

# MINUTES



## LAKEVIEW LOCAL ADVISORY PANEL

THE CORPORATION OF THE CITY OF MISSISSAUGA

[www.mississauga.ca/lakeviewportcreditreview](http://www.mississauga.ca/lakeviewportcreditreview)

**THURSDAY, SEPTEMBER 16, 2010**

MISSISSAUGA SENIORS' CENTRE  
MULTI-PURPOSE ROOM (1389 Cawthra Road)

### Members Present

Councillor Corbasson, Chair  
Jim Tovey, Vice-Chair  
Alex Banks  
Professor John Danahy  
Andre Lill  
Jamie Pugh  
Mark Tutton

### Members Absent

Charles Sousa, MPP  
Bill Logar  
Lucy Cameron, Recording Secretary  
Junie Ang  
John McKenna  
Raya Shadursky

### Staff Present

Karin Phuong, Planner, Community Planning, Policy Division  
Teresa Kerr, Planner, Community Planning, Policy Division

### Guest Presenter

Ralph Bond, BA Consulting Group

## 1. Overview and Introductions

- 1) Councillor Corbasson welcomed everyone and introduced the agenda and Ralph Bond from BA Consulting Group and Teresa Kerr from the City of Mississauga, Policy Planning, who will be presenting Phase II of the Mississauga Parking Strategy.

## 2. Mississauga Parking Strategy – Phase II Port Credit Planning District and Lakeshore Road East Corridor (Teresa Kerr and Ralph Bond)

### 1) Changing Times

- Mississauga is at crossroads in its development. It has evolved from a suburban community into a major Canadian city - growth will depend on the intensification areas and redevelopment.
- A need to review goals, objectives and development growth strategies which will continue to provide places to live and work, to promote sustainable development patterns and transportation systems, and healthy communities.
- Parking is a powerful tool - to shape communities and to achieve objectives.

### 2) The Importance of Parking

- A quote was read from a book titled, Parking, by Weant and Levinson:

“Parking is important to many people for many reasons. It influences the appearance of city and suburb; it adds to or reduces traffic congestion; and it is a vital component of the urban street and transit systems. The availability and perceptions of parking influence the choice of mode and route of travel, affecting the viability and competitiveness of commercial areas. Its adequacy influences the economic return on public and private investments, affecting property values and development opportunities. Parking areas are indeed a major land use.”

### 3) Policies from Phase I

- Phase I of the Mississauga Parking Strategy was approved in January of 2009.
- Phase I provided a detailed parking management plan for City Centre, and new parking and transportation demand policies which are incorporated into the draft of the new Official Plan (policies that are applicable to the city as a whole)
- Phase I sets the foundation for Phase II - the Port Credit and Lakeview Study.

- The status of Official Plan - going to Council for approval at end of month and to the Region for final approval
- New parking philosophy: a shift from the suburban mentality that more free parking is better to a more urban and sustainable philosophy. The philosophy is based on three principles:
  1. Support good urban design
  2. Foster sustainable economic development
  3. Support transit and transportation demand management
- The parking policies in the new draft Official Plan (a hand out of with an excerpt from the new draft Official Plan was provided):
  - Encourage shared parking and on-street parking
  - Encourage reduced parking requirements based on a development's relationship to transit
  - Provide the criteria by which a development has the opportunity to use payment-in-lieu of off-street parking
  - Provide specific parking policies for intensification areas, e.g. Lakeview and Port Credit community nodes
  - Encourage the City to take an active role in providing off-street parking and list criteria that can be used to help the City decide where it should invest in public parking facilities
  - Transportation Demand Management (TDM) policies. TDM is the development of strategies and infrastructure that influence a change in individual travel behaviors and encourages people to take fewer and shorter vehicle trips. The greater the shift, the less parking spaces must be provided.

#### 4) **Phase II Port Credit and Lakeview**

The purpose of Phase II of the Mississauga Parking Strategy is:

1. To bring forward recommendations for the establishment of a detailed parking management plan for Port Credit
  2. To bring forward a strategic parking plan for the Lakeshore Road East corridor and node through the Lakeview Planning District
  3. To investigate approaches for establishing new parking regulations for cultural activities/uses e.g. for dealing with large festivals/cultural events
- two differences between Port Credit and Lakeview – geography and detail
    - Port Credit will look at the whole district with a detailed parking plan and Lakeview will be a focus on the corridor/node and provide a strategic parking framework

- Lakeview is an emerging mainstreet with very little public parking; Port Credit is has a well established mainstreet and has a substantial amount of parking

## 5) BA's Approach:

### An integrated approach to parking

- Approach to mainstreet areas – each area is unique
- To reduce demand for parking over time by changing people's driving habits e.g. encourage cycling, carpooling
- Example in St. John, New Brunswick – within two years the downtown area saw a drop of 500 cars; saved \$18 million dollars in parking spaces
- To understand future of parking i.e. in Lakeview look at what new development forms may look like, what are the cultural activities and attractions in the area? The area is in transition, and the parking strategy will come up with a range based on the (Lakeview Local Area) Plan as to what the future parking demand will be? How can the City influence development, and good urban design? Then look at what type of parking can be provided such as on-street parking and identify approximate locations for municipal parking

### Appropriate mix of parking types

- Mix of parking types: on-street, surface lots, and garages
- With surface lots, one needs to find the right size and shape, and where possible, to incorporate some development on top.

### Specialty parking

- Specialty parking may include bicycle parking, autoshare
- To auto share, one would rent a car by the hour or day to make short trips. This works well in the downtown areas; a little more difficult to transfer to suburban areas. However, some smaller towns such as Kitchener have auto share programs.
- Look at ways to improve existing private lots e.g. Clarkson – create a common development between developments across several properties/owners – in this example, we were able to pick up 100 parking spaces

- Look at the requirements for policy and zoning to:
  - Possibly decrease parking requirements (but should be cautious if this is next to residential areas)
  - Approach is to minimize amount of parking. Ten to twenty years ago, the approach was to provide parking at the 95% percentile of the year. Sites would have hundreds of empty parking spaces the rest of the year.
  - Developers may overbuild and not provide the required amount of parking – but provide monies for municipal parking instead.
  - Lakeview is an interesting challenge. There are lots of opportunities e.g. around the industrial areas, Lakefront Promenade
  - Create a successful mainstreet and adopt ideas from other mainstreet areas - look at making changes to the By-law to facilitate development
  - Consider municipal parking as a possible solution – but where does the money from? The action plan must be flexible; revisit the plan in 5-year intervals
- Staff met with the Consultant on Tuesday to discuss some of the issues in Lakeview
- This presentation to the Lakeview Local Advisory Panel is to get comments or suggestions
- Timeline for the parking strategy is to finish a draft in the first quarter of 2011 and go back to the Lakeview Local Advisory Panel to present the options

### 3. Questions/Comments

#### 1) Location of Lakeview Node

A member of the panel commented that the location of the Lakeview node is important to consider in the parking strategy, and that on-street parking is an important element in Lakeview.

Staff responded that Lakeview node boundary is yet to be finalized. Lakeview has more opportunities for parking; there is an additional right of way along Lakeshore Road. The Consultant will be looking at opportunities for on-street along Lakeshore Road in Lakeview.

#### 2) Development at 756 Lakeshore Road East

Another member inquired about an application that went to Committee of Adjustment which is located next to the Black Angus. The panel member asked what the parking standards were, and was concerned that a pinch point may have been created at this location.

Staff commented that this site has commercial at grade, and two storeys of residential above. The residential parking standard for this development is

1.25 residential parking per residential unit which includes visitor parking. This is appropriate for mainstreet. The retail parking standards are at 4.0 parking spaces per 100 square meters gross floor area (GFA) which is typical of mainstreet areas. Staff had raised the concern about the need for land acquisition on a small portion of the property particularly since this parcel was identified in the Lakeshore Road Transportation Review Study. *(Note: Staff followed up with Transportation and Works staff on September 17<sup>th</sup> and was informed that the comments have been submitted and that they would require the 30 m right of way. The City is still waiting on additional information from the applicant.)*

3) Future Development Along Transit Routes

A member commented that Lakeview doesn't have many crossroads. It's important where we position transit and bus stops to encourage developers to develop along transit routes and give them a reduction in parking standards in these areas.

Staff added that cash-in-lieu is also an option with the provided justification.

The Consultant commented that Kitchener will be building a new LRT line; the walking distance is within 400 m radius from a station. Unlike an LRT, bus routes change, and a City can change the service and reduce the bus service.

4) Decked Parking

Another member remarked that mixed use development should be encouraged along with decked parking or underground parking to accommodate retail above. What is the right deck solution, and barriers of building parking underground?

The Consultant used the Trump Tower as an example. It has eight levels of parking and looks like it is part of the hotel.

5) Infill on Shallow Lots

An individual on the panel observed that in Lakeview, the Wild Wings with shops below is a good example of on site parking. The ease of parking and access into and out of the site is safe. The member also raised a concern about too many driveway entrances along Lakeshore Road and that shared parking agreements should be encouraged.

Staff commented that through the review of the Lakeview policies, staff is including a policy that parking be located at the rear of the sites. Driveway consolidation along Lakeshore Road should also be considered as a policy for the redevelopment of sites (this was an issue considered in the Lakeshore Road Transportation Review Study).

6) Alternative Parking Standards

A member of the Panel noted that retail is not your typical retail anymore, but that development is to have more building mass on site, with provisions of parking at less than 4/100 m<sup>2</sup> GFA and further commented that 3 parking spaces per 1000 square feet (3.23/100 m<sup>2</sup> GFA) could work. Is the City looking at alternative standards, such as in Ajax where there is more building coverage than there is parking?

Staff explained that the parking in mainstreet areas is generally 3 to 4/100 m<sup>2</sup> GFA. Reducing the parking standard would be done comprehensively, not piecemeal by district and would be city wide. Toronto has aligned their parking with their urban structure such that parking standards are the lowest in the Downtown, Avenues, etc. The City of Mississauga has a comprehensive review of parking standards in the 2013 work plan.

The Consultant said that the review of the parking standards will require surveys in both private and public lots and vehicle occupancy. Oakville is viewed as one of the most successful mainstreet areas – people go to the restaurants and stores; when restaurants are busiest at night, the stores are not. Parking demand along the mainstreet is never higher than 4/100 m<sup>2</sup> GFA. Employee parking is an issue – need to encourage employees to stop driving and take transit (and other methods of transportation).

7) Bicycle Parking

A member of the Panel inquired about bicycle parking where you could safely lock up your bikes.

Staff answered that City Council has approved the Mississauga Cycling Master Plan. Bicycle parking standards are coming and the City will be looking at Class 1 and Class 2 standards for different uses.

8) Electrical Bikes

A member of the Panel asked if there would be places to plug in an electric bike. Another member noted that a presentation was made at City Council. *(Note: This issue was also presented to the Mississauga Cycling Advisory Committee and has been incorporated into the Mississauga Cycling Master Plan for the City to look at opportunities for partnership with Bike Station/Cycle Centre)*

9) Changing Demographics

A comment was made by a member about the changes in demographics and profile – people own two vehicles now (one smaller and one larger vehicle).

10) OPG Lands

A panel member made a comment about Lakeview Legacy Project which was an ambitious community project that looked at creating a destination place on

the waterfront - on the Ontario Power Generation Lands (OPG Lands). What is the balance for parking for a 5,000 seat stadium plus event spaces, and what are the trends and demand for parking?

Staff commented that the City has hired Urban Strategies to look at this site (and the business employment lands); Ralph should also work with Urban Strategies when discussing parking on this site.

11) Long Branch GO Station

An issue about the commuter parking at the Long Branch GO Station in Toronto was raised by a panel member. The concern was that there is insufficient parking at the station. People in Lakeview want to park at Long Branch and head to a game downtown.

**4. Other Matters**

- **June 17, 2010 Minutes** – not yet approved, to be revised and circulated to the panel following comments/clarification from a member of the panel regarding the Lakeview node.
- **Update on the Draft Official Plan, Revised Report on Outstanding Matters** – September 20, 2010 at Planning and Development Committee
- **Inspiration Lakeview** – October 6, 2010 Open House at the Mississauga Seniors Centre beginning at 6:00 p.m.
- **Next Meeting** - November 18, 2010 at the Mississauga Seniors Centre Multi-Purpose Room from 7 – 9 pm (possible topic: the Lakeshore Road Urban Design Study)