

Recommendation Report
Planning Analysis and Summary of Applicable Policies
Parking Regulations Study
City Initiated Zoning By-law Amendment

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1. INTRODUCTION

The proposed Zoning By-law Amendment (the Amendment) to update parking regulations in the Zoning By-law has been evaluated against Provincial Plans and policies as well as the Region of Peel Official Plan (ROP) and those contained in the Mississauga Official Plan (MOP). The following table summarizes the policy documents that affect the Amendment.

Summary of Applicable Policies and Regulatory Documents

Policy Document	City Initiated Zoning By-law Amendment Proposal
Provincial Policy Statement (PPS), 2020	The proposed Amendment is consistent with the PPS.
A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2019 (Growth Plan)	The proposed Amendment conforms to the <i>Growth Plan</i> .
Greenbelt Plan, 2017	n/a
Parkway Belt Plan, 1978	n/a
Region of Peel Official Plan (ROP), 1996	The proposed Amendment is exempt from Regional approval.
Mississauga Official Plan (MOP), 2011	The proposed Amendment conforms to the MOP.

The following assessment provides a general summary of the intent of the policies that affect the proposed Amendment and is not considered exhaustive.

2. PROVINCIAL POLICY STATEMENT (2020)

The *Provincial Policy Statement (PPS)* provides direction on matters of provincial interest related to managing growth and creating communities that are liveable, healthy and resilient. The PPS highlights the importance of providing a mix of housing, a range of employment opportunities and access to recreation, parks and open spaces. Under the *Planning Act*, all planning decisions must be consistent with the *PPS*. The *PPS* also promotes economic development and long-term economic prosperity. The proposed Amendment is consistent with the *PPS*.

The *PPS* includes policies that allow for a range intensification opportunities and appropriate development standards. Promoting efficient land use and development patterns are important to create sustainable communities, protect the environment, enhance public health and safety, and facilitate economic growth.

Please see more details below:

Section 1.1.1 of the *PPS* indicates that healthy, liveable and safe communities are sustained by

- promoting efficient development and land use patterns;
- accommodating an appropriate affordable and market-based range and mix of residential types and accommodating a range of employment uses;

- avoiding development and land use patterns which may cause environmental or public health and safety concerns;
- promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs; and,
- promoting development and land use patterns that conserve biodiversity and prepare for the impacts of a changing climate.

Policy 1.1.3.2 indicates that land use patterns within settlement areas shall be based on densities and mix of land uses which efficiently use land and resources; are appropriate for, and efficiently use, the infrastructure and public service facilities; minimize negative impacts to air quality and climate change, and promote energy efficiency; support active transportation; and, are transit-supportive.

Policy 1.1.3.3 states that planning authorities shall identify appropriate locations and promote opportunities for transit-supportive development, accommodating a significant supply and range of housing options through intensification and redevelopment.

Policy 1.1.3.4 states that appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form.

Policy 1.3.1 promotes economic development by encouraging a range of employment uses and mixed-use developments.

Policy 1.4.3 directs planning authorities to provide for an appropriate range and mix of housing options and densities by establishing development standards for residential intensification, redevelopment and new residential development, which minimize the cost of housing and facilitate compact form, while maintaining appropriate levels of public health and safety.

Policy 1.6.2 and 1.6.3 promotes the use of green infrastructure and directs development to optimize the use existing infrastructure and public service facilities.

Policy 1.6.7.4 promotes land use patterns, densities and mix of uses that minimize the length and number of vehicular trips, and support current and future use of transit and active transportation.

Policy 1.8.1 directs planning authorities to support energy conservation and efficiency, improve air quality, reduce greenhouse gas (GHG) emissions, and prepare for the impacts of a changing climate through land use and development patterns which:

- promote compact form and a structure of nodes and corridors;
 - promote the use of active transportation and transit;
 - encourage transit-supportive development and intensification;
 - promote design and orientation which maximizes energy efficiency and conservation.
-

PPS Commentary:

The proposed Amendment is consistent with the *PPS* policies as the reduced parking requirements represent development standards that will reduce the costs of housing and facilitate compact form, particularly in intensification areas.

The reduced standards will support transit-oriented development and denser land use pattern, will maximize the existing and future transit infrastructure, and will increase the types of housing in Mississauga. The further reduction of parking requirements for dwelling units owned/operated by a public authority or non-for profit will aid in the provision of more affordable housing.

The reduction of parking requirements for offices, retail and other commercial/service uses will promote economic growth and support current and future business operations. Finally, the lower parking requirements, the expansion of shared parking and the requirement for Electric Vehicle (EV)-ready parking will support the use of sustainable transportation, reduce GHG emissions and improve air quality.

3. A PLACE TO GROW: GROWTH PLAN FOR THE GREATER GOLDEN HORSESHOE (2019; AMENDMENT 1 2020)

A Place to Grow: Growth Plan for the Greater Golden Horseshoe (*Growth Plan*) is the Province's growth management strategy for the Greater Toronto Area and Hamilton (GTAH). It highlights the importance of building complete communities, supporting economic development, and directing intensification to strategic growth areas to make efficient use of land and optimize infrastructure. The *Growth Plan* intends to increase the housing supply and make it faster and easier to build housing.

Vision and Principles:

The Vision for the Greater Golden Horseshoe is that it will be a great place to live, supported by a strong economy, a clean and healthy environment, and social equity, with an extraordinary waterfront. The policies of the *Growth Plan* are based on the following principles:

- Achieve complete communities;
- Prioritize intensification;
- Provide flexibility to capitalize on new economic and employment opportunities;
- Support a range and mix of housing options including additional residential units and affordable housing;
- Integrate land use planning and investment in infrastructure;
- Provide different approaches to manage growth that recognize diversity of communities;
- Protect natural heritage, hydrology, landforms;
- Support and enhance the long-term viability and productivity of agriculture;

- Conserve and promote cultural heritage; and,
- Integrate climate change considerations.

Growth Plan General Commentary:

The proposed Amendment conforms to the *Growth Plan*. Please see more details below.

Managing Growth:

Section 2.2.1 and policy 2.2.1.4 provide that applying the policies of the *Growth Plan* to support the achievement of complete communities that:

- c) provide a diverse range and mix of housing options, including additional residential units and affordable housing, to accommodate people at all stages of life, and to accommodate the needs of all households sizes and incomes;
- d) expand convenient access to a range of transportation options, including options for the safe, comfortable and convenient use of active transportation;
- e) provide for a more compact built form and a vibrant public realm, including public open spaces;
- f) mitigate and adapt to the impacts of a changing climate, improve resilience and reduce GHG emissions, and contribute to environmental sustainability

Section 2.2.1 Managing Growth Commentary:

Changes to the Zoning By-law to reduce parking requirements using a precinct based approach where the Downtown, Nodes and areas along existing or planned rapid transit would have lower parking requirements, will assist in achieving the Growth Plan's intensification goals by encouraging transit-supportive, compact built form.

The proposed Amendment will encourage active transportation and transit use over single occupancy vehicle and will support the reduction of GHG emissions. The further reduction of parking requirements for dwelling units owned/operated by a public authority or non-for profit will support the creation of affordable housing. The proposed Amendment therefore conforms to Policy 2.1.1.4.

Delineated Built-up Areas:

Section 2.2.2 and policy 2.2.2.3 direct municipalities to develop a strategy to achieve the minimum intensification target and *intensification* throughout *delineated built-up areas*, which will ensure lands are zoned and development is designed in a manner that supports the achievement of *complete communities*.

Section 2.2.2 Delineated Built-up Areas Commentary:

The proposed Amendment conforms to policy 2.2.2.3 in that it introduces updated zoning policies that will encourage new compact development that is designed to support complete communities and will contribute to meeting intensification targets.

Urban Growth Centres:

Section 2.2.3 and policy 2.2.3.1 indicate that urban growth centres will be planned to accommodate and support the transit network at the regional scale; to serve as high-density major employment centres; and, to accommodate significant population and employment growth. Further, policy 2.2.3.2 directs Mississauga Downtown urban growth centre to be planned to achieve a minimum density target of 200 residents and jobs combined per hectare by 2031 or earlier.

Section 2.2.3 Urban Growth Centres Commentary:

The proposed Amendment conforms to section 2.2.3 policies noted above as they will reduce the required parking requirements for future development in the urban growth centre which will encourage compact residential, office and retail development in the area. The proposed Amendment will also help the City to meet and exceed the minimum density target the Urban Growth Centre. The addition of residents and employment in a mixed-use setting with reduced parking provisions will encourage walking and cycling and will support transit investments.

Transit Corridors and Station Areas:

Section 2.2.4 and policies 2.2.4.1 and 2.2.4.3 direct municipalities to prioritize planning for Major Transit Station Areas (MTSAs) on priority transit corridors, including zoning to implement the policies of the *Growth Plan*. MTSAs will be planned for a minimum density of 160 ppj/ha for those that are served by light rail transit (LRT) or bus rapid transit (BRT) and of 150 ppj/ha for those that are served by GO transit. Policy 2.2.4.2 directs upper-tier municipalities to delineate the boundaries of MTSAs on priority transit corridors in a transit-supportive manner. Policy 2.2.4.6 directs to prohibit land uses and built form that would adversely affect the achievement of the minimum density targets for MTSAs on priority transit corridors. Schedule 5 of the *Growth Plan* identifies transit priority corridors, which include the following corridors: Hurontario LRT, the 403 BRT, Lakeshore GO Rail, and Kitchener GO Rail.

Policy 2.2.4.8 provides that all MTSAs will be planned to be transit-supportive and to achieve multimodal access to stations and connections to nearby major trip generators. Policy 2.2.4.9 indicates that within MTSAs, development will be supported by planning for a diverse mix of uses, including additional residential units and affordable housing, to support existing and planned transit service levels. Development will also be supported by providing alternative development standards, such as reduced parking standards, and by prohibiting land uses and built form that would adversely affect the achievement of the transit-supportive densities.

Policy 2.2.4.10 indicates that lands adjacent to or near to existing and planned frequent transit should be planned to be transit-supportive and supportive of active transportation and a range and mix of uses and activities.

Section 2.2.4 Transit Corridors and Station Areas Commentary:

The Region of Peel and the City are currently working on the delineation of the MTSAs boundaries in both priority and non-priority transit corridors. Although still in draft form, the most recent draft MTSAs boundaries were used as an input to the Parking Precincts framework. Following the Region of Peel and Provincial approval of the MTSAs, staff will conduct a further review of the Parking Precincts and make any needed amendments to incorporate the final MTSAs delineation.

The proposed Amendment reduces parking requirements along areas adjacent to existing or planned rapid transit, giving the lowest parking requirements to areas adjacent to the Hurontario LRT corridor and middling parking requirements to areas adjacent to the remainder of the planned rapid transit corridors. The proposed Amendment conforms to the policies of Section 2.2.4 as it encourages development that will achieve envisioned density targets for areas adjacent to rapid transit stations; it also support development that will be compact and transit-oriented, with reduced parking standards.

Employment:

Section 2.2.5 provides that economic development and competitiveness of the GGH will be promoted in part by making more efficient use of underutilized lands and increasing employment densities and by planning to connect areas of high employment densities to transit (policy 2.2.5.1). In planning for employment, surface parking will be minimized and the development of active transportation networks and transit -supportive built form will be facilitated (policy 2.3.5.4). Existing office parks will be supported by approaches to transportation demand management that reduce reliance on single-occupancy vehicle use (policy 2.3.5.16).

Section 2.2.5 Employment Commentary:

The proposed Amendment conforms to section 2.2.5 as the reduced parking standards will support more efficient use of lands and the creation of new office and commercial developments that are transit-supportive in areas serviced with frequent transit. The reduced parking standards for office uses will mitigate the amount of land needed for parking and reduce the cost of office development for areas where parking has to be provided underground or structured (e.g., in the Downtown Core).

Housing:

Section 2.2.6 and policy 2.2.6.1 direct municipalities to identify mechanisms, including the use of land use planning and financial tools, to support housing choice and a diverse range and mix of housing options and densities, including additional residential units and affordable housing. Upper-tier municipalities in consultation with lower-tier municipalities will implement the housing policies of the *Growth Plan* through official plan policies and designations and zoning by-laws.

Section 2.2.6 Housing Commentary:

The proposed Amendment conforms to the *Growth Plan* as encourages the development of a range of housing choices by reducing parking requirements for medium and high density developments and for purpose-built rental apartments. In addition, the proposed Amendment supports the creation of additional residential units by giving flexibility to the homeowner to share their parking spaces with the first second unit. The further reduced parking for dwelling units owned/operated by a public authority or non-for profit, will promote partnerships or collaborations to create of affordable housing options.

Transportation – General:

Policy 3.2.2.1 indicates that transportation system planning, land use planning and transportation investment will be co-ordinated to implement the *Growth Plan*. Policy 3.2.2.4. provides that municipalities will develop and implement transportation demand management policies to increase modal share of alternatives to the automobile and to prioritize active transportation and transit over single-occupant vehicles.

Section 3.2.2 Transportation Commentary:

The proposed Amendment conforms to the noted policies in Section 3.2.2 of the *Growth Plan*. The proposed reduced parking requirements and expanded shared parking permissions represents the integration of transportation planning, land use planning and transportation investments and supports existing and future transit investments. The proposed Amendment also represent transportation demand management measures that will support increased modal share towards transit and active transportation.

Climate Change:

Policy 4.2.10.1 directs municipalities to identify actions that will reduce GHG emissions and address climate change adaptation goals, including reducing dependence on the automobile and supporting existing and planned transit and active transportation. Policy 4.2.10.2 encourages municipalities to develop strategies to reduce GHG emissions and improve resilience through land use planning and planning for infrastructure, including transit and energy, and green infrastructure.

Section 4.2.10 Climate Change Commentary:

The proposed Amendment conforms to the noted policies in Section 4.2.10 of the *Growth Plan*. The proposed reduced parking requirements and expanded parking sharing will encourage active transportation and transit use over single occupancy vehicle and will support the reduction of GHG emissions. Further, the requirement for EV-ready parking will support the switch to zero emission vehicles, which will also support the reduction of GHG emissions from transportation.

4. REGION OF PEEL OFFICIAL PLAN

The City initiated proposal does not require an amendment to the Region of Peel Official Plan. The proposed Amendment was circulated to the Region.

The Regional Official Plan (ROP) provides direction and a strategic policy framework to guide development and growth in Peel Region and Mississauga. The over-arching theme of the ROP is sustainability – supporting the needs of present populations without compromising future generations. The sustainability framework encompasses environmental, social, economic and cultural pillars in order to ensure that the Region develops holistically and creates the conditions for thriving communities.

MOP, which was approved by the Region of Peel on September 22, 2011, is the primary municipal instrument used to evaluate the proposed Amendment.

5. MISSISSAUGA OFFICIAL PLAN

Mississauga Official Plan (MOP) contains a wide range of parking policies. These are generally characterised by an aspiration to move towards facilitating a more urban-based, compact land use system. MOP currently contains a large number of statements concerning the need for more deliberate parking management over time as Mississauga continues to urbanize. Many existing policy statements seek to address undesirable aspects of parking by attempting to regulate its form, but important and influential aspects concerning quantity or location is left to the Zoning By-Law.

Chapter 5 – Direct Growth

The MOP includes policies directing major growth to intensification areas (5.1.4) and encouraging compact, mixed-use development that is transit-supportive, in appropriate locations, to provide a range of local live/work opportunities (5.1.6). The Downtown, Major Nodes, Community Nodes, Corporate Centres, and Intensification Corridors, are identified as intensification areas in the MOP. The Downtown and the nodes will be served by frequent transit services that provide city-wide connections and will be developed to support and encourage active transportation.

The MOP identifies the City Structure (5.3) and a hierarchy of how growth be distributed between these nodes and corridors and provides guidance on density, heights and uses. The MOP City Structure was used as one of the guiding elements to define the Precincts Boundaries. The following section includes a brief description of the City Structure in Schedule 1B of the Official Plan. Specifically:

- **Downtown** (5.3.1) will contain the highest densities, tallest buildings and greatest mix of uses and it is targeted to reach a gross density of 200-400 people and jobs per hectare (ppj/ha); the MOP defines four Character Areas within the Downtown: Downtown Core, Downtown Fairview, Downtown Cooksville and Downtown Hospital. The City expects much of the new population and employment growth to be in its Downtown.

Infrastructure improvements and development will support mixed-uses and will create a high quality urban environment.

- Section 12 of the MOP includes parking policies related to the Downtown. The policies emphasise on broad parking policies for these areas and include urban design objectives that focus on location and form rather than the amount and type of parking provided.
- **Major Nodes** (5.3.2) will provide for a mix of population and employment uses at densities and heights less than the downtown, but greater than elsewhere in the city; major nodes have a density target of 200-300 ppj/ha. There are three Major Nodes in Mississauga: Central Erin Mills, Lakeview Waterfront, and Uptown.
- **Community Nodes** (5.3.3) will provide for a mix of uses, but lower densities and heights than in Major Nodes; community nodes have a density target of 100-250 ppj/ha. There are nine Community Nodes in Mississauga.
- **Corporate Centres** (5.3.4) will provide for employment uses and will be planned to achieve compact transit-supportive development. There are four Corporate Centres in Mississauga.
- **Neighbourhoods** (5.3.5) will accommodate the lowest densities and building heights. Neighbourhoods will be the focus of residential uses and associated services and facilities. Conversely, Neighbourhoods will not be the focus for intensification, and intensification will generally occur through infilling and the development of existing commercial sites as mixed-use areas.
- **Employment Areas** (5.3.6) will accommodate a diverse range of industrial and business employment uses. Where feasible and appropriate, development will be encouraged to be transit-supportive and minimize surface parking. Higher density employment uses will be required within major transit areas.
- **Special Purpose Areas** (5.3.7), such as Pearson International Airport and the University of Toronto Mississauga, will have densities, building heights and mix of uses that will relate to the unique role of those areas.

The Official Plan also recognizes a network of **Corridors**, which have historically served as arterial roads and the main connectors of the various elements of the city. Some corridors, such as Hurontario and Dundas Corridors, have been identified as appropriate locations for intensification and will evolve to accommodate multi-modal transportation (5.4.11).

Chapter 5 Direct Growth Commentary:

The proposed parking precincts framework supports the above noted policies in Chapter 5, as the intensification areas are being included in the precincts with lower parking requirements (i.e., Precincts 1 to 3), while the neighbourhoods have been mostly located within Precinct 4, which will have the highest parking requirements. The reduced parking requirements for residential, office and commercial uses will encourage development in the intensification areas, including the Downtown, Nodes, and Corridors, and will support the City's goal to direct growth to these areas. The proposed parking precincts support the City's Structure and urban hierarchy.

Chapter 6 – Value the Environment

Policy 6.1.7 states that Mississauga will work to address climate change mitigation and adaptation, and to build a resilient city. Policies 6.2.1 and 6.2.8 indicate that Mississauga will strive to be a leader in sustainable development to mitigate, manage and adapt to climate change, and will encourage the use of green technologies and design to assist in minimizing the impacts of development on the health of the environment.

Further, policy 6.5.1 estates that to improve air quality, Mississauga will: a. promote the use of alternative modes of transportation such as transit, cycling and walking; b. give preference to compact, mixed-use and transit oriented development that reduces car dependency; c. direct growth to intensification areas.

Chapter 6 Value the Environment Commentary:

The proposed Amendment conforms to the noted policies in Chapter 6 as the proposed reduced parking requirements and expanded sharing off-street parking in mixed-use/residential buildings will encourage active transportation and transit use over single occupancy vehicle and will support the reduction of GHG emissions. Further, the requirement for EV-ready parking will support the switch to zero emission vehicles, which will also support the reduction of GHG emissions from transportation.

Chapter 7 – Complete Communities

Chapter 7 provides city-wide direction for complete communities. In order to create a complete community and develop a built environment supportive of public health, the MOP encourages compact, mixed-use development that reduces travel needs by integrating residential, commercial, employment, community, and recreational land uses (7.1.3).

Policy 7.2.2 indicates that Mississauga will provide opportunities for the development of a range of housing choices, in terms of type tenure and price, and the production of affordable dwelling types for both the ownership and rental markets. Mississauga will directly assist all levels of government in the provision of rental housing (7.2.7) and encourage design solutions that support housing affordability while maintaining appropriate functional and aesthetic quality (7.2.8).

Chapter 7 Complete Communities Commentary:

The proposed Amendment will support the intensification areas to develop as complete communities with access to multiple modes of transportation and community infrastructure. It will encourage the development of a range of housing choices by reducing parking requirements for medium and high density developments and for purpose-built rental apartments. The further reduced parking for dwelling units owned/operated by a public authority or not-for profit corporations will support the creation of affordable housing options. In addition, the proposed

Amendment supports the creation of additional residential units in neighbourhoods by giving flexibility to the homeowner to share their parking spaces with a second unit.

Chapter 8 – A Multi-Modal City

One of the key objectives of the MOP is to create a multi-modal transportation network that supports sustainable communities. The MOP policies intend to provide more opportunities for transit, car-pooling and active transportation choices.

Section 8.1, Introduction, includes general policies intended to support the creation of a multi-modal city. Mississauga will provide transportation choices that encourage a shift toward more sustainable transportation modes (8.1.1), will strive to create a transportation system that reduces dependence on non-renewable resources (8.1.4), and will work with other levels of government and agencies to support the reduction of transportation related GHG emissions (8.1.5).

Further, the City will encourage the application of transportation demand management techniques, including shared parking, to better utilize existing infrastructure (8.1.8) and will support opportunities for multi-modal uses where feasible, in particular prioritizing transit and goods movement over the use of single occupant vehicles (8.1.12).

Section 8.1 Commentary:

The proposed Amendment conforms to policies in Section 8.1 in that they propose reduced parking rates and shared parking that will make better use of parking resources, encourage transit use, and prioritize existing and planned sustainable transportation. In addition, the proposed inclusion of EV-ready parking will also support the reduction of dependence on non-renewable resources and the reduction of transportation related GHG emissions.

Section 8.4 Parking, includes a set of policies related to parking. This section acknowledges that parking can shape land use patterns and urban design, promote economic development, and influence travel behaviours and choice of transportation modes. As Mississauga continues to grow, less land will be devoted to parking, particularly within intensification areas. The following is a summary of the most pertinent MOP policies related to the proposed Amendment to the parking regulations in the Zoning By-law:

- New development will provide off-street parking facilities for vehicles and bicycles that are safe, inclusive and support transportation demand management initiatives (8.4.1)
- Encourage the shared use of parking and allow off-site parking, where appropriate (8.4.2)
- Consider reducing off-street parking requirements for developments to reflect levels of vehicle ownership and usage and to support greater use of transit, cycling and walking (8.4.3)
- Maximize on-street parking while balancing the needs of other modes of transportation (8.4.6)

- Broad policy objectives for intensification areas, including reducing minimum parking requirements to reflect transit service, establishing maximum parking standards, limiting surface parking, maximizing on-street public parking, coordinating parking with TDM initiatives, and requiring phasing and implementation plans that will include a surface parking reduction strategy (8.4.7)
- Consider developing municipal parking facilities to support shared parking, transit and encouraging development (8.4.8)
- Support for the City taking an active role in providing off-street parking, including public investment in parking projects that will serve development within higher-order transit corridors, make efficient use of public land, and encourage intensification (8.4.9)
- Consider allowing the use of municipal parking facilities to meet or reduce the parking requirements for cultural facilities where it does not impair the functioning of other uses or the economic viability of the area (8.4.10)
- Mitigate parking impacts on the residential use from development within and adjacent to neighbourhoods (8.4.11)
- Discourage parking in neighbourhoods on local streets for non-residential purposes (8.4.13)

Section 8.4 Commentary:

The proposed Amendment directly aligns with the MOP policies regarding parking as it intends to reduce parking requirements within intensification areas and near higher order transit service. They also expand the use of shared parking within mixed-use residential sites, which will reduce the land used for parking. The reduction of parking requirements will support the objectives of encouraging transit use and active transportation as well as making of a more efficient use of land, infrastructure and resources within intensification areas and along existing and planned rapid transit corridors. Further, the neighbourhoods will be largely located within Precinct 4, which will have higher parking requirements; this will mitigate parking impacts on the residential use from development within and adjacent to neighbourhoods.

Chapter 9 – Build a Desirable Urban Form

Chapter 9 provides city-wide direction to build a desirable, sustainable urban form with high quality urban design and public realm that contributes to a strong sense of place. Policy 9.1.2 and 9.1.9 directs urban form within intensification areas to promote a diverse mix of uses and support the creation of efficient multi-modal transportation system.

Many existing policy statements seek to address undesirable aspects of parking by attempting to regulate parking access, location and design; but important aspects that concern the quantity or scale of parking provision are left to other regulations such as the Zoning By-law.

Chapter 9 Build a Desirable Urban Form Commentary:

The proposed Amendment seeks for the intensification areas to be compact, have a diverse mix of uses, be supported by an efficient multi-modal transportation system, and enjoy high quality design in its public realm.

Chapter 10 – Foster a Strong Economy

MOP policies aim for Mississauga to facilitate the operation and, where appropriate, the expansion of existing businesses as permitted by this Plan (10.1.6). Transit-supportive development with compact built form and minimal surface parking will be encouraged in Corporate Centres, major transit station areas and Corridors (10.1.8).

Mississauga will plan for greener, healthier communities by reducing harmful GHG emissions and improving the air quality (10.7.2). Policy 10.7.3 supports energy conservation, and the reduction of emissions from vehicles as well as from municipal, residential, commercial and industrial sources to protect air quality.

Chapter 10 Foster a Strong Economy Commentary:

The proposed Amendment conforms to the noted Chapter 10 policies as the reduction of parking requirements for offices, retail and other commercial/service uses will promote economic growth and support current and future business operations. Gateway and Airport Corporate Centres and areas adjacent to existing and planned rapid transit corridors will have further reduced parking requirements, which will support the development of a compact built form with minimal surface parking. Finally, the lower parking requirements, the expansion of shared parking and the requirement for EV-ready parking will support the use of sustainable transportation, the reduction of GHG emissions and improve air quality.

Local Area Plans

MOP contains four Local Area Plans (LAPs) for the Downtown Core, Lakeview, Port Credit and Southdown. The summary of the relevant policies to the proposed Amendment to the Zoning By-law are included below.

Downtown Core Local Area Plan (Downtown Core LAP)

This LAP provides more detailed land use and urban design policies for the lands within the Downtown Core. The focus of the Downtown Core LAP is to promote high quality urban design, pedestrian friendly, human scaled environment. The vision for the Downtown Core is to be a mixed-use urban centre with residential, employment, civic, cultural and entertainment uses.

Relevant policies:

- Within transit station areas, the City will require development applications to address Transit Oriented Development (TOD) objectives, including moderate to high density

development, comprised of a mix of uses and designed to maximize transit ridership (8.4.7).

- Parking will be managed carefully within transit stop areas. The City will consider reducing parking requirements within transit stop areas (8.4.10).
- The City will achieve the envisioned urban form for the Downtown Core through the incremental transition of large surface parking lots into more intensive, urban scale development incorporating structured parking that supports the built form and multi-modal objectives of the MOP (9.1).
- Parking facilities in tall buildings will encourage shared parking between developments, where appropriate (9.4.5).

Downtown Core LAP Commentary:

The proposed Amendment conforms to the policies of the Downtown Core LAP as they support the transition from extensive surface parking lots to a high quality urban environment through reduced parking requirements and shared parking provisions that support TOD, transit use and active transportation.

Lakeview Local Area Plan (Lakeview LAP)

This LAP provides guiding principles for Lakeview, including supporting complete communities through compact, mixed-use development and a pedestrian oriented mainstreet (5.1.3). It also promotes community health by encouraging public transit, cycling and walking (5.1.4) and strives to achieve leadership in sustainability by supporting development that is energy efficient and environmentally responsible, and to support the economic health of Lakeview (5.1.6). The City will encourage the provision of affordable housing, including rental housing, within the Lakeshore Corridor (8.1.3). Lakeview LAP establishes that reduced parking requirements and maximum parking standards may be considered within the Lakeshore Corridor (9.4.5).

Lakeview LAP Commentary:

The proposed Amendment conforms to the policies of the Lakeview LAP as they support the development of complete communities that are compact and with mixed-use development. The Amendment also introduces reduced parking requirements and shared parking provisions along the Lakeshore Corridor and Lakeview Major Node. The reduced parking requirements support provision of affordable housing, TOD, transit use, and active transportation.

Port Credit Local Area Plan (Port Credit LAP)

One of the guiding principles in the Port Credit LAP is to balance growth with existing character and direct intensification to the Community Node, along Lakeshore Road, brownfield sites and way from stable neighbourhoods (5.1.5). The LAP also promotes a healthy and complete

community by providing a range of opportunities to access transportation, housing employment, environment, and community uses (5.1.6).

Additional relevant policies include:

- Encourage the development of a range of housing choices in terms of type, tenure and price in the Community Node and Lakeshore Road corridor (8.1.1).
- Encourage the preservation, provision and investment in new affordable and rental housing, in the Community Node and Lakeshore Road corridor (8.1.2, 8.1.3 and 8.1.4).
- Reduced parking requirements and maximum parking standards may be considered within the Community Node, particularly in proximity to the GO Station and future LRT stops; and the Mainstreet Neighbourhood Precinct (9.2.1).
- Encourage Transportation Demand Management measures, where appropriate, within the Community Node and as part of any significant redevelopment projects outside of the node (9.2.3).
- Investment in infrastructure, building and site design that supports the function of the mobility hub will be a priority. This includes, among other things, strategic parking management (9.3.1.h.).
- Transit-supportive parking standards are encouraged for future development within the Port Credit GO Station Southeast Area (13.1.12.2)

Port Credit LAP Commentary:

The proposed Amendment conforms to the policies of the Port Credit LAP as it introduces reduced parking requirements and shared parking provisions along the Community Node, Lakeshore Corridor, and the brownfield sites. The further introduction of reduced parking for rental units and dwelling units owned/operated by a public authority or not-for profit corporations supports the development of a range of housing choices and supports investment in new affordable and rental housing in the areas targeted for growth in the LAP.

Southdown Local Area Plan (Southdown LAP): The policies regarding parking refers to the general location, access and design of parking facilities in the Southdown LAP area. No other policies are relevant to the proposed Amendment.

6. CONCLUSIONS

The proposed Amendment to Zoning By-law 0225-2007, is consistent with the *PPS* and conforms to the policies in the Growth Plan, the Region of Peel Official Plan and the Mississauga Official Plan. The proposed Amendment will align with the provincial, Region and City's vision to develop compact, complete communities that are transit-supportive. The reduction of parking standards along the intensification areas/ Strategic Growth Areas will support transit-oriented development and will maximize the existing and future transit infrastructure and increase the housing choices in Mississauga. The amendment will also aid in the provision of more affordable housing and will support the use of sustainable transportation and the reduction of GHG emissions.