

# Zoning Initiatives Update

December 2, 2024

Accessibility Advisory Committee

# Zoning Initiatives Update

1. **City of Mississauga Zoning By-law Amendment required to address the disconnect between how accessible parking spaces are calculated in the Zoning By-law versus in *Accessibility for Ontarians with Disabilities Act (AODA)***
2. Bill 185 Elimination of Parking Requirements within Major Transit Station Areas - Implications for Accessible Parking

# Mississauga Zoning By-law 0225-2007

**Table 3.1.3.1 - Accessible Parking Regulations**  
(0190-2014), (0144-2016), (0018-2021)

Column	A	B	C
<b>Line 1.0</b>	<b>TOTAL NUMBER OF REQUIRED NON-RESIDENTIAL PARKING SPACES</b>	<b>TOTAL NUMBER OF REQUIRED VISITOR PARKING SPACES</b>	<b>MINIMUM NUMBER OF REQUIRED ACCESSIBLE PARKING SPACES</b>
<b>2.0</b>	1-12	1-12	1.0 space <sup>(1)</sup>
<b>3.0</b>	13-100	13-100	4% of the total <sup>(1)(2)</sup>
<b>4.0</b>	101-200	101-200	1.0 space plus 3% of the total <sup>(2)</sup>
<b>5.0</b>	201-1 000	201-1 000	2.0 spaces plus 2% of the total <sup>(2)</sup>
<b>6.0</b>	1 001 and greater	1 001 and greater	11.0 spaces plus 1% of the total <sup>(2)</sup>

# Accessibility for Ontarians with Disabilities Act

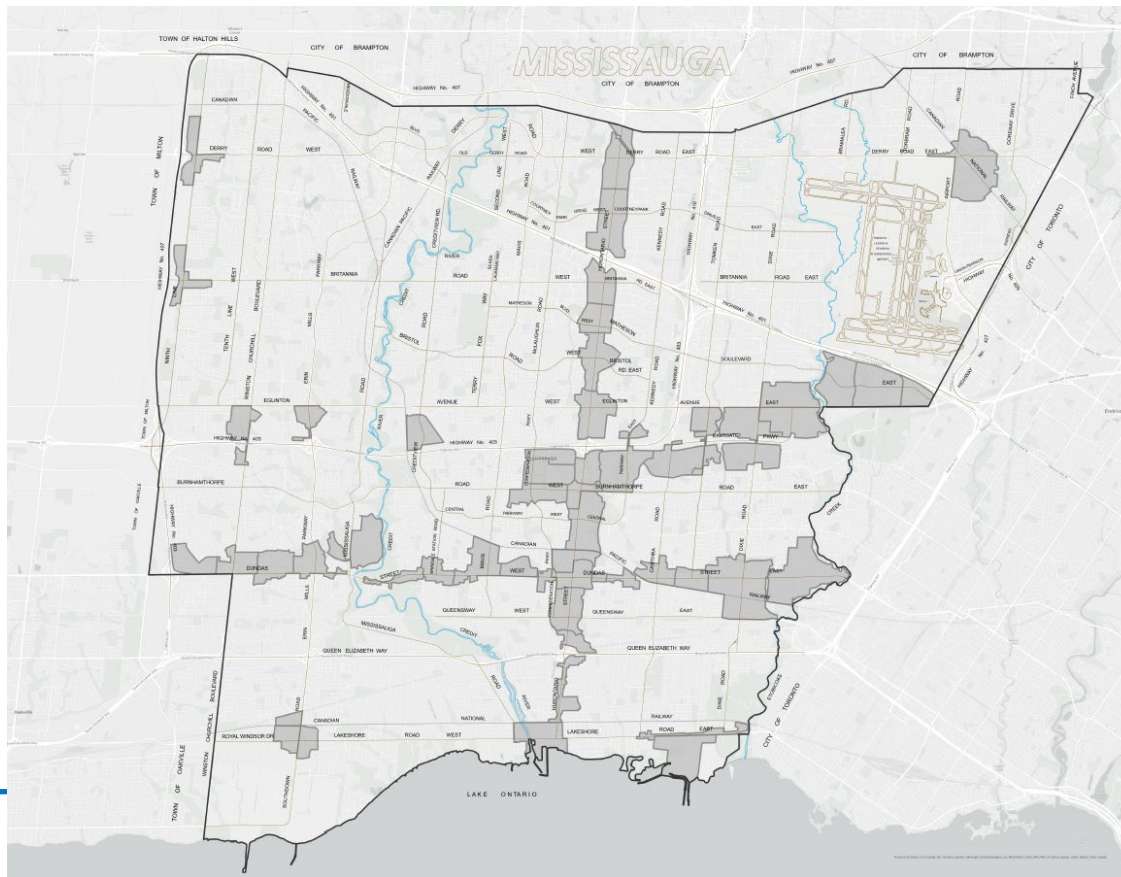
Table 68 - Minimum numbers of accessible parking established in regulation

Total number of parking spaces in parking facility for public use	Total number of accessible parking spaces required	Type A spaces	Type B spaces
1-12	1	1	0
13-100	4%	<ul style="list-style-type: none"> <li>• <u>For lots with an even number of accessible parking spaces</u> – provide an equal number of Type A and Type B spaces.</li> <li>• <u>For lots with an odd number of total accessible parking spaces</u> – provide an equal number of Type A and Type B spaces. The additional space may be a Type B space.</li> </ul>	
101-200	3% + 1		
201-1000	2% + 2		
1001 +	1% + 11		

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# Major Transit Station Areas (MTSA)



# What are the consequences of Bill 185?

- Reduced number of total parking spaces already proposed in planning applications, but not 0 parking spaces
- Number of accessible parking spaces in new development will be fewer due to reduced parking provided on a lot

# Proactive approach to impacts of Bill 185

- Information/Recommendation Report & Public Meeting at PDC
- Advocacy from the Accessibility Advisory Committee to Council and the Province to address potential shortfalls in accessible spaces
- Continued negotiations with developers to provide parking and other community benefits



## What are the next steps?

- Implementing Zoning By-law at a future Council meeting
- Revise accessible parking regulations to be based on parking provided rather than required

**Thank you – Questions?**