



Corporate Report

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DATE: April 25, 2006

TO: Chair and Members of Planning and Development Committee
Meeting Date: May 15, 2006

FROM: Edward R. Sajecki
Commissioner of Planning and Building

SUBJECT: **Options for Introducing a Visitor Parking Standard for Residential Apartment Development in City Centre**

- RECOMMENDATION:**
1. That the report titled "*Options for Introducing a Visitor Parking Standard for Residential Apartment Development in City Centre*" dated April 25, 2006, from the Commissioner of Planning and Building, be circulated to all landowners, including condominium corporations within the City Centre Planning District, the Urban Development Institute (Peel Chapter) and the Greater Toronto Home Builders' Association for review and comment by June 30, 2006.
 2. That a public meeting be held at the Planning and Development Committee to consider the options contained in the report titled "*Options for Introducing a Visitor Parking Standard for Residential Apartment Development in City Centre*" dated April 25, 2006, from the Commissioner of Planning and Building.

BACKGROUND: In January of 2001, City Council enacted and passed by-laws to adopt new City Centre District Policies (Amendment 20) and a district-wide City Centre Zoning By-law (By-law 0005-2001). In addition, City Centre Urban Design Guidelines were endorsed.

One of the overriding goals for City Centre was to create a planning framework which would promote a distinctive, predominately urban

character and identity for Mississauga’s City Centre. To achieve these goals, policies which assisted in opening up and promoting new development, attaining transit-supportive development densities, and realizing pedestrian-friendly, active streetscapes were recommended by the Planning and Building Department and approved by City Council.

One factor in attaining these objectives related to parking requirements. City Centre District Policy 4.6.5.2.1 states that “*Consideration will be given to reducing or eliminating parking requirements during the implementation of the City Centre District Policies.*” The City Centre Zoning By-law implemented this policy by reducing required resident parking for apartment units and eliminating residential visitor parking requirements.

With the occupancy of developments built under the new policies and by-laws, a number of residents have raised concerns with the lack of visitor parking. Most of the concerns have been expressed by residents living at No.1 City Centre, located at 1 and 33 Elm Drive West, and, City Gate I and II, located at 3939 Duke of York Boulevard and 220 Burnhamthorpe Road West, respectively. Based on the concerns raised, this review of the City Centre visitor parking space requirement was undertaken.

COMMENTS:

Existing Parking Standards

The general parking provisions for apartments in By-laws 5500 (former Town of Mississauga), 65-30 (former Town of Streetsville) and 1227 (former Town of Port Credit) are shown on the Table 1 below.

Table 1 Minimum Required Parking Spaces Per Dwelling Unit				
	Resident	Visitor	Recreational Equipment	Total
Rental Apartment				
Bachelor Unit	1.00	0.20	0.03	1.23
One-Bedroom Unit	1.18	0.20	0.03	1.41
Two-Bedroom Unit	1.36	0.20	0.03	1.59
Three-Bedroom Unit	1.50	0.20	0.03	1.73
Condominium Apartment				
One-Bedroom Unit	1.25	0.25	--	1.50
Two-Bedroom Unit	1.40	0.25	--	1.65
Three-Bedroom Unit	1.75	0.25	--	2.00

As noted above, in 2001 reduced parking requirements specific to the City Centre were introduced. These standards require 1.0 space/unit for resident parking for all apartments and contain no visitor parking requirement.

Parking continues to be required for accessory uses in accordance with the general provisions of Zoning By-law 5500, as amended. For example, retail and office commercial uses require 5.4 spaces/100 m² (5.0 spaces/1,000 sq.ft.) Gross Leasable Area (GLA) and 3.2 spaces/100 m² (3.0 spaces/1,000 sq.ft.) Gross Floor Area (GFA), respectively; restaurant and take-out restaurant require 16 spaces/100 m² (14.8 spaces/1,000 sq.ft.) GFA and 6.0 spaces/100 m² (5.6 spaces/1,000 sq.ft.) GFA, respectively; and doctor's offices require 6.5 spaces/100 m² (6.0 spaces/1,000 sq.ft.) GFA.

Parking Provided in Recent Developments

A review of site and condominium plans for apartments in City Centre was completed. The review included 12 buildings either constructed in City Centre since the new policies have come into effect or, are currently in process and have achieved, at a minimum, a 'foundation only' permit. For each development, Appendix 1 identifies the number of residential units, the amount of commercial space (retail, office and medical office), the parking required in accordance with the City Centre Zoning By-law and the parking provided.

Each development has provided visitor parking spaces despite the absence of requirements. On average, 0.09 visitor parking spaces are provided per unit. For over 4,500 new apartments in the City Centre area, there are almost 400 visitor parking spaces.

Fernbrook's Absolute project, located at 70 and 90 Clarica Drive, has provided the most visitor parking at 0.24 spaces/unit, almost meeting the visitor parking by-law requirement of 0.25 spaces/unit applicable to condominium apartments outside of the City Centre area. If these two buildings are removed from the average calculation, the ratio of visitor parking spaces is reduced to 0.06 spaces/unit or approximately 250 visitor spaces for over 3,900 apartment units. The latter average is a more accurate representation of the visitor parking provided.

The range of visitor parking provided extends from 0.02 to 0.24 spaces/unit. Eight of the 12 buildings included in the review provide visitor parking at less than 0.1 spaces/unit, two provide between 0.1 and 0.2 spaces/unit, and two provide over 0.2 spaces/unit. This range indicates that the demand for visitor parking is uncertain and that to date, little consistency in the amount of visitor parking provided for new City Centre residents has been achieved.

Other Municipalities Visitor Parking Requirements

Appendix 2 is a summary of resident and visitor parking standards of other municipalities/districts within the Greater Toronto Area. Parking standards of comparable urban city centres, including Toronto - North York, Scarborough and Etobicoke districts are outlined. Further, parking requirements for the Toronto - Etobicoke district's high density waterfront apartment development are included. Data from the Town of Markham is also of interest as the town, in conjunction with BA Group Transportation Consultants, recently developed a new parking strategy for the Markham Centre area.

It is significant to note that each municipality/district surveyed provides a separate visitor parking ratio within the zoning by-law for the urban centre area. In the case of Toronto - North York and Etobicoke districts, separate ratios are provided for visitor parking but are included within the total residential standard, for example, 1.0 space/unit is required of which 0.2 spaces/unit is for visitor.

There is consistency in the surveyed municipalities' visitor parking standards. All municipalities/districts, with the exception of Toronto - North York, require 0.2 spaces/unit for visitors. At the Etobicoke district's waterfront, no development has provided less than 0.2 visitor parking spaces/unit. Toronto - North York is the exception, requiring 0.1 spaces/unit for visitors. This lower standard is supported by excellent transit services including three subway stations, GO Transit and TTC buses and a significant amount of on-site commercial parking spread along main streets.

The parking requirements for downtown Toronto and Vancouver were not included in the survey as these areas are not directly comparable to Mississauga's City Centre due to the availability of transit and public parking. However, it is interesting to note that even with these

advantages, the zoning by-law for Toronto's downtown core requires dwelling units within a building containing more than six units to provide 0.06 spaces/unit for visitors.

For the City of Vancouver's Downtown District and Central Waterfront District, residential visitor parking is not specified in the zoning by-law, however, a standard is outlined in a document titled "*Parking and Loading Design Supplement*", which states "... (visitor) spaces are required to serve the demand, and constitute a component of the parking standard. This component ranges from 0.1 to 0.2 spaces/unit, but may be reduced in certain circumstances. Flexibility is important to allow for proper circulation and suitable location of security grills separating visitor spaces from those used for residents' vehicles."

Shared Parking for City Centre

Shared parking involves the use of one parking facility by more than one land use activity, typically taking advantage of different parking demand patterns for each use. The largest benefits are realized with mixed-use developments where uses have different peak demand times.

By using a shared parking formula, the overall number of parking spaces is reduced and the parking facilities are used more efficiently. Spaces involved in shared parking must be accessible to all potential users and not designated for any particular patron. These spaces operate as a pooled parking resource.

Residential visitor parking, in combination with some commercial uses makes for an ideal shared parking situation. Generally, residential visitor parking peaks on Friday and Saturday evenings. Office commercial uses typically peak on weekdays during the day and retail commercial uses peak on weekends during the day.

Since 1981, the general provisions of Mississauga's zoning by-laws have contained shared parking formulas which incorporate a limited number of uses with specific peak percentages for days of the week and times of day. To date, a shared parking arrangement has not been established in the zoning by-law for the City Centre.

Other municipalities have recognized the ability to share parking between the residential visitor and commercial facilities, particularly in city centre areas. In some cases, lower standards have been approved where developments have good access to excellent transit services and/or a significant amount of on-site commercial parking.

It should be noted that a without the provision of a shared parking formula within a zoning by-law, shared parking can only be achieved through negotiated arrangements. A negotiated arrangement has limitations compared to a shared parking formula which is enshrined within a zoning by-law, for example, negotiated arrangements may produce inconsistent and ad hoc results. Arrangements which are regulated by participating condominium corporations may be changed or abandoned in the future. Further, if a building does not require an additional development application, such as a minor variance, there may be little incentive to negotiate a shared parking arrangement.

Preliminary Meeting with Development Industry and Alternative Parking Arrangements

In October of 2005, staff held a preliminary meeting with representatives of the development industry having an interest in City Centre. The purpose of the meeting was to discuss the visitor parking issue and possible options to work towards a solution. Some developers were aware of concerns regarding availability of visitor parking, while others have not received any complaints.

Davies-Smith Developments Inc. have implemented various initiatives with their City Gate development located at 3939 Duke of York Boulevard and 220 Burnhamthorpe Road West, to try and find solutions to the parking issue. City Gate I runs a shuttle bus to the Cooksville GO station during the morning and evening rush hour and to Square One on weekends. The hours of the shuttle are decided upon by the condominium board and the costs are borne by the condominium corporation.

Davies-Smith Developments Inc. have also negotiated with the owners of the office building at 201 City Centre to allow for residents and visitors of City Gate to use the office parking lot during the evening and weekend hours. This agreement has been presented to the condominium board of City Gate I for consideration. Further, for

future phases of development, Davies-Smith Development Inc. anticipate residential visitor parking and parking required by retail and office uses would be shared, thereby providing more parking for both uses.

Daniels CCW Corporation are currently completing construction of The Capital, two condominium apartment buildings with grade-related retail and office commercial space, located on the west side of Living Arts Drive between Princess Royal Drive and City Centre Drive. As part of the condominium review process and associated minor variance application, a limited shared parking arrangement was negotiated with Daniels CCW Corporation between the retail uses and residential visitor parking. A Shared Parking Agreement was prepared and implemented through the condominium declaration and shared facilities agreements.

Other possible solutions to the visitor parking issue suggested at the preliminary meeting included the following:

- opening up to the public the existing underground parking facilities at City Hall, Living Arts Centre and the Central Library;
- investigating opportunities to use the surface parking areas of existing office buildings and Square One for temporary and overnight visitor parking;
- implementing more on-street parking opportunities within the City Centre District;
- reviewing current transit routes into and through the City Centre to determine if there are opportunities to provide improved service, especially on the weekends, to encourage increased ridership; and,
- introducing a visitor parking standard into the City Centre Zoning By-law.

OPTIONS:

Options for Visitor Parking Standards in the City Centre District

The planning goals set out in the 2001 City Centre review remain relevant and applicable. Encouraging new development with a predominately urban character, attaining transit-supportive densities and realizing pedestrian-friendly, active streetscapes are priorities and essential elements to a successful downtown

The reduction of resident parking and the elimination of visitor parking were bold steps taken to achieve these goals. The elimination of visitor parking requirements in Mississauga's City Centre may have been premature within the context of the City's current development. Reintroducing visitor parking standards at a reduced rate is still in keeping with City Centre District Policies and would ensure that a minimum number of visitor parking spaces are available in all buildings, to meet the needs of future City Centre residents.

Commercial development can be encouraged by permitting shared parking between residential visitor and commercial requirements. Ground-level commercial development can promote a pedestrian-friendly, active streetscape. A share between residential visitor and commercial parking is included in some of the parking options presented.

Three options for the introduction of a visitor parking standard are outlined below with a brief discussion of the advantages and disadvantages of each. In Appendices 3 to 5, each option is applied to recent City Centre developments. Proposed visitor parking requirements are calculated and compared to the actual visitor parking provided. This comparison provides an indication of the impact of the proposed scenario. It is important to note that these tables were prepared for comparison purposes only and that if a visitor parking standard is incorporated into the Zoning By-law, it cannot be applied retroactively and, therefore, would not be applicable to existing development.

For all the options, parking standards for all other accessory uses, except retail commercial, remain in accordance with the general provisions of Zoning By-law 5500, as amended.

The required parking for accessory retail commercial uses developed in conjunction with residential apartments is proposed to be reduced from 5.4 space/100 m² (5.0 spaces/1,000 sq.ft.) GLA to 4.3 space/100 m² (4.0 spaces/1,000 sq.ft.) GLA. This lower standard recognizes the parking requirement established in the general provisions of By-law 5500, as amended, for retail commercial developments that are less than 1 800 m² (19,375 sq.ft.) GLA.

To date, all accessory retail uses developed in conjunction with new

residential apartments in City Centre are less than this threshold. The lower standard also recognizes that many of the retail facilities will benefit from a “captive market”, that is, residents which live in the building or surrounding buildings and office employees working in the area that will frequent the retail commercial facilities. Further, it is anticipated that the lower parking standard will encourage more retail development leading to more active streetscapes.

Option A

Option A maintains the current resident parking rate of 1.0 space/unit, however, a minimum 0.15 spaces/unit of that requirement would be dedicated to visitor parking. If other uses are established within the building, current parking standards as per the general provisions of By-law 5500 apply and are added to the required resident and visitor parking.

While Option A does not increase the overall amount of parking currently required, it does make provision for a minimum number of visitor parking spaces. For example, a 200-unit apartment building would require a total of 200 parking spaces under the current zoning. Under Option A, of the required 200 spaces, 30 would be dedicated to visitors. This scenario may provide incentive for builders to unbundle parking, or sell parking facilities separately, rather than automatically include a parking space with a residential unit. Unbundling provides the unit purchaser with an option to buy a parking space depending on individual needs. Further, Option A is easily understood and implemented. It does not rely on interpretation of definitions or involve additional calculations.

The major disadvantage of Option A is that it does not include a shared parking arrangement. Visitor parking is required in addition to all other required commercial parking. As a result, Option A is not proactive in encouraging commercial uses.

Calculations found in Appendix 3 illustrate the results when Option A is applied to new development in City Centre. In all cases, except for Fernbrook’s Absolute, the standards proposed by Option A require more parking for the visitor and commercial component than was provided. Between 20 and 87 additional visitor and commercial parking spaces per development would be required using Option A.

<p>Option A</p> <p>1.0 resident space/unit of which 0.15 spaces/unit is required visitor parking; plus parking for all other uses as per general provisions of By-law 5500, as amended, (with retail at 4.3 spaces/100 m² GLA)</p>	<p>Advantages</p> <ul style="list-style-type: none"> • easily understood • easily implemented – does not dependent on interpretation of definitions, does not involve additional calculations • may provide incentive for builder to unbundle parking - selling parking facilities separately from residential units • reduces retail parking standard from 5.4 spaces/100 m² GLA to 4.3 spaces/100m² GLA to be more reflective of actual demand
	<p>Disadvantages</p>
	<ul style="list-style-type: none"> • does not provide for a shared arrangement between residential visitor and commercial parking. Visitor parking is required in addition to all other commercial parking. • is not proactive in encouraging commercial uses

Option B

In this option, a visitor parking ratio of 0.15 spaces/unit is proposed in addition to 1.0 resident space/unit. Option B establishes a shared parking situation between residential visitor and parking for selected commercial uses.

If selected commercial uses are established within the building, the parking requirement for these uses is calculated, added together, and the greater of the visitor parking or commercial parking calculation is required. The excluded commercial uses must provide parking as per the general provisions in the Zoning By-law in addition to the shared requirement.

The shared parking feature is one of Option B’s primary advantages. The shared feature is conservative in that it is limited to commercial use those peak demand times typically do not conflict with peak times for residential visitors; such as retail, offices, medical offices and banks. Uses such as restaurants, recreational establishments and entertainment uses are not part of the shared parking arrangement as their peaks typically would conflict with peak visitor parking. Option B is also easily understood and implemented. It does not rely on interpretation of

definitions, but requires some additional calculations.

Commercial development is encouraged in this scenario. For example, Tridel’s Ovation Phase 1 development consists of 468 residential units with no commercial uses. Option B would require 71 visitor parking spaces. Because of the shared feature, the development could accommodate 1 650 m² (17,760 sq.ft.) of retail GLA without any additional parking required. Further, only those commercial uses involved with the shared arrangement can be accommodated in this manner. In turn these uses are being encouraged. The commercial uses outside of the shared arrangement must provide additional parking.

Calculations in Appendix 4 illustrate the results when Option B is applied to new development in City Centre. Visitor and commercial parking is calculated and the resulting requirement is compared to the actual visitor and commercial parking provided. All the commercial uses found in the new developments fall into the specific uses that can benefit from the shared arrangement. In all cases, except for Fernbrook’s Absolute, the standards proposed by Option B require more parking for the visitor and commercial component than was provided. Between 20 and 53 additional visitor parking spaces per development would be required using Option B.

<p>Option B</p> <p>1.0 resident space/unit;</p> <p>plus</p> <p>0.15 visitor spaces/unit;</p> <p>or</p> <p>total required parking for selected commercial uses as per general provisions of By-law 5500, as amended. Selected uses include:</p> <p style="padding-left: 20px;">Retail - 4.3 spaces/100 m² GLA Offices - 3.2 spaces/100 m² GFA Medical Office - 6.5 spaces/100 m² GFA Bank - 6.5 spaces/100 m² GFA;</p> <p>whichever is greater</p> <p>plus</p> <p>parking for all other proposed uses</p>	<p>Advantages</p> <ul style="list-style-type: none"> • easily understood • easily implemented – does not dependent on interpretation of definitions • provides for a conservative shared parking arrangement between residential visitor and specific commercial uses • encourages specific commercial uses • reduces retail parking standard from 5.4 spaces/100 m² GLA to 4.3 spaces/100m² GLA to be more reflective of actual demand <p>Disadvantages</p> <ul style="list-style-type: none"> • requires some additional calculations • does not encourage a full range of commercial uses
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Option C

Option C is similar to Option B in that visitor parking ratio of 0.15

spaces/unit in addition to 1.0 resident space/unit is proposed. Option C also establishes a shared parking situation between residential visitor and parking for commercial uses, but incorporates all commercial uses instead of a selected few. If commercial uses are established within the building, the parking requirement for these uses is calculated, added together, and the greater of the visitor parking or commercial parking calculation is required.

Option C has many advantages, the most important being the shared parking aspect. The shared feature is liberal compared to Option B, in that it includes all commercial uses, rather than a specific selection. This encourages a broad variety of uses to establish in the City Centre. Although some of the commercial peak demand periods are expected to conflict with peak visitor demand, these activities add vitality to a urban core. Restaurants, recreational establishments and entertainment facilities are desirable and can bring energy and life to a the City Centre.

Option C is easily understood and implemented. It does not rely on interpretation of definitions or involve additional calculations. Similar to Option B, commercial development is encouraged.

The results of Option C being applied to new development in City Centre are in Appendix 5. These results are the same as those of Option B due to the fact that all the commercial uses found in the new developments fall into the specific uses permitted in the shared scenario of Option B, that is, retail, office and medical office uses.

Option C	Advantages
1.0 resident space/unit; plus 0.15 visitor spaces/unit; or total required parking for all commercial uses as per general provisions of By-law 5500, as amended (with retail at 4.3 spaces/100 m ² GLA); whichever is greater	<ul style="list-style-type: none"> • easily understood • easily implemented – does not dependent on interpretation of definitions, does not involve additional calculations • provides for a liberal shared parking arrangement between residential visitor and all commercial uses • encourages all commercial uses • reduces retail parking standard from 5.4 spaces/100 m² GLA to 4.3 spaces/100m² GLA to be more reflective of actual demand
	<p data-bbox="975 1928 1428 1962">Disadvantages</p> <ul style="list-style-type: none"> • various commercial uses may have peak parking demands coincide, resulting in

	parking demand exceeding parking supply
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A Parking Strategy for City Centre

As Mississauga’s City Centre continues to develop and evolve, parking issues will continue to arise. Creative solutions to these issues will be critical in the success of achieving the overall development goals for City Centre. Not all issues can and should be resolved through the introduction of minimum parking requirements. Other innovative solutions will be required by all parties involved in the development of City Centre. In order to provide an overall vision and frame work for parking within the City Centre, a comprehensive Parking Strategy has been placed on the Planning and Building Department’s 2006/2007 work program.

Implementation of Visitor Parking Standards

Should a visitor parking standard be introduced amendments to all City Centre Zoning categories including CC1, CC2, CC3 and CC4, in Zoning By-law 5500, as amended, would be required. Clauses incorporating the new standard, as well as, provisions addressing an appropriate implementation date with regard to when the new provisions would come into force and effect would be required.

It is also important to note that if a visitor parking standard is incorporated into the Zoning By-law, it cannot be applied retroactively and, therefore, would not be applicable to existing development.

FINANCIAL IMPACT: Not applicable

CONCLUSION: In 2001, reduced parking requirements specific to apartments in Mississauga’s City Centre Planning District were introduced. These standards require 1.0 space/unit for resident parking and contain no visitor parking requirement.

Mississauga’s assertive approach to parking in City Centre was taken to promote new development, attain transit-supportive development densities, and realize pedestrian-friendly, active streetscapes. However, some residents moving into recently constructed City Centre developments are finding that there are limited visitor parking

spaces to meet their needs.

The elimination of visitor parking requirements may have been premature within the context of the City's current development. Reintroducing visitor parking standards at a reduced rate is still in keeping with City Centre District Policies and would be one means of ensuring that a minimum number of visitor parking spaces are available to meet the needs of City Centre residents.

A review of recent City Centre developments and research into other municipalities resulted in the preparation three visitor parking options for Mississauga's core. Prior to finalizing which option or approach the City should pursue, input from all landowners and condominium corporations within the City Centre area, the Urban Development Institute (Peel Chapter) and the Greater Toronto Home Builders' Association should be sought, including circulation of this report for comment and holding of a public meeting.

ATTACHMENTS:

- APPENDIX 1: Parking Required and Provided in Recent City Centre Developments
- APPENDIX 2: Other Municipalities Parking Standards for Urban City Centres/High Density Areas
- APPENDIX 3: Impact of Visitor Parking Standards for Mississauga's City Centre – Option A
- APPENDIX 4: Impact of Visitor Parking Standards for Mississauga's City Centre – Option B
- APPENDIX 5: Impact of Visitor Parking Standards for Mississauga's City Centre – Option C

Edward R. Sajecki
Commissioner of Planning and Building

Parking Required and Provided in Recent City Centre Developments

Address	Project Name	Total # of Residential Units*, Retail Space, Office Space, Medical Office Space	Current Parking Requirement By-law 0005-2001, City Centre parking requirements: Resident: 1.0 space/unit Visitor: No specified requirements for visitor parking Other: All other parking standards as per General Provisions of Mississauga Zoning By-law 5500, for example: <ul style="list-style-type: none"> • 5.4 spaces/100 m² GLA for retail commercial uses • 3.2 spaces/100 m² GFA for office commercial uses • 6.5 spaces/100 m² GFA for medical office • 16 spaces/100 m² GFA for restaurant 	Parking Provided **
1 & 33 Elm Dr W	Daniels – No. 1 City Centre	715 units Retail : 102 m ²	715 resident 6 retail 721 total spaces required	756 resident @ 1.06 sq/unit 6 retail 49 visitor @ 0.07/unit 811 total spaces provided
3880 Duke of York Blvd	Tridel – Ovation at City Centre Phase 1	468 units	468 resident 468 total spaces required	566 resident @ 1.21/unit 51 visitor @ 0.11/unit 617 total spaces provided
3888 Duke of York Blvd	Tridel – Ovation at City Centre Phase 2	472 units	472 resident 472 total spaces required	548 resident @ 1.16/unit 51 visitor @ 0.11/unit 599 total spaces provided
310 Burnhamthorpe Rd W	Tridel – Ovation at City Centre Phase 3	446 units	446 resident 446 total spaces required	505 resident @ 1.13/unit 39 visitor @ 0.09/unit 544 total spaces provided

Address	Project Name	Total # of Residential Units*, Retail Space, Office Space, Medical Office	Required Parking	Parking Provided **
3939 Duke of York Blvd (210 & 240 Burnhamthorpe Rd W)	City Gate Phase 1	326 units Office: 124 m ² Medical Office: 190 m ²	326 resident 4 office (live-work) 11 medical office 341 total spaces required	355 resident @ 1.09 sp/unit 4 office (live-work) 11 medical office 9 visitor @ 0.03 sp/unit 379 total spaces provided
220 Burnhamthorpe Rd W	City Gate Phase 2	343 units Office: 88 m ²	343 resident 3 office (live-work) 346 total spaces required	346 resident @ 1.01 sp/unit 6 office (live-work) 21 visitor @ 0.06 sp/unit 373 total spaces provided
70 & 90 Clarica Dr	Fernbrook – Absolute	608 units	608 resident 608 total spaces required	608 resident @ 1.00 sp/unit 147 visitor @ 0.24 sp/unit 748 total spaces provided
4080 & 4090 Living Arts Dr	Daniels – The Capital	739 units Retail: 1 088 m ²	739 resident 59 retail 798 total spaces required	783 resident @ 1.06 sp/unit 59 retail 12 visitor @ 0.02 sp/unit 854 total spaces provided
388 Prince of Wales Dr	Daniels – One Park Tower	405 units Retail: 123 m ²	405 resident 7 retail 412 total spaces required	405 resident @ 1.00 sp/unit 7 retail 16 visitor @ 0.04 sp/unit 428 total spaces provided
		Total Existing Development: Residential: 4 522 units* Retail Space: 1 503 m ² Office Space: 212 m ²		Total Spaces Provided: Resident: 4 872 Visitor: 395 Retail: 83 Office: 10 5 353
				Average provided parking: Resident: 1.08 sp/unit Visitor***: 0.09 sp/unit Ranges of Provided Parking: Resident : 1.00 to 1.21 sp/unit Visitor***: 0.02 to 0.24 sp/unit

Notes: * Guest suites not included.

** All figures from most recent approved plans or information provided by applicant. Includes tandem spaces.

*** Commercial parking not included.

Other Municipalities Parking Standards for Urban City Centres/High Density Areas

Name of City	City Centre		Waterfront Development		Comments
	Resident (spaces/unit)	Visitor (spaces/unit)	Resident (spaces/unit)	Visitor (spaces/unit)	
Toronto - North York	<p>Minimum 1.0 space/unit of which 0.1 spaces/unit is visitor</p> <p>Maximum 1.2 or 1.4 spaces/unit of which 0.1 spaces/unit is for visitor (depending on relationship to a subway station - if less than 500 m from subway, 1.2 spaces/unit is the max., if greater than 500 m from a subway, 1.4 space/unit is the max.)</p>		N/A	N/A	<ul style="list-style-type: none"> The former North York City Centre is supported by three subway stations which serve as justification for the lower standards, further, the residential developments are supported by a significant amount of on-site commercial parking in the City Centre. General By-law requires 1.5 spaces/unit of which 0.25 will be for visitors. With the use of parking studies they have gone as low as 1.2 spaces/unit of which 0.2 is for visitors. A visitor parking standard is more important than the resident component as the resident component is self-regulating. People will not buy a unit without a resident parking spot. This is not the same situation with visitor parking.
Toronto - Scarborough	1 space/unit	0.2 spaces/unit	N/A	N/A	<ul style="list-style-type: none"> 1 space/unit for residents plus 0.2 spaces/unit for visitors is typical. Some projects have been given lower standards with the use of utilization studies. Justification is based on proximity to rapid transit and bus (TTC and GO), availability of on-site retail parking. Exceptions done on a site-by-site basis.
Toronto - Etobicoke	<p>For Units Less than 3 Bedrooms</p> <p>Minimum 1.0 space/unit of which 0.2 spaces/unit is visitor</p> <p>Maximum 1.25 spaces/unit of which 0.2 spaces/unit is visitor</p> <p>For Units 3 Bedrooms or Greater</p> <p>Minimum 1.0 space/unit of which 0.2 spaces/unit is visitor</p> <p>Maximum 1.4 spaces/unit of which 0.2 spaces/unit is visitor</p>		1.2 to 1.4 spaces/unit of which 0.2 for visitor parking		<ul style="list-style-type: none"> No development at the waterfront has less than the 1.2 factor of which 0.2 is visitor. This is comparable to Mississauga because it has similar transit availability. All lands at the waterfront are under a holding by-law and therefore parking standards can be negotiated through the development agreement process. In City Centre and Avenues, visitor parking may be shared with retail parking. Residential visitor parking and retail parking are calculated and the greater applies. Visitor parking is more important than resident as the resident component is somewhat self-regulating. People will always have visitors. In the former Etobicoke City Centre there are two subway stations and additional one just on the east end.
Markham	Maximum 1 space/unit	Maximum 0.2 spaces/unit	N/A	N/A	<ul style="list-style-type: none"> There is a new Parking Strategy for the Markham Centre area. The zoning was passed in summer of 2005. Provision of excess amounts of parking through the use of temporary zoning by-laws which expire every three years. (until transit is available) By-law requires 80% of the permanent parking be supplied in structures. The developer has an option to negotiate a cash-in-lieu payment.

Impact of Visitor Parking Standards for Mississauga's City Centre – Option A

Proposed Visitor Standards Option A	Address	Project Name	Total # of Residential Units* (Total Floor Area of Commercial Uses)	Required Visitor/ Commercial Spaces (Option A)	Provided Visitor/ Commercial Spaces**	Additional Visitor/ Commercial Parking Required (Option A)
1 resident space/unit of which 0.15 spaces/unit is required visitor parking; plus parking for all other uses as per general provisions of By-law 5500, as amended (with retail at 4.3 spaces/100 m ² GLA)	1 & 33 Elm Dr W	Daniels – No. 1 City Centre	715 (102 m ²)	112	55	57
	3880 Duke of York Blvd	Tridel – Ovation at City Centre Phase 1	468	71	51	20
	3888 Duke of York Blvd	Tridel – Ovation at City Centre Phase 2	472	71	51	20
	310 Burnhamthorpe Rd W	Tridel – Ovation at City Centre Phase 3	446	67	39	28
	3939 Duke of York Blvd (210 & 240 Burnhamthorpe Rd W)	City Gate Phase 1	326 (314 m ²)	64	24	40
	220 Burnhamthorpe Rd W	City Gate Phase 2	343 (88 m ²)	55	27	28
	70 & 90 Clarica Dr	Fernbrook – Absolute	608	92	147	(55)
	4080 & 4090 Living Arts Dr	Daniels – The Capital	739 (1 088 m ²)	158	71	87
	388 Prince of Wales Dr	Daniels – One Park Tower	405 (123 m ²)	66	23	43

Notes: * Guest suites not included.

** Provided commercial parking included.

Impact of Visitor Parking Standards for Mississauga's City Centre – Option B

Proposed Visitor Standards Option B	Address	Project Name	Total # of Residential Units* (Total Floor Area of Commercial Uses)	Required Visitor/ Commercial Spaces (Option B)	Provided Visitor/ Commercial Spaces**	Additional Visitor/ Commercial Parking Required (Option B)
0.15 visitor spaces/unit; or total required parking for selected commercial uses as per general provisions of By-law 5500, as amended. Selected uses include: Retail - 4.3 spaces/100 m ² GLA Offices - 3.2 spaces/100 m ² GFA Medical - 6.5 spaces/100 m ² GFA Bank - 6.5 spaces/100 m ² GFA; whichever is greater plus parking for all other uses	1 & 33 Elm Dr W	Daniels – No. 1 City Centre	715 (102 m ²)	108	55	53
	3880 Duke of York Blvd	Tridel – Ovation at City Centre Phase 1	468	71	51	20
	3888 Duke of York Blvd	Tridel – Ovation at City Centre Phase 2	472	71	51	20
	310 Burnhamthorpe Rd W	Tridel – Ovation at City Centre Phase 3	446	67	39	28
	3939 Duke of York Blvd (210 & 240 Burnhamthorpe Rd W)	City Gate Phase 1	326 (314 m ²)	49	24	25
	220 Burnhamthorpe Rd W	City Gate Phase 2	343 (88 m ²)	52	27	25
	70 & 90 Clarica Dr	Fernbrook – Absolute	608	92	147	(55)
	4080 & 4090 Living Arts Dr	Daniels – The Capital	739 (1 088 m ²)	111	71	40
	388 Prince of Wales Dr	Daniels – One Park Tower	405 (123 m ²)	61	23	38

Notes: * Guest suites not included.

** Provided commercial parking included.

Impact of Visitor Parking Standards for Mississauga's City Centre – Option C

Proposed Visitor Standards Option C	Address	Project Name	Total # of Residential Units* (Total Floor Area of Commercial Uses)	Required Visitor/ Commercial Spaces (Option C)	Provided Visitor/ Commercial Spaces**	Additional Visitor/ Commercial Parking Required (Option C)
0.15 visitor spaces/unit; or total required parking for all commercial uses as per general provisions of By-law 5500, as amended; whichever is greater	1 & 33 Elm Dr W	Daniels – No. 1 City Centre	715 (102 m ²)	108	55	53
	3880 Duke of York Blvd	Tridel – Ovation at City Centre Phase 1	468	71	51	20
	3888 Duke of York Blvd	Tridel – Ovation at City Centre Phase 2	472	71	51	20
	310 Burnhamthorpe Rd W	Tridel – Ovation at City Centre Phase 3	446	67	39	28
	3939 Duke of York Blvd (210 & 240 Burnhamthorpe Rd W)	City Gate Phase 1	326 (314 m ²)	49	24	25
	220 Burnhamthorpe Rd W	City Gate Phase 2	343 (88 m ²)	52	27	25
	70 & 90 Clarica Dr	Fernbrook – Absolute	608	92	147	(55)
	4080 & 4090 Living Arts Dr	Daniels – The Capital	739 (1 088 m ²)	111	71	40
	388 Prince of Wales Dr	Daniels – One Park Tower	405 (123 m ²)	61	23	38

Notes: * Guest suites not included.

** Provided commercial parking included.