

City of Mississauga Corporate Report



Date: June 4, 2025

To: Chair and Members of Planning and Development Committee

From: Andrew Whittemore, M.U.R.P., Commissioner of Planning & Building

Originator's files:
BL.01-PAR

Meeting date:
June 23, 2025

Subject

PUBLIC MEETING INFORMATION/RECOMMENDATION REPORT (ALL WARDS)

Proposed Amendments to Zoning By-law 0225-2007 for Parking Matters

File: BL.01-PAR

Recommendation

That the proposed amendments to Zoning By-law 0225-2007, as detailed in Appendix 1 of the report dated June 4, 2025 from the Commissioner of Planning and Building, be approved in accordance with the following:

1. That the implementing zoning by-law amendment be enacted at a future City Council meeting.
2. That notwithstanding planning protocol, that this report regarding the proposed amendments to Zoning By-law 0225-2007, for various parking matters be considered both the public meeting and a combined information/recommendation report.

Executive Summary

- Mississauga is committed to key city-building priorities such as supporting jobs and businesses, encouraging affordable housing, and creating an inclusive City.
- Several City-initiated amendments to the Zoning By-law are being proposed to help achieve these priorities, including the elimination of parking requirements in the Streetsville Business Improvement Area (BIA) and for affordable housing developments, removing administrative barriers for shopping malls, and ensuring that accessible parking requirements align with Provincial direction.
- Staff will continue with parking reviews for the Clarkson Village and Port Credit BIAs, and

will report back to Planning and Development Committee in late 2025.

Background

Parking is a complex topic for municipalities, residents, businesses and residential developers. It is sometimes viewed as an amenity or even necessity. In other instances, it is viewed as encouraging suburban, car-oriented communities, a barrier to providing affordable housing and a cost to local businesses. Increasingly, municipalities are reviewing their parking standards to reflect the modern needs of urban contexts, while in the face of a housing affordability crisis and increasing stress on businesses in the Province.

Inclusionary zoning (IZ) is a tool that municipalities can use to require affordable housing units to be included in residential developments in Protected Major Transit Station Areas (MTSAs). To increase the viability of IZ and other residential development and encourage transit usage, the Province prohibited municipalities from requiring a minimum number of parking spaces in Protected MTSAs. However, outside of Protected MTSAs, parking minimums still apply for affordable housing.

Recognizing this barrier, the City of Mississauga's Mayor's Housing Task Force Report included a recommendation to eliminate or reduce parking minimums for affordable housing. In addition, on November 13, 2024, Council directed staff to bring forward a report with recommendations on eliminating parking minimums for supportive and affordable housing projects.

On May 29, 2024, Councillor Butt requested that staff review parking requirements in Business Improvement Areas (BIAs), recognizing that parking variances and payment in lieu of parking (PIL) fees are burdensome to small businesses.

The purpose of this report is to provide recommendations to address Council directions outlined above. Other proposed amendments have been included regarding shopping malls and accessible parking.

Comments

The following discussion provides an overview of the recommendations and rationale of the proposed amendments. For a detailed explanation of all proposed amendments, see Appendix 1.

PROPOSED ZONING BY-LAW AMENDMENTS

Public Authority Dwelling Units and Non-Profit Units

Public authority dwelling units operated by a public authority (e.g. Region of Peel) or a non-profit housing provider in a rental apartment or retirement building are subject to lower parking

requirements in the City's Zoning By-law. However, minimum parking requirements can still be a barrier to developing such projects. When these providers are required to obtain minor variances or PIL agreements, this costs time and financial resources which could otherwise be going towards their goal of providing housing to those in need.

The City's newly adopted Mississauga Official Plan (MOP) 2051 describes housing affordability as a critical priority and directs the City to maximize every opportunity to secure affordable housing. To achieve housing that is suitable for everyone's needs, this must include housing that is affordable to a range of low and moderate income households.

To provide flexibility to affordable housing providers, staff are recommending that the minimum parking rate for public authority dwelling units and non-profit units be reduced to 0.0 spaces per unit. It should be noted that the proposed amendment does not prevent affordable housing providers from providing parking for their developments. Instead, this parking rate will allow flexibility to provide the amount of parking spaces appropriate for the anticipated needs of their staff, visitors and future residents.

As mentioned above, developments that are subject to IZ in Protected MTSA's already benefit from no parking minimums. The proposed amendment would provide a consistent parking approach for affordable housing developments across the City.

Streetsville Business Improvement Area (BIA)

The Streetsville BIA commercial core is an example of a nineteenth century commercial street with buildings close to the street. This area contains commercial streets that are vibrant, walkable, and transit-supportive. Council has also designated it as a Heritage Conservation District as numerous heritage designated properties exist in the area.

However, this context pre-dates car-oriented development and modern parking requirements that have been introduced into the Zoning By-law. As a result, some properties in the commercial core have minimal or no parking spaces and need relief for parking variances and/or PIL whenever there is a change in use. This burden is usually the responsibility of new business owners.

Streetsville is identified as a Planned MTSA as shown on Schedule 1 of MOP 2051. MTSA's without delineated boundaries are referred to as Planned MTSA's. In the future, the City will delineate the boundaries of the Planned MTSA and determine the associated minimum densities, number of residents and jobs, permitted uses and building heights through City-initiated amendments. It is anticipated that most of the commercial strip along Queen Street South will be located in the future Protected MTSA and therefore the City will be prohibited from requiring these properties to provide parking.

Staff are proposing to eliminate parking minimums for the properties outlined in Appendix 3 for both non-residential and residential uses. This is appropriate because parking should not be a

barrier to maintaining Streetsville's heritage mainstreet character. Small businesses contribute to the vibrancy of the commercial core, and the proposed amendment would eliminate the requirement of parking variances and/or PIL. Further, once delineated, the Streetsville Protected MTSA will automatically have minimum parking requirements eliminated.

Introduction of "Retail Centre" Definition

Across the City there are several traditional, indoor shopping malls. Presently, new businesses are required to obtain a Zoning Certificate of Occupancy prior to a building permit or business license being issued. The purpose of this application is to confirm that the proposed use is in compliance with all applicable zoning regulations, most commonly being parking requirements.

For shopping malls, this can be a cumbersome process, as tenancies frequently change with minimal impacts to parking demand. In addition, some of the shopping malls are already located in a Protected MTSA, meaning that there are no minimum parking requirements. Therefore, the requirement for each change in business to obtain a Zoning Certificate of Occupancy has limited benefit.

Staff are proposing to amend the Zoning By-law to introduce a definition of "Retail Centre" and permit the use on certain properties, limited to the following:

- Square One (100 City Centre Dr)
- Westdale Mall (1151 Dundas St W)
- Dixie Outlet Mall (1250 Burnhamthorpe Rd)
- South Common Centre (2150 Burnhamthorpe Rd W)
- Sheridan Centre (2225 Erin Mills Pkwy)
- Erin Mills Town Centre (2650-2690 Erin Centre Blvd, 5100 Erin Mills Pkwy)
- Central Parkway Mall (377 Burnhamthorpe Rd E)
- Rockwood Mall (4035-4141 Dixie Rd)
- Westwood Mall (7205 Goreway Dr)
- Meadowvale Town Centre (6677 Meadowvale Town Centre Cir)

As a result of this amendment, Retail Centres will need to obtain only one initial Zoning Certificate of Occupancy for the entire shopping mall. By reducing the number of certificates required, this will reduce costs and start up times for new businesses. Additionally, the introduction of this definition will eliminate parking variances for the sites that are outside of a Protected MTSA, as a flat parking rate would apply to the whole shopping mall, regardless of change in businesses.

Accessible Parking Requirements for Provided Parking Spaces

Accessible parking spaces are regulated by the *Accessibility for Ontarians with Disabilities Act*, 2005 (AODA), with specific details provided in Ontario Regulation 191/11: Integrated Accessibility Standards (O. Reg 191/11). O. Reg 191/11 bases the minimum accessible parking spaces on "provided" parking spaces on a site, as opposed to the "required" parking spaces.

The City's Zoning By-law calculates a minimum number of accessible parking spaces based on the number of "required" parking spaces. This can result in instances where a proposed development meets the City's zoning requirements, but not AODA.

Staff are proposing to update the Zoning By-law to require accessible parking spaces based on the "provided" parking on a property to align with AODA.

FUTURE PARKING STUDIES FOR BIAs

The boundaries of the Clarkson GO and the Port Credit GO Protected MTSA's have already been delineated. In both the Clarkson Village and Port Credit BIAs, there are many properties that are outside the boundaries of the Protected MTSA's and therefore are still subject to parking requirements. Staff are currently reviewing parking requirements for those BIAs and will report back on this parking review in Q4 of 2025.

Through consultation with the local Councillors, the Malton and Cooksville BIAs do not require any review of parking requirements.

Engagement and Consultation

Staff have consulted with the Streetsville BIA and provided details of the proposed amendments, including the properties to be included in the proposed amendment. In addition, the proposed amendments for accessible parking were presented to the City's Accessibility Advisory Committee.

Planning Analysis Summary

LAND USE POLICIES AND REGULATIONS

A detailed Planning Analysis of the applicable land use policies and regulations can be found in Appendix 2.

Financial Impact

There are no financial impacts resulting from the recommendations in this report.

Conclusion

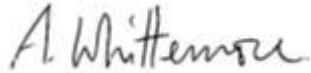
The proposed zoning by-law amendments are acceptable from a planning perspective and should be approved as they will ensure that parking requirements in the Zoning By-law are appropriate and support the City's goals of supporting existing businesses, increasing housing options and creating an accessible city.

Attachments

Appendix 1: Proposed Zoning By-law Amendments

Appendix 2: Detailed Planning Analysis

Appendix 3: Properties Subject to Reduced Parking Requirements in Streetsville BIA



Andrew Whitemore, M.U.R.P., Commissioner of Planning & Building

Prepared by: Kelsey Martin, Planner