

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

## 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.

The Planning Act requires that Mississauga Official Plan be consistent with the Provincial Policy Statement, all applicable provincial plans, and the Regional Official Plan.

### Summary of Applicable Policies and Regulatory Documents

Policy Document	City Initiated Zoning By-law Amendment Proposal
<b>Provincial Policy Statement (PPS), 2020</b>	The proposed Amendment is consistent with the PPS.
<b>A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2019 (Growth Plan)</b>	The proposed Amendment conforms to the <i>Growth Plan</i> .
<b>Greenbelt Plan, 2017</b>	n/a
<b>Parkway Belt Plan, 1978</b>	n/a
<b>Region of Peel Official Plan (ROP), 1996</b>	The proposed Amendment is exempt from Regional approval.
<b>Mississauga Official Plan (MOP), 2011</b>	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* which includes policies that require a wise management of land use that promote sustainable development; permit and facilitate a range of housing options, respond to current and future needs through intensification where transportation options are available, and to better adapt and respond to impacts of climate change.

The proposed Amendment is consistent with the PPS. 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 1.4.3 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 1.6.7.4 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.

**Provincial Policy Statement (2020) Analysis:**

The proposed Amendment to reduce per unit resident parking requirements is consistent with the abovementioned policies of the *PPS (2020)* as the development standards will facilitate a more compact form of urban development along the LRT corridor. Where surface parking is still permitted, the proposed Amendment further encourages transit-supportive development and maximize the usage of land, while offering greater opportunities to include more community focused amenities such as parks and open space, or land uses such as retail and restaurants.

The *PPS (2020)* direct the municipality to provide for an appropriate range and mix of housing options, including a mix of affordable and market-rate housing. The City has taken great strides to further housing affordability. The proposed Amendment is just one tool in the “toolbox”, reducing construction costs and time, and benefitting residents by minimizing the future repair and maintenance costs of the parking structure, and increasing overall affordability through lower housing prices or rents, and maintenance fees.

The proposed Amendment further supports energy conservation and efficiency, improve air quality, reduce greenhouse gas (GHG) emissions, and prepare for the impacts of a changing climate by reducing the convenience and reliability of using the automobile as the primary form of transportation. Due to a robust active transportation and higher order transit infrastructure which is scheduled to start service in the near future, the opportunity arises to further reduce resident parking requirements along most of the LRT Corridor, including the Downtown. Further, embodied carbon and operational carbon are both reduced with fewer parking levels, which contributes to the city’s carbon footprint reductions.

Based on the foregoing, the proposed Amendment is consistent with the *PPS (2020)*.

### **3. A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2020 Office Consolidation (Growth Plan)**

*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 through the establishment of Urban Growth Centres and intensification targets.

### 1.2.1 Guiding Principles:

The Guiding Principles 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 – Guiding Principles Analysis:**

The proposed Amendment conforms to the Guiding Principles of the Growth Plan as complete communities is achieved by allowing for more efficient use of land, supporting affordable housing by reducing construction costs and time and reducing rents and maintenance fees in the long term, and considers climate change initiatives by encouraging residents to use other more sustainable modes of transportation.

### 2.2.1 Managing Growth:

Policy 2.2.1.3 c) directs an urban form that optimizes infrastructure along transit and transportation corridors and achieve a complete community through a more compact built form.

Additionally, Policy 2.2.1.4 further supports the achievement of complete communities that:

- b) improve social equity and overall quality of life, including human health, for people of all ages and abilities;
- 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

#### **Growth Plan – Managing Growth Analysis:**

The proposed Amendment conforms to the Managing Growth policies of the Growth Plan supports social equity and human health through active living and reducing air pollution from transportation sources, and contributes to the economic wellbeing of residents by expanding transportation options as active transportation and public transit are prioritized.

The proposed Amendment will contribute to a more compact built form and create opportunities for greater public realm such as parks and open space, plazas, and public amenities, while minimizing embodied carbon during construction and operational carbon.

#### **2.2.2 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*.

#### **Growth Plan – Delineated Built-Up Areas Analysis:**

The proposed Amendment conforms to Policy 2.2.2.3 as updated zoning by-law regulations will encourage compact built form that supports complete communities and will contribute to meeting intensification targets.

#### **2.2.3 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.

**Growth Plan – Urban Growth Centres Analysis:**

The proposed Amendment conforms to policies within Section 2.2.3 as the reduction of resident parking requirements in the urban growth centre will create opportunities to create more parkland without compromising minimum density targets set forth for Downtown Mississauga, as more housing can be built without parking requirements as the limiting factor to more intensive development. Further, the proposed Amendment will encourage active transportation and leverage transit investment made along the LRT Corridor.

**2.2.4 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, using planning tools such as zoning to implement the policies of the *Growth Plan*. MTSAs along the LRT Corridor will be planned for a minimum density of 160 ppj/ha, which is a density target that is higher than other forms of transit such as Bus Rapid Transit as it is recognized to support a greater number of passengers. Schedule 5 of the *Growth Plan* identifies transit priority corridors, which include the Hurontario LRT Corridor, amongst others.

Policy 2.2.4.2 directs upper-tier municipalities to delineate the boundaries of MTSAs on priority transit corridors in a transit-supportive manner, in which the Regional Official Plan have identified.

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.

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.

**Growth Plan – Transit Corridor and Station Analysis:**

The proposed Amendment conforms to Policy 2.2.4.1 as parking requirements is further reduced to achieve transit-supportive development along the LRT Corridor and eliminate barriers that will impede on achieving the minimum density targets. Finally, the proposed Amendment conforms to Policy 2.2.4.9 future development is supported through reduced parking standards.

### 2.2.6 Housing:

Housing provision is a collaboration between the Province, upper tier and lower tier municipalities. As noted in Policy 2.2.6.1, in addition to achieving minimum intensification and density targets identified in the *Growth Plan*, other tools and mechanisms be identified to meet projected needs of current and future residents. Land use planning is identified as one of the mechanisms. Further, under Policy 2.2.6.2, municipalities will support the achievement of complete communities by meeting minimum intensification and density targets and considering the range and mix of housing options and densities of the existing housing stock.

#### **Growth Plan – Housing Analysis:**

Mississauga is committed to getting more homes built and making homes more affordable. The proposed Amendment meets the Housing Policies of the *Growth Plan* by updating parking requirements that will encourage a compact built form and meeting intensification and density targets. Reducing resident parking requirements for high density residential development will indirectly result in getting homes built faster while reducing construction time. Finally, reductions of parking for units owned/operated by public authority or non-profit housing provide, will strengthen partnerships and collaborations to create affordable housing along the LRT Corridor.

### 3.2.2 Transportation – General:

Section 3.2.2 provides direction on people and goods circulation in the Greater Golden Horseshoe. Under Policy 3.2.2.2, the transportation system will be planned and managed to offer a balance of transportation choices that reduces reliance upon the automobile and promotes transit and active transportation; be sustainable and reduce greenhouse gas emissions; and offer multimodal access to jobs, housing, schools, cultural, and recreational opportunities, and goods and services.

#### **Growth Plan – Transportation Analysis:**

The proposed Amendment conforms to general transportation policies of the Growth Plan as reduced of resident parking in high density residential development reduces the convenience of vehicle ownership while increasing active transportation participants and transit ridership. Furthermore, a reduction in resident parking supply will lower greenhouse gas emissions not only through less reliance on driving, but also through lower embodied carbon during construction and lower operational carbon.



#### **4.2.10 Climate Change:**

The *Growth Plan* directs lower municipalities to develop policies in the Official Plan to identify actions that will reduce greenhouse gas emissions and address climate change adaptation goals and aligned with policies for environmental protection. As noted in Policy 4.2.10.1, these actions include achieving complete communities through minimum intensification and density targets and reducing automobile dependence on the automobile and supporting existing and planned transit and active transportation.

Furthermore through Policy 4.2.10.2, municipalities are encouraged to address climate change adaptation and mitigation. Strategies to reduce greenhouse gas emissions and improve resilience to climate change impacts can be implemented through land use planning, planning for transit and green infrastructure, and low impact development. Finally, municipal carbon reduction targets be achieved through the strategies and actions identified in above-mentioned policies.

#### **Growth Plan – Climate Change Analysis:**

The proposed Amendment conforms to the climate change policies of the *Growth Plan* as reducing resident parking requirements reduces the reliance and convenience of driving, encouraging residents to find more sustainable forms of transportation such as public transit, active transportation, and car share. This initiative also advances municipal carbon reduction targets through Mississauga's Climate Change Action Plan.

Although current Official Plan policies and Zoning By-law regulations already facilitates a compact urban form that supports intensification and density targets, the proposed Amendment further facilitates these initiatives by reducing resident parking requirements, determines the number of units that can be accommodated in a development.

## **4. Region of Peel Official Plan (2022)**

This City initiative does not require an amendment to the Region of Peel Official Plan (2022) (ROP). Although the Mississauga Official Plan is the primary municipal instrument used to evaluate the proposed Amendment, the ROP provides direction and a strategic policy framework to guide development and growth in Peel Region and Mississauga.

Further, in accordance with the *Growth Plan*, growth management policies under Sections 5.4 to 5.6 that identifies intensification and density targets, as well as supporting the development of complete communities. This section of the analysis will not cover what has already been analyzed in Section 3 of this Appendix.

### **2.5 Air Quality:**

Under Policy 2.5.1, the goal of the ROP is to create healthier and sustainable communities by improving local air quality and reducing greenhouse gas emissions. The goal is achieved by reducing greenhouse gas emissions (Policy 2.5.2) and promote land use patterns which address public health, transportation systems, energy conservation and environmental concern.

**Region of Peel Official Plan – Air Quality Analysis:**

The proposed Amendment conforms to the ROP air quality policies as the reduction / elimination of the resident parking requirements as it aims to reduce greenhouse gas emissions, which currently the transportation sector is the main source. The proposed Amendment further promotes an efficient land use pattern that addresses public health by requiring residents to engage in active transportation, leverages LRT investments, and addresses energy conservation by using fewer fossil fuels.

**5.10 Transportation System:**

In order to accommodate forecasted growth, the ROP focuses on balancing the needs of all road users that maintains existing level of service by shifting travel modes and a greater emphasis on sustainable transportation infrastructure, achieving a 50 percent sustainable transportation mode share target by 2041. Further policies include:

Policy 5.10.2 promote sustainable transportation modes, barrier (environmental or physical) free mobility, and improved mobility choices for people of all ages, abilities and income levels.

Policy 5.10.4 minimize transportation related air pollutants and greenhouse gas emissions, impacts on the natural environment and improve public health outcomes by supporting transportation alternatives.

Policy 5.10.14 encourages coordination between transportation and land use planning in order to develop context sensitive solutions to accommodate travel demand for all modes

Policy 5.10.18 assists in the development of complete communities by supporting opportunities for accessible multi-modal use, and prioritize sustainable transportation ahead of single-occupant vehicles.

**Region of Peel Official Plan – Transportation System Analysis:**

The proposed Amendment conforms to these policies as sustainable transportation modes are promoted and supported while reducing greenhouse gas emissions. Further, it leverages LRT and cycling infrastructure investments made within the project area. The proposed Amendment is one of many approaches to reach the regional goal of 50 percent sustainable transportation mode share target by 2041.

**5.10.34 Sustainable Transportation:**

Sustainable transportation is defined in the ROP as “the movement of people using low-impact modes including walking, cycling, public transit, and carpooling”. As noted in Policy 5.10.34.1, achieving a 50 percent sustainable transportation mode share target by 2041 is possible by expanding sustainable transportation and promoting its use. Further, Policy 5.10.34.16

encourage local municipalities to update their parking and Zoning By-laws to support and facilitate transportation demand management (TDM) measures.

**Region of Peel Official Plan – Sustainable Transportation Analysis:**

The proposed Amendment increases sustainable transportation choices and diversifies the mode share by reducing the reliance of automobile ownership. The reduced parking requirement allows developers to provide enough parking space to meet market demand rather than oversupplying simply to conform to the zoning by-law which can perpetuate car ownership. The proposed Amendment also meets Policy 5.10.34.16 as the zoning by-law, once in force and in effect, supports TDM measures by increasing the use and popularity of using other modes of transportation.

**5.10.39 Environmental Impact:**

This section emphasizes on the environmental impact that the transportation sector through increased greenhouse gas emissions, traffic-related air pollution, and impacts on the natural environment and natural resources. Policy 5.10.39.3 aims to encourage and facilitate the increased use of sustainable transportation modes. Also, Policy 5.10.39.9 local municipalities are tasked with investigating and implement strategies for minimizing the impact of traffic-related air pollutants and greenhouse gas emissions.

**Region of Peel Official Plan – (Transportation) Environmental Impact Analysis:**

Policy 5.10.39.9 is being implemented as the proposed Amendment is intended to reduce the supply of resident parking which over time, reduces the number of vehicles on the road. Reducing the number of personal vehicles is key to reducing greenhouse gas emissions as more trips are made by other modes of transportation that releases very few, if any, greenhouse gas emissions and other pollutants.

## 5. City of Mississauga Official Plan

Mississauga Official Plan (MOP) contains a wide range of parking policies, with the aim of creating a pedestrian focused and compact land use system. The focus of the MOP is to rely more on parking management strategies as Mississauga's urban form continues to mature, rather than the previous practice of increasing parking supply. Although the MOP provides high level policies that seeks to address undesirable aspects of parking, it is left to the Zoning By-law to regulate parking performance standards and requirements. Further, the MOP provides the necessary direction to the Zoning By-law in how parking is treated, which in turn impacts the broader built form of the city, and how to address climate change in the future.

## Chapter 5 – Direct Growth

The MOP must conform to a hierarchy of provincial, regional, and municipal policy initiatives and statutes which have been identified in beginning of this Appendix. These same documents refer to creating compact, mixed use development and urban structures that directs growth to Intensification Areas and Urban Growth Centres, which are also being served by frequent and high quality transit services and active transportation infrastructure. These sections of the city is where the majority of the city's population and employment growth is forecasted to occur.

The MOP identifies the City Structure (Policy 5.3) and a hierarchy of how future growth will be distributed between nodes and corridors and provides guidance on density, heights and uses. As part of this proposed Amendment, the MOP City Structure is being used to guide amendments to the Precincts Boundaries. As identified below, the Downtown, Major Nodes, and Corporate Centres are also Intensification Areas (Policy 5.5) and are found in Schedule 1B of the Official Plan. The City Structure elements within the study area of the proposed Amendment include:

- **Downtown** (Policy 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 study area impacts the entire extent of the downtown, which has seen rapid population growth in the last decade. In particular the Downtown Core, some of the buildings are tallest not only in Mississauga but also within western GTA. Even taller buildings are currently under construction.

- **Major Nodes** (Policy 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. Uptown is the only Major Node within the study area of this proposed Amendment.

Uptown Node, similar to the Downtown Core, has seen population growth due to recent completion of residential development in the northwest corner of Eglinton Avenue and Highway 10. Future development includes the other three quadrants of the intersection.

- **Corporate Centres** (Policy 5.3.4) will provide for employment uses and will be planned to achieve compact transit-supportive development and mix of employment uses such as office and other commercial uses. Gateway Corporate is the only Corporate Centre within the study area of this proposed Amendment.

In addition to the City Structure, the study area of the proposed Amendment is also within a Corridor (Policy 5.4), which are identified as having a compact urban form, has a mix of land uses, and supports transit. Certain urban design elements (Policy 5.4.7) such as building entrances and the public realm is important in achieving a pedestrian focused streetscape.

In addition to being a corridor, Hurontario Street is identified as Intensification Corridors (Policy 5.4.11) which is served by LRT stations, which also serves in the location of Major Transit Station Areas which are identified on Schedule 6: Long Term Transit Network (Policy 5.4.15).

**MOP – Chapter 5 Direct Growth Analysis:**

The amended resident parking requirement within the Hurontario Intensification Corridor (north of the Queen Elizabeth Way) conforms to the policies found within Chapter 5 as it further encourages a compact urban form while reducing the reliance and convenience of the automobile in favour of public transit and active transportation. With a mix of land uses, it also encourages walking rather than driving for shorter distance commutes. The proposed Amendment therefore supports the City Structure and urban hierarchy.

**Chapter 6 – Value the Environment**

Through Policies 6.1.1 and 6.1.4, the City's focus on protecting the environment and preparing for increases in impacts due to climate change includes ensuring land use compatibility and promoting pollution prevention. Policy 6.2.2 promotes building communities that allows for sustainable ways of living such as considering sustainable transportation modes.

As the use of the automobile has the greatest impacts on air pollution and greenhouse gas emissions, Policy 6.5.1 aims to promote the use of alternative modes of transportation such as walking, cycling, and public transit and promote shorter commutes through compact development and a mix of land uses.

**MOP – Chapter 6 Value the Environment Analysis:**

The proposed Amendment conforms to the abovementioned policies as reducing resident parking requirements encourages residents to seek alternative modes of transportation, and leveraging LRT and active transportation infrastructure. Furthermore, lower car ownership due to lower parking supply will over time reduce in air pollution.

In addition, as fewer parking spaces are being constructed due to market demands rather than meeting the Zoning By-law requirements, the reduction in the embodied carbon and operational carbon would also be realized.

**Chapter 7 – Complete Communities**

Policy 7.1.3 provides city-wide direction in building complete communities that supports, amongst others, developing a built environment that encouraging compact and mixed use development and facilitating alternative modes of transportation, and encouraging land use planning practice conducive to good public health. Through the proposed Amendment, land use planning is being link to public health by reducing traffic related air pollution and greenhouse gas emissions as directed in Policy 7.1.4.

Housing is an important matter through the MOP as Policy 7.2.2 opportunities will be provided based on a range of housing choices, tenure, and price; that housing choices apply to both the ownership and rental models; and to foster affordable housing production.

**MOP – Chapter 7 Complete Communities Analysis:**

The proposed Amendment supports the building of complete communities as it further promotes a compact urban form while creating opportunities for sustainable modes of transportation, while also reducing the reliance of the automobile. As noted in Chapter 8 – A Multi – Modal City, higher order transit such as the LRT encourages residents to take transit rather than drive. Further, public health is improved over time due to reduced air pollution from transportation sources and contribute to Mississauga lower contribution of greenhouse gas emissions.

Housing supply must increase to meet demands of current and future residents. The proposed Amendment reduces construction costs and time associated with building underground and structured parking. Further, operational and repair costs are lowered in the long run, thus reducing pressures on increasing rent and maintenance fees.

**Chapter 8 – A Multi-Modal City**

The MOP anticipates greater opportunities to travel by transit, cycling, and walking with the creation of mixed use nodes and corridors, while reliance on the automobile gradually decreases. The MOP also recognizes through Policy 8.1.1 that Mississauga continues to evolve from a primarily suburban city to a more urban one. Rather than increasing parking supply to meet demands, contemporary planning practice is to leverage existing transit and active transportation infrastructure.

As the transportation sector is currently one of the biggest contributors of greenhouse gas emissions, Policies 8.1.4 and 8.1.5 directs the city to strive for a transportation system that reduces dependence on non-renewable resources, and to work in partnership to support the reduction of transportation related greenhouse gas emissions.

Policies 8.1.9, 8.1.10, and 8.1.12 ensures a variety of transportation modes are encouraged along transportation corridors such as along Hurontario Street, and that current and projected needs are met through various travel modes. Meeting travel needs can be accomplished by prioritizing transit over driving, which is being facilitated through the construction of the Hazel McCallion Line.

**MOP – Chapter 8 A Multi – Modal City (General Policy) Analysis:**

The proposed Amendment supports general policies of Chapter 8, as reducing parking supply decreases the automobile reliance and encourages travel modes that require fewer non-renewable resources. Working alongside Chapter 7 – Complete Communities, much of the City’s forecasted population and employment growth is set to occur along Hurontario Street, making alternative travel modes and prioritizing transit important to prevent traffic congestion.

The MOP contains a series of parking policies with the aim of reducing citywide private supply, as it is recognized that parking has shaped land use patterns and promote economic development, but has also influenced travel behaviour and choice of transportation modes. Although it is common to provide parking underground or in parking structures in high density residential development, high parking supply remains present, which in turn maintains travel behaviour, and automobile as the main choice of transportation.

As previously mentioned, Mississauga has grown in a primarily suburban landscape, and the aim now is to urbanize the city especially in the Downtown and Intensification Corridors. Significant achievements were made to modernize parking regulations in Zoning By-law 0225-2007, as bicycle parking requirements for new development (Policy 8.4.1), shared parking arrangements in mixed use development (Policy 8.4.2), introduction of Parking Precincts and reducing off-street parking requirements (Policy 8.4.3) have all been in force and in effect since early-2022.

Policy 8.4.7 is specific to Intensification Areas such as the Downtown and Intensification Corridors. Consideration is given to reducing minimum parking requirements to reflect transit service levels, and coordinating parking initiatives with transportation demand management (TDM) programs in order to effectively link transit planning, parking and other related issues in a comprehensive manner. Through Policy 8.5.4, parking will be managed in Intensification Areas to encourage alternative modes of transportation and while reducing vehicular congestion.

Parking demand isn’t just controlled through the zoning by-law. As part of Parking Matters 2.0, options are being explored such as the introduction of a parking permit system to mitigate parking impacts on adjacent residential use (Policies 8.4.11), restricting on-street parking only to local residents and not residents living in nearby apartment buildings.

**MOP – Chapter 8 A Multi – Modal City (Parking Policy) Analysis:**

The proposed Amendment is an extension to current in-effect parking regulations that were approved by City Council in early-2022, and conforms to Policy 8.4.3 as resident parking requirements along the Hazel McCallion Line are further reduced. The proposed Amendment reflects current and forecasted vehicle ownership and use as the LRT will become operational in the near future. Further, leveraging investments made to cycling infrastructure by reducing the reliance and convenience of driving, conforms to Policy 8.4.1.

(continued below)

**MOP – Chapter 8 A Multi – Modal City (Parking Policy) Analysis:**

The proposed Amendment conforms to Policies 8.4.7 and 8.5.4 as considerations have been made to reduce resident parking requirements in Intensification Areas to reflect the upcoming transit service increases due to the Hazel McCallion Line. Further, TDM measures such as bicycle parking requirements, recent investments in cycling infrastructure and initiatives such as the micromobility pilot project will address the “last mile” of the commute between one’s residence and the nearest transit stop.

Although parking requirements along the LRT Corridor were reduced in early-2022, other benchmarked cities such as Brampton and Ottawa has signaled that developers will continue to provide parking, but only as the market demands and not simply meeting Zoning By-law requirements.

**Downtown Core Local Area Plan (DLAP)**

Through the DLAP, the Downtown Core is envisaged to be a vibrant mixed use urban centre with residential, office, retail, institutional, and cultural uses. The Downtown Core was founded when Square One was completed more than 50 years ago, and today, it remains as a primarily auto-oriented commercial development. The image of the Downtown Core as a pedestrian focused centre is gradually being witnessed through recent mixed use development along Confederation Parkway and Burnhamthorpe Road West.

However, there remains much improvements to be made, as more than half of trips less than five kilometres made within the Downtown Core continues to be made by driving, despite a high level of transit service. Although the proportion of trips made by driving will decrease as the LRT becomes operations and the LRT Loop investment is secured, driving will remain convenient and reliable for existing residential development with a high parking supply. Although in-effect parking regulations in Zoning By-law 0225 2007 were recently modernized, it remains high compared to other benchmarked cities such as Waterloo, Brampton and Ottawa.

The DLAP contains policies to undertake transportation demand management measures in new developments in the Downtown Core (Policy 8.3.4), reducing parking requirements within transit stop areas (Policy 8.4.10), and general urban design policies to reduce the impact of parking lots on the public realm. However, the DLAP refers any broad and strategic parking policies that impacts citywide Intensification Areas and Urban Growth Centres to the parent Official Plan (MOP) for further direction and guidance.

**MOP – Downtown Core Local Area Plan Analysis:**

The proposed Amendment conforms to the DLAP where the vision of the Downtown Core is a vibrant, pedestrian focused urban centre that can only be achieved with lower parking requirements. The reduction of parking requirements in the Downtown Core therefore conforms to Policies 8.3.4 and 8.4.10 of the DLAP.



## 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 along the Hazel McCallion Line. 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.