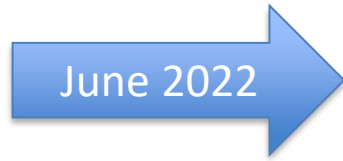


# Feasibility of Reducing Residential Parking Requirements along the Hazel McCallion Line

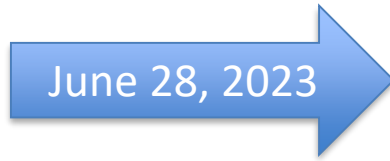
October 23, 2023

Planning and Development Committee

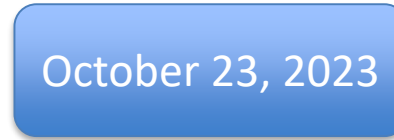
# Background



Council approved Parking Rates came into effect (no appeals)



Item 15.2 of the Council agenda approved to initiate feasibility of parking rate reductions



Information Report looking at the feasibility of parking reductions along the LRT



## Key staff recommendations

- There is support for lowering resident apartment (condo and rental) parking rates along LRT corridor
- Staff would like to bring back a report with specific recommended rates and whether they should vary along corridor

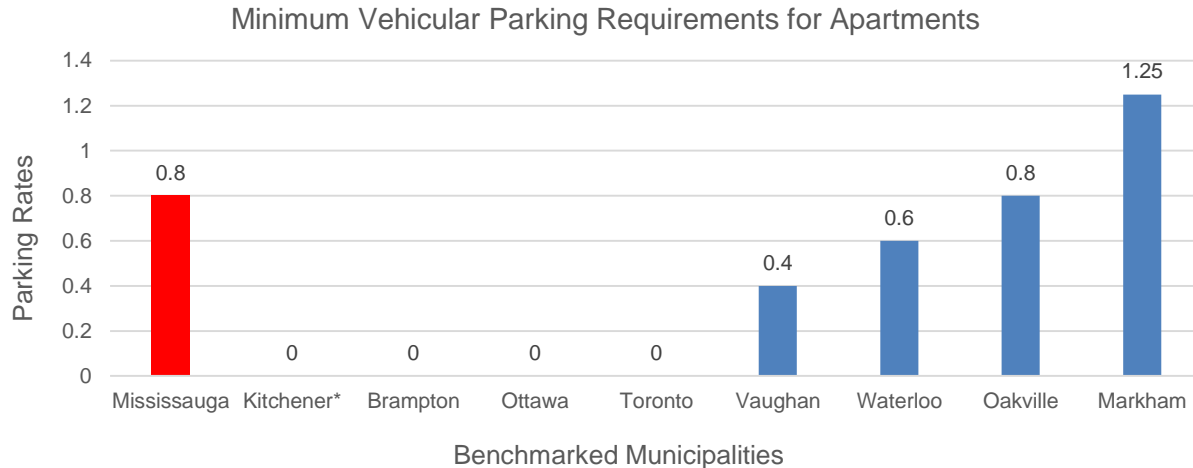
# Why staff suggest lower rates are warranted

- Declining demand in recent buildings in Mississauga (next slides)
  - Similar experiences in other benchmarked cities
- Leverage LRT investments and accelerate shift to active transportation modes consistent with council approved plans
- Help reduce construction costs and carbon emissions
- Improved site design
- Reduced vehicular traffic from new development

# Parking in Mississauga Keeps Evolving

Approved June 2022	Since Approval...
<ul style="list-style-type: none"> <li>• LRT corridor: Precincts 1 and 2</li> <li>• Existing Residential Requirements (Condominium):               <ul style="list-style-type: none"> <li>• Resident: 0.8 spaces/unit</li> <li>• Visitor: 0.15 to 0.2 spaces/unit (shared with commercial parking)</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>• About 20 requests for parking reductions (Apartments)               <ul style="list-style-type: none"> <li>• ranging 0.32 to 0.7 resident spaces/unit</li> <li>• Reductions in visitor parking ranging from 0.0 to 0.15 spaces / unit</li> </ul> </li> <li>• Approvals               <ul style="list-style-type: none"> <li>• 0.62 to 0.7 resident spaces/unit (CoA)</li> <li>• Awaiting decisions of reducing visitor parking</li> </ul> </li> <li>• No developer is proposing zero parking</li> </ul>

# Practices in Other Cities



## Notes:

- Kitchener's proposed rates have not been approved by Council
- Referred parking rates apply to downtowns, rapid transit serviced nodes, and LRT stops in Brampton, Vaughan, Ottawa, and Waterloo

## Items to be addressed in next report

- Impacts on visitor parking
- Assess implications for car share services
- Ability for private and municipal lots to accommodate any overflow risk
- Long term implications for parking enforcement
  - May need to be more active
- Education for purchasers that on-street parking is not a substitute

## What are the Next Steps?

- Consult with the Housing Panel, Councillors and stakeholders
- Continue dialog with other cities
- Bring draft Zoning By-law amendments in a future report to Planning and Development Committee in early 2024



**Thank you**