

City of Mississauga

Corporate Report



Date: March 25, 2022

To: Chair and Members of Planning and Development Committee

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

Originator's files:
BL.01-PAR

Meeting date:
April 19, 2022

Subject

RECOMMENDATION REPORT (WARDS 1 TO 11) – Off-street Parking Regulations Updates

Recommendation

1. That the proposal to amend Mississauga Zoning By-law 0225-2007 to introduce four parking precincts in accordance with the report dated March 25, 2022, titled "Recommendation Report (Wards 1 to 11) – Off-street Parking Regulations Updates", from the Commissioner of Planning and Building, be approved.
2. That the following proposals to amend Mississauga Zoning By-law 0225-2007 to update off-street parking regulations, further described in Appendix 1 to the report dated March 25, 2022, titled "Recommendation Report (Wards 1 to 11) – Off-street Parking Regulations Updates", be approved:
 - a) That resident rates be updated as indicated in Appendix 1.
 - b) That reduced parking requirements for public authority dwelling units, transitional housing units and second units be introduced as indicated in Appendix 1.
 - c) That key non-residential rates be reduced and harmonized as indicated in Appendix 1.
 - d) That Electric Vehicle ready parking requirements be introduced as per Appendix 1.
 - e) That new definitions for Electric Vehicle, Electric Vehicle Ready Parking, Level 2 Charging, Public Authority Dwelling Unit, and Transitional Housing be introduced as indicated in Appendix 1.
 - f) That additional changes to Part 3: Parking, Loading and Staking Lane Regulations and minor text amendments to support the implementation of the recommendations in this report be implemented, as indicated in Appendix 1.
3. That the implementing Zoning By-law be brought to a future City Council meeting.
4. That Staff continue work on the review of parking requirements in the Zoning By-law and other City policies to address the following directions from the Parking Regulations Study:
 - a) That the Payment-in-lieu of parking policy be reviewed.
 - b) That the on-site mixed-use development shared parking formula be reviewed.
 - c) That parking exemptions for small business and heritage buildings be further studied.
 - d) That the process to permit certain off-site sharing parking agreements be formalized.

Executive Summary

- Off-street parking refers to the number of parking spaces required on a site as part of new development and/or land-use change.
- A public meeting was held on December 6, 2021 to hear comments regarding proposed policy directions in the Parking Regulations Study (the Study) and the draft amendments to the Mississauga Zoning By-law 0225-2007 (Zoning By-law). Three oral submissions were received.
- This Recommendation Report contains the proposed changes to the off-street parking regulations contained in Part 3 of the Zoning By-law, including:
 - establish the delineated four Parking Precincts, based on the direction in the [Parking Master Plan and Implementation Strategy](#) (PMPIS) (2019);
 - reduce and consolidate parking requirements for apartments, stacked/back to back townhouses, commercial uses, and offices using the Parking Precincts framework;
 - introduce reduced parking requirements for dwellings units owned/operated by or on behalf of a public authority or a non-for profit corporation, and for transitional housing;
 - introduce shared parking for second units; and,
 - introduce Electric vehicle (EV) – ready parking requirements.
- Staff are no longer proposing any changes to the existing visitor parking requirements.
- The draft proposed zoning regulations were circulated to internal departments, external agencies and stakeholders in fall 2021. A number of minor comments were received and proposed modifications have been made where appropriate.
- The updated draft Zoning By-law amendment is included in Appendix 1. Appendix 2 assesses the proposed changes to the Zoning By-law against the provincial policy framework and other applicable policies. Appendix 3 includes the updated consultant (WSP Canada) report with the planning rationale for the proposed amendment.
- Staff will bring a separate report recommending off-site bicycle parking requirements to be incorporated in the Zoning By-law.

Background

The 2019 Parking Master Plan & Implementation Study (PMPIS) established four parking precincts and recommended staff undertake a review of its off-street parking rates based on these precincts.

Subsequently, staff prepared a Parking Regulations Study which was the subject of the May 31, 2021 Planning Development Committee meeting (see [Corporate Report](#)). At the meeting, several concerns were raised, including the need to develop rates tailored to Mississauga's

context, review visitor parking reductions, manage parking pressures on local streets, and increase community and stakeholder engagement.

On September 14, 2021, a community meeting was held to invite comment on the draft off-street parking rates and regulations. Based on feedback heard from various stakeholders, staff undertook additional revisions which culminated in a new set of off-street parking rates and regulations (Appendix 4). These were tabled at the December 6, 2021 PDC meeting for public comments (see [Corporate Report](#)).

Comments

Parking consumes significant space, and it is costly to build and maintain – each underground parking space can cost in the order of \$50,000-80,000 to construct. Parking can contribute to more costly housing, and if not closely managed, an oversupply of parking will incent driving which can undermine investments in transit and increase GHG emissions. However, if there is inadequate off-street parking provided, there can be consequences. Parked cars will congest the streets, a lack of parking in areas underserved by transit may impact quality of life, and inadequate parking could increase pressures for new municipal lots.

Recognizing the need to address the complexity of off-street parking needs, staff are proposing a balanced approach. The proposed amendments to the Zoning By-law are provided in Appendix 1 and are highlighted within the following report.

It should be noted, should the amendments be adopted, staff will be monitoring the level of success. Should issues emerge, amendments to the Zoning By-law will be made, as well as more proactive street parking management and enforcement as well as fines for illegal parking can be prioritized.

1. PROPOSED ZONING BY-LAW AMENDMENT

The following provides an overview of the final recommendations and highlight where changes have been made since the December 6, 2021 PDC meeting.

a) Parking Precincts

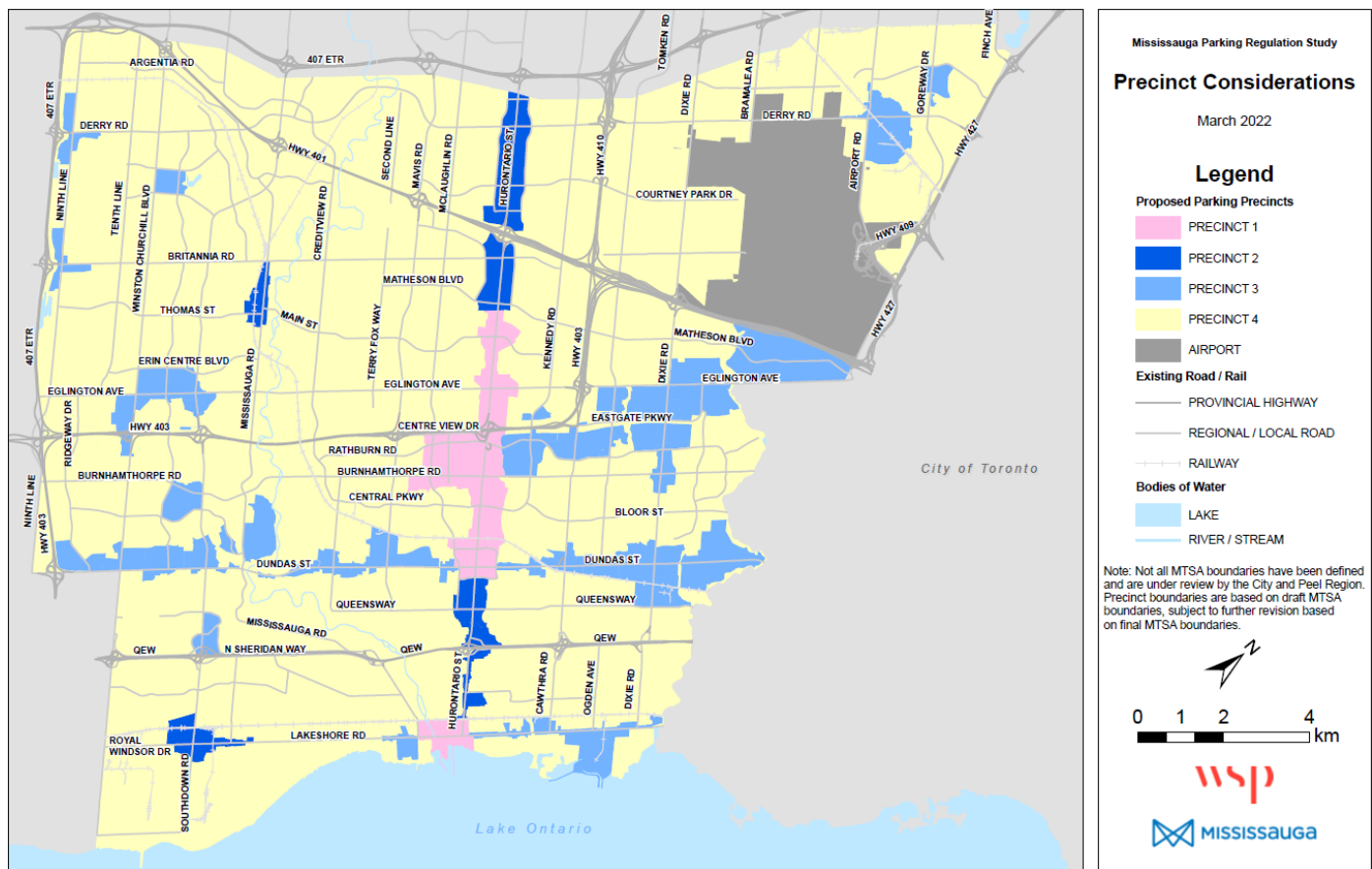
The Study proposes four parking precinct with tailored parking rates. Precinct 1 (Downtown Core to Cooksville, Uptown Node, and Port Credit) requires the lowest parking rates given the mix of uses and the level of transit and other modes of travel available (e.g., rapid transit) while Precinct 4 (neighbourhoods and employment areas) will require the highest parking requirements.

- **Refinement to Precinct 1:** It is proposed to extend Precinct 1 upwards along the Hurontario LRT corridor, from the Uptown Node to the Hurontario Street and Bristol Road area. A high level transportation assessment done to support the Uptown Node

Official Plan Amendment indicated that, given the growth pressures in Uptown Node, road improvements alone will not be enough to alleviate expected traffic congestion by 2041. By reducing parking rates it is anticipated that the modal split towards non-auto modes of transportation, including transit, will be encouraged.

- **Refinement to Precinct 3:** It is proposed to include the area west of Port Credit Community Node and areas adjacent to the 403 BRT corridor, west of the Downtown Core, in Precinct 3.

Figure 1: Map of Proposed Parking Precincts, March 2022



b) Changes to Residential Parking Rates

The following highlights any changes since the December 6, 2021 PDC meeting:

- **Maintain existing visitor parking requirements:** Staff reviewed existing developments and confirmed a high number of parking complaints regarding inadequate visitor parking.
- **Transitional Housing:** It is proposed to lower the parking requirement for transitional or emergency housing given most of the occupants typically do not have a car.

- | Residential Land Use | Existing Minimum Parking Requirement (spaces/unit) | | Proposed Minimum Parking Requirement (spaces/unit) | | | |
|------------------------------------|--|--|---|-----------------------|-----------------------|-----------------------|
| | | | Precinct 1 | Precinct 2 | Precinct 3 | Precinct 4 |
| Apartment Condominium | Studio: 1.00
1-Bed: 1.25
2-Bed: 1.40
3-Bed: 1.75
Visitor: 0.20 | City Centre: Apartment Unit: 1.00
Visitor: 0.15 | Unit: 0.8

Visitor: 0.20

Visitor City Centre: 0.15 | 0.9

0.20 | 1.0

0.20 | 1.1

0.2 |
| Apartment Rental | Studio: 1.00
1-Bed: 1.18
2-Bed: 1.36
3-Bed: 1.50
Visitor: 0.20 | | Unit: 0.8

Visitor: 0.20

Visitor City Centre: 0.15 | Unit: 0.8

0.20 | Unit: 0.9

0.20 | Unit: 1.0

0.20 |
| Dwelling unit above commercial | 1.25
(max 3 storeys) | | 1.0 | 1.0 | 1.0 | 1.0 |
| Back-to-back and stacked townhouse | Condominium
St/1-Bed: 1.1
2-Bed: 1.50
3-Bed: 1.75
4-Bed: 2.0 | Rental
St/1-Bed: 1.1
2-Bed: 1.25
3-Bed: 1.41
4-Bed: 1.95 | 1.0 | 1.1 | 1.3 | 1.5 |
| Visitor | 0.25 | | 0.25 | 0.25 | 0.25 | 0.25 |
- Rates in “grey” are in existing Zoning By-law and not subject to proposed changes*

c) Changes to Non-Residential Parking Requirements

The proposed reductions to parking minimums for key commercial and restaurant uses were generally supported. Due to the positive response, no refinements are suggested to the rates presented at the December 6, 2021 Public Meeting (see Table 2 and further details in Appendix 1).

Table 2: Non-Residential Parking Requirement Proposed Updates
(Parking Requirement: spaces per 100 m² (1,076 ft²) non-residential GFA)

Non-Residential Land Use	Existing Minimum Requirement By-law 225-2007	Proposed Minimum Parking Requirement			
		Precinct 1	Precinct 2	Precinct 3	Precinct 4
Retail Store, Service Establishment, Take-out Restaurant, Convenience Restaurant and Restaurant <220 m ² , Financial Institution	Retail Store, Service Establishment: 5.4 In C4 zone: 4.0 In CC2-CC4 zones: 4.3 Take-out Restaurant: 6.0 Take-out Rest.: 6.0 Restaurant, Convenience Restaurant: 16.0* Financial Institution: 5.5*	3.0*	3.0*	4.0*	5.0*
		Precinct 1 parking requirement shall apply in a C4 Zone (mainstreets).			
		In mixed-use developments, shared parking is permitted between residential visitors and non-residential.			
Retail Centre < 2,000 m ²	4.3	3.0	3.0	3.5	4.3
Retail Centre > 2,000 m ²	5.4 In CC1: 4.57	3.8	3.8	4.5	5.4
Restaurant > 220 m ²	16.0* C4, CC2-CC4, CCO: 9.0	6.0	6.0	9.0	9.0
Office	3.2	2.0	2.5	2.8	3.0
Medical Office	6.5	3.8	4.0	4.5	5.5
* Plus the required stacking lane where a drive-through is provided.					

In summary, the proposed Zoning By-law amendment include:

- **Retail stores, service establishments, financial institutions, take-out restaurants, and small restaurants/convenience restaurants:** It is proposed to apply the same parking rates for uses that have similar parking demand and that often co-locate either on mainstreets or retail plazas, as appropriate.
- **Retail Stores:** It is proposed to apply the new “retail store” rate to those uses currently having the previous retail store rate of 5.4 spaces/100m² (1,076 ft²) non-residential

GFA). The homologation of parking rates for these key commercial uses aims to simplify business creation and expansion and reduce red-tape for Mississauga's businesses.

- **Office parking:** It is proposed to reduce office and medical office parking requirements following the precinct framework.
- **Retail Centres:** it is proposed to reduce retail centres parking in Precincts 1 to 3.
- Additionally, it is proposed to formalize shared visitor and non-residential parking (expand to all precincts) and to update rates based on previous approvals (e.g., self-storage facilities).

d) EV-Ready Parking

No changes are proposed from the December 6, 2021 PDC meeting. The amendment includes a requirement of EV-ready parking spaces for new medium and high density development (20% of parking spaces); 10% of structured parking spaces for new non-residential buildings; and, one EV-ready space for ground-related dwellings with dedicated garages.

e) Bicycle Parking Requirements

Staff will present the draft Zoning By-law amendment to introduce bicycle parking requirements in a separate Recommendations Report.

2. POLICY DIRECTIONS

The Parking Regulations Study included a set of policy directions that require additional study. The following will be addressed in future reports:

- **Review Payment-in-lieu (PIL):** Staff propose to review the PIL for parking policy in order to ensure charges are up to date and information is shared on how funds collected are being used.
- **Parking exemptions for small businesses and heritage buildings:** Staff propose to defer parking exemptions for small business (i.e., under 220m² or 2,370 ft² GFA) and heritage buildings pending the results of Transportation and Works on-street parking and curbside management studies, planned for 2022-23.
- **Revise on-site mixed-use development shared parking formula:** Staff propose to 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 in consideration of adding new land uses and update percentages to reflect current trends on parking needs for mixed-use commercial areas.

- **Formalize process to permit certain off-site sharing parking agreements:** It is proposed that staff develop a process to formalize these off-site shared parking arrangements.

3. PLANNING ANALYSIS SUMMARY

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

For a more detailed description and rationale for the proposed policy directions, please refer to Appendix 3: Parking Regulations Policy Directions Report.

Strategic Plan

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

- Parking Master Plan and Implementation Strategy (PMPIS), 2019
- Transportation Master Plan (TMP), 2019
- Making Room for the Middle, Mississauga Housing Strategy, 2018
- Climate Change Action Plan (CCAP), 2019
- Transportation Demand Management Strategy (TDM) Strategy, 2018

Engagement and Consultation

An extensive stakeholder and public engagement was done as part of the Parking Regulations Study which informed the recommendations presented in this report. Engagement included surveys, focused interviews and a workshop with stakeholders; a virtual community meeting and two public meetings; more than a dozen one-on-one stakeholder meetings; frequent updates and one-on-one meetings with Council members; and on-line engagement using the dedicated [project website](#) and social media updates. The project team invited written comments and approximately 25 submissions were received throughout the Study process.

An Engagement Summary, with feedback and received comments through the Parking Regulations Study and the Bicycle Parking Regulations Study is included in Appendix 3 (Consultant report). Minutes of the December 6, 2021 Public Meeting are included in Appendix 5. In addition, four written comments were received as part of the December 6th, 2021 Public Meeting (see Appendix 6).

Following the December 6, 2021 Public Meeting, staff held several meetings with Peel Region Planning Department and the Peel Housing Development Office staff and discussed the

proposed Zoning By-law parking regulations for Public Authority dwelling units and transitional housing. The wording of the regulations and their implementation was comprehensively discussed and the proposed regulations were updated to reflect Peel Region's input.

Financial Impact

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

Conclusion

Comments from a range of stakeholders have been carefully considered and the proposed Zoning By-law amendment has been revised where appropriate. The updates to the parking requirements based on the Parking Regulations Study policy directions represent a consultative process that will aid Mississauga in modernizing its built form and transportation system. The proposed changes to the Zoning By-law intend to provide a Mississauga-made, balanced approach that can help the City's goals of shifting mode share; optimizing transit infrastructure; supporting housing affordability; supporting businesses growth; addressing climate change; and, creating connected and complete neighbourhoods.

The proposed changes will provide residents and businesses with an updated approach for off-street parking in Mississauga while aligning to other city objectives regarding increasing transit and active transportation trips and lowering GHG emissions.

Attachments

Appendix 1: Proposed Zoning By-law Amendment (updated red-line)

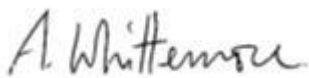
Appendix 2: Planning Analysis and Summary of Applicable Policies

Appendix 3: Parking Regulations Study Policy Directions Report, March 2022

Appendix 4: Public Meeting Information Report (Wards 1 – 11) - Off-street Parking Regulations Update and Report on Engagement

Appendix 5: December 6, 2021 Public Meeting Minutes

Appendix 6: Written Submissions - Public Meeting, December 6, 2021



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