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DATE: May 6, 2008

TO: Chair and Members of Planning and Development Committee
Meeting Date: May 26, 2008

FROM: Edward R. Sajecki
Commissioner of Planning and Building

SUBJECT: **Visitor Parking Standards for Residential Apartment
Development – Supplementary Report on Comments
PUBLIC MEETING**

- RECOMMENDATIONS:**
1. That the submissions made at the public meeting held at Planning and Development Committee on May 26, 2008 to consider the report titled "*Visitor Parking Standards for Residential Apartment Development – Supplementary Report on Comments*" dated May 6, 2008 from the Commissioner of Planning and Building, be received.
 2. That the amendments to Zoning By-law 0225-2007 recommended in Appendix 1 to the report titled "*Visitor Parking Standards for Residential Apartment Development – Supplementary Report on Comments*" dated May 6, 2008 from the Commissioner of Planning and Building, be adopted or adopted as amended based on the submissions made at the public meeting.
 3. That the Corporate Policy and Procedure regarding Payment-in-Lieu of Off-Street Parking (PIL) Program be amended so that the scope of the program is extended to include visitor parking required for residential development.

BACKGROUND:

On May 15, 2006 the Planning and Development Committee considered a report titled “*Options for Introducing a Visitor Parking Standard for Residential Apartment Development in City Centre*” dated April 25, 2006. The recommendations that the report be circulated for comment and that a public meeting be held to consider three options for introducing a visitor parking standard for residential development in the City Centre were approved and subsequently adopted by City Council on May 24, 2006.

In accordance with the recommendations, the report dated April 25, 2006 was 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 (now known as Building Industry and Land Development Association) for review and comment. Further, a public meeting was held on October 2, 2006.

At the October 2, 2006 public meeting, Planning and Development Committee considered a report titled “*Options for Introducing a Visitor Parking Standard for Residential Apartment Development in City Centre – Report on Comments*” dated September 12, 2006 and recommended that the submissions made and correspondence submitted at the public meeting be received and that staff report back on these items. The Planning and Development Committee approved the recommendations and subsequently they were adopted by City Council on October 11, 2006.

COMMENTS:

The public meeting scheduled for Planning and Development Committee on May 26, 2008 is the statutory public meeting to fulfill the requirements of the *Planning Act*. Its purpose is to respond to the comments received as a result of the circulation of the April 25, 2006 report and subsequent public meeting of October 2, 2006, to present additional information regarding the visitor parking issue and to provide an opportunity for the public to make submissions on the recommended zoning by-law amendments.

Comments were received from Patrick Berne, Pemberton Group; Paula Tenuta, Greater Toronto Home Builders’ Association (GTHBA); Salvatore Cavarretta, Tridel; Rosanna Catenaro, Jim Carswell and Nik Ljiljanic, residents of 1 Elm Drive West; Tina Hammond and Mr. Hassan, residents of 3939 Duke of York Boulevard; John Filipetti, Oxford Properties; and Jim Lethbridge, Lethbridge Lawson Inc.

A review of the comments received and additional information are discussed in detail in the report titled “*Visitor Parking Standards for Residential Apartment Development*”, attached as Appendix 1.

Amendments to the Zoning By-law

The recommended amendments to the zoning by-law are summarized below.

Introducing a Visitor Parking Standard Within City Centre Planning District

A visitor parking standard for residential development in City Centre is recommended. The proposed standard establishes a visitor parking ratio of 0.15 spaces/unit and allows for shared parking between residential visitor parking and parking for selected commercial uses. If selected commercial uses are established within the building or on the same lot, the parking requirement for these uses is calculated, added together, and the greater of the visitor or commercial parking calculation is required. The excluded uses (e.g. restaurants) must provide parking in addition to the shared requirement. The shared parking feature is conservative in that it is limited to commercial uses whose peak demand times typically do not conflict with peak times for residential visitors. The recommended standard encourages commercial development and promotes a mixed use environment within the City Centre.

All required parking spaces generated from the use of the shared parking formula must be accessible to all users participating in the shared parking arrangement and may not be reserved or designated for any particular use or occupant. Should the developer wish to provide parking exclusively for one user/occupant, this parking would be provided over and above what is required by the proposed shared arrangement. Further, the shared parking arrangements are registered on title of the participating properties through the Development Agreement.

Over time, it is likely that visitor parking requirements in City Centre could be reduced as the area becomes more urbanized and public transit access and other Transportation Demand Management (TDM) measures are introduced.

Sunset Clause for Visitor Parking Standard Within City Centre
Planning District

Should a new visitor parking standard be implemented for the City Centre District, all existing development and development applications that have been issued a building permit will be exempt from the new requirement.

As of May 1, 2008, the following four City Centre development applications are in process but have not obtained a building permit:

Development Group/ Name of Project	Address	Date Site Plan Submitted
The Conservatory Group	339 Rathburn Rd W	September 26, 2006
The Conservatory Group	349 Rathburn Rd W	September 26, 2006
Amacon Development	398 City Centre	March 2, 2007
World Class Developments	285 Prince of Wales Dr, 4255 Living Arts Dr and 4200 Duke of York Blvd	July 31, 2007

Two of the applications, Amacon Development and World Class Developments, according to site statistics indicated on preliminary site plans, would meet the new visitor parking requirements.

It is recommended that a clause be incorporated into Zoning By-law 0225-2007 which establishes a transition period. The clause will state that the proposed visitor parking provisions will come into force and effect after May 29, 2009.

Reducing Visitor Parking Outside of City Centre Planning District

Currently, Zoning By-law 0225-2007 requires visitor parking for all apartment buildings (rental and condominium) outside of City Centre at a rate of 0.25 spaces per unit. Based on the extensive work completed by BA Consulting and Cansult Engineers and Project Managers, the visitor parking demand for apartments outside of the City Centre is more accurately represented by a rate of 0.20 spaces/unit. It is recommended that the visitor parking standard for all apartments, of both rental and condominium tenure, located outside of the City Centre Planning District, be amended from the current Zoning By-law requirement of 0.25 spaces/unit to 0.20 spaces/unit.

Reducing the Parking Standard for Retail Store and Personal Service Establishment in City Centre

It is recommended that Retail Stores and Personal Service Establishments, in CC2 to CC4 zones developed in conjunction with residential apartments be reduced from 5.4 spaces/100 m² (5.0 spaces/1,000 sq.ft.) GFA - non-residential to 4.3 spaces/100 m² (4.0 spaces/1,000 sq.ft.) GFA - non-residential. This lower standard recognizes the parking requirement established in Zoning By-law 0225-2007, for retail commercial developments that are less than 2,000 m² (21,528 sq.ft.) GFA - non-residential and 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 and personal service development, leading to more active streetscapes.

Modifications to the Payment-in-lieu of Off-Street Parking (PIL) Program

In addition to the proposed above noted zoning by-law amendments, it is recommended that the scope of the Payment-in-lieu of Off-Street Parking Program be extended to include visitor parking required for residential development. In recent years numerous residential developments, in various parts of the city, have requested reductions to visitor parking requirements. In many instances, visitors from these developments park on-street as there is insufficient visitor parking provided on-site and/or on-street parking is more attractive as it is convenient and visible, usually free, and generally permitted for a minimum of 3 hours. In instances where new development is relying on City-owned on-street parking to satisfy the demand for visitors, the City should have the opportunity to request PIL.

Other Matters

Many City Centre residents have contacted the Planning and Building Department regarding the shortage of visitor parking in recently built apartments. 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. The exploration of solutions for existing developments is beyond the scope of this parking

study. It is recommended that this item be referred to the Mississauga Parking Strategy, currently underway, for consideration.

Additional suggestions regarding parking in the City Centre have been noted by City Centre residents and Oxford Properties Group. It is recommended that the suggestions, as outlined in Appendix 1, be referred to the Mississauga Parking Strategy for consideration.

FINANCIAL IMPACT: Revenue may be generated due to the proposed change in scope of the Payment-in-lieu of Off-Street Parking Program. The amount is undetermined.

CONCLUSION: Mississauga is at a crossroads in its development. It is evolving from a suburban community into a major Canadian city. Nowhere in the City is this shift in development more apparent than in City Centre. Recent residential development, in conjunction with the existing civic presence, office and retail development has added to the distinctive, predominately urban character and identity of Mississauga's downtown.

Parking is a powerful tool in shaping communities and can help to achieve community objectives for City Centre. Mississauga is currently undertaking a Parking Strategy which will initially focus on City Centre. The Parking Strategy will support the promotion of new development, help attain transit-supportive development densities and realize pedestrian friendly, active streetscapes in City Centre. The visitor parking issue was identified prior to the initiation of the Parking Strategy. The issue was not folded into the overall Parking Strategy since the situation continues to pose problems and sufficient information to form a recommendation is available.

Mississauga's transition period will present challenges when dealing with parking issues. During this period, the challenge will be to determine how much parking should be provided to satisfy residents/visitors and consider community concerns, while balancing the desire to reduce costs and minimize auto use. The goal during this transition period is to require the minimum amount of parking that is still responsible to the area residents. The amendments to parking standards recommended in this report are in keeping with this goal.

It is recognized that over time, visitor parking requirements could be reduced as the area becomes more urbanized and public transit access and other Transportation Demand Management measures are introduced.

ATTACHMENTS:

APPENDIX 1: *“Visitor Parking Standards for Residential Apartment Development”* dated May 2008, prepared by the Policy Planning Division, Planning and Building Department

Original Signed By:

Edward R. Sajecki
Commissioner of Planning and Building

Prepared By: Teresa Kerr, Planner, Research and Special Projects

Visitor Parking Standards for Residential Apartment Development

May 2008

Prepared by:

**Policy Planning Division
Planning and Building Department**



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ATTACHMENTS

- 1:** Corporate 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
- 2:** Corporate Report titled “*Options for Introducing a Visitor Parking Standard for Residential Apartment Development in City Centre – Report on Comments*” dated September 12, 2006 from the Commissioner of Planning and Building
- 3:** E-mail dated June 22, 2006 from Patrick Berne, Pemberton Group
- 4:** Letter dated June 29, 2006 from Paula Tenuta, Greater Toronto Home Builders’ Association
- 5:** Letter dated June 30, 2006 from Salvatore Cavarretta, Tridel
- 6:** Letter dated February 15, 2007 from Salvatore Cavarretta, Tridel
- 7:** E-mail dated July 23, 2006 from Rosanna Catenaro, resident of 1 Elm Drive West
- 8:** Joint submission dated August 31, 2006 from Rosanna Catenaro and Jim Carsell, residents of 1 Elm Drive West
- 9:** E-mail dated March 27, 2007 from Nik Ljiljanic, resident of 1 Elm Drive West
- 10:** E-mail dated September 21, 2006 from Tina Hammond, resident of 3939 Duke of York Boulevard
- 11:** E-mail dated October 3, 2006 from Mr. Hassan, resident of 3939 Duke of York Boulevard
- 12:** Letter dated October 10, 2006 from John Filipetti, Oxford Properties Group
- 13:** Letter dated December 11, 2006 from Jim Lethbridge, Lethbridge Lawson Inc.

1.0 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 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 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 achieving these objectives related to parking requirements. The policies for City Centre stated that consideration would be given to reducing or eliminating parking requirements. The City Centre Zoning By-law implemented this policy by reducing 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 raised concerns with the lack of visitor parking. Based on the concerns raised, a review of the City Centre visitor parking standard requirement was undertaken. This report also considers the residential visitor parking standard for apartment developments outside the City Centre and modifications to the Payment-in-Lieu of Off-Street Parking (PIL) Program.

On May 15, 2006 the Planning and Development Committee considered a report titled "*Options for Introducing a Visitor Parking Standard for Residential Apartment Development in City Centre*" dated April 25, 2006 (Attachment 1). The recommendations that the report be circulated for comment and that a public meeting be held to consider three options for introducing a visitor parking standard for residential development in the City Centre were approved and subsequently adopted by City Council on May 24, 2006.

The three options presented in the April 25, 2006 report are as follows:

Options for a Visitor Parking Standard for Apartments in City Centre		
Option A	Option B	Option C
1.0 resident space/unit of which 0.15 spaces/unit is required visitor parking plus parking for all other non-residential uses as per the general provisions of the Zoning By-law *	1.0 resident space/unit plus 0.15 visitor spaces/unit or total required parking for selected commercial uses as per the general provisions of the Zoning By-law, whichever is greater plus parking for all other proposed non- residential uses Selected uses include: Retail Store*, Personal Service Establishment*, Office, Medical Office, Bank	1.0 resident space/unit plus 0.15 visitor spaces/unit or total required parking for all commercial uses as per the general provisions of the Zoning By-law, whichever is greater*

Note: * For all options retail store and personal service establishment at 4.3 spaces/100 m2 GFA – non-residential.

In accordance with the recommendations, the report dated April 25, 2006 was 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 (now known as Building Industry and Land Development Association) for review and comment. Further, a public meeting was held on October 2, 2006.

At the October 2, 2006 public meeting, Planning and Development Committee considered a report titled "*Options for Introducing a Visitor Parking Standard for Residential Apartment Development in City Centre – Report on Comments*" dated September 12, 2006 (Attachment 2) and recommended that the submissions made and correspondence submitted at the public meeting be received and that staff report back on these items. The Planning and Development Committee approved the recommendations and subsequently they were adopted by City Council on October 11, 2006.

2.0 COMMENTS

The public meeting scheduled for Planning and Development Committee on May 26, 2008 is the statutory public meeting to fulfill the requirements of the *Planning Act*. Its purpose is to respond to the comments received as a result of the circulation of the April 25, 2006 report and subsequent public meeting of October 2, 2006, to present additional information regarding the

visitor parking issue and to provide an opportunity for the public to make submissions on the recommended zoning by-law amendments.

Comments were received from Patrick Berne, Pemberton Group (Attachment 3); Paula Tenuta, Greater Toronto Home Builders' Association (GTHBA) (Attachment 4); Salvatore Cavarretta, Tridel (Appendices 5 and 6); Rosanna Catenaro, Jim Carswell and Nik Ljiljanic, residents of 1 Elm Drive West (Appendices 7, 8 and 9); Tina Hammond and Mr. Hassan, residents of 3939 Duke of York Boulevard (Appendices 10 and 11); John Filipetti, Oxford Properties Group (Attachment 12); and Jim Lethbridge, Lethbridge Lawson Inc. (Attachment 13). The comments and additional information has been grouped by topic and are discussed in the following sections.

2.1 0.15 Visitor Spaces/Unit vs. 0.10 Visitor Spaces/Unit

All three options presented in the April 25, 2006 report are based on a visitor parking standard of 0.15 spaces/unit. Comments from the Pemberton Group and Tridel both noted that from their experience a requirement of 0.10 visitor spaces per unit is more appropriate. Tridel stated that they have "...no objection to the proposal for a minimum visitor parking standard however ...based on (their) experiences (they) feel that 10% visitor parking meets the needs of visitors and also assists in achieving a pedestrian oriented streetscape within the Mississauga City Centre..."

Two recently completed parking studies validate a visitor parking ratio of 0.15 visitor spaces/unit. BA Consulting Group was retained by the City of Mississauga's Transportation and Works Department to undertake an analysis of future parking requirements for the Civic Centre Precinct. The study area included the Central Library, City Hall and Living Arts blocks, and the lands extending north of these blocks to Rathburn Road and west to the limit of the City Centre Planning District. The main purpose of the consultant's report, titled "*Civic Centre Precinct Parking Study*", completed in 2007, was to review the need for and feasibility of a public parking garage under the new park located at the northwest corner of Princess Royal Drive and Living Arts Drive. As part of determining parking demand, a review of visitor parking requirements for the study area was undertaken.

The "*Civic Centre Precinct Parking Study*" noted that "...the anticipated demand for residential visitor parking during peak weekend evening periods in the near term is expected to be approximately 0.20 stalls per unit or a total of 2,300 stalls for the 11,500 units within the general study area." The supply of on-street parking in the area will be approximately 570 stalls; therefore, the on-street parking supply will meet approximately 25% or 0.05 stalls/unit of the

anticipated peak visitor demand. “This confirms that the City could reduce the visitor parking supply requirement down to 0.15 stalls per unit...setting visitor requirements below 0.15 stalls/unit would likely lead to shortages of parking in some areas until people’s travel habits change. This would require the City or developer to provide temporary parking accommodation for those uses in order to eliminate public complaints.”

In 2005, the City of Toronto retained Cansult Engineers and Project Managers to undertake a review of parking space requirements for apartment buildings which included an examination of visitor parking needs. The study utilized survey returns from approximately 5,000 households, which included questions regarding visitor parking. Further, for selected apartments the questionnaire was followed up by on-site surveys of visitor parking lots and interviews with apartment managers and related parties. In the final report, presented in 2007, parking standard recommendations were made in the context of the City of Toronto’s Official Plan, aimed at reducing auto dependency and increasing non-auto mode share. The study analysed and recommended parking standards based on the city’s urban structure (location relative to the downtown core, centres and avenues) and access to transit and recommended the following visitor parking standards:

Recommended Visitor Parking Standards for City of Toronto	
Location	Visitor Parking (spaces/unit) (Minimum & Maximum)
Downtown Core	0.10
Downtown and Central Waterfront	0.10
Centres and Avenues on Subway	0.10
Other Avenues (well served by Surface Transit)	0.15
Rest of City	0.20

To date, from a transit perspective, Mississauga’s City Centre is similar to ‘Other Avenues’, in that it is not yet served by rapid transit but is well served by surface transit. The recommended visitor parking standard for this locational category is 0.15 spaces/unit.

In addition to the above noted studies, staff have had discussions with the property management from Tridel’s Ovation at City Centre, located at the southwest corner of Burnhamthorpe Road West and Duke of York Boulevard. They have confirmed that visitor parking shortages occur regularly at this location, especially on Saturday evenings in the summer, even with a supply of 0.11 visitor spaces/unit.

Over time, it is likely that visitor parking requirements in City Centre could be reduced to 0.10 spaces/unit as the area becomes more urbanized and public transit access and other

Transportation Demand Management (TDM) measures are introduced. Further, there is some scope for site specific reductions in the visitor parking requirements for projects that can demonstrate that an available pool of public parking is located nearby. Payment-in-lieu (PIL) of off-street parking will also be encouraged. PIL contributions will help offset the cost of providing City-owned and operated parking which serve a variety of land uses in the area. Minor revisions to the PIL Program, necessary to allow contributions for visitor parking, are discussed in Section 9 of this report.

A visitor parking ratio of 0.15 spaces/unit is recommended.

2.2 Reducing the Visitor Parking Standard for Apartment Buildings Outside of City Centre

Currently, Zoning By-law 0225-2007 requires visitor parking for all apartment buildings (rental and condominium) outside of City Centre at a rate of 0.25 spaces per unit. Based on the extensive work completed by BA Consulting and Cansult Engineers and Project Managers, noted above, the visitor parking demand for apartments outside of the City Centre is more accurately represented by a rate of 0.20 spaces/unit.

Further validation of visitor parking demand outside of City Centre has been provided by site specific parking studies prepared in support of various recent development applications. The latest example, prepared by iTRANS Consulting for OZ 05/024, F.S. Port Credit Limited, located at the northeast corner of Lakeshore Road West and Hurontario Street. The consultant undertook extensive survey work at a proxy site (the FRAM development on the southwest corner of Lakeshore Road West and St. Lawrence Drive) and determined that observed peak visitor parking demand was 0.20 spaces/unit.

Over time, visitor parking requirements in nodes and corridors could be further reduced as these areas mature, public transit becomes more accessible and convenient, and other alternative modes of transportation become more popular.

It is recommended that the visitor parking standard for all apartments, of both rental and condominium tenure, located outside of the City Centre Planning District, be amended from the current Zoning By-law requirement of 0.25 spaces/unit to 0.20 spaces/unit.

2.3 Option Preference

John Filipetti of Oxford Properties Group, and Rosanna Catenaro and Jim Carswell, residents of 1 Elm Drive West, commented on option preference.

Oxford Properties support Option B “as it will provide for a residential visitor parking component while also recognizing the potential to share with compatible land uses; thereby facilitating the efficient use of expensive parking facilities.”

Rosanna Catenaro and Jim Carswell put forward a joint submission which noted that it was premature to permit development in City Centre without appropriate parking requirements. It was felt that Mississauga’s transit system does not yet have appropriate capacity and comparisons were made to other major North American cities where various forms of light rapid transit are available, a network of paid public parking lots exist, a mix of uses at street level allow for a more of a pedestrian environment, and concentrations of commercial uses provide other paid parking opportunities.

Although Rosanna Catenaro and Jim Carswell noted that the options which promote a shared parking situation were preferable (Option B and C), they felt that all the options presented to remedy the visitor parking issue “are a good start to resolving concerns, however they seem to be temporary ‘band-aid’ solutions that may need to be re-visited as Mississauga continues to expand...As homeowners and residents, (they) would like to see the City exercise a more proactive approach to providing citizens of City Centre with adequate parking as the community expands.”

It is recognized that Mississauga’s City Centre is undergoing a transformation from a suburban community into a downtown with a distinctive, predominately urban character and identity. This transition period will present challenges when dealing with parking issues. During this metamorphosis, the challenge will be to determine how much parking should be provided to satisfy residents/visitors and consider community concerns, while balancing the desire to reduce costs and minimize auto use. The goal during this transition period is to identify parking standards that require the minimum responsible amount of parking for a given land use. In other words, to require the least amount of parking that is still responsible to the area residents.

Option B proposes a visitor parking ratio of 0.15 spaces/unit and establishes a shared parking situation between residential visitor parking 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 or commercial parking calculation is required. The excluded uses must provide parking in addition to the shared requirement. The shared parking feature is conservative in that it is limited to commercial uses those peak demand times typically do not conflict with peak times for residential visitors. Option

B also encourages commercial development and, therefore, promotes a mixed use environment within the City Centre.

It is recommended that the visitor parking standard as outlined in Option B be implemented. Further, it is recommended that a note be added to Table 3.1.2.1 – Required Number of Parking Spaces for Residential Uses, of Zoning By-law 0225-2007. The note clarifies the shared parking component of Option B by stipulating that all required parking spaces generated from the use of the shared parking formula must be accessible to all users participating in the shared parking arrangement and may not be reserved or designated for any particular use or occupant. Should the developer wish to provide parking exclusively for one user/occupant, this parking would be provided over and above what is required by the proposed shared arrangement.

2.4 Registration on Title of Shared Parking Arrangement

For mixed use condominium developments within the City Centre, shared parking arrangements will be contractually provided for by the separate ownership components of the development. The City's standard Development Agreement requires, as a condition of condominium registration, that a shared facilities agreement be entered into. This agreement establishes the terms and conditions regarding the various services, utilities, access ramps, driveways and other facilities that are to be shared. The agreement is registered on title to the property and subsequent condominium corporations assume and agree to be bound by the agreement as a condition of condominium registration under the Development Agreement.

The Development Agreement requirements for conditions of condominium registration will be revised to include shared parking arrangements under the terms of the shared facilities agreement, consistent with the shared parking provisions of the zoning by-law.

In those scenarios where the residential component of the mixed use development is not a condominium (i.e. apartment rental), the requirement for a shared parking agreement will be specified in the Development Agreement as a condition to the removal of the holding H provision from the applicable City Centre zoning category, or as a condition of severance.

2.5 Reducing the Parking Standard for Retail Store and Personal Service Establishment in CC2 to CC4 Zones

Retail Stores and Personal Service Establishments are permitted in CC2 to CC4 zones only as accessory uses. The required parking rate for these uses when developed in conjunction with residential apartments is proposed to be reduced from 5.4 spaces/100 m² (5.0 spaces/1,000 sq.ft.)

GFA - non-residential to 4.3 spaces/100 m² (4.0 spaces/1,000 sq.ft.) GFA - non-residential. This lower standard recognizes the parking requirement established in Zoning By-law 0225-2007, for retail commercial developments that are less than 2,000 m² (21,528 sq.ft.) GFA - non-residential.

To date, all accessory non-residential uses developed in conjunction with new residential apartments in City Centre are less than the 2,000 m² (21,528 sq.ft.) threshold. Only one development currently under application at 398 City Centre – Amacon Developments, is proposing to exceed this threshold with approximately 3,050 m² (32,830 sq.ft.) of commercial floor space. The lower standard 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.

2.6 Implementation and Transition Concerns

Tridel, the GTHBA and Lethbridge Lawson Inc. on behalf of The Conservatory Group, have raised concerns regarding the timing of implementing a new visitor parking standard and the transition period.

Tridel noted “Our suggestion regarding the implementation is that a grandfathering clause be provided for all development applications that are currently in a planning review process and have not received final site plan approval. The decision by Council should incorporate the grandfathering clause as well as an implementation date of six months after their decision to allow for developers and architects an opportunity to review their current design proposals that have not been submitted to planning staff yet and make the necessary modifications.”

The GTHBA had similar comments stating “...a grandfathering provision be considered...any applications submitted and in process should not be subject to different criteria that were in place when the application was made. A grandfathering provision will permit for a more harmonious transition to new standards. Understanding the length of time involved in project development, clauses incorporating the new standard must include an appropriate implementation date that recognizes project status.”

Should a new visitor parking standard be implemented for the City Centre District, all existing development and development applications that have been issued a building permit will be exempt from the new requirement.

It is recognized that considerable time and money has been spent to design, prepare drawings, make submissions for approval and market applications in process. However, grandfathering the properties is not the preferred method to deal with the transition issue. Grandfathering exempts the property from the new requirement in perpetuity. This is problematic as the new by-law requirement would not apply to any future additions, alterations or renovations on the property. Further, should the application become dormant, be revised or closed, the property would retain the grandfathered status. The new by-law provisions would not apply to subsequent development applications.

The preferred method of dealing with the transition period is by way of a sunset clause. It is recommended that a clause be included in Zoning By-law 0225-2007 that includes an appropriate date on which the new visitor parking standard would come into force and effect. The correspondence from Tridel suggests an implementation date of six months.

A review of the processing time for 17 buildings was undertaken. The sample included recently constructed buildings in City Centre or those currently in process with a minimum of a 'foundation only' permit. The time between the submission of a site plan application to the issuance of a building permit ranges from 9 to 15 months.

As of May 1, 2008, the following four City Centre development applications are in process but have not obtained a building permit:

Development Group/ Name of Project	Address	Date Site Plan Submitted
The Conservatory Group	339 Rathburn Rd W	September 26, 2006
The Conservatory Group	349 Rathburn Rd W	September 26, 2006
Amacon Development	398 City Centre	March 2, 2007
World Class Developments	285 Prince of Wales Dr, 4255 Living Arts Dr and 4200 Duke of York Blvd	July 31, 2007

Should a sunset clause of May 29, 2009 be established (approximately one year from the expected implementation of the visitor parking standard), all the ongoing development applications will have been in process over 15 months, the maximum period found when reviewing previous processing timeframes. Further, two of the applications, Amacon Development and World Class Developments, according to site statistics indicated on preliminary site plans, would meet the new visitor parking requirements.

It is recommended that a clause be incorporated into Zoning By-law 0225-2007 which establishes a grace transition period. The clause will state that the proposed visitor parking provisions will come into force and effect after May 29, 2009.

2.7 Concerns with Existing Development

Many City Centre residents have contacted the Planning and Building Department regarding the shortage of visitor parking in recently built apartments. Written correspondence has been received from residents of 1 Elm Drive West and 3939 Duke of York Boulevard. Most recent complaints have been received from residents of The Capital - 4080/4090 Living Arts Drive. A group of residents at 1 Elm Drive West have formed a committee to investigate ways to increase their visitor parking options.

It is 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. Other solutions for existing developments are required. The locations which are most challenging occur where little visitor parking has been provided on-site and a significant amount of public on-street parking is not available to assist in meeting the visitor demand.

The City has a substantial pool of parking beneath the Civic Centre Precinct buildings that is vacant in the late evening most of the year and which could be used to accommodate some residential visitor demand from buildings in close proximity. For example, there are approximately 250 parking spaces available in the Central Library garage most weekday and weekend evenings which could be used to accommodate residential visitor parking demand. This garage could be used to serve the excess demand associated with the existing residential apartments along Duke of York, just south of Burnhamthorpe Road West. Similarly, there are approximately 400 stalls available in the City Hall garage most weekday and weekend evenings, when residential visitor demand peaks. This garage could be used to serve the excess demand associated with The Capital development, just east of the Civic Centre. The Living Arts Centre garage can also accommodate approximately 100 residential visitors many evenings, except when a major event is on.

In order for these garages to serve external visitor demand in a convenient and safe manner, the pedestrian access routes must be upgraded in terms of convenience, appearance, lighting and security features. Other considerations such as a pay for parking system, necessary renovations and liability issues require review.

In addition to considering opening the underground parking located at the Civic Centre Precinct buildings, a review of existing on-street parking may be appropriate. The review would ensure the maximum number of on-street spaces are provided with appropriate parking restrictions.

The consideration of these items is beyond the scope of the visitor parking study. It is recommended that these items be referred to the Mississauga Parking Strategy, currently underway, for consideration.

2.8 Mississauga Parking Strategy

In their joint submission to the Planning and Building Department, Rosanna Catenaro and Jim Carswell, residents of 1 Elm Drive West, discussed issues and made suggestions that point to the need for a comprehensive approach to parking in City Centre. Suggestions include the following:

- joint ventures between the City and private developers to provide public parking should be considered;
- more land in City Centre should be zoned for office use with accessory retail and restaurants. Parking provided for this type of facility can satisfy employee, shopping and visitor parking demand;
- a network of municipal parking facilities throughout City Centre will promote friendly streetscapes;
- implementation of a Parking Authority should be considered;
- to increase transit ridership, traveling must be made more convenient for the user. Consideration should be given to extending the Bloor subway line to the western limit of Mississauga. Light rapid transit should be built along the full extent of Hurontario Street; and
- Mississauga needs a world class hotel and conference centre.

Some of these suggestions will be taken under consideration through the Mississauga Parking Strategy. Other suggestions will be forwarded to other relevant Departments as input into ongoing studies.

2.9 Oxford Properties Group

Oxford Properties Group noted that they would like the same shared parking principle, being considered for residential visitor parking and accessory non-residential uses, to apply to the properties which Oxford represents in the City Centre area. Staff confirms that the proposed

shared visitor parking standard applies to all lands zoned CC1 to CC4, and, therefore, the new parking standard would apply to Oxford's lands.

Further Oxford has requested an additional section in the Zoning By-law be added which promotes shared parking with compatible land uses within a 200 m (656.2 ft.) walking distance of a residential site. This request is beyond the scope of the visitor parking study and will be considered through the Mississauga Parking Strategy, currently underway. It should be noted that the shared parking formula for mixed-use developments found in Part 3 – Parking, Loading and Stacking Lane Regulations of Zoning By-law 0225-2007 applies to City Centre lands.

2.10 Amendment to the Scope of the PIL of Off-Street Parking Program

In recent years numerous residential developments, in various parts of the city, have requested reductions to visitor parking requirements. In many instances, visitors from these developments park on-street as there is insufficient visitor parking provided on-site and/or on-street parking is more attractive as it is convenient and visible, usually free, and generally permitted for a minimum of 3 hours. In instances where new development is relying on City-owned on-street parking to satisfy the demand for visitors, the City should have the opportunity to request PIL.

Currently the scope for the PIL program does not include residential visitor parking except in mixed-use buildings located in established commercial areas or City Centre. The scope, as outlined in the Corporate Policy and Procedures, states that PIL is applicable to all non-residential land uses in the Residential Districts and the City Centre District, and to the residential component in mixed residential/commercial uses (such as apartments above retail commercial or office commercial uses) in established commercial areas City-wide.

Generally, residential visitors have the opportunity to use on-street public parking. In mixed-use commercial areas, such as Port Credit and Streetsville, parking is also available in municipal lots.

It is recommended that the scope of the Corporate Policy and Procedure for Payment-in-lieu of Off-Street Parking Program be extended to include visitor parking required for residential development.

3.0 CONCLUSION

Mississauga is at a crossroads in its development. It is evolving from a suburban community into a major Canadian city. Nowhere in the City is this shift in development been more apparent than in City Centre. Recent residential development, in conjunction with the existing civic

presence, office and retail development has added to the distinctive, predominately urban character and identity of Mississauga's downtown.

Parking is a powerful tool in shaping communities and can help to achieve community objectives for City Centre. Mississauga is currently undertaking a Parking Strategy which will initially focus on City Centre. The Parking Strategy will support the promotion of new development, help attain transit-supportive development densities and realize pedestrian friendly, active streetscapes in City Centre. The visitor parking issue was identified prior to the initiation of the Parking Strategy. The issue was not folded into the overall Parking Strategy since the situation continues to pose problems and sufficient information to form a recommendation is available.

Mississauga's transition period will present challenges when dealing with parking issues. During this period, the challenge will be to determine how much parking should be provided to satisfy residents/visitors and consider community concerns, while balancing the desire to reduce costs and minimize auto use. The goal during this transition period is to require the minimum amount of parking that is still responsible to the area residents. The amendments to parking standards recommended in this report are in keeping with this goal.

It is recognized that over time, visitor parking requirements could be reduced as the area becomes more urbanized and public transit access and other Transportation Demand Management measures are introduced.

4.0 RECOMMENDATIONS

1. That the following amendments to Zoning By-law 0225-2007, be adopted:
 - a. That Zoning By-law 0225-2007 be amended by adding a visitor parking standard to apartment dwellings in City Centre zones CC1 to CC4 by adding to Cell B4.0 in Table 3.1.2.1 – Required Number of Parking Spaces for Residential Uses, the following clauses:

0.15 visitor spaces per unit ⁽¹⁾

For the visitor component, a shared parking arrangement may be used for the calculation of required visitor/non-residential parking in accordance with the following:

the greater of

0.15 visitor spaces per unit ⁽¹⁾⁽²⁾

or

Parking required for all non-residential uses, located in the same building or on the same lot as the residential use, except banquet hall/conference centre/convention centre, entertainment establishment, overnight accommodation, place of religious assembly, recreational establishment and restaurant. ^{(1) (2)}

Parking for banquet hall/conference centre/convention centre, entertainment establishment, overnight accommodation, place of religious assembly, recreational establishment and restaurant shall not be included in the above shared parking arrangement and shall be provided in accordance with applicable regulations contained in Table 3.1.2.2 of this By-law.

- b. That Zoning By-law 0225-2007 be amended by changing the visitor parking standard for Condominium Apartment Dwelling and Rental Apartment Dwelling in Cell B2.0 and Cell B3.0 respectively, in Table 3.1.2.1 – Required Number of Parking Spaces for Residential Uses, from 0.25 visitor spaces per unit to 0.20 visitor spaces per unit.
- c. That Zoning By-law 0225-2007 be amended by adding two notes to Table 3.1.2.1 – Required Number of Parking Spaces for Residential Uses, as follows:

NOTES: ⁽¹⁾ Visitor parking spaces shall not be required for an apartment dwelling for which a building permit has been issued on or before May 29, 2009.

⁽²⁾ All required parking spaces must be accessible to all users participating in the shared parking arrangements and may not be reserved for a particular use or occupant.

- d. That Zoning By-law 0225-2007 be amended by adding Line 33.3 to Table 3.1.2.2 – Required Number of Parking Spaces for Non-Residential Uses, as follows:

Personal Service Establishment (in a CC2 to CC4 zone) –
4.3 spaces per 100 m² GFA – non-residential

- e. That Zoning By-law 0225-2007 be amended by adding Line 41.3 to Table 3.1.2.2 – Required Number of Parking Spaces for Non-Residential Uses, as follows:

Retail Store (in a CC2 to CC4 zones)– 4.3 spaces per 100 m² GFA – non-residential

- 2. That the Corporate Policy and Procedure regarding Payment-in-Lieu of Off-Street Parking (PIL) Program be amended so that the scope of the program is extended to include visitor parking required for residential development.



Corporate Report

Clerk's Files

Originator's
Files

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PDC MAY 15 2006

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 over-night 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.

Option A	Advantages
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 m ² GLA)	<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
	Disadvantages
	<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.

Option B	Advantages
1.0 resident space/unit; plus 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 Office - 6.5 spaces/100 m ² GFA Bank - 6.5 spaces/100 m ² GFA; whichever is greater	<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
plus parking for all other proposed uses	Disadvantages <ul style="list-style-type: none"> • requires some additional calculations • does not encourage a full range of commercial uses

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
	Disadvantages
	<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	Parking Provided **
			<p>By-law 0005-2001, City Centre parking requirements:</p> <p>Resident: 1.0 space/unit</p> <p>Visitor: No specified requirements for visitor parking</p> <p>Other: All other parking standards as per General Provisions of Mississauga Zoning By-law 5500, for example:</p> <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 	
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	Minimum 1.0 space/unit of which 0.1 spaces/unit is visitor 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.)		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	For Units Less than 3 Bedrooms Minimum 1.0 space/unit of which 0.2 spaces/unit is visitor Maximum 1.25 spaces/unit of which 0.2 spaces/unit is visitor For Units 3 Bedrooms or Greater Minimum 1.0 space/unit of which 0.2 spaces/unit is visitor Maximum 1.4 spaces/unit of which 0.2 spaces/unit is visitor		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.

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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.

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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.

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Corporate Report

Clerk's Files

Originator's
Files

CD.06.VIS

PDC OCT 2 2006

DATE: September 12, 2006

TO: Chair and Members of Planning and Development Committee
Meeting Date: October 2, 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 - Report on
Comments
PUBLIC MEETING**

- RECOMMENDATION:**
1. That the submissions made at the public meeting held at the Planning and Development Committee meeting on October 2, 2006 to consider the report titled "*Options for Introducing a Visitor Parking Standard for Residential Apartment Development in City Centre - Report on Comments*" dated September 12, 2006, from the Commissioner of Planning and Building, be received.
 2. That Planning and Building Department staff report back to Planning and Development Committee on the submissions made with respect to the report titled "*Options for Introducing a Visitor Parking Standard for Residential Apartment Development in City Centre - Report on Comments*" dated September 12, 2006, from the Commissioner of Planning and Building.

BACKGROUND: On May 15, 2006 the Planning and Development Committee considered a report from the Commissioner of Planning and Building titled "*Options for Introducing a Visitor Parking Standard for Residential Apartment Development in City Centre*" dated April 25, 2006 (Appendix 1). The Planning and Development Committee approved the following recommendation and subsequently it was adopted by City Council on May 24, 2006:

“PDC-0045-2006

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”.

COMMENTS:

In accordance with Recommendation PDC-0045-2006, the report dated April 25, 2006 was circulated and a public meeting scheduled.

The meeting scheduled for Planning and Development Committee on October 2, 2006 is the statutory public meeting to fulfill the requirements of the *Planning Act*. Its purpose is to provide an opportunity for the public to make submissions to Planning and Development Committee on “*Options for Introducing a Visitor Parking Standard for Residential Apartment Development in City Centre*”.

This report contains a summary of the comments received as a result of the circulation of the April 25, 2006 report. Comments were received from Patrick Berne, Pemberton Group (Appendix 2), Paula Tenuta, Greater Toronto Home Builders’ Association (GTHBA) (Appendix 3), Salvatore Cavarretta, Tridel (Appendix 4) and Rosanna Catenaro, resident of No. 1 City Centre at 1 Elm Drive West (Appendix 5). The comments may be grouped as follows:

1. 0.15 visitor spaces/unit vs. 0.10 visitor spaces/unit

All three options presented in the April 25, 2006 report are based on a visitor parking standard of 0.15 spaces/unit. Comments from the Pemberton Group and Tridel both noted that from their experience a visitor parking requirement of 0.10 per unit is more appropriate.

Tridel stated that, *“We have no objection to the proposal for a minimum visitor parking standard however...based on our experiences we feel that 10% visitor parking meets the needs of visitors and also assists in achieving a pedestrian oriented streetscape within the Mississauga City Centre...”*

2. Implementation and Transition Concerns

Tridel and the GTHBA raised concerns regarding the timing of implementing a new visitor parking standard and the transition period. Tridel noted *“Our suggestion regarding the implementation is that a grandfathering clause be provided for all development applications that are currently in a planning review process and have not received final site plan approval. The decision by Council should incorporate the grandfathering clause as well as an implementation date of 6 months after their decision to allow for developers and architects an opportunity to review their current design proposals that have not been submitted to planning staff yet and make the necessary modifications.”*

The GTHBA had similar comments and stated *“...a grandfathering provision be considered for any zoning by-law amendment. Any applications submitted and in process should not be subject to different criteria that were in place when the application was made. A grandfathering provision will permit for a more harmonious transition to new standards. Understanding the length of time involved in project development, clauses incorporating the new standard must include an appropriate implementation date that recognizes project status.”*

3. Concerns with Existing Developments

Rosanna Catenaro, resident of No. 1 City Centre at 1 Elm Drive West has noted that some existing buildings are currently experiencing problems with a shortage of visitor parking. Ms. Catenaro believes that as the City Centre becomes further developed and populated, visitor parking problems will also increase. A group of residents at No. 1 City Centre have formed a committee to investigate ways to increase their visitor parking options.

FINANCIAL IMPACT: Not applicable

CONCLUSION: After the public meeting is held and all issues are addressed, the Planning and Building Department will be in a position to make recommendations with respect to introducing a visitor parking standard for residential apartment development in City Centre.

ATTACHMENTS:

- APPENDIX 1: Corporate 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
- APPENDIX 2: E-mail dated June 22, 2006 from Patrick Berne, Pemberton Group
- APPENDIX 3: Letter dated June 29, 2006 from Paula Tenuta, Greater Toronto Home Builders’ Association
- APPENDIX 4: Letter dated June 30, 2006 from Salvatore Cavarretta, Tridel
- APPENDIX 5: E-mail dated July 23, 2006 from Rosanna Catenaro, resident of No. 1 City Centre (1 Elm Drive West)

Original Signed By:

Edward R. Sajecki
Commissioner of Planning and Building

Prepared By: Teresa Kerr, Planner, Research and Special Projects

Teresa Kerr - Visitor Parking City Centre

From: "Pat Berne" <PBerne@Mare1.to>
To: <teresa.kerr@mississauga.ca>
Date: 2006/06/22 8:21 AM
Subject: Visitor Parking City Centre

Patrick Berne of the Pemberton group, although we are not currently building in the Mississauga City Centre, we do build in Erin Mills, Richmond Hill, and the City of Toronto some 2000 condominium apartments per annum, having been through several similar reviews in comparable areas, we would suggest that based on background parking reports for the GTA 10% visitor would be appropriate. If you wish to discuss we are available.



GREATER TORONTO
HOME BUILDERS' ASSOCIATION

www.gthba.ca

20 Upjohn Road, Suite 100
North York ON M3B 2V9
Tel: 416.391.3445
Fax: 416.391.2118
info@gthba.ca

PLANNING & BUILDING RECEIVED			
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Commissioner			
Building			
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Admin. & Tech.			

June 29, 2006

Mr. Edward Sajecki
Commissioner of Planning & Building
City of Mississauga
300 City Centre Drive
Mississauga, Ontario
L5B 3C1

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

The Greater Toronto Home Builders' Association is in receipt of the above noted report which recommends various options to reintroduce visitor parking standards at a reduced rate.

GTHBA appreciates the consultation with industry representatives to discuss different scenarios and also staff's recognition that if a visitor parking standard is incorporated into the Zoning By-law, it should not be applied retroactively or to existing development.

However, GTHBA recommends that if changes are made to visitor parking standards, that a grandfathering provision be considered for any zoning by-law amendment. ANY applications submitted and in process should NOT be subject to different criteria that were in place when the application was made.

A grandfathering provision will permit for a more harmonious transition to new standards. Understanding the length of time involved in project development, clauses incorporating the new standard must include an appropriate implementation date that recognizes project status. *GTHBA recommends that the City consult the current and future landowners affected to assist in determining when the new provisions could apply.*

We trust that these comments will be taken under advisement.

Sincerely,

Paula J. Tenuta, MCIP, RPP
Director, Municipal Government Relations

cc: Teresa Kerr Planner, Planning & Building
City of Mississauga



Ovation at City
Centre Inc.

4800 Dufferin Street
Toronto, Ontario M3H 5S9
Telephone 416-736-2102
Fax: 416-661-0978
scavarretta@tridel.com

Friday June 30, 2006

VIA FACSIMILE

Ms. Teresa Kerr
Planning & Building
City of Mississauga
300 City Centre Drive
Mississauga, Ontario L5B 3C1

Dear Ms. Kerr:

Re: Options for Introducing a Visitor Parking Standard for Residential
Apartment Development in City Centre
CD.06.Visitor

Ovation at City Centre is the developer of the lands located at 330 Burnhamthorpe Road West known as Ultra Ovation. This project was submitted to Planning staff on April 17, 2006, and is currently in a site plan review process. Our design provides for a 32 storey residential building with 298 suites and 338 resident and 22 visitor parking spaces within a five level underground parking garage.

We recognize the goals of planning staff with the implementation of the City Centre District Policies (Amendment 20) and district-wide City Centre Zoning By-law (By-law .0005-2001) to encourage transit-supportive development densities and pedestrian friendly and active streetscapes within the City Centre. Although the implementation of zero visitor parking spaces was enacted, we continued to plan all four phases of our developments with the provision of visitor parking as we feel this is an important element for the residents and visitors of each of our developments. Upon reading your letter issued on May 31, 2006 regarding the aforementioned issue, we find ourselves with two concerns in mind.

We have no objection to the proposal for a minimum visitor parking standard, however we feel that a visitor parking requirement of 0.10 per unit is more appropriate as opposed to the 0.15 per unit. Based on our experiences we feel that 10% visitor parking meets the needs of visitors and also assists in achieving a pedestrian oriented streetscape within the Mississauga City Centre as envisioned.

The second major concern we have with the proposal is the implementation of this new standard. Given the fact that Ultra Ovation is currently in a site plan review process and that the building and underground garage has been designed providing 22 visitor parking spaces, to implement a new visitor parking standard midstream is extremely problematic for our development. Given the lot size and the fact that we are proposing 5 levels of underground garage, there is no additional space to provide visitor parking spaces. Based on the proposed visitor parking proposal of 0.15 per unit, we would be required to provide 44 visitor parking spaces, which we cannot accommodate.

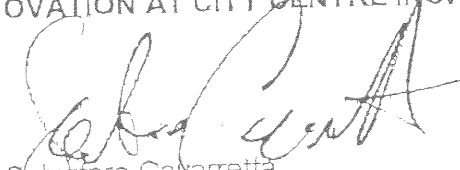
Our suggestion regarding the implementation is that a grandfathering clause be provided for all development applications that are currently in a planning review process and have not received final site plan approval. The decision by Council should incorporate the grandfathering clause as well as an implementation date of 6 months after their decision to allow for developers and architects an opportunity to review their current design proposals that have not been submitted to planning staff yet and make the necessary modifications.

Please also forward any correspondence regarding this matter and notification of the upcoming Planning and Development Committee to my attention once available.

I trust the information provided is satisfactory. If you require anything further, please contact the undersigned at 416-736-2102.

Sincerely,

OVATION AT CITY CENTRE INC.



Salvatore Cavarretta
Development Planner



Ovation at
City Centre Inc.

4800 Dufferin Street
Toronto, Ontario M3H 5S9
Telephone (416) 661-9290
Fax: (416) 661-8923

February 15, 2007

VIA FACSIMILE AND MAIL

Councillor Nando Iannicca
City of Mississauga
300 City Centre Drive
Mississauga, Ontario L5B 3C1

Councillor Iannicca:

**Re: New City of Mississauga Zoning By-Law and Proposed Visitor
Parking Standard for Residential Apartments with the City
Centre.
Ultra Ovation (Ovation at City Centre Inc. Phase IV)
330 Burnhamthorpe Road West, Mississauga
Site Plan File SP 06/88 W7**

Thank you for taking the time to meet with us concerning our Ultra Ovation project. Over the past six years we have worked very productively with the staff at the City of Mississauga. However, we would like to bring to your attention our concerns with regard to the upcoming new City of Mississauga Zoning By-Law proposed changes, as well as the proposed requirements for visitor parking for residential apartments within the City Centre. As you are aware, we have been selling the project since early summer last year and substantial changes are difficult at this time.

With regard to the proposed new City wide Zoning By-law, there are elements within the proposed by-law that are problematic to the current design of the building. We are currently targeting to start construction in April 2007; however, if the new zoning by-law comes into force before we obtain a building permit, we will be required to adhere to the new standards. We have been monitoring this issue through discussions with Chris Rouse of the Planning Department regarding the timing and implementation of the new city wide zoning by-law. Through our last discussions he indicated that a report would be going forward to Planning and Development Committee recommending approval of the changes at the end of April followed by Council on May 23, 2007. It is our understanding that a request can be made by the local Councillor requesting for an exemption zone that would recognize any prior approvals for specific sites and therefore request that this consideration be given once this item is brought forward to Council for adoption.

Ultra Ovation
Site Plan File SP 06/88 W7
Page 2
February 14, 2007

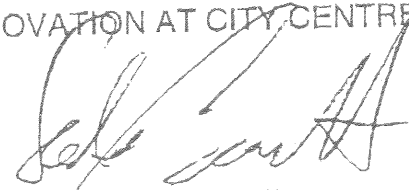
Lastly, we are also concerned with regard to the proposed visitor parking requirement for apartments within the City Centre. Although the current by-law does not require visitor parking, we have designed the underground garage with 22 visitor parking spaces. We have always been aware of the market need to provide visitor parking and have adequately addressed this need in our earlier phases of Ovation. We have carried the same philosophy forward with Ultra Ovation in the determination of this requirement. The proposed new standard of 0.15 spaces per unit would require 45 spaces. We do not feel that these additional spaces are warranted; nor can they be accommodated at this juncture without serious detriment to the financial viability of the project.

We have also been monitoring the status of this proposal with Teresa Kerr of the Planning Department. Although a date has not been established whereby a staff report will be brought forward to Planning and Development Committee and thereafter Council for approval, we are working with staff to ensure that a grandfathering clause be incorporated recognizing projects that have received previous approvals and/or are currently in the planning process with staff.

We look forward to working with and further developing relationships with City of Mississauga in the development of the City Centre.

Sincerely,

OVATION AT CITY CENTRE INC.



Salvatore Cavarretta
Development Planner

- c: Angela Dietrich, Research and Special Projects
Marianne Cassin, Manager, Zoning By-Law Review Team
Geoff Grayhurst, Dorsay Development Corporation
Stephen Upton, Tridel

Teresa Kerr - Options for Introducing a Visitor Parking Standard for Residential Apartment Development in City Centre

From: "Rosanna Catenaro" <rosanna.catenaro@gmail.com>
To: <ed.sajecki@mississauga.ca>
Date: 2006/07/23 9:00 PM
Subject: Options for Introducing a Visitor Parking Standard for Residential Apartment Development in City Centre

Dear Mr. Sajecki;

I am a homeowner/resident at No. 1 City Centre (1 Elm Drive West), and I am concerned with our parking situation. I have recently obtained the report titled "Options for Introducing a Visitor Parking Standard for Residential Apartment Development in City Centre" from Teresa Kerr in the Planning Department of City of Mississauga. Unfortunately, this document was not distributed to residents in the No. 1 City Centre community by our property management, Danridge Property Management Limited, however, there is a small group of residents who have had the opportunity to review the report.

As City Centre becomes further developed and populated, our visitor parking problems will also increase. Thus, we would like to be part of finding a solution to this issue. In fact, a small committee has been formed (independent from the Board of Directors) that is dedicated to investigating creative means to increase our visitor parking options.

On behalf of myself and other concerned residents at City Centre, I look forward from you on this matter.

Best regards,
Rosanna Catenaro

City Centre Parking Proposal
No. 1 City Centre

Submitted to: A. Dietrich
T. Kerr
Submitted by: J. Carswell
R. Catenaro
August 31, 2006

Introduction

As residents of No. 1 City Centre in the City Centre of Mississauga, we have experienced a number of frustrations with regards to the insufficient parking in our community. This is a growing concern as new residential condominiums continue to be built, further populating this area, while residents have yet to realize the new developments, increased transit, and pedestrian-friendly streetscapes that would characterize City Centre.

We would also like to express our appreciation to the City of Mississauga for listening to our concerns and taking an active role in investigating a solution. Teresa Kerr at City Hall has been a great resource in providing us with information including the Corporate Report entitled "Options for Introducing a Visitor Parking Standard for Residential Apartment Development in City Centre" dated April 25, 2006, that gave us an understanding of the city's plans for our community, as well as a number of options to solve our parking predicament. As citizens of Mississauga, we are enthusiastic about this opportunity to impact city planning decisions that will affect thousands of new residents, rather than leaving the decision making in the hands of the developers. Upon careful consideration of this document, we came to the consensus that the three options presented are temporary, and will not address the matter for the long-term.

Our proposal outlines the solutions that would mutually benefit residents of the City Centre community, as well as the City of Mississauga. Our goal is to actively participate in shaping our community.

General Synopsis of "Options for Introducing a Visitor Parking Standard for Residential Apartment Development in City Centre"

We agree with the plans for a City Centre that promotes a "green" community with active, friendly streetscapes and improved public transit, however, we feel that considering the current stage of development, this concept is premature. Without adequate parking, Mississauga is not yet ready for the lifestyle that City Centre strive to provide for its residents, where people will do business, and socialize in the same area that they live in. Further to this, Mississauga Transit is not capable of handling the volume of commuters who would have to use public transit if owning more than one car became inconvenient for them.

What the report does not touch upon is the fact that not only is our visitor parking scarce, but the resident park is also in short supply. At No. 1 City Centre, there are no longer any parking spaces available for purchase through the property manager, however they will provide a resident seeking an extra spot with contact information for owner who are selling parking spaces privately (currently there are five to seven owners selling spots). Alternatively, residents can put their name on the waiting list to lease a spot through the property manager (currently there are 11 people on the waiting list). Countless other residents are making their own "creative" parking solutions that are not in the best interest of our community and the municipal government. (See Figure 1.3) Often residents will use visitor parking spaces, which further decreases the availability to real visitors.

In light of new developments such as the Marilyn Monroe towers and Wide Suites that will provide further congestion in City Centre, how did the City of Mississauga decide to not designate a minimum amount of guest parking spaces that developers would have to adhere to? In not providing specifications for this, homeowners are now limited to 1 parking spot per unit.

Other communities

The report comments on the parking situation in other major North American cities. The difference between those communities in comparison to Mississauga is access to subway transportation, a network of paid parking lots (i.e. Green P Parking in Toronto), street level fine dining and shopping, and a concentration of commercial space and office towers. Table 1.1 compares other major urban centres in North America in terms of population, public transportation, and municipal parking.

Table 1.1

Toronto	Chicago	New York
Population: 4,558,800	Population: 2,896,016	Population: 8,085,742
Area (sq. miles): 659	Area (sq. miles): 228	Area (sq. miles): 301
Total Occupied Housing Units: 965,554	Total Occupied Housing Units: 1,061,928	Total Occupied Housing Units: 3,021,588
Toronto Transit Commission:	Chicago Transit Authority:	Metropolitan Transit Authority:
Bus passenger: 439,087,500	Bus passenger: 302,089,554	Bus Passengers: 740,000,000
TTC buses: 1,739	CTA buses: 1,872	MTA buses: 4,489
TTC Subway passengers: 312,184,500	CTA rapid transit passengers: 147,194,341	Subway Passengers: 1,400,000,000
TTC Subway cars: 706	CTA rapid transit cars: 1,190	MTA Subway cars: 6,200
Parking:	Parking:	Parking:
Parking facilities (total): 150	Parking facilities (total): 61	Parking facilities (total): 45
Capacity (total): 37,500	Capacity (total): 22,644	Capacity (total): 10807

Limiting the parking requirements in City Centre will not deter residents from owning cars, since generally speaking, the rate of car ownership per household has been steadily increasing. People would continue to own cars that would need to be parked when not in use. Figure 1.1, 1.2, and 1.3 illustrate the impact of limited parking in Mississauga.

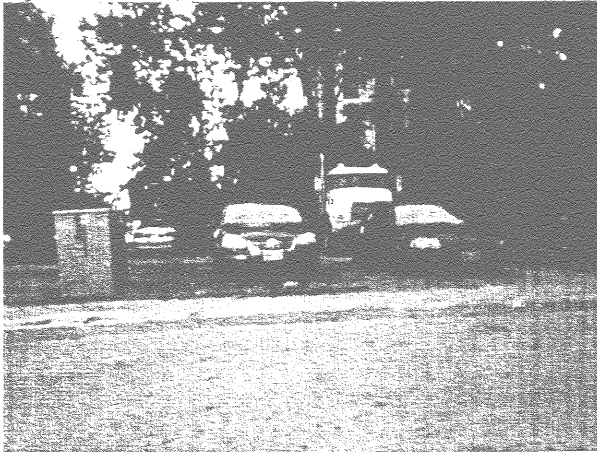
Figure 1.1 – No.1 City Centre's outdoor guest parking lot on a Saturday afternoon.



Figure 1.2 – Limited guest parking facilities at the Tiara.



Figure 1.3 – Cars parked at Elm Drive and Hurontario empty lot.



Critique of Options

Overall, we believe the options presented are a good start to resolving our concerns, however, they seem to be temporary “band-aid” solutions” that may need to be re-visited as Mississauga continues to expand. There is a need for a genuine vision of City Centre that is communicated to developers prior to the design of new condominium communities, which addresses parking solutions similar to Toronto Eaton Centre, Toronto Convention Centre, Roy Thompson Hall, all of which consider the distant future as well as the current situation. Page seven of the report discussed the use of City Hall, Mississauga Public Library, Square One, and neighboring school parking lots to handle the overwhelming parking demands. This is a reactive approach to solving the problem. As homeowners and residents, we would like to see the City of Mississauga exercise a more proactive approach to providing citizens of City Centre with adequate parking as the community expands.

Option A

Imposing new limits after the parking problem has been brought to light only benefits future condominium developments, however it does not address the immediate problem of the existing, fully-occupied buildings that are currently facing this problem. The largest disadvantage of this option is that it does not seem to encourage commercial usage that would allow citizens of City Centre to work and socialize where they live.

Option B

This option begins to explore the concept of shared parking for residential and commercial usage, and begins to address the City Centre lifestyle. This solution is still temporary as it does not address the impact of a population increase in City Centre.

Option C

Although this option is also temporary in nature, we believe it to be the best choice. When enough commercial land is designated and available within City Centre, fewer people will need to own vehicles, similar to the trends occurring in other urban centres. Of the three presented, Option C best promotes the idea of active streetscapes, where individuals will live, work, and socialize in City Centre.

Our Recommendations for Option D

It would be an understatement to say that there is a severe crisis looming with regards to visitor and resident parking that needs to be addressed with a bold vision. As a cooperative venture with developers, the City of Mississauga should encourage the building of multi-level parking below ground parking facilities that could include residential and commercial parking accommodations similar to the concept of the Manulife or TD Towers in Toronto’s Business district. Other discussions that should occur in the development of City Centre should include the following:

Commercial Zoning:

Vacant areas within City Centre should be zoned for commercial usage. The vacant lots at Elm Drive and Hurontario, and Matthew's Gate and Hurontario should be considered as potential locations for this. Commercial towers should be developed here that will house office spaces, high-end retail outlets, and fine dining. Multiple levels of parking (i.e. ten levels of underground parking) can facilitate employees, shoppers, and diners, as well as visitors to the residents of City Centre. This type of development also presents an opportunity for the City of Mississauga to lease parking spots, providing an interim solution for residents requiring an additional parking spot who have been placed on a waiting list in their building.

A network of municipal parking facilities will promote the vision of friendly streetscapes in City Centre. To achieve this, developers and City Council should collaborate to implement a Mississauga Parking Authority.

Public Transportation:

Economics and the marketplace, not the municipal government, will dictate how public transit is used. In order to increase the usage of public transit in Mississauga, traveling must be convenient first for the user, before it is convenient for the government.

Introducing a subway system to Mississauga that links to the TTC would encourage the usage of public transit.

The Bloor subway line should be extended to the western Mississauga city limits, while another subway line should be built along Hurontario that stretches from Port Credit to Derry Road. In the meantime, bus routes should be enhanced to promote the convenience of public transportation to Mississauga citizens.

Luxury:

Mississauga needs a world class hotel that will have the capabilities of hosting conferences, attracting international travelers to Mississauga for business, as well as pleasure. This hotel could also provide a number of services to the residents that will inhabit this area in the next ten years (i.e. spa service, fitness centre, fine dining). Paid parking should also be considered in the development plans to accommodate visitor parking in the area.

From: Nik L <nikotoronto@gmail.com>
Date: Mar 27, 2007 10:26 AM
Subject: By-Law Amendment - Parking Standards in City Center
To: teresa.kerr@mississauga.ca

Good morning Teresa,

I am writing to request an update on the status of Visitor parking from the Public Meeting held on October 2nd, 2006.

- Are there minutes available of that meeting?
- If so, can you send them to me?

Currently I live at 1 Elm Drive West, and there is never visitor parking available at my condo. Street parking is banned around our buildings. Needless to say, it's exceedingly difficult to have visitors and has become quite frustrating.

- What is the city's plan to alleviate this congestion?

I look forward to your response on the above questions.

Regards,

Nik Ljiljanic, P.Eng.

>>> "Tina Hammond" <thammond@torchfire.com> 2006/09/21 10:11:22 am >>>
Hi Teresa,
I received a letter for the Proposed Zoning By-law Amendment to Parking
Standards in the City Centre Planning District.
Please put me down that I will be attending the meeting on Monday Oct 2.
I hope we do get more visitor parking maybe an outside parking lot....(I
guess we will see).

Tina Hammond
3939 Duke of York Blvd. Ste. 3105
Mississauga, ON
L5B 4N2

Please confirm that you have received my email. Thanks and have a great
day!

Best Regards,
Tina Hammond
Torchfire Canada Inc.
Accounting Department
905-821-8135
Fax: 905-821-4188
thammond@torchfire.com

CC: Alleluia, Shalini

ATTACHMENT 11

From: Shalini Alleluia
To: Frank Dale; Nando Iannicca; Teresa Kerr
Date: 2006/10/03 10:31:23 am
Subject: Fwd: Re: Citigate condos

Here is an e-mail I just got - re. yesterday's PDC issue
.... shalini

>>> Hassan <bunty7860@yahoo.com> 2006/10/02 11:13:36 pm >>>
Hello Shalini

I reside at City Gate, Phase I, on the 22nd floor.

When the builders had called the first meeting among other things we were told that there were twenty spots for "guest parking". However, when we moved we found that there were only seven. To add salt to the wound the builders had sold fourteen parking lots to commercial occupiers.

Day in and day out there are fights, arguments, and cars are towed away. The owners of the condos are the worst sufferers. Last week there were cops all over the phase 2 building. The garage door is broken and still being repaired. Maintenance fee went up 25% last yr and not sure what happens this year.

Any solutions
Regards
Hassan

Want to be your own boss? Learn how on Yahoo! Small Business.



October 10, 2006

Ms. Teresa Kerr
Policy Planner
City of Mississauga
300 City Centre Drive
Mississauga, Ontario
L5B 3C1

PLANNING & BUILDING			
RECEIVED			
OCT 12 2006			
Division	Info	Seen	
Communications			
Building			
Policy Planning			<i>JK</i>
Dev. & Design			
Strat. Plan. & Bus. Services			

AD
TK. TK

Dear Ms. Kerr:

Re: Options for Introducing a Visitor Parking Standard for Residential Apartment Development in the City Centre

Oxford Properties has reviewed the proposed revisions to residential visitor parking requirements for apartments in the Mississauga City Centre area and has the following comments:

1. We support option B as outlined in the staff report as it will provide for a residential visitor parking component while also recognizing the potential to share with compatible land uses; thereby facilitating the efficient use of expensive parking facilities.
2. We wish to make sure that the same shared parking principle is applied to the properties which Oxford represents in the City centre area.

Should future residential developments be proposed on the Square One Regional Centre lands, it is desirable that the large amount of retail commercial parking on the Square One site be recognized as a shared parking resource in terms of calculating visitor requirements for residential parking. This will eliminate the need to duplicate parking which already exists, thereby supporting future intensification of Square One lands.

This might best be achieved by adding a Section in the City Centre Zoning By-law which promotes shared parking with compatible land uses within a 200 m walking distance of a residential site, subject to the provisions of a shared parking agreement between the parties involved.

Please do not hesitate to contact the undersigned with any questions.

Regards,

Oxford Properties Group

A handwritten signature in black ink, appearing to read 'J. Filipetti', with a long horizontal flourish extending to the right.

Mr. John Filipetti
Vice President, Development

JF/tv

c. Shalini Alleluia, Office of the Clerk

Lethbridge Lawson Inc.

Planning and Engineering Consultants

J. D. Lethbridge B.Arch., MCIP, MRAIC, R.P.P.
S. D. Lawson P. Eng.

December 11, 2006

City of Mississauga
Planning and Building Department
Policy Planning division
300 City Centre Dr., 10th Floor
Mississauga, ON L5B 3C1

Attention: Ms. Teresa Kerr

Dear Ms. Kerr:

Re: Proposed Mississauga City Centre
Parking Standards

PLANNING & BUILDING			
DEC 13 2006			
Dr. No.	Info	Seen	
City Centre			
High			
Policy Planning			
Dev. & Design			
Strat. Plan & Bus. Services			

ADP
TK

Further to our discussions on the proposed City Centre parking standards, I have concerns for the impact any revisions may have on the following applications:

Site Location	Application	Status
204(208) Enfield Place	SP03206 W7	Site Plan approval not granted.
	H-0Z03005W7	Removal of H not granted.
339 and 349 Rathburn Rd. W.	SP06 207 W4 Site Plan applic. for Bldg. B & C	Site Plan approval not granted.
335 Rathburn Rd. W.	SP 04 303 W4,	Cleared for foundation only.
	05 7928 Bldg Permit	Foundation permit issued.
	05 7928 SS, Site Servicing permit	Not issued.
	05 7928 COM, Foundation to Roof permit.	Not issued.

My assumption that as a result of the issuance of a "foundation Permit" for 335 Rathburn Rd. W., the new City Centre parking standards when and if approved would not apply to that project. However, I would request confirmation of my assumption.

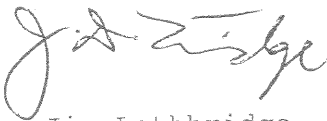
With regard to the applications for 204(208) Enfield Place and 339 and 349 Rathburn Rd. W.,; considerable time and money has been spent to design, prepare drawings and make submissions for approval. Additional commitments in terms of consultant work, unit sales, agreements etc... will be made in the near future. All decisions are based on current City Centre parking standards, which may be exceeded at the discretion of the owner/developer.

Revision to the proposed development expressed in the applications currently being processed cannot be made without significant loss in time and money and may place the viability of the projects in question.

My client does not wish to revisit or revise the development standards of the subject applications and respectfully requested that the proposed new City Centre parking standards not be applied to them.

Please advise on the process to exempt the applications from revisions resulting from the proposed City Centre parking standards.

Yours truly,

A handwritten signature in dark ink, appearing to read "Jim Lethbridge", with a stylized, cursive script.

Jim Lethbridge
Partner