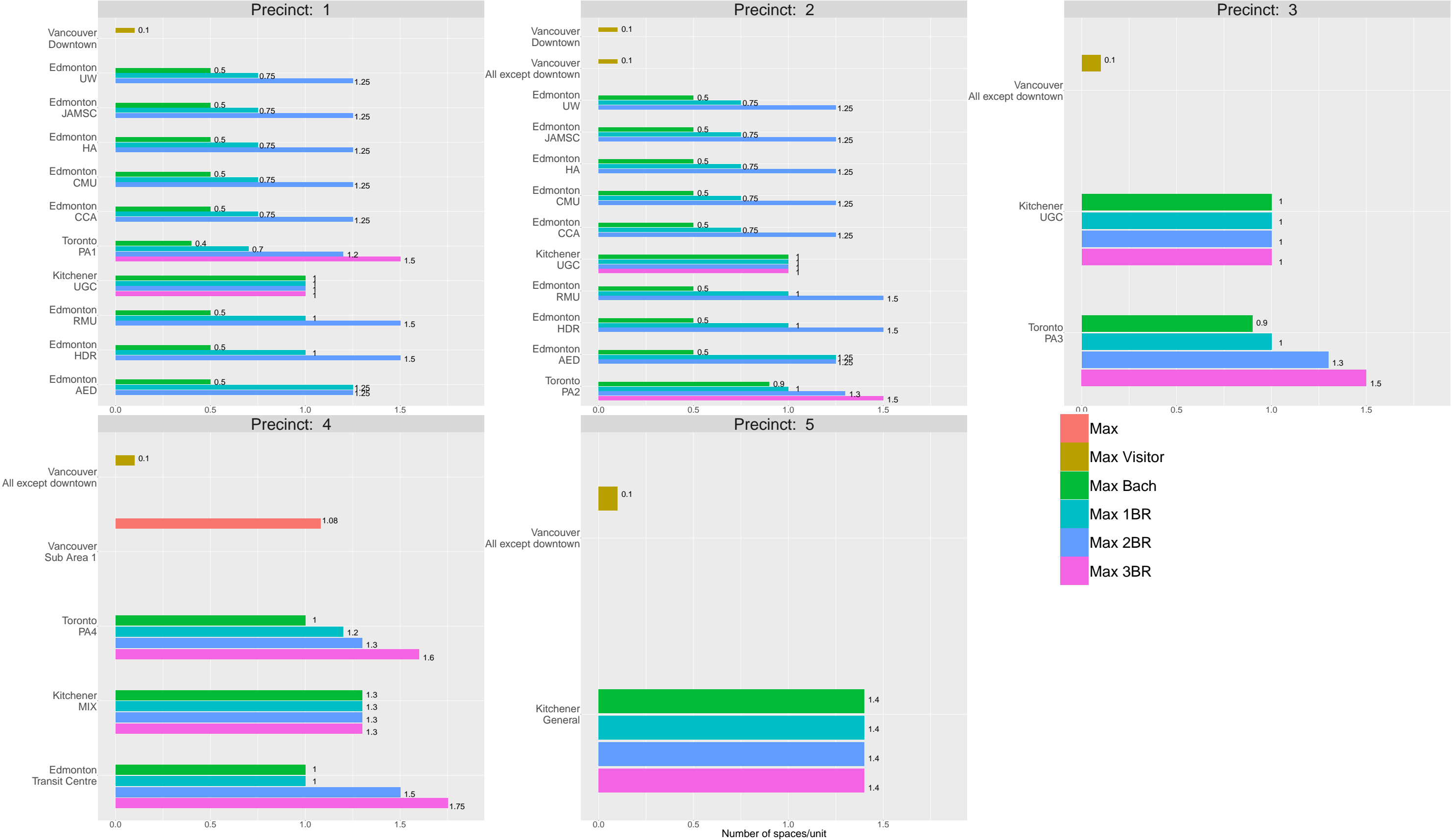
Table 3: Average Rates

Precinct	Bach	1BR	2BR	3BR	4BR	Visitor	Max	Max Visitor	Max Bach	Max 1BR	Max 2BR	Max 3BR
1	0.48	0.52	0.58	0.63	0.32	0.09	-	0.1	0.63	0.86	1.17	1.25
2	0.52	0.57	0.62	0.68	0.32	0.09	-	0.1	0.80	0.96	1.20	1.25
3	0.51	0.56	0.61	0.67	0.32	0.09	-	0.1	0.95	1.00	1.15	1.25
4	0.76	0.81	0.84	0.91	0.35	0.12	1.08	0.1	1.10	1.17	1.37	1.55
5	0.92	0.96	0.99	1.05	0.42	0.15	-	0.1	1.40	1.40	1.40	1.40

Residential Rates - Condo Apartment



Residential Max Rates - Condo Apartment

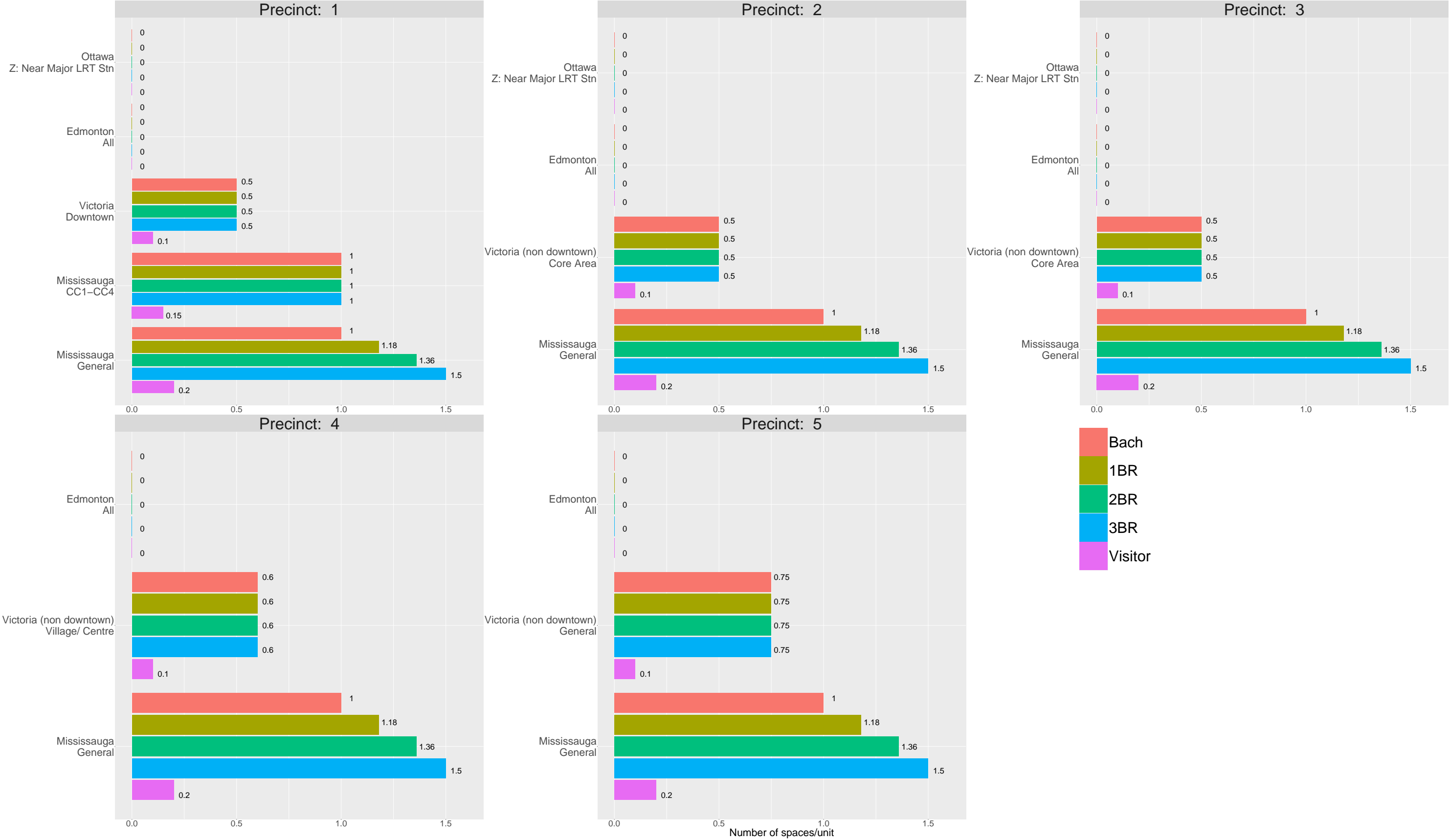


Residential - Rental Apartment

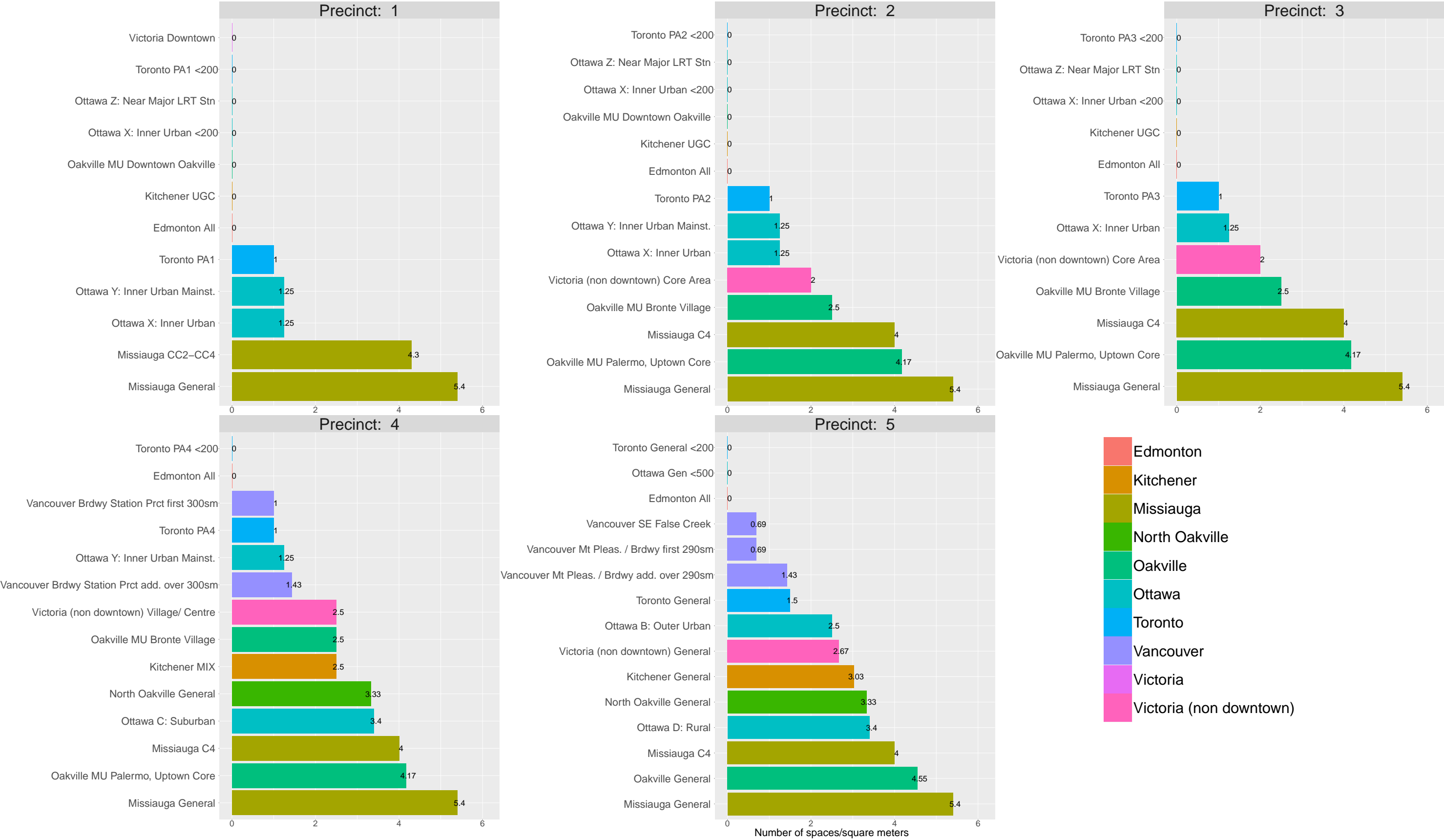
Table 4: Average Rates

Precinct	Bach	1BR	2BR	3BR	4BR	Visitor	Max	Max Visitor	Max Bach	Max 1BR	Max 2BR	Max 3BR
1	0.38	0.40	0.42	0.44	0.25	0.07	-	-	-	-	-	-
2	0.38	0.42	0.46	0.50	0.25	0.08	-	-	-	-	-	-
3	0.38	0.42	0.46	0.50	0.25	0.08	-	-	-	-	-	-
4	0.53	0.59	0.65	0.70	0.30	0.10	-	-	-	-	-	-
5	0.58	0.64	0.70	0.75	0.38	0.10	-	-	-	-	-	-

Residential Rates - Rental Apartment

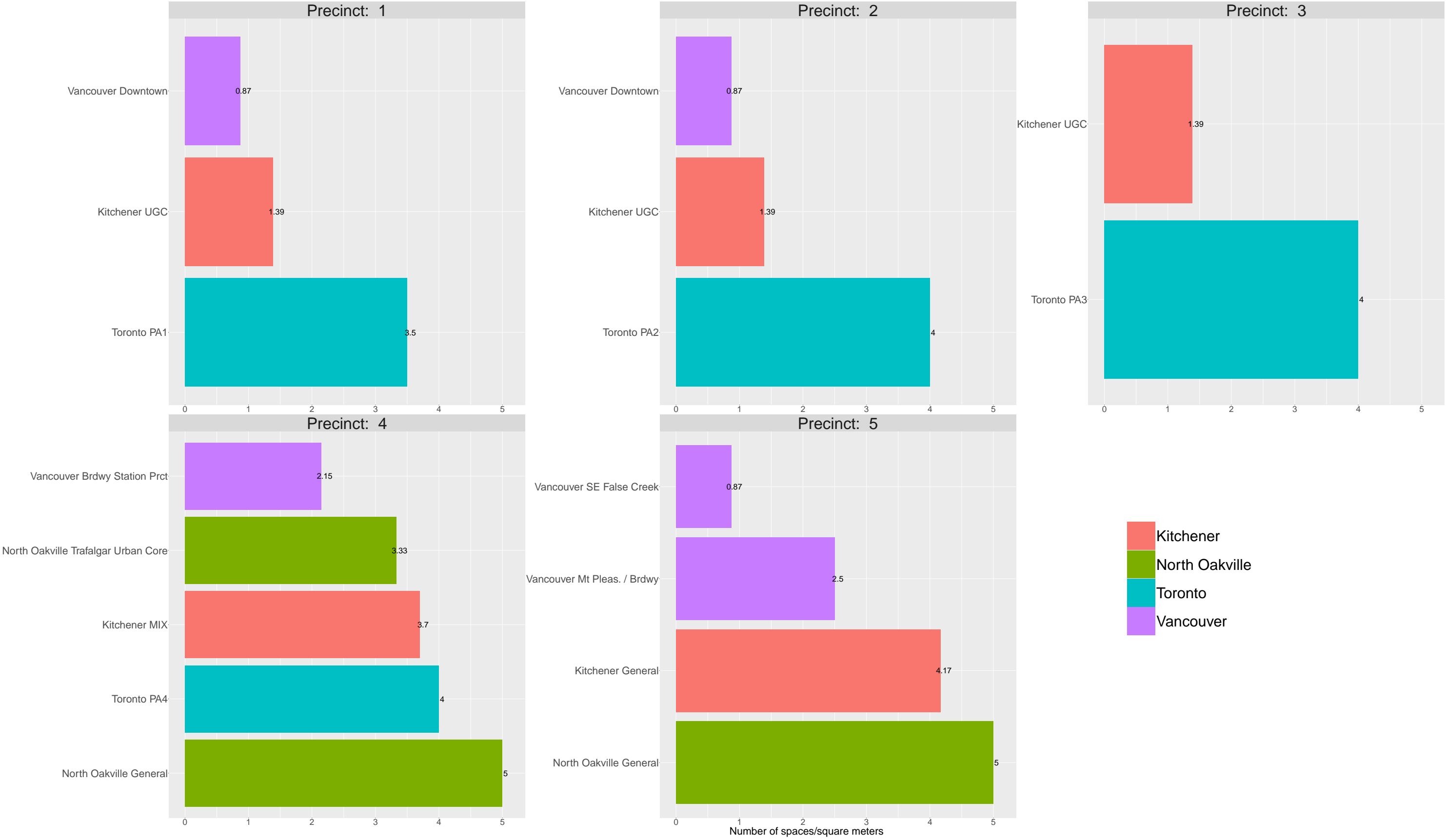


Commercial Rates - Personal Service Establishment

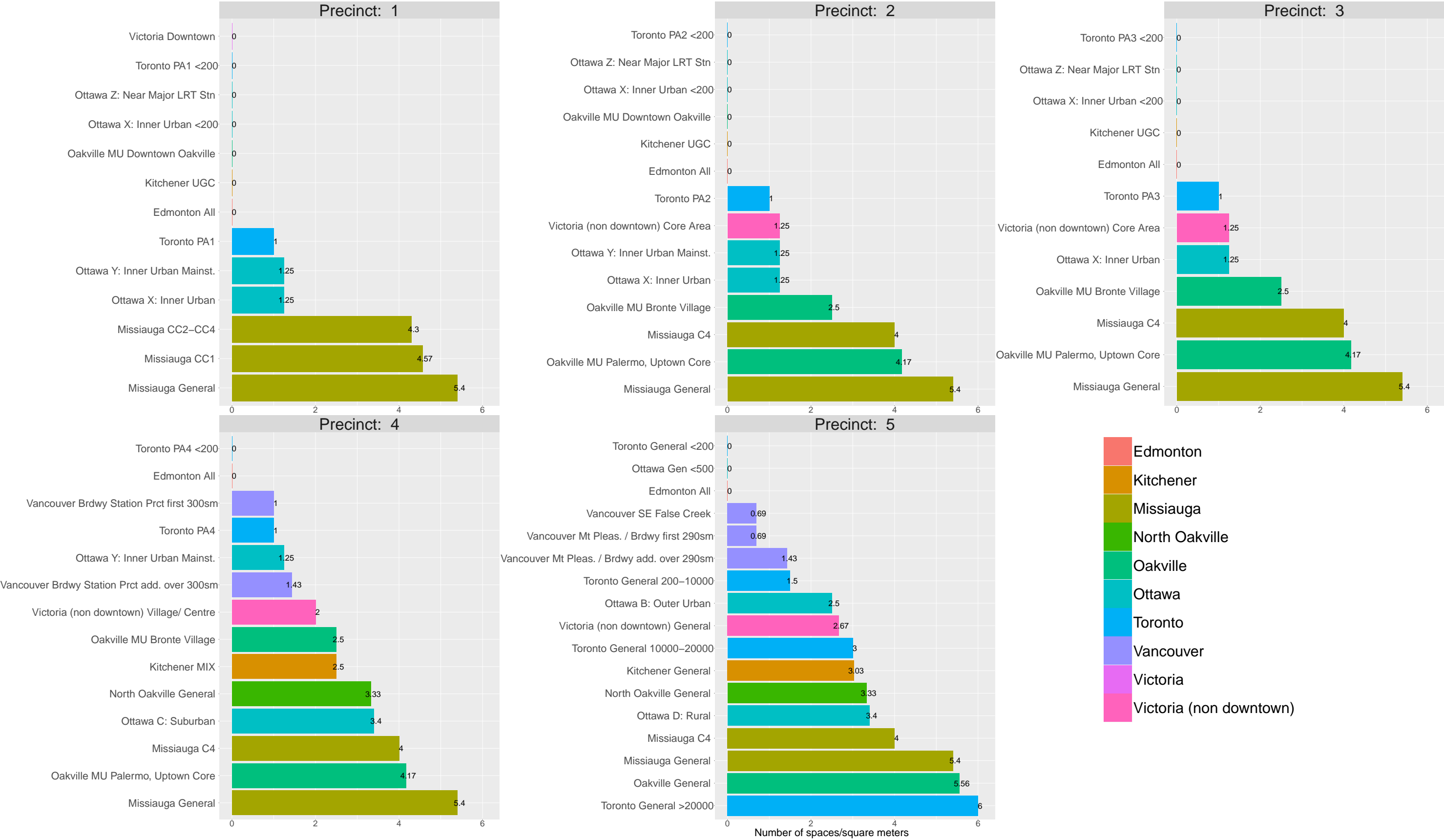




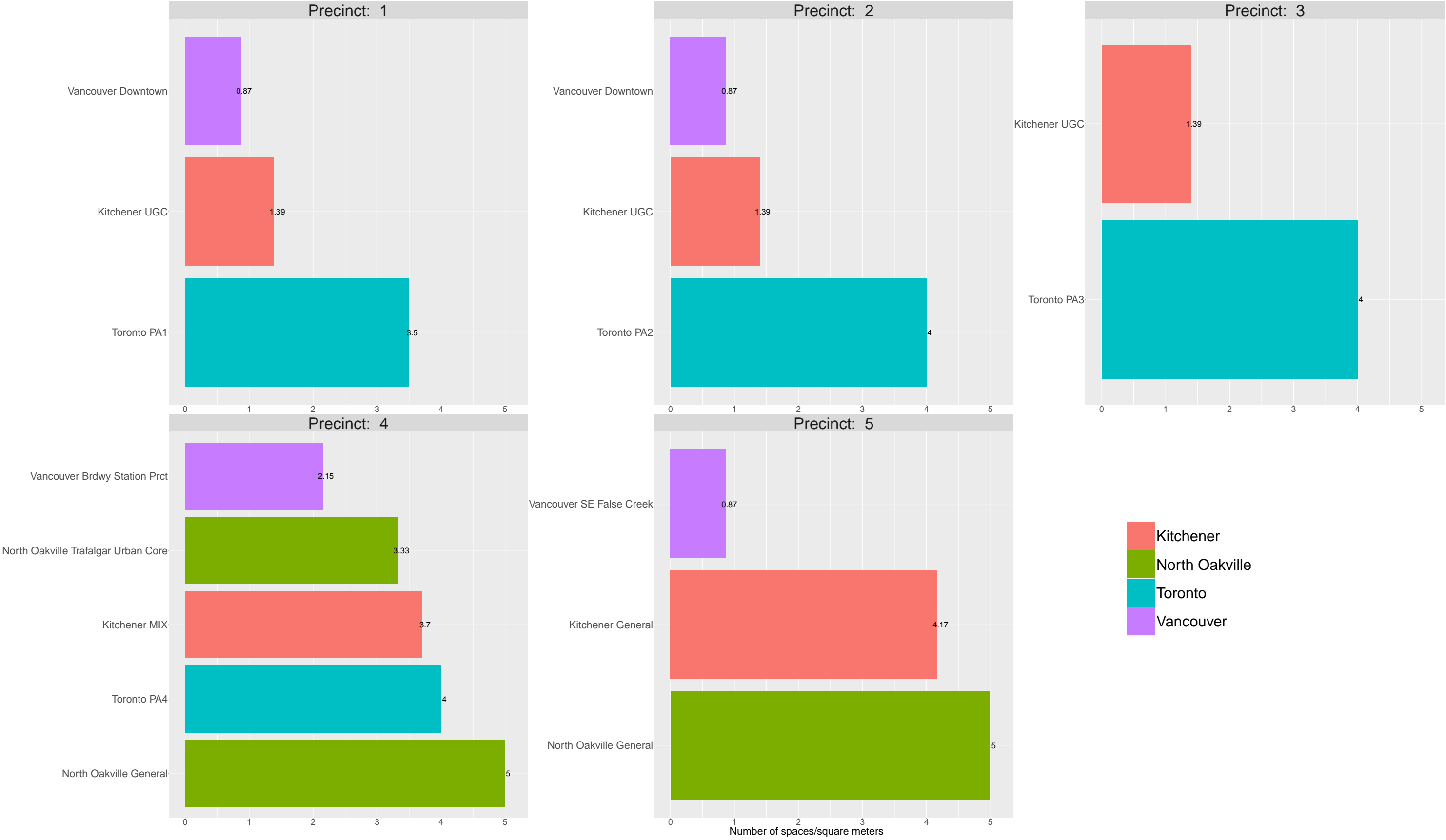
Commercial Max Rates - Personal Service Establishment



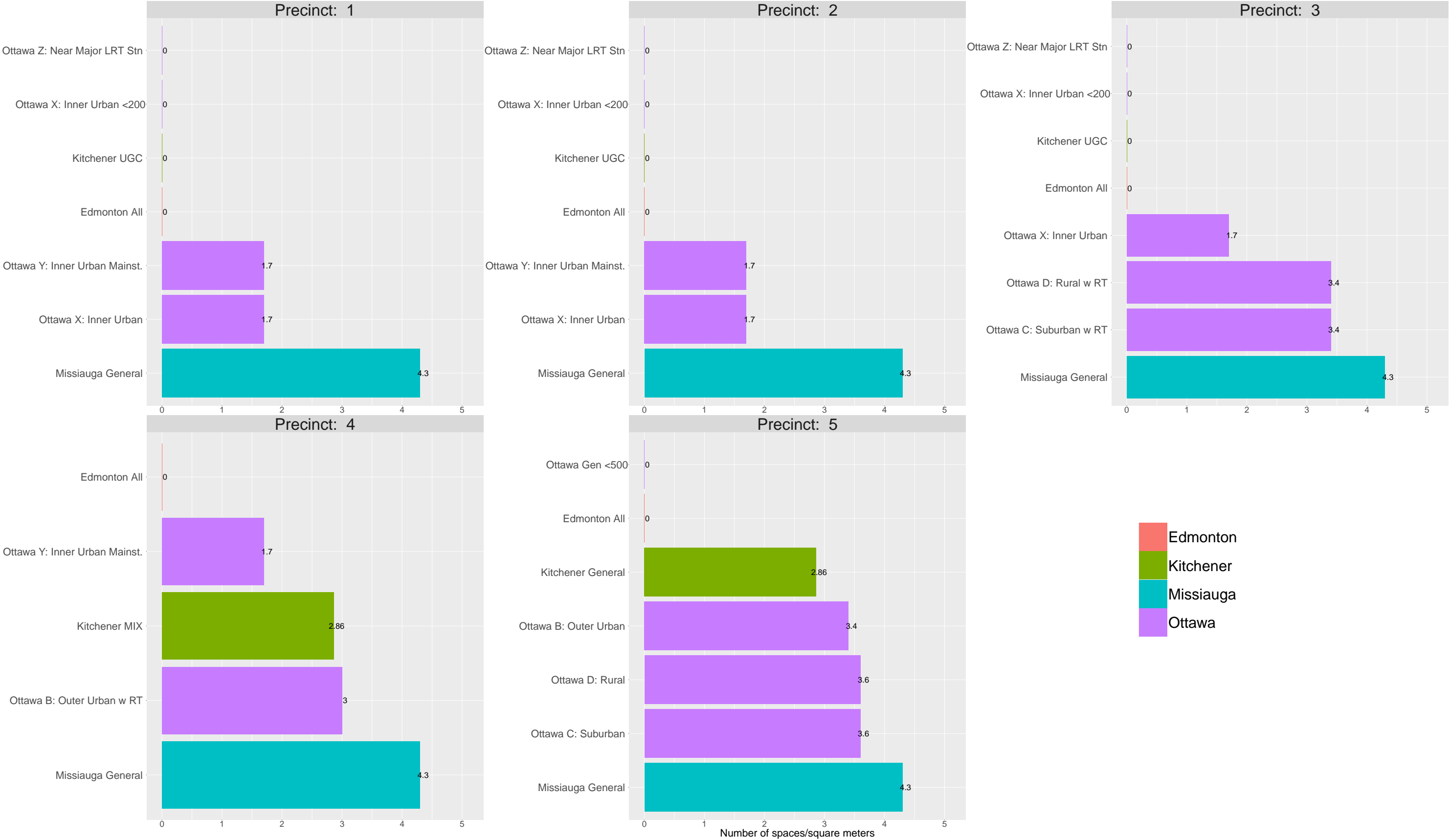
Commercial Rates - Retail store



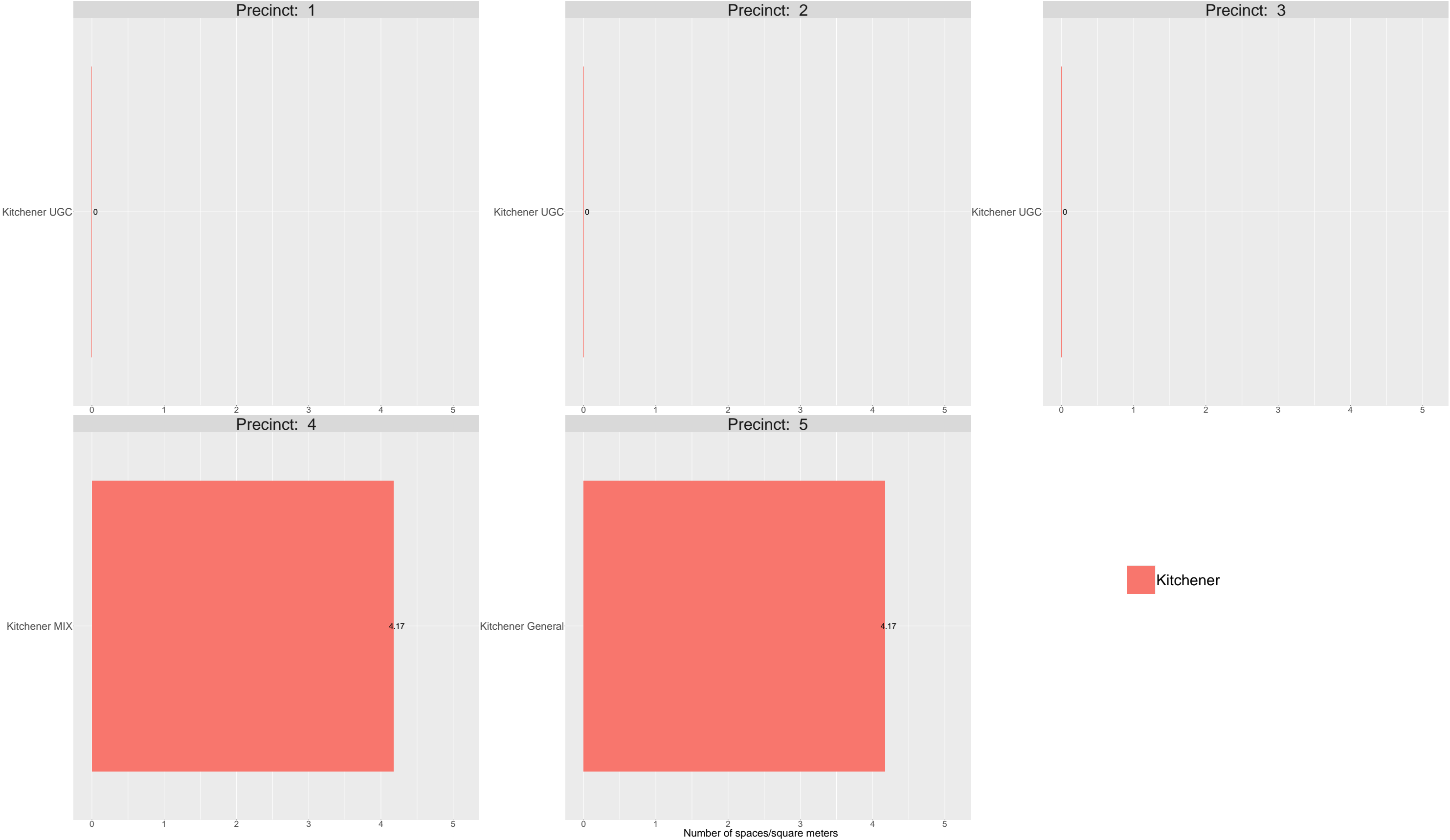
Commercial Max Rates - Retail Store



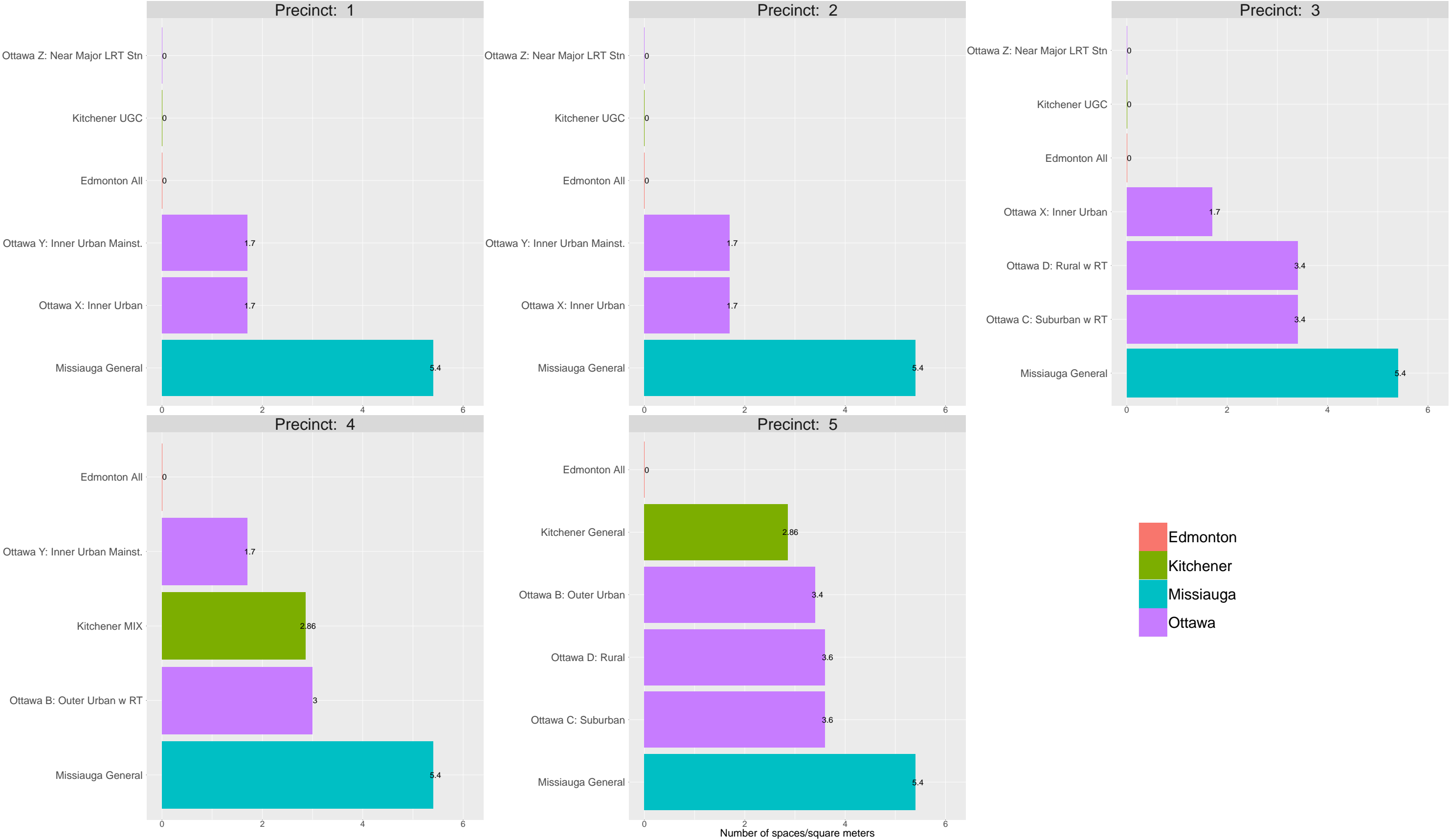
Commercial Rates - Retail Center < 2000sm



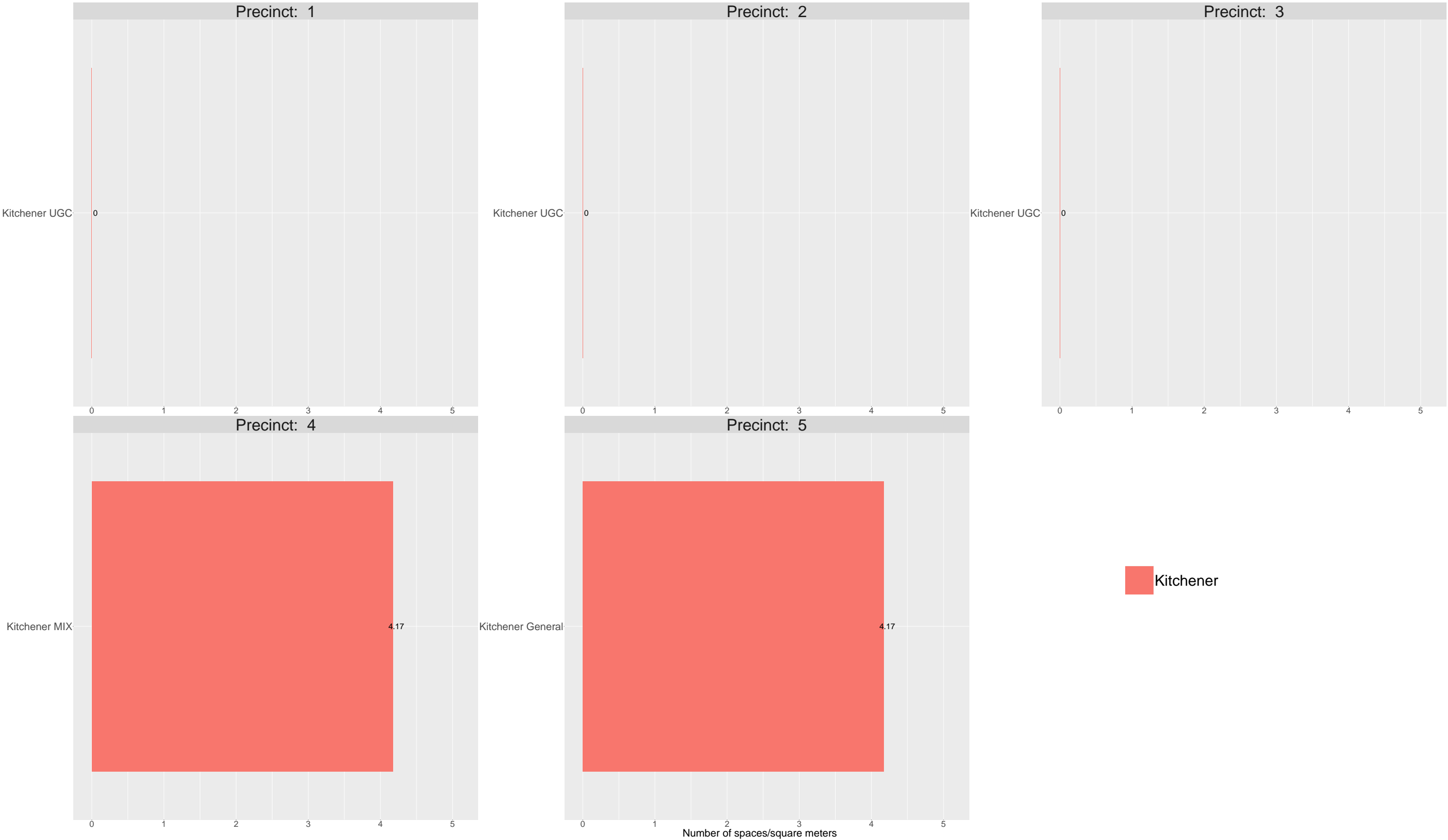
Commercial Max Rates - Retail Center < 2000sm



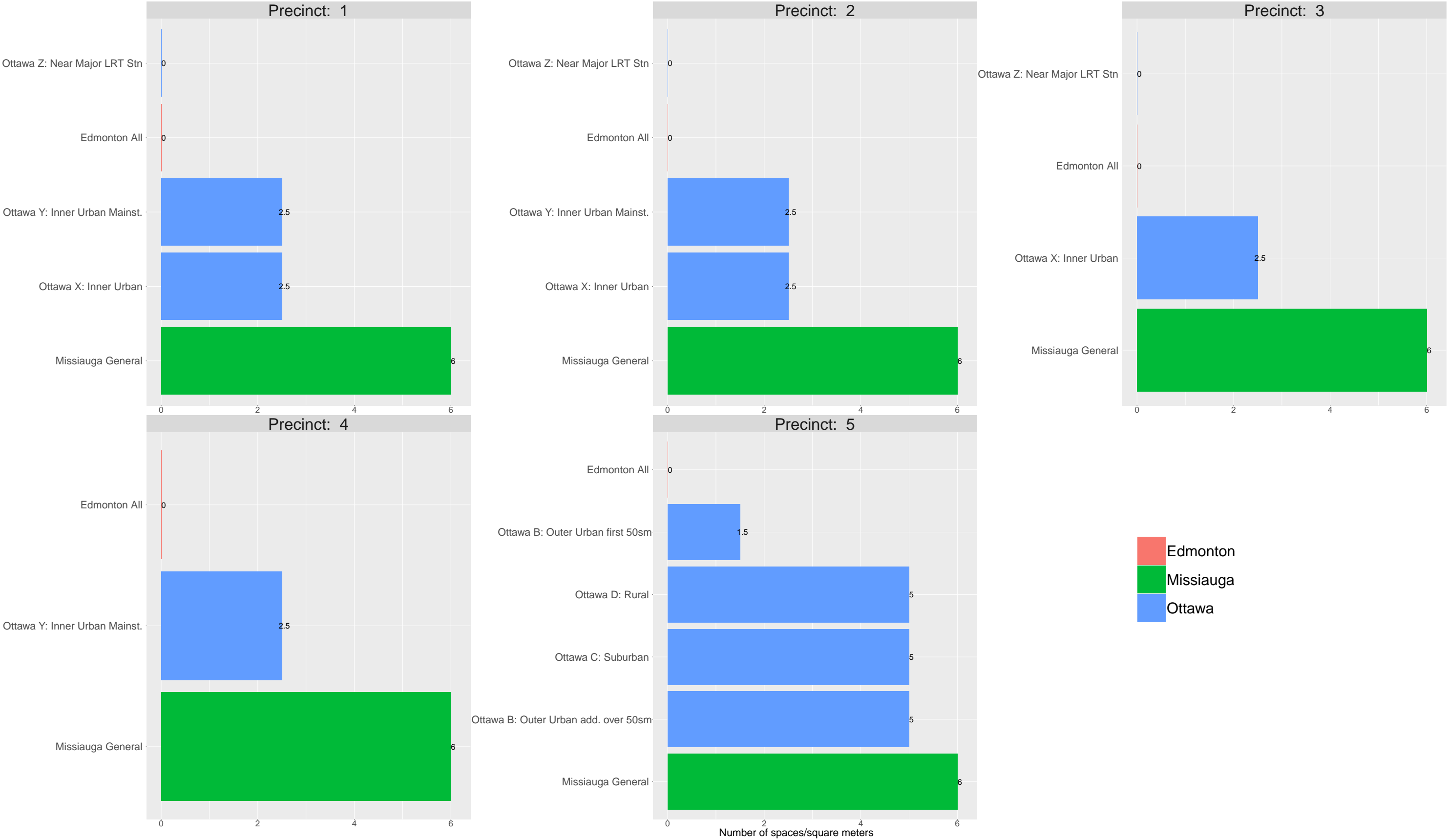
Commercial Rates - Retail Center > 2000sm



Commercial Max Rates - Retail Center > 2000sm

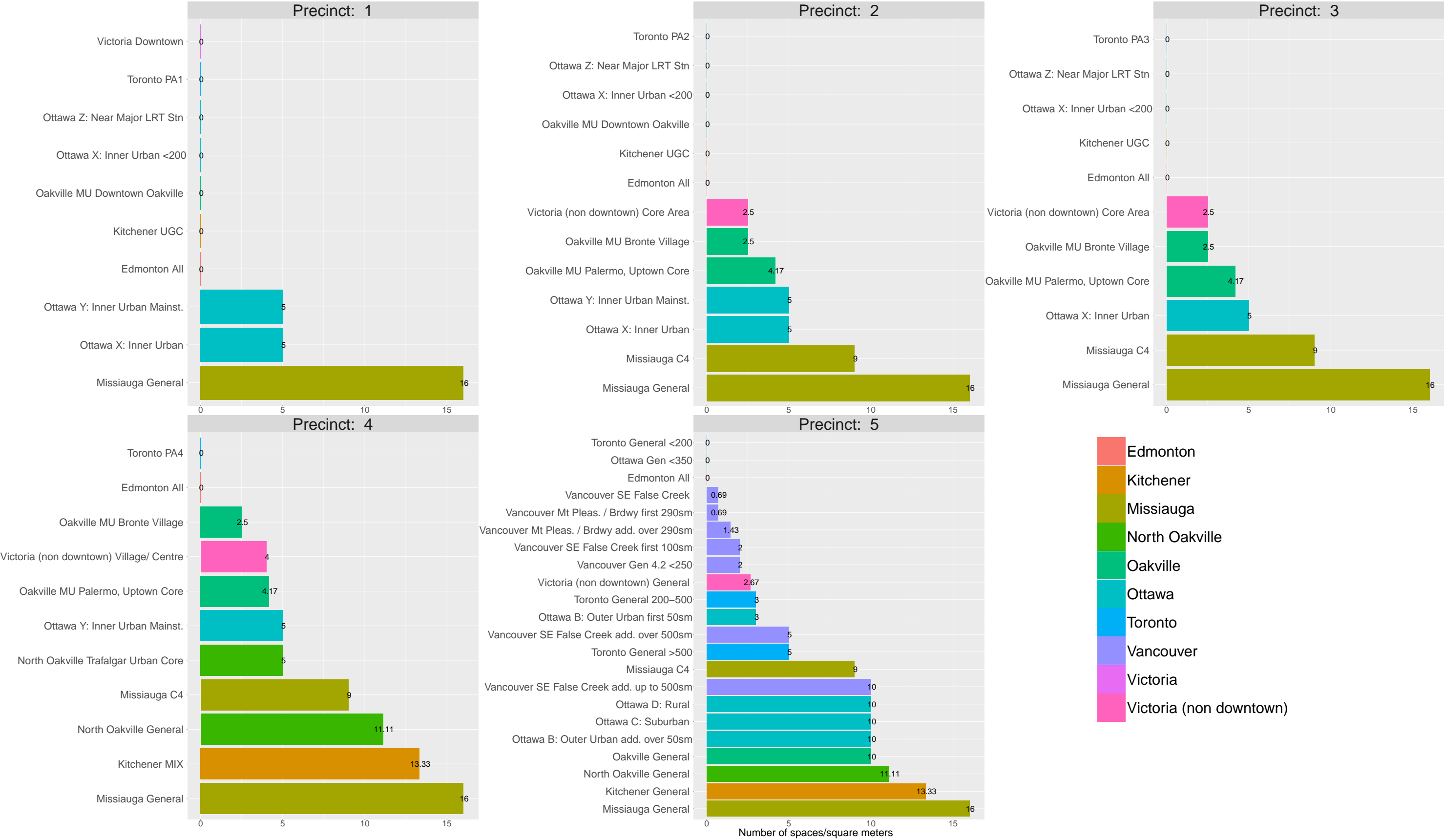


Commercial Rates - Take-out Restaurant

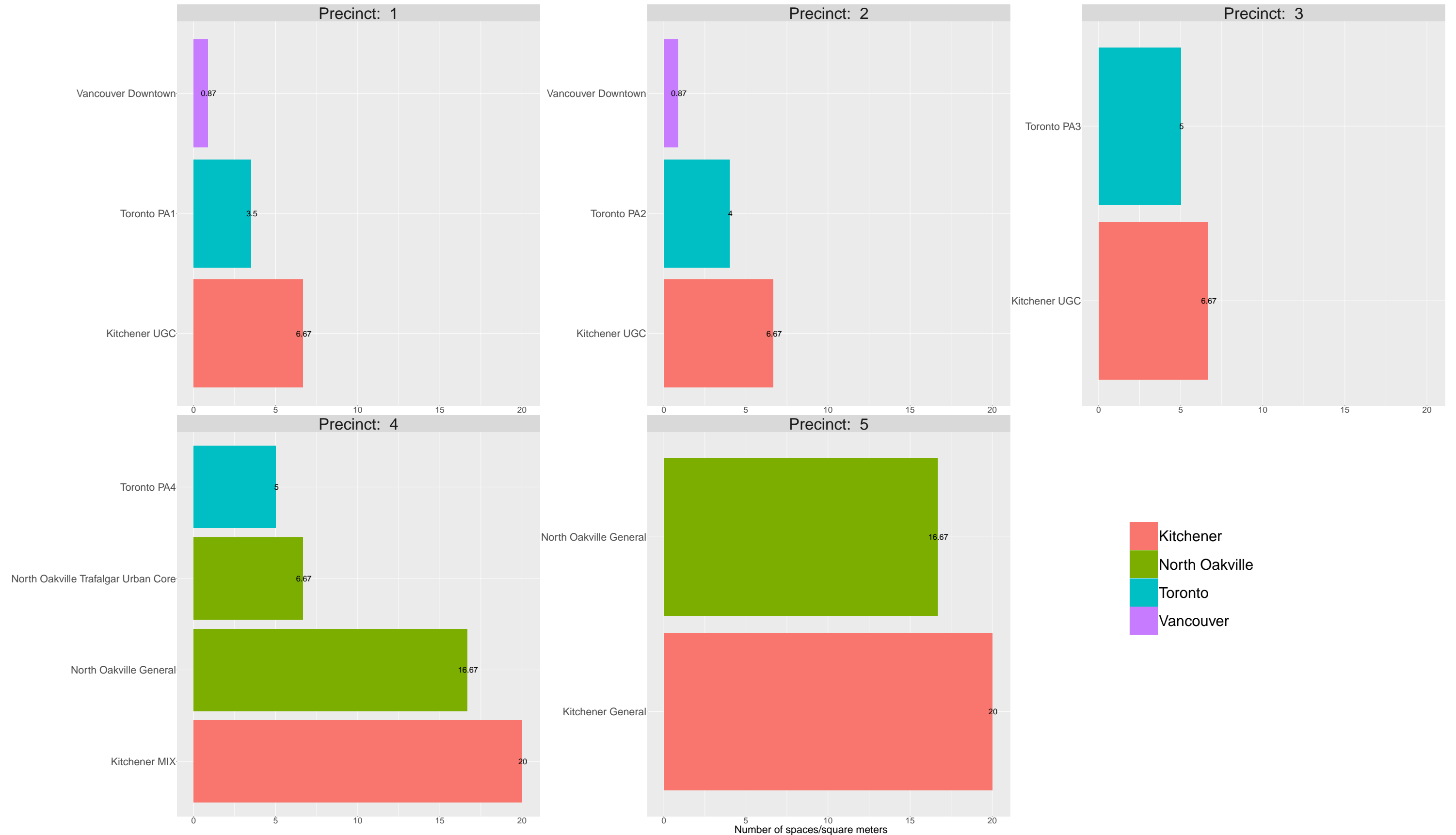




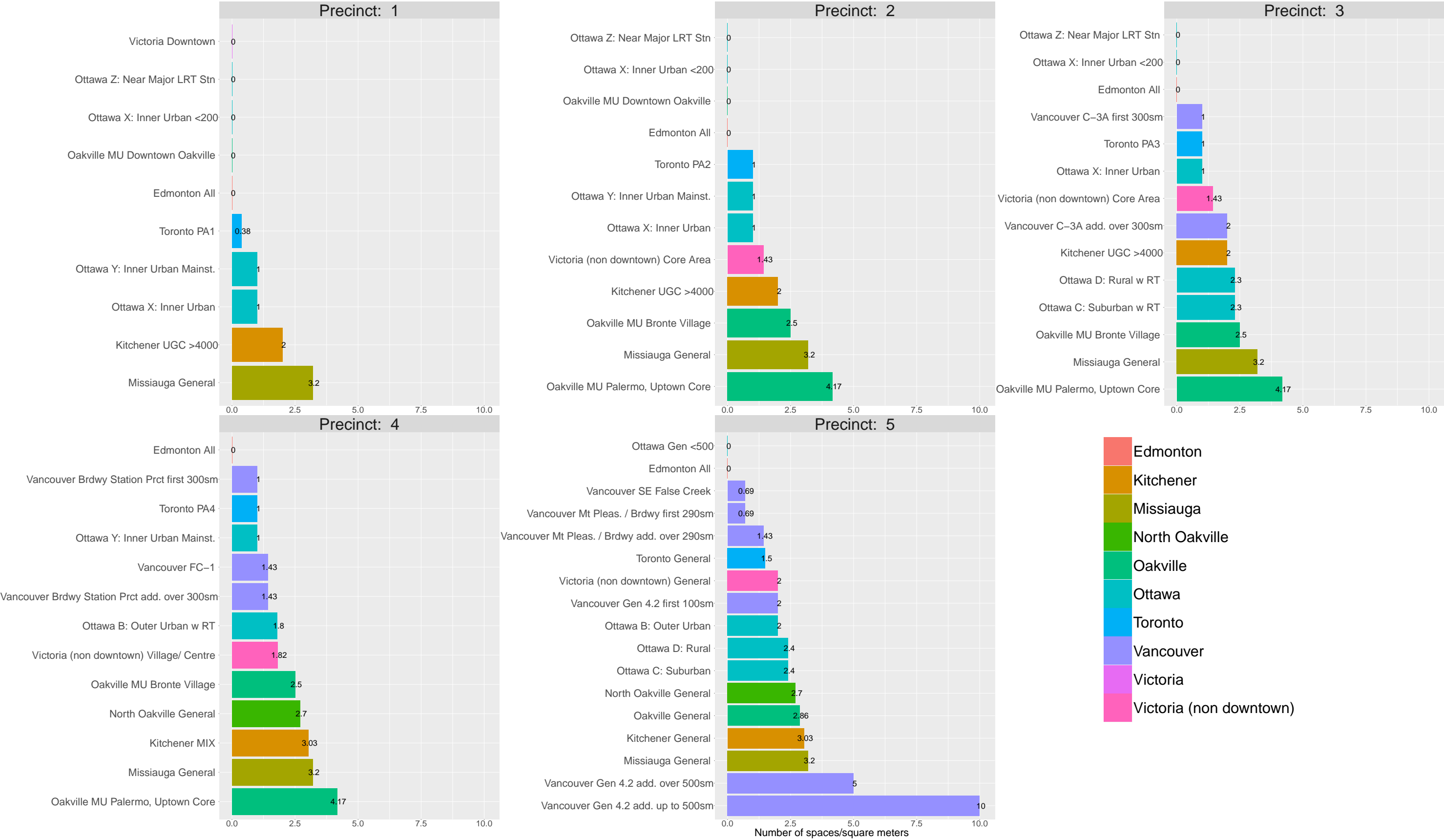
Commercial Rates - Restaurant



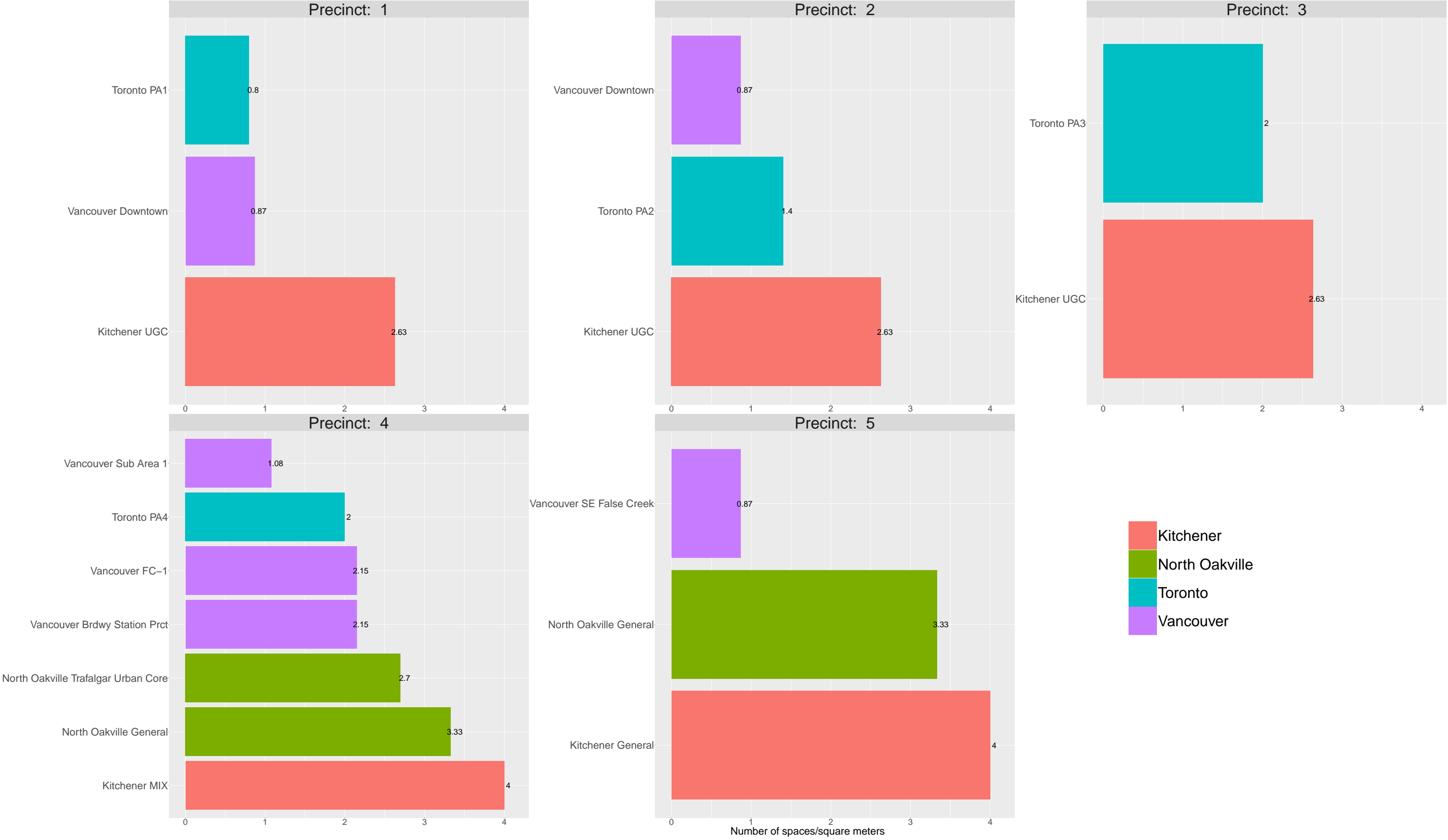
## Commercial Max Rates - Restaurant



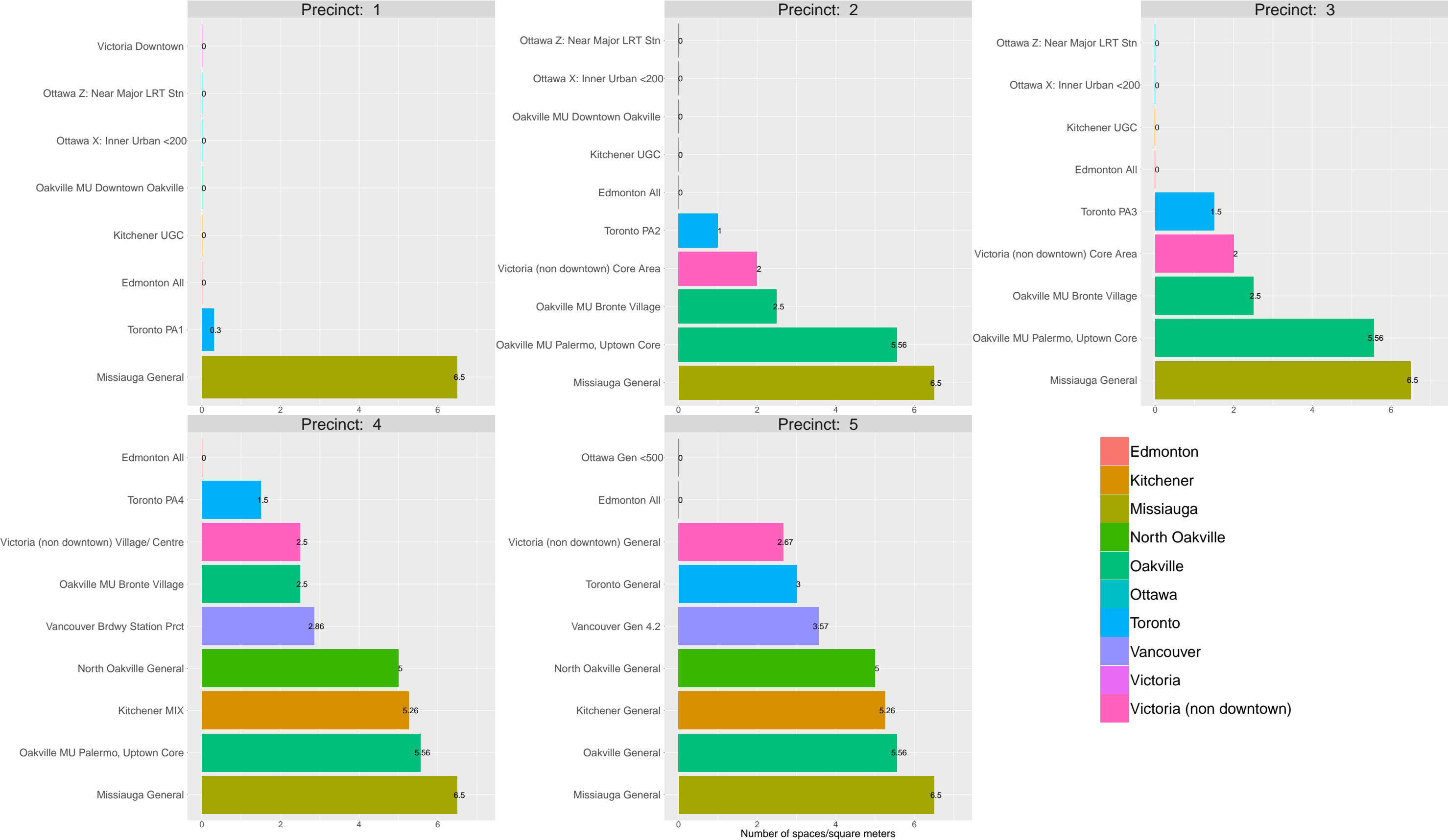
Commercial Rates - Office



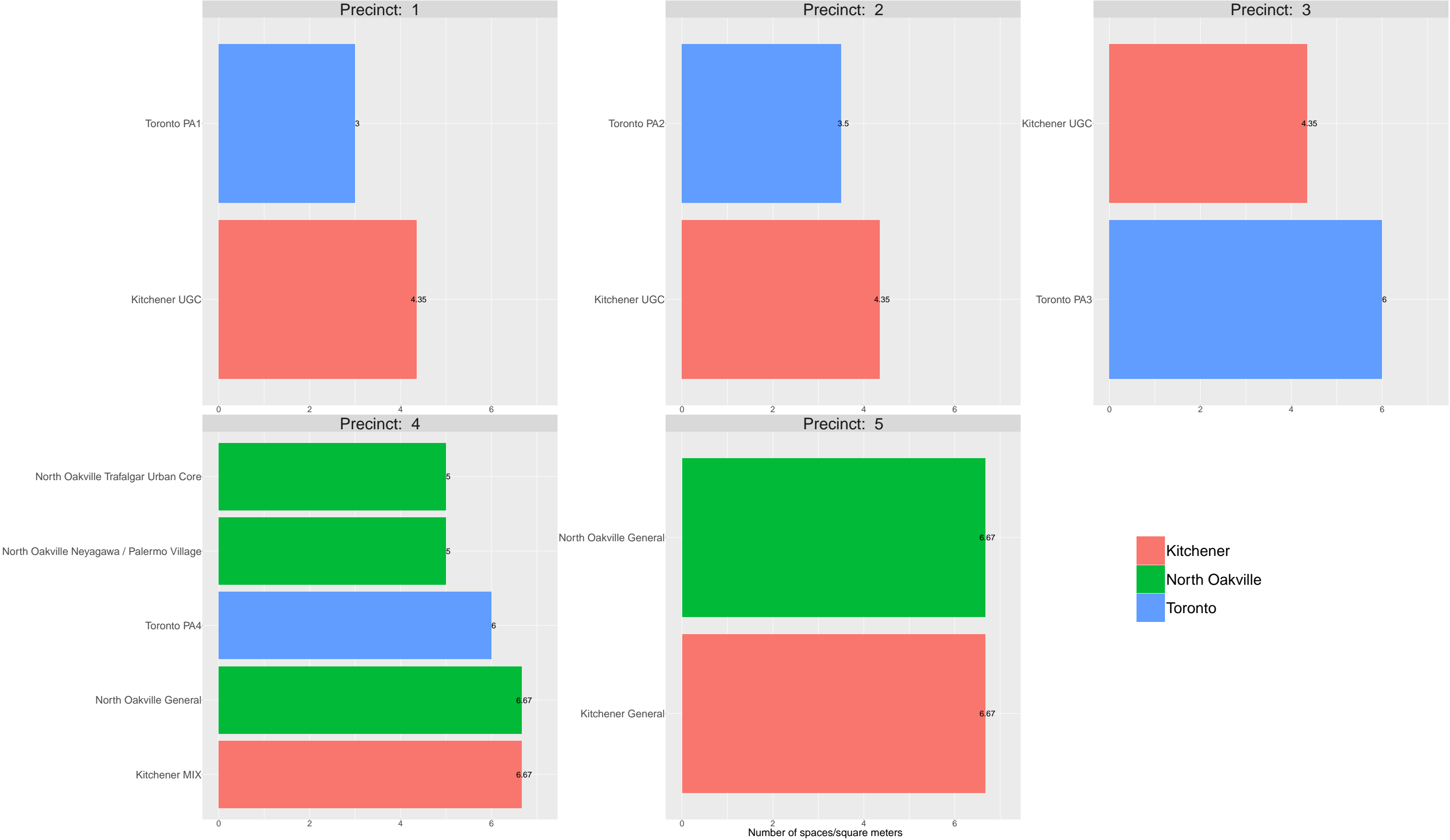
Commercial Max Rates - Office



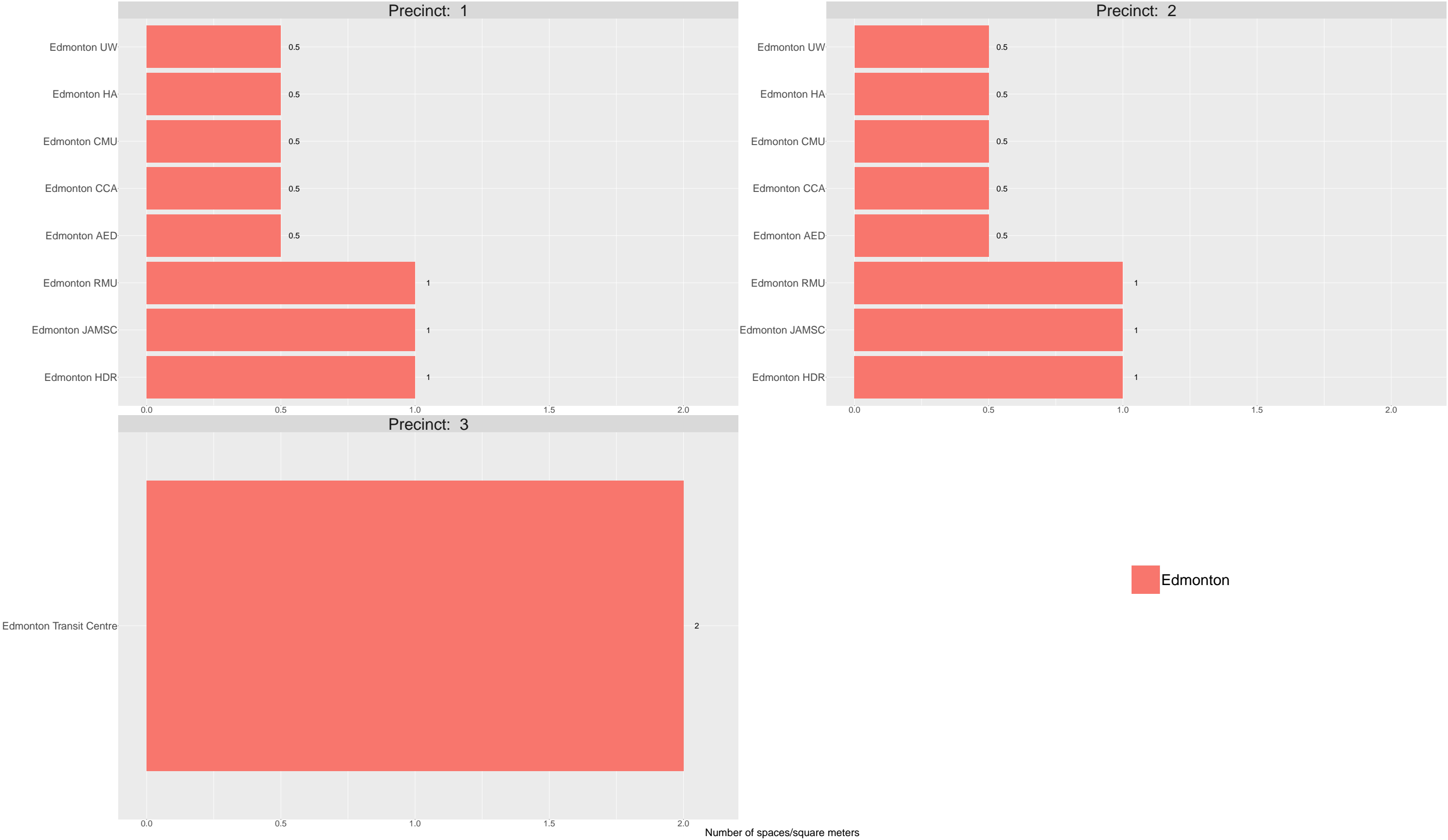
Commercial Rates - Medical Office



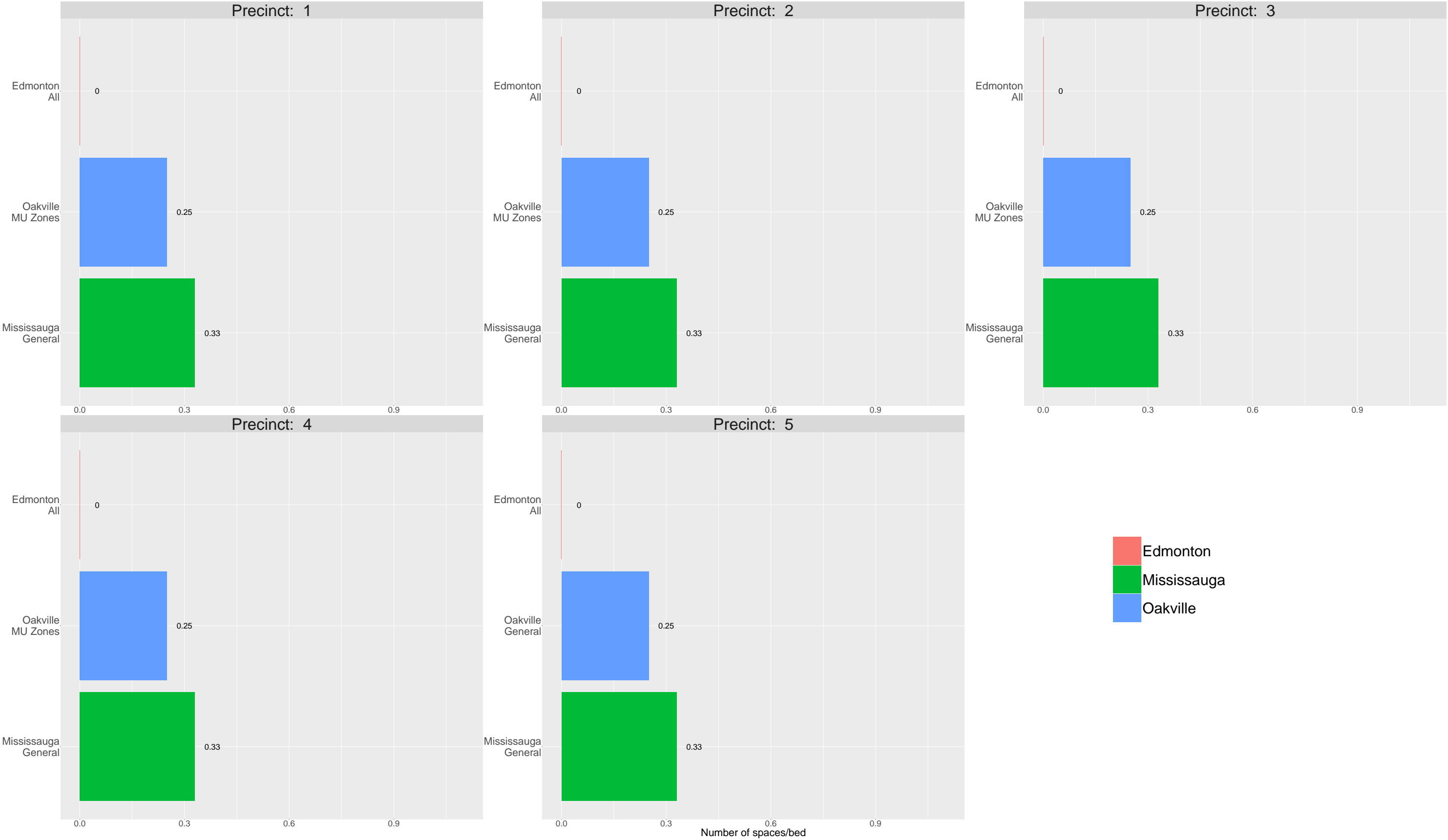
Commercial Max Rates - Medical Office



Commercial Max Rates - Non-Residential Uses

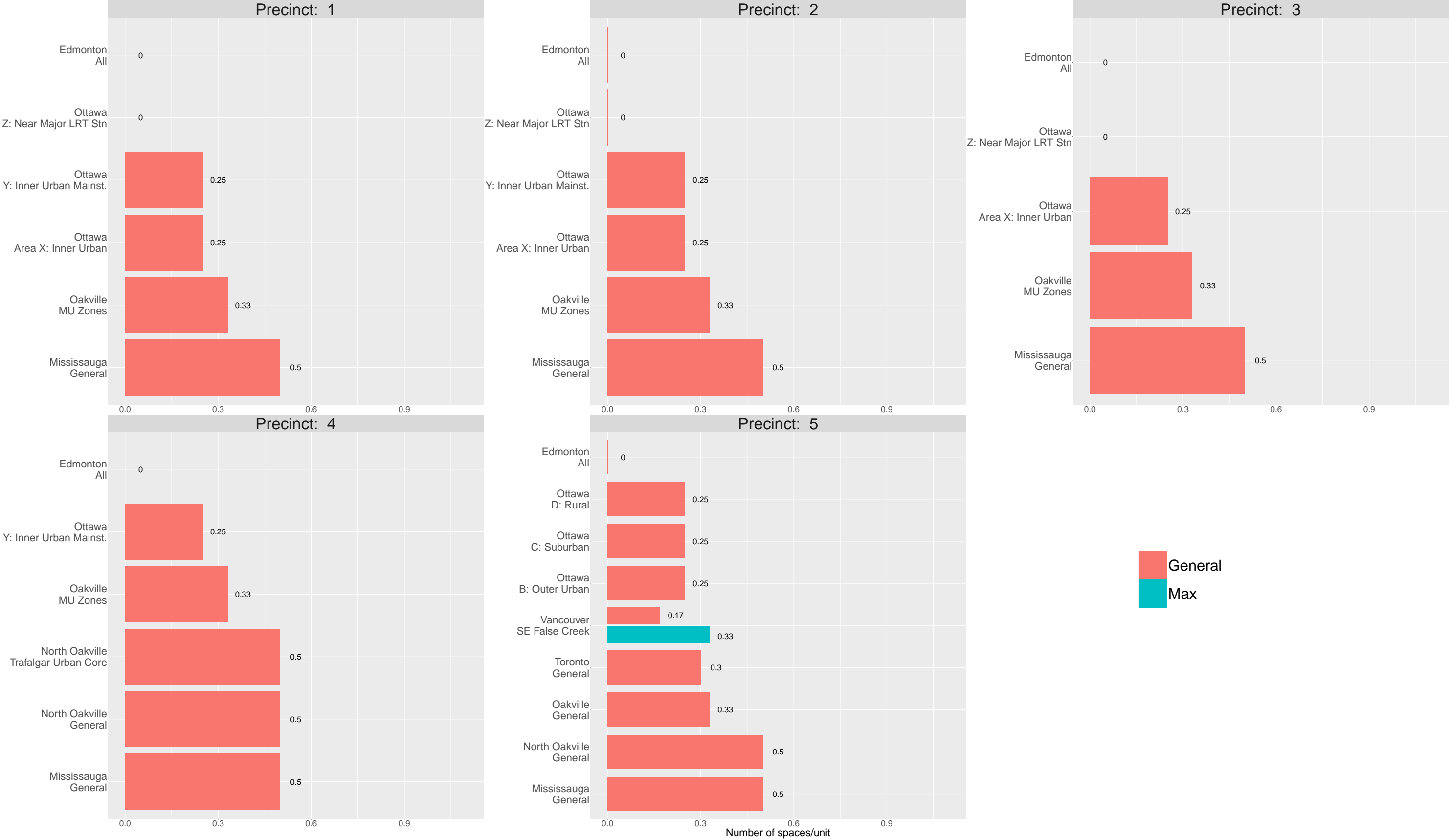


Other - Long-Term Care Facilities

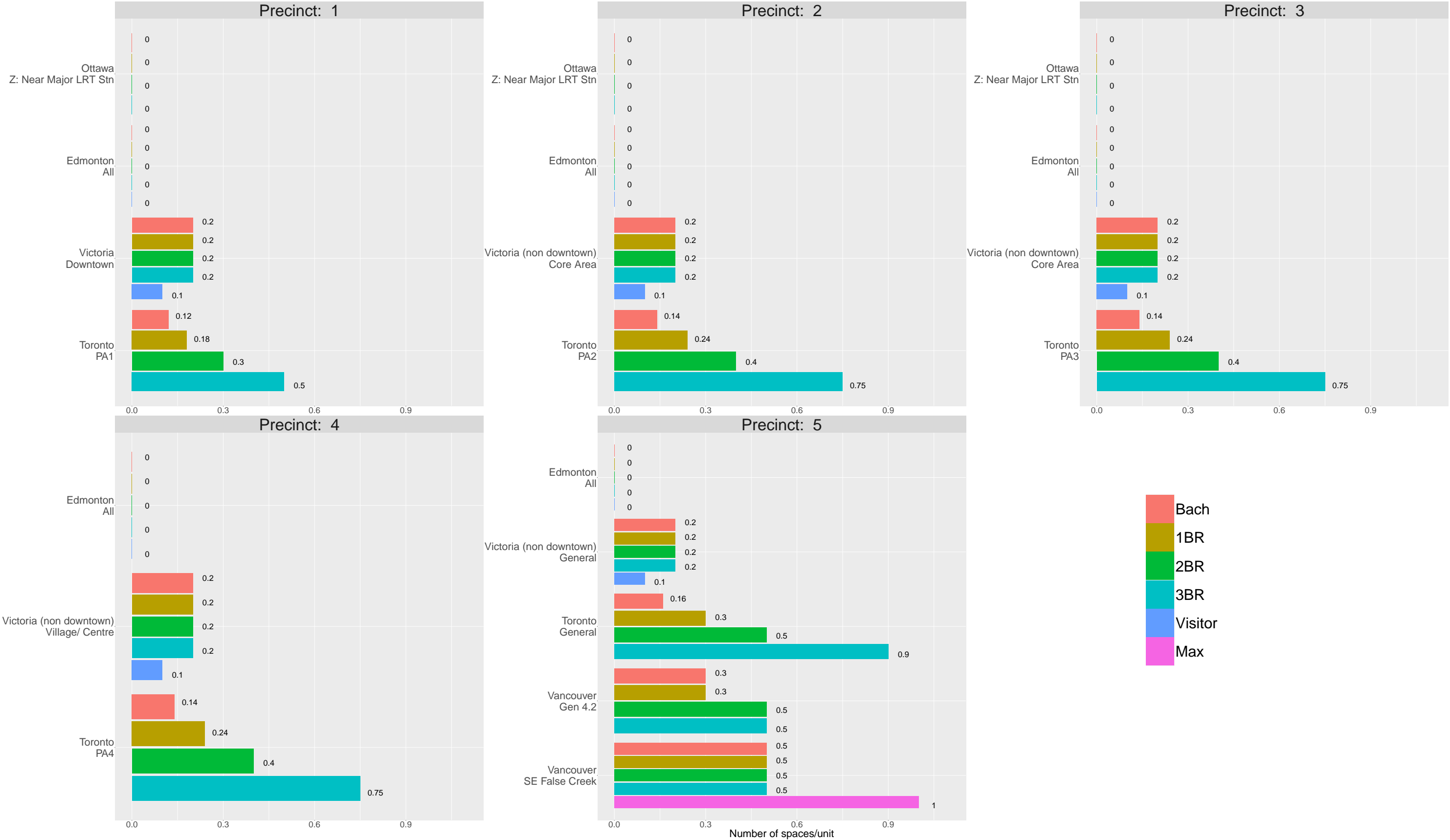




Other - Retirement Homes



Other - Affordable Housing Unit



Other - Second Units

