

Whereas the City of Mississauga has signed on to the Province's Housing Pledge to build 120,000 units by 2031

Whereas the majority of these 120,000 units will be built in strategic growth areas served by local and regional transit where residents can be less reliant on single occupant vehicles

Whereas, the Hazel McCallion Light Rail Transit line is expected to be in service in 2024, with the explicit goal for making it easier for people to reduce reliance on cars.

Whereas the City of Mississauga has also set a goal of reducing car dependence to 50% by 2041

Whereas the City's zoning by-law prescribes minimum parking standards for residential uses with a parking precinct based system.

Whereas Parking Precinct 1, which is generally located in the vicinity of the Hazel McCallion Light Rail Transit line and in the City's Downtown Growth Area, prescribes a minimum parking rate of 0.8 parking spaces per apartment unit plus visitor parking.

Whereas despite encouraging intensification along transit corridors as being the way to reduce automobile reliance, these parking standards contradict the City's planned transit-oriented intensification.

Whereas, existing parking ratios in the growth areas of the city can expect to add an additional 60,000 – 70,000 cars.

Whereas mandating 0.8 parking spaces per apartment unit along transit corridors (i.e., in Precinct 1) would increase congestion on our roads and place an unfair burden on citizens who do not live in close proximity to the transit corridors and defeating our goal to reduce reliance on cars.

Whereas, mandating a 0.8 parking requirement per apartment unit increases the cost of home ownership even as data shows that younger Canadians are less likely to own cars and prefer ride sharing and car sharing options for occasional use.

Whereas, other Ontario cities have eliminated minimum residential parking ratios in certain areas.

Whereas reducing our minimum parking ratio particularly along transit corridors would:

- 1) Reduce the number of new cars on our roads so that those who live away from transit corridors and need to use cars do not have to deal with increased road congestion
- 2) Further our goal of reducing reliance on cars even as we grow without overly burdening those who drive due to lack of transit options

3) Reduce the cost of home ownership

Therefore, be it resolved the City of Mississauga staff report back on the feasibility of reducing parking requirements in parking precincts that are or will be served by the Hazel McCallion Line including investigating an elimination of minimum parking requirements for resident land uses by September 30th.

A handwritten signature in blue ink, appearing to read "D. Smith", is located below the text.