

## MEMORANDUM

DATE	May 7, 2021
TO	<b>David Breveglieri, Development Planner, City of Mississauga</b> <b>Brandon Williams, Planner, City Planning Strategies</b>
CC	Lakeview Community Partners Ltd. Glen Schnarr & Associates Inc.
SUBJECT	Lakeview Village Zoning By-law Parking Rates Draft Response to City Comments dated Nov 30 2020
FROM	The Municipal Infrastructure Group Ltd. (TMIG)
PROJECT NUMBER	17201

## Introduction

TMIG previously submitted two memos in support of parking rates proposed in the Official Plan and Rezoning submission for the Lakeview Village community development. The memos entitled “*Lakeview Village Zoning By-law Parking Rate Reductions Justification*”, dated August 27, 2020, and “*Lakeview Village Zoning By-law Parking Rate Response 2*”, dated October 9, 2020, proposed reduced parking rate provisions to be included in the draft Zoning By-law. These memos, intended to address comments by City of Mississauga staff in a memo dated May 7, 2020, supported additional reductions for office, residential apartment and visitor parking rates, possible reductions for commercial uses in Lakeview Square and opened discussions for accommodating any surplus parking in a municipal structure. The proposed reductions were discussed in detail during a conference call with LCPL and City staff on June 26, 2020, with the City suggesting they may be supportive of additional parking rate reductions. The proposed rates are detailed below:

“*Lakeview Village Zoning By-law Parking Rate Reductions Justification*”, dated August 27<sup>th</sup>, 2020

- 2.1 spaces / 100 m<sup>2</sup> GFA for office use in the Lakeview Innovation District,
- 3.0 spaces / 100 m<sup>2</sup> GFA for commercial uses in Lakeview Square,
- 1.0 spaces per unit for Condominium Apartments, Rental Apartments, Back-to-Back and Stacked Townhouses residential units within RA5 Residential blocks, and
- a co-mingled rate based on shared residential visitor (0.15 spaces per unit) and commercial (3.0 spaces per 100 m<sup>2</sup> GFA) parking rates, where the greater is the parking supply for ground-floor retail, within the higher density Residential Zones.

“*Lakeview Village Zoning By-law Parking Rate Response 2*”, dated October 9, 2020

- Mixed-use Shared Parking Formulas
- Recommendations for bicycle parking dimension standards and end-of-trip facilities
- bicycle parking rates are identified for residential and non-residential uses, with long-term and short-term bicycle parking rates totalling 0.75 spaces per residential unit, 0.2 spaces per 100 m<sup>2</sup> GFA for offices, and 0.335 spaces per 100 m<sup>2</sup> GFA for all retail, personal service and restaurant uses.
- Total resident parking spaces per residential dwelling unit may be reduced at a rate of 4 vehicle parking spaces for every 1 car-share parking space provided on the site up to a maximum of 1 car-share parking space per 60 dwelling units.
- Total resident parking spaces per residential dwelling unit may be reduced at a rate of 1 vehicle parking space for every 5 bicycle parking spaces provided in excess of the minimum number of bicycle parking spaces, if the reduction of the vehicle parking space is not greater than 20% of the total minimum vehicles parking spaces required.
- Total resident parking spaces per residential dwelling unit may be reduced at a rate of 3 vehicle parking spaces for every 10 bicycle-share parking spaces, if the reduction of the vehicle parking space through a combination of bicycle parking and bike share parking is not greater than 20% of the total minimum vehicles parking spaces required.
- Discussion around municipal parking facility and public parking demands.

The City of Mississauga prepared a subsequent memo, dated November 30, 2020, with comments regarding the proposed parking standards for Lakeview Village. The memo was received by TMIG on January 8, 2021 and informed a meeting between LCPL and City staff on March 25, 2021.

**This memorandum presents TMIG’s response to the City’s latest comments and provides additional justification in support of the originally proposed 2.1 spaces / 100 m<sup>2</sup> GFA office parking rate in the Lakeview Innovation District and a blended rate of 3.0 spaces / 100 m<sup>2</sup> GFA for commercial space in Lakeview Square.**

## Executive Summary

As part of the comprehensive parking strategy and associated Draft Zoning By-law proposed for the Lakeview Village district, reduced parking rates have been recommended for non-residential and employment uses within the Lakeview Innovation District, commercial spaces in Lakeview Square, and for residential uses in the Village. Section 1 of this memorandum summarizes the comments received from the City of Mississauga in a letter dated November 30, 2020, and LCPL's acknowledgement of revisions to various provisions within the draft by-law. The rest of the memo seeks to further justify the application of minimum parking rates of **2.1 spaces / 100 m<sup>2</sup> GFA** for office space in the Lakeview Innovation District and a blended rate of **3.0 spaces / 100 m<sup>2</sup> GFA** for commercial space in Lakeview Square. While justified specifically for two districts, these proposed rates are recommended for inclusion within the Draft By-law wherever commercial rates for offices or ground-floor retail/restaurants are not specified but are permitted within the zone (i.e., for lands abutting Lakeshore Road), due to the community-wide relevance of the proposed parking strategy.

An evaluation of the City's Parking Master Plan supports a proposal to include Lakeview Village as a 'Precinct 1' neighbourhood in an update to the plan, currently under review, based on the higher densities, walkable mixed-use blocks, frequent transit service, and aggressive Transportation Demand Management (TDM) measures proposed within the master planned community. The inclusion of Lakeview Village as a Precinct 1 node is further supported by the future-ready, highly urban, pedestrian-oriented, and innovative approach being leveraged to encourage future residents to live, work and thrive within the Village. Encouraging short commutes and sustainable modes of transportation will help Lakeview Village support the City, Region, and Canada's sustainability targets by 2041. Further, as a self-contained community, demand for restaurants and other commercial establishments will be supported from within the node, and notably from employees in the Lakeview Innovation District, reducing the need for commercial parking around the Square. Despite this, most restaurants are proposed to be under 200 m<sup>2</sup> in size, which City staff noted would be supported at a parking rate of 3.0 spaces per 100 m<sup>2</sup> GFA. In circumstances where rapid turnover parking is demanded by commercial curbside facilities, the Village's convenient on-street parking supply is expected to help reduce pressure from off-street facilities, helping maintain on-site demand within the proposed blended rate for commercial spaces.

Similar parking rate reduction strategies have been applied across comparable municipalities in Ontario, around Canada and the USA. While many municipalities have eliminated parking minimums entirely, a stepped approach to reducing parking rates is widely used in urbanized centres and master planned communities such as Lakeview Village, to help accelerate the shift towards sustainable development and net-zero mobility. Policies such as a 30% reduction for transit-adjacent non-residential land uses in the Town of Newmarket, the eliminating of parking requirements for the Town of Oakville's downtown commercial developments, or parking rate exemptions for the first 10,000 m<sup>2</sup> of non-residential uses on a downtown lot in the City of Kitchener can all be comparably applied to the mixed-use and uniquely multi-modal urban design of Lakeview Village.

The evolution of urban mobility and the changing needs of non-residential spaces in a post-pandemic (new) normal are two key considerations. While data is limited, the covid-19 pandemic has accelerated the office evolution beyond telecommuting with new models for collaborative zones and hybrid home/office work patterns. It should be expected that fewer daily commuters would result in fewer office parking spaces required compared to pre-covid standards. Meanwhile the growth of on-demand mobility solutions suggests a trendline away from driving and parking at restaurants and commercial establishments in urban areas. As demand shifts to sustainable and shared alternatives, driven by municipal, provincial, and federal transportation and environmental policy, fewer off-street parking spaces would be required in the future.

## 1 Response to Comments

The following table outlines TMIG's overall response to the comments received from the City of Mississauga dated November 30, 2020, in consideration of our two preceding memos plus additional feedback received during a videoconference with City staff on March 25, 2021.

Section of City Memo	Comment	TMIG Response / Action Taken
Section 1.0 Residential Parking Standards	The City <b>is supportive</b> of the rates proposed.	No action required.
Section 1.1 Shared Parking for Apartment/Townhouse Buildings – Residential Visitor and Non-Residential Uses	Staff agrees with the use of this regulation on the condition that all parking spaces are accessible to all users and spaces are not included in the Mixed-Use Shared Parking Formula within the Draft ZBLA.	Acknowledged. The next Draft Zoning By-law will include additional provisions for the proposed co-mingled rates within RA5 zones and lands zoned C4-XX3.
Section 2.0 Non-Residential Parking Standards	The majority of rates are <b>supported</b> . Staff are <b>not supportive</b> of the proposed office parking rate of 2.1 spaces per 100 m <sup>2</sup> GFA in the Lakeview Innovation District.	Please <b>see Section 2</b> of this memo for additional justification. All other comments and supported rates will be reflected in the next Draft Zoning By-law.
Section 2.1 Non-Residential Parking Standards	Staff are <b>not supportive</b> of the proposed 3.0 blended rate for commercial land uses in Lakeview Square, zoned C4-XX2. Additional comments for lands zoned RA5-XX, OS2-XX1, and G1-XX.	Please <b>see Section 3</b> of this memo for additional justification. All other comments will be addressed in the next Draft Zoning By-law.
Section 3.0 Mixed Use Development Shared Parking Formula	The City <b>is supportive</b> of the regulation and the amendments proposed; however, the chart requires updating to align with the final LCPL use permissions.	LCPL will provide a revised Mixed Use Shared Parking Formula breakdown in a subsequent submission to the City.
Section 4.0 Car Share – Regulation to Decrease Residential Vehicle Parking	Staff are <b>not supportive</b> of the proposed provision to allow a reduction in residential vehicle parking based on car share spaces.	Acknowledged. This provision will be removed from the Draft Zoning By-law.
Section 5.0 Bicycle Parking Standards	Transportation Infrastructure Management, Transportation Projects Section, should confirm which parking and end of trip standards should be used.	Noted. LCPL requests the City confirm which standards should be utilized to determine next steps regarding this provision.
Section 5.1 Bicycle Parking Standards – Regulation to Decrease Residential Vehicle Parking	Staff are <b>not supportive</b> of the proposed provision to allow a reduction in residential vehicle parking based on the provision of additional bicycle parking spaces.	Acknowledged. This provision will be removed from the Draft Zoning By-law.
Section 6.0 Bike Share – Regulation to Decrease Residential Vehicle Parking	Staff are <b>not supportive</b> of the proposed provision to allow a reduction in residential vehicle parking based on bike share spaces.	Acknowledged. This provision will be removed from the Draft Zoning By-law.
Section 7.0 On-Street Parking	The memo acknowledges the estimated supply of on-street parking spaces.	No action.
Section 8.0 Strategy for Providing Municipal Parking	The memo notes the Transportation & Works Department is in the process of creating a public parking strategy for Lakeview.	Discussion will be required once the public parking strategy is completed.

## 2 Office Parking Rate Justification

LCPL has proposed reduced non-residential parking standards across Lakeview Village based on the vision of building a sustainable, multi-modal, transit-oriented, and complete community by the waterfront. As stated in their memo dated November 30, 2020, City staff are not currently supportive of the proposed rate of **2.1 spaces per 100 m<sup>2</sup> GFA** for office uses in the Lakeview Innovation District. It is understood that staff are concerned about the site’s connectivity to transit and questioned the use of Mississauga’s City Centre as justification for the reduced rate.

While TMIG recognizes that staff will support a rate of **3.0 spaces per 100 m<sup>2</sup> GFA** for office uses, and further reduced rates of 2.7 spaces per 100 m<sup>2</sup> GFA for co-working spaces, we believe there is ample justification to support further reductions of the Zoning By-law rate to 2.1 parking spaces per 100 m<sup>2</sup> GFA for office uses in the Lakeview Innovation District.

Based on criteria raised in a meeting with City staff on March 25, 2021, this submission seeks to further justify the 2.1 office rate through consideration of the City’s evolving parking strategy, highlighting the impact of parking on advancing sustainability targets, providing proxy rates of other comparable municipalities in North America, and offering insight into post-pandemic office parking requirements.

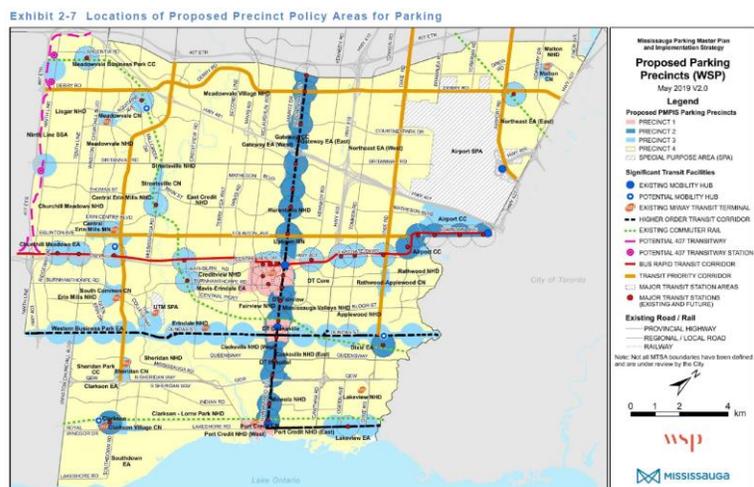
### 2.1 City of Mississauga Parking Strategy

Building upon the City of Mississauga’s Parking Strategy discussion provided in TMIG’s memo dated August 27, 2020, LCPL re-emphasizes the suitability of upgrading Lakeview Village from a ‘Precinct 3’ to a ‘**Precinct 1**’ neighbourhood in the next update to the City’s Parking Master Plan.

Based on the latest Development Master Plan (DMP 4.0), Lakeview Village surpasses the minimum expectations for a Precinct 3, and when fully realized, will meet the requirements of a Precinct 1 policy area with respect to parking. The current classification considers all the lands along Lakeshore Road from Cawthra Road to the city’s eastern boundary. The Lakeview Village community, within the Lakeview Major Node, is proposed to have higher densities, walkable mixed-use blocks, transit service, and aggressive Transportation Demand Management (TDM) measures supportive of a Precinct 1 designation.

During the LCPL-City meeting on March 25, 2021, City staff noted that Lakeview Village will be moved into the ‘**Precinct 2**’ category and would be subject to a revised minimum parking rate of **2.5 spaces per 100 m<sup>2</sup> GFA for office space**. This revised categorization and minimum parking rate is not yet final and is subject to City Council approval this spring, however the shift recognizes the acceptance of arguments supporting parking rates lower than the currently supported 3.0 for office uses within the district.

While this potential re-classification is appreciated, it should be recognized that the Lakeview Village Development Master Plan would establish a community that is wholly different than any of the current city nodes within the ‘Precinct 2’ category. The existing built form in areas such as Uptown, Dixie, or Gateway is largely designed around the car, with large surface vehicle parking lots serving commercial facilities. On the other hand, Lakeview Village is being designed and planned as a complete, walkable, and transit-oriented community, where residents can work, shop, and play within walking distance of their home. This vision is complementary of a ‘Precinct 1’ community, such as Port Credit, while being wholly unique for the city.

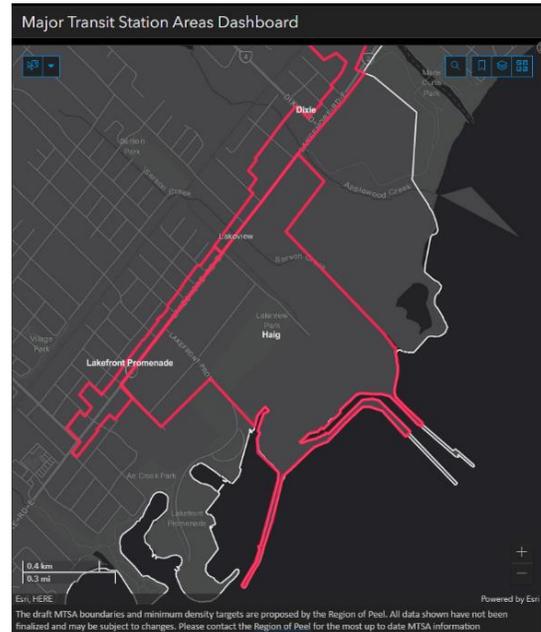


Source: City of Mississauga, Parking Master Plan and Implementation Strategy, May 2019

In the March 25<sup>th</sup> meeting, staff advised that Lakeview Village could not be compared to Port Credit or classified as a ‘Precinct 1’ area due to a “*lack of interconnectivity to other transit*” and not being an Urban Growth Centre (UGC). The *Growth Plan for the Greater Golden Horseshoe* (Province of Ontario, 2020) defines an “Urban Growth Centre” as a “*focal area for... commercial, recreational, cultural, and entertainment uses*”, which will “*serve as high-density major employment centres that will attract provincially, nationally, or internationally significant employment uses*” and “*accommodate significant population and employment growth.*” Lakeview Village, and specifically the Lakeview Innovation District” will largely achieve these targets and should be considered as a node *like* an Urban Growth Centre, as it supports the Province’s regional planning goals.

Furthermore, the City of Mississauga recently released its updated Major Transit Station Area (MTSA) study in February 2021, which includes the Lakeview Village community within the new Haig MTSA as shown in the image to the **right**. The entirety of Lakeview Village is classified as part of the Haig MTSA, highlighting its transit-oriented setting within Mississauga. Situated adjacent to the now approved and funded future Lakeshore Bus Rapid Transit (BRT) route, and in proximity to the Long Branch and Port Credit GO Stations, future Hurontario LRT, and TTC transit hub, the community is within reach of a variety of transit options that make it accessible to local and regional destinations.

It should be noted that the Haig MTSA had not yet been finalized nor the Lakeshore BRT funded at the time of writing our previous two memos. The now-confirmed proximity to higher-order transit reinforces the importance of considering the presence of higher order public transit within a 400-500 metre distance of much of the Lakeview Innovation District corridor. In a meeting with MiWay on December 16, 2020, the agency committed to conducting a cost-benefit analysis related to the proposal to divert the existing Lakeshore Route #23 through the Lakeview Village site, or if an alternative service would be feasible.



Source: City of Mississauga, MTSA Dashboard

Lakeview Village will certainly deliver ample transit ridership to support a local service, so it is imperative that all forms of mobility are strategically planned to support local transit long-term. The management of vehicle parking supply can help encourage the use of transit, while stressing the need for frequent MiWay bus service through the community to achieve MTSA objectives and support lower parking standards. The development’s size, proposed density, and proximity to transit should liken Lakeview with an area like Port Credit to be classified as a ‘Precinct 1’ major node.

A cursory review may suggest that ‘Precinct 1’ is solely for an area like Mississauga City Centre with its high density and bus transit hub. However, the City’s ongoing Parking Master Plan update should and can consider a ‘Precinct 1’ classification for districts which are **future-ready, highly urban, pedestrian-oriented, and innovative** in their planning. As noted, Lakeview Village is not just another large high-density development, but a master planned community being created with the vision of setting the example for how cities and developers can plan for the future, setting a new standard for the region. This new and innovative approach is front and centre through strategies such as Vacuum Waste, the proposed integration of autonomous shuttles, and the presence of an Innovation District anchoring the community. This is supported by a comprehensive multi-modal transportation network, a fine grain permeable street system, and progressive TDM strategies, including lower parking standards. Therefore, while Lakeview Village may be in some ways comparable to areas such as Port Credit, the lifestyle being developed and offered to future residents is one that is highly sustainable, not car-dependant, mixed-use and future-ready. The community’s active transportation network will encourage innovators to **live in the Village and walk to work in the Innovation District**, helping cut vehicle commutes substantially in favour of sustainable modes. Helping the City and Region meet 2041 targets for a 50% sustainable mode share will require more than increasing access to transit and will be enhanced by encouraging residents to live near where they work and help support healthy and sustainable lifestyles. Lakeview Village does this and should therefore be considered as a new ‘Precinct 1’ node, with lower parking standards of at least **2.1 parking spaces per 100 m<sup>2</sup> GFA** of office use.

By categorizing Lakeview Village as a 'Precinct 1' node, the City can embrace the opportunity to set a precedent for more green development, supporting both Peel's sustainability goals and Canada's new federal target of reducing carbon emissions by 40-45% below 2005 levels by 2030. Desensitizing vehicle travel by limiting the availability of parking spaces and innovating mobility will help Lakeview Village support this net-zero vision for a sustainable future.

Considering the community-wide implications of such a parking strategy, the proposed office parking rate is applicable to limited office uses elsewhere in Lakeview Village. For example, for the mixed-use commercial lands abutting Lakeshore Road, office spaces on a second floor above ground-floor retail should be permitted at the same 2.1 parking rate for any uses. It is proposed that this rate remain consistent where office uses are permitted, due to the transit-oriented and multi-modal nature of all lands within Lakeview Village.

## 2.2 Comparable Municipal Strategies

In recent years, a growing number of municipalities across Canada and the USA have been reducing and/or eliminating minimum vehicle parking requirements within Zoning By-laws as part of collective efforts to revitalize urbanized spaces and build communities of the future. Traditionally, parking minimums result in a landscape of unproductive parking lots which don't add value to our places, pushing businesses apart, impeding walkability, and promoting a culture of car-dependence. In urbanized centres, or within master planned communities such as Lakeview Village, an over-supply of vehicle parking spaces can lead to significantly higher costs for future tenants and residents and exacerbate long term consequences related to sustainable mobility and net-zero strategies.

The proposed reduced parking rates for inclusion in the draft Zoning By-law for Lakeview Village, including a rate of 2.1 spaces per 100 m<sup>2</sup> GFA of office space in the Lakeview Innovation District and the blended rate of 3.0 spaces per 100 m<sup>2</sup> GFA for commercial uses in Lakeview Square, represent a balance between the idealistic elimination of parking minimums for the community, the existing parking rates included within the City of Mississauga's Zoning By-law and those reduced rates currently supported by City staff.

### 2.2.1 Within Canada

**City of Brampton.** The City of Brampton passed By-law 259-2020, entitled "Modernizing Parking Standards City-wide" on December 9, 2020, to amend its Zoning By-law 270-2004, as amended. Following North American precedents, it was proposed to eliminate minimum parking requirements to all lands within the Downtown, Central Area and Hurontario-Main Corridor, due to the opportunity for intensive, transit-supportive development. As per the new By-law, office uses in the Central Area are required to provide "1 parking space for each 44 m<sup>2</sup> of gross commercial floor area" (**2.27 spaces per 100 m<sup>2</sup> GFA**). Elsewhere, office uses are required to provide 1 space for every 30 m<sup>2</sup> of commercial GFA. The transit-oriented, multi-modal and complete nature of the Lakeview community justifies as comparable reduction as in Brampton's Central Area, to a rate of 2.1 spaces per 100 m<sup>2</sup> of office GFA.

**Town of Newmarket.** The Town of Newmarket's area-specific Zoning By-laws recommend a minimum parking rate of 1 space per 40 m<sup>2</sup> of GFA (2.5 spaces per 100 m<sup>2</sup> GFA), with a maximum of 2x the minimum rate for office uses in Urban Centres. Within transit-oriented and transit-accessible areas, a **30% reduction** in parking requirements may be applied to both the minimum and maximum calculated parking supplies, **for residential and non-residential** land uses, bringing the minimum parking rate down to **1.75 spaces per 100 m<sup>2</sup> GFA for office uses**.

In Lakeview Village, the proximity to now-approved higher order Bus Rapid Transit along Lakeshore Road, connections to two GO stations and MiWay routes support a similar reduction in the minimum office parking requirement of 30% from 3.0 spaces to as low as **2.0 spaces per 100 m<sup>2</sup> GFA**. This is further justified by the presence of industry-leading robust Transportation Demand Management (TDM) strategies, shared parking considerations, and enhanced active transportation facilities.

**City of Ottawa.** The City of Ottawa's 2013 Official Plan first supported the reduction of minimum parking requirements in areas of the city served by a high level of transit, and which are walkable and mixed-use. In 2015, parking requirements have been significantly reduced, and in places eliminated, in the inner urban core and station areas along Light Rail Transit routes.

**City of Edmonton, Alberta.** Edmonton was built as a typical car-centric North American city, with abundant parking for all uses. In reviewing the parking supply, the city found that just 7% of parking lots were achieving capacity on a given day. In January 2020, minimum on-site parking requirements were removed from Edmonton's Zoning By-law, allowing developers, homeowners, and businesses to decide how much on-site parking to provide on their properties based on their operations, activities, or lifestyle. Edmonton is the first major Canadian municipality to eliminate minimum parking requirements, while also instituting maximum rates in the downtown core.

**City of Calgary.** The City of Calgary removed all minimum parking rate requirements for non-residential and office uses in the Beltline neighbourhood adjacent to its downtown, igniting a growth in new businesses opening in the core.

**City of Halifax.** The City of Halifax removed all minimum parking requirements in the Downtown Plan Area in 2009 and are in the process of updating the minimum requirements for all land uses.

**Town of Penetanguishene.** Following the development of the Community Design Manual, the Town (located north of Barrie, ON) amended the Zoning By-law to eliminate minimum parking requirements for new non-residential development in the downtown and adapt a Smart Code approach for the entire community.

## 2.2.2 Within the USA

**Buffalo, NY.** In 2016, the City of Buffalo approved a zoning ordinance entitled "The Green Code", marking a new approach to sustainable land use and urban planning. The Green Code entirely removed minimum parking requirements city-wide, making it the largest US city to do so, allowing the market to advance sustainable growth. The result saw mixed-use projects share parking networks and save space used to enable vehicle storage in neighbouring developments, while reducing the overall supply based on the shared demand.

**Detroit, MI.** Starting in 2015, the City of Detroit expanded its Central Business District boundaries and subsequently eliminated minimum parking requirements within the Central Business District. Many areas, including residential communities, have been re-zoned with far lower minimum parking requirements than previously required to support smart growth.

**Rochester, NY.** The City of Rochester has not had any parking requirements within the Central City District since 1975. In 2003, a zoning code revision reduced minimum parking requirements city-wide, imposed parking maximums, and eliminated parking requirements within three "Village Centre" Districts, namely, Public Market, Harbortown, and Collegetown.

**Jersey City, NJ.** The city has a dozen planning districts, known as Redevelopment Plans, with no parking minimums. These districts are concentrated near rapid transit and light rail stations, with districts including Colgate, Grand Jersey, and Newark Avenue with zero minimum parking supply required.

**Providence, RI.** In Providence, parking requirements have been restructured to match actual demand, by creating parking maximums for large retail and office developments within Transit-Oriented Development districts, eliminating minimum parking rate requirements in certain locations in the Downtown and TOD Districts, and through the introduction of shared parking and off-site parking flexibilities within the code.

### Additional Policies

While not specifically related to office or commercial parking requirements, the following US cities have reduced or eliminated minimum parking requirements for residential developments. These strategies are applied in transit-adjacent communities like Lakeview Village, and represent the larger shift in policy adopted in comparably sized municipalities in North America.

**Fremont, CA.** The Warm Springs/South Fremont Community Plan, adopted in July 2015, eliminates minimum parking requirements within the community plan area. The plan area is centered on the new Warm Springs/South Fremont BART Station.

**San Diego, CA.** In San Diego, revised parking regulations for affordable housing identify demand as low, moderate, or high based on the location (number and types of necessary uses within walking distance) and transit (amount and frequency).

**Berkley, CA.** Berkeley, CA Minimum Residential Parking Requirements: There are no off-street residential parking requirements for residential projects (or mixed-use projects that include residential units) of any size. However, if the project is in the Environmental Safety--Residential (ES-R) zoning district or on a street narrower than 26 feet in the Hills overlay district, off-street parking requirements still apply. Residential Parking Maximums: For projects of two or more units located on a parcel wholly or partially located within 0.25 miles of a high-quality transit corridor, off-street residential parking cannot be offered at a rate of more than 0.5 spaces per unit. Single-family homes, projects where 50% or more of the units are deed-restricted affordable, projects in the ES-R zoning district, and projects located on a street narrower than 26 feet in the Hills overlay district are exempt from parking maximums. Transportation Demand Management (TDM): For projects of ten or more units, the following TDM measures are required: Off-street and on-street bicycle parking; Real-time transportation information displays in project common areas; "Unbundling" of any off-street parking (unbundled parking is sold or rented separately from a dwelling unit); and Free monthly transit passes for building residents, offered for the first ten years of the project's life.

## 2.3 Future of Offices

Considering the future-ready strategy of the Lakeview Village master plan, office parking rate requirements should be lowered to reflect the evolving future of office spaces across North America. While data is limited, the covid-19 pandemic has accelerated the office evolution beyond telecommuting. Many companies are transforming office spaces to serve post-pandemic opportunities, with a trend towards supporting a hybrid model where employees may alternate between working from home and utilizing collaborative zones in the office environment.

While a return to pre-pandemic travel behaviours has been delayed in the Greater Toronto Area, early trends are beginning to appear in some regions in the USA in comparable municipalities. As shown in the figure to the right, new post-pandemic trends in Vehicle Miles Travelled (VMTs) illustrate that total trips are less concentrated during traditional morning and afternoon rush hours, than typically observed pre-pandemic. This traffic data reveals a trend towards the large-scale adoption of flexible work hours, off-peak commute (and associated parking) demands, and fewer overall daily vehicle trips. Company policies

towards more flexible in-person requirements will likely persist after vaccine distribution and a return to a post-pandemic (new) normal. Generally, this traffic data informs the likely direction of local 'return to office' scenarios in the coming months and years.

The long-term impacts on land use and infrastructure are not yet quantified, however, it is logical that fewer daily commuters would result in fewer office parking spaces required compared to pre-covid standards. Accordingly, a rate of 2.1 spaces per 100 m<sup>2</sup> GFA may better support the evolving reality of flexible office spaces and changing work patterns.

DISTRIBUTION OF DAILY VMT BY TIME OF DAY (CONT'D)



Source: Streetlight Data ([www.streetlight.com](http://www.streetlight.com))

### 3 Commercial Parking Rate Justification

The application of innovative shared parking strategies and reduced non-residential parking rates was proposed for the lands zoned C4-XX2, namely, Lakeview Square. As stated in their memo dated November 30, 2020, City staff are currently not fully supportive of the proposed application of a blended rate of **3.0 spaces per 100 m<sup>2</sup> GFA** for commercial uses around Lakeview Square. It is understood that staff's primary concern is in relation to the inclusion of restaurant spaces within the proposed blended rate.

TMIG notes that in discussions with the City in Summer 2020, prior to our first memorandum, staff had verbally supported all proposed parking requirements to be covered by the 3.0 blended rate. This was in consideration of the fact that the proposed rate increases the overall parking requirement for most uses (retail parking is required at 1.0 spaces per 100 m<sup>2</sup> GFA), while solely lowering the required parking rate for restaurants from 9.0 spaces per 100 m<sup>2</sup> GFA. The purpose of the blended rate is to provide standardization and consistency within the draft Zoning By-law, while helping ease the **shared parking demands** from the considerable overlap anticipated from visitors going to multiple places within the Square on a single trip. For example, a person may visit a coffee shop, the waterfront, and a retail store before eating at a restaurant. The blended rate helps mitigate double counting in such scenarios, while ensuring a sufficient parking supply for the entire Lakeview Square commercial zone.

Additionally, while TMIG's previous memorandums cited the availability of a proposed **public parking facility** adjacent to Lakeview Square as being beneficial to (but not required for) the commercial uses within the zone, the entirety of the commercial parking supply required at the proposed 3.0 blended rate is to be self-contained and accommodated for on-site. The potential future availability of a public parking facility may help reduce parking requirements further for some uses (during site plan application stages through minor variance), but ultimately this structure would serve the public parking demands from city-owned lands along the waterfront (and/or perhaps to support further reductions in parking standards beyond those rates proposed herein).

Staff also noted that the supported non-residential parking standards recommended in the Port Credit and Lakeview Parking Strategy report, cited in our previous memo, were based on 2013 proxy surveys which included all private and public parking associated with the commercial area in Port Credit. The surveys found that the overall parking demand was **3.0 spaces per 100 m<sup>2</sup> GFA** in off-peak months, and higher during summer months. Staff suggest that Lakeview Square is unlikely to function with a lower parking demand than Port Credit since the latter is a "...well established, highly mixed-use environment with excellent pedestrian connectivity..." While Lakeview is not yet established, the development and city have an opportunity here to create a community that is not car-dependant and therefore not reliant upon the easy availability of free (or cheap) parking. As stated above, Lakeview Village will be a highly walkable, transit-oriented, and complete community built upon a robust multi-modal transportation network focused on reducing the need to drive in order to foster a sustainable future. Furthermore, Lakeview Square will not just be a destination for residents from across Mississauga, but a community hub to serve the needs and enhance the quality of life for residents living, working, and thriving in Lakeview Village year-round. Therefore, we anticipate a significant proportion of patrons visiting the square to be *from* the immediate surrounding high-density community, walking and biking to the Square, effectively eliminating the need for significant parking to meet the visitor demand. As a result, Lakeview Square would certainly function with a lower parking demand year-round than the 3.0 spaces per 100 m<sup>2</sup> GFA surveyed in Port Credit in 2013, confirming that a 3.0 blended rate would more than provide for off-peak and summer parking demands.

Based on criteria discussed in a meeting with City staff on March 25, 2021, this section seeks to further rationalize the 3.0 blended commercial rate through consideration of the City's evolving parking strategy, providing proxy rates of other comparable municipalities in North America, expanding the discussion on shared parking demands with on-street parking, and offering insight into post-pandemic social mobility trends.

#### 3.1 City of Mississauga Parking Strategy

Building upon the discussion in **Section 2.1**, there is copious information supporting the inclusion of Lakeview Village within the 'Precinct 1' category in the city's upcoming Parking Master Plan update. Beyond the transit-oriented, high density, walkable, mixed-use blocks, Lakeview Village is planned as a **self-contained community**, providing residents all the amenities needed to live, work, and thrive within the Village. The site is proposed to contain approximately 8,050

residential units, considerable office, institutional, retail, commercial, civic, and green space, and Lakeview Square is proposed to feature a vibrant mix of retail and restaurant spaces for residents and visitors.

The impact of this self-contained master planned community can be correlated to Mississauga City Centre, where many people live and work in the same place, walking to local shops and destinations, reducing the overall need for parking. Just as City Centre office employees' frequent local restaurants after work, the proximity and attraction of a community hub such as **Lakeview Square is anticipated to generate restaurant demand from employees within the Lakeview Innovation District**, in addition to residents and visitors. Therefore, the application of reduced parking rates akin to a 'Precinct 1' major node would be appropriate for Lakeview Village. The proposed **blended rate of 3.0 spaces per 100 m<sup>2</sup> GFA for commercial uses** in Lakeview Square will be appropriate to accommodate the visitor parking demand between retail and local restaurants, while the balance of restaurant demand will be largely met within this self-contained community.

During the LCPL-City meeting on March 25, 2021, City staff noted that Lakeview Village will be moved into the '**Precinct 2**' category and as a result, the minimum commercial parking rate requirement may be reduced to **6.0 spaces per 100 m<sup>2</sup> GFA for restaurants** within Lakeview Square (to be approved by City Council). When considering the likely distribution between retail and restaurant spaces within the future Square, **the proposed 3.0 blended rate provides the perfect blend between the required retail parking rate of 1.0 spaces and the new restaurant rate of 6.0 spaces per 100 m<sup>2</sup> GFA**. The blended rate will increase the overall supply needed for retail uses, which can be used to satisfy any surplus visitor parking required for restaurants within the Square.

In addition, staff noted that the **City will support a rate of 3.0 for restaurants under 200 m<sup>2</sup> in size** while restaurants larger than 200 m<sup>2</sup> would be subject to the proposed 6.0 rate within the Village. Considering the planned community-focused scale and size of Lakeview Square, the majority of future restaurant spaces may be utilized by smaller tenants requiring only 150-200 m<sup>2</sup> for local cafes and eateries. The concentration of larger chain restaurants requiring upwards of 500 m<sup>2</sup> may be limited within the Square, eliminating the necessity to specify parking rates for restaurants at the 6.0 rate. The size of future restaurant spaces would be determined during the Site Plan Application stage of development, however, LCPL may commit to restricting restaurant unit sizes to support smaller local eateries within the Square.

Should Lakeview Village be re-classified as a 'Precinct 1' in the City's next Parking Master Plan, we anticipate the proposed minimum rates of 3.0 for restaurants under 200 m<sup>2</sup> and 6.0 for larger restaurants to be reduced and further align with our proposed blended rate of 3.0 spaces per 100 m<sup>2</sup> GFA for all commercial uses within Lakeview Square. This reduced rate is supported by precedence set in places such as Mississauga City Centre where new developments have been repeatedly approved with reduced parking rates for office and commercial spaces due to the walkability, transit accessibility, and mixed-use nature of the areas. These elements, and in fact all six criteria for a 'Precinct 1' parking policy area per the City's Parking Master Plan, are achieved in Lakeview Village.

Considering the community-wide implications of the proposed parking strategy, the blended 3.0 commercial parking rate is applicable to limited commercial uses elsewhere in Lakeview Village, with the exception of ground-floor retail within RA5 residential zones subject to their own specific rates. For example, for the mixed-use commercial lands abutting Lakeshore Road, ground-floor retail should be permitted at the same 3.0 blended parking rate for any commercial uses. It is proposed that this rate remain consistent where commercial uses are permitted, and not otherwise specified, due to the transit-oriented and multi-modal nature of all lands within Lakeview Village and the community-wide applicability of Precinct 1 minimum parking standards.

## 3.2 Comparable Municipal Strategies

As discussed in **Section 2.2**, municipalities across North America are actively reducing or eliminating minimum vehicle parking requirements to reform land use planning and support the building of sustainable, future-ready communities and cities. This section builds upon those municipally comparable examples and provides additional forward-thinking best practices which confirm that Lakeview Square's parking demand for commercial uses will function at a rate less than the current city-supported standards.

### 3.2.1 Within Canada

**Town of Newmarket.** As stated, the Town of Newmarket which recommends **30% reductions** in parking requirements for residential and non-residential land uses, within 500m of major transit and/or adequate TDM infrastructure.

Lakeview Square is located within a few hundred metres of two proposed transit stops, and would be serviced by numerous supplementary micro-mobility solutions for first-mile/last-mile connections, as an part of Lakeview's aggressive TDM program. Connections to and from transit stops and Lakeview Square may also be enhanced via proposed autonomous shuttles servicing the community. In addition, Lakeview Square will be surrounded by higher-density development intricately connected to a network of active transportation facilities for pedestrians and cyclists. As a result, a large percentage of trips to the Square will be from active transportation, as a higher percentage of trips will be more local than typically seen in other core communities in the City of Mississauga.

**City of Kitchener.** The City of Kitchener is now in the process of a comprehensive Zoning By-law review, featuring an overall reduction in minimum parking rates, with the lowest rates in the downtown core and along transit corridors, and a shared parking rate reduction for mixed-use sites. There are notable **exemptions to parking rate requirements for the first 10,000 m<sup>2</sup> of non-residential uses** on a downtown lot, allowing significant growth with a parking requirement of 0, or significant parking reductions.

There will be approximately 4,915.0 m<sup>2</sup> of retail space, and 4,396.0 m<sup>2</sup> of restaurant space in Lakeview Square. A similar non-residential minimum parking exemption, or comparable reduction, would be justifiable within the highly urban and multi-modal Lakeview development. At a minimum, the adoption of the proposed 3.0 blended rate, lowering the required restaurant rate from 9.0 and raising the minimum retail parking rate should be considered and approved.

**Town of Oakville.** The Town of Oakville has lower parking requirements in Mixed-Use Zones and Growth Areas, including the downtown Oakville business area along Lakeshore Road, which is similar to the proposed mixed-use plan for the Lakeview Square area. **Downtown commercial developments** in the Town of Oakville **do not have to provide additional parking.**

Lakeview Square will be surrounded by substantially more density than the downtown Oakville business area along Lakeshore Road and could benefit from a similar elimination of commercial parking requirements, or at a minimum, a reduction of required minimum parking rates to the proposed 3.0 blended rate.

#### **City of Richmond Hill.**

The City of Richmond Hill supports parking rates which are **20% lower** than existing for developments located within 400 m of a transit stop. The entire Lakeview district is accessible within a 400 m walk from an internal or external transit stop, including and specifically around Lakeview Square. Lakeview's walkability and access to transit are two key criteria which support the reduction of the commercial parking rate in Lakeview Square.

**City of Winnipeg.** The City of Winnipeg has implemented parking reductions of **20%** in the city's urban infill area since 2008. Mixed-use developments are allowed an additional 20% reduction, allowing developers to reduce minimum parking rate requirements by up to 40%.

### 3.2.2 Within the USA

**Tulsa, OK.** Tulsa Oklahoma has no parking minimums downtown for all uses. In the CH District, MX District, and surrounding areas downtown, parking minimums are reduced 50% compared to other districts. Retail uses requiring more than two hundred twenty-five (225) parking spaces may not provide more than four (4) outdoor parking spaces per one thousand (1,000) square feet of floor area.

**Charlotte, NC.** In Charlotte, no vehicle parking is required for any use in any TOD District, except for bars, restaurants, micro-breweries, micro-distilleries, micro-wineries, and live performance venues within 200 feet of a single-family residential zoning district.

**Cleveland, OH.** The City of Cleveland eliminated all parking requirements for all land uses within its Central Business District in 1971. Since 2015, three overlay districts, namely the Pedestrian Retail Overlay (PRO), Urban Overlay (UO) and Urban Core Overlay (UCO) have significantly reduced parking requirements from 1/3 reductions across the board to as much as a 75% reduction for some uses in the UO district.

**Richmond, VA.** Richmond City created two new zoning districts adjacent to a Bus Rapid Transit station in 2017, with the goal of significantly lowering minimum parking requirements and supporting Transit-Oriented Development.

### 3.3 On-Street Parking

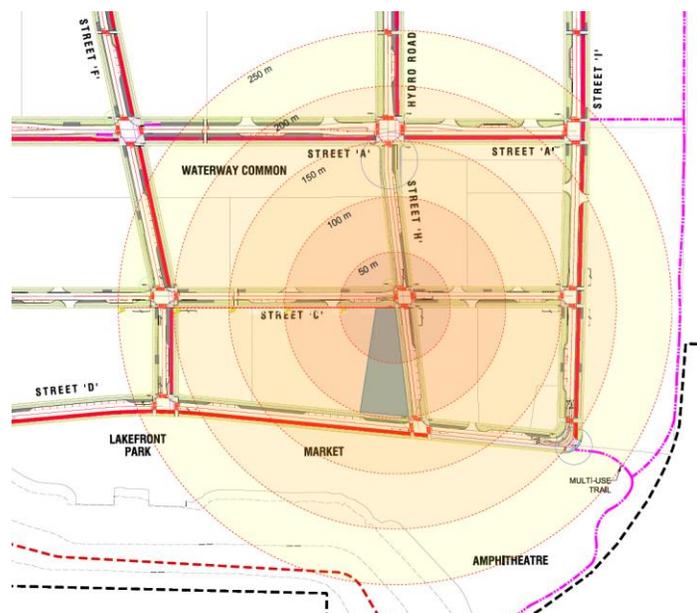
The supply of on-street parking spaces within a 5–10-minute walking distance of Lakeview Square is expected to support short-term parking demands for local commercial uses, and therefore indirectly help support the proposed 3.0 blended rate for commercial spaces in the Square.

While the availability of the on-street parking supply is **not** required to justify the proposed blended rate, it is important to recognize some uses may rely upon on-street parking for “quick stops” at local retail and other commercial destinations. In this regard, the on-street supply is considered to be *complementary* to the on-site parking provided for all residential visitor and non-residential zones across Lakeview Village, rather than necessary to fulfil the explicit parking demands. For example, while parking for ground-floor retail uses will be provided underground in Lakeview Square, on-street parking may be utilized by visitors for the ‘quick uses’ such as a pick-up or delivery, or short-term private drop-offs/pick-ups.

Despite this, demand associated with all commercial uses will be accommodated on-site within the proposed 3.0 blended rate. The **on-street lay-by parking supply helps reduce pressure from off-street parking facilities** for rapid turnover parking demand typically associated with commercial curbside pick-up facilities. When this demand is accommodated on-street, off-street facilities can better support short-term retail parking needs in the Village Centre. The City considers short-term parking as requiring the parking space for under 3 hours. Therefore, to manage the supply, on-street parking may be priced to incentivize more rapid turnover adjacent to ground-floor retail with cheaper on-street alternatives further away from the Village Square.

Regardless, on-street parking spaces are available to support many uses across the community and are not tied to specifically support Lakeview Square or any Block’s parking demands. Therefore, while the availability of on-street spaces does not dramatically impact commercial parking standards, the on-street supply is an asset for quick retail turnover requirements and indirectly supports more efficient operation of off-street facilities.

Currently, there are approximately **275 on-street parking spaces** planned within the Draft Plan boundaries, not including additional supply anticipated in Rangeview and outside the Draft Plan boundaries across the Lakeview Major Node. As illustrated in the figure to the **right**, there are approximately **68 on-street parking spaces within a 250-metre radius** of Lakeview Square. With average walking speeds of approximately 1 metre per second, this represents a 4–5-minute walking circle from the Square to various lay-by zones. Approximately **20 spaces are located within 100-metres** of Lakeview Square, which would conveniently support quick turnover parking demands associated with some ground floor commercial spaces.



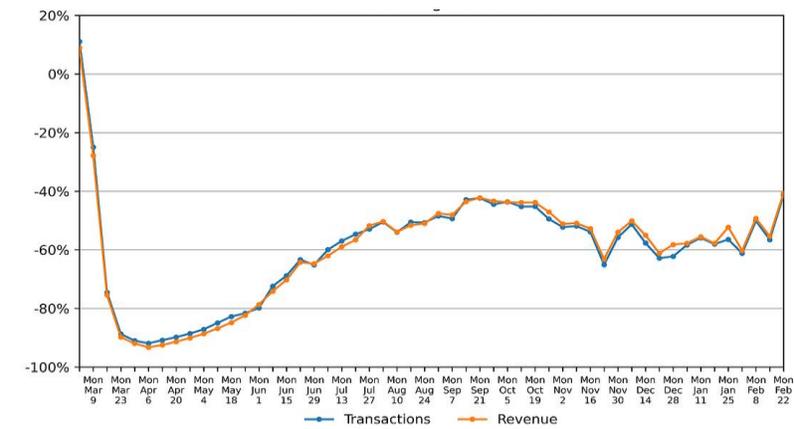
Based upon the proposed blended rate of 3.0 spaces per 100 m<sup>2</sup> GFA for retail and restaurant spaces, approximately **252 commercial parking spaces** would be required on-site for non-residential (commercial) uses within Lakeview Square. The immediate availability of 68 flexible on-street parking spaces increases the overall parking supply by 27% in support of commercial uses within and around the Square. This excess supply can be shared by retail and restaurants and supports the justification of the proposed 3.0 blended rate for commercial uses in Lakeview Square.

### 3.4 Future of Social Mobility

Current trends in off-street parking demand supports predictions that social mobility may be more shared, more localized, and more sustainable in the post-pandemic era. Trends were beginning to emerge pre-covid with patrons of restaurants and other commercial establishments in urban areas shifting more towards on-demand and shared mobility options like rideshare, bikeshare, and micro-transit solutions. While rideshare solutions are not the ultimate solution to reduce congestion on roadways, they are a factor in reduced off-street parking demands and are anticipated to play a larger role in the coming years.

Micro-mobility has seen a massive surge in demand in cities across the USA, with major centres like New York City now investing heavily in e-scooter fleet companies to help increase access to sustainable mobility services. Toronto and many other cities have seen surges in cycling demand and have taken strides towards accelerating the implementation of cycling infrastructure, dedicated transit lanes, and more. Overall, cities have increased investment in transit and shared last-mile services (e-scooter, e-bike fleets) to shift more people from cars to transit, and towards active transportation solutions for short, local trips. Overall investments and sustainable mobility trends support data showing a slow but steady decline in vehicle miles travelled and off-street parking required at destinations.

Parking garage revenues from last year to this year have seen an average decline of approximately 60%, and while this is likely to increase after a wide vaccine distribution, the volume of vehicles parking long-term is likely to be



Source: smarking.com

reduced due to evolving company policies towards more flexible in-person requirements, which then influence the scale of parking demand for local services, as mentioned in **Section 2.3**. As a result, less off-street parking is expected to be required for commercial spaces, including restaurants, as demand shifts to sustainable mobility and shared solutions.

## 4 Conclusion

In conclusion, based on comparable municipal strategies across Ontario, the rest of Canada, and across the USA, there is ample precedent to support the proposed reduction of minimum parking rate requirements for office uses in the Lakeview Innovation District and commercial uses around Lakeview Square. The inclusion of Lakeview Village as a 'Precinct 1' major node within the City of Mississauga's upcoming Parking Master Plan update is well supported by provincial and municipal policy, the now-approved Haig MTSA and funded Lakeshore BRT, and the overall transit-oriented, highly urban, and pedestrianized complete community designed for people to live, work, and thrive in the Village. A Precinct 1 or 2 designation, layered with the application of comparably reduced parking rates, and consideration the future needs of office spaces in a post-pandemic (new) normal, together justified a rate of **2.1 spaces per 100 m<sup>2</sup> GFA of office use** within the Lakeview Innovation District. Building upon this, the added flexibility provided by a considerable supply of on-street parking spaces, and the consideration of trends in the future of urban mobility support reducing the required restaurant parking rate, while increasing the rate required for retail, to a balanced minimum blended rate of **3.0 spaces per 100 m<sup>2</sup> GFA of commercial spaces** in Lakeview Square. Both the proposed office and blended commercial rates are recommended for inclusion within the Draft By-law wherever commercial rates for offices or ground-floor retail/restaurants are not specified but are permitted within the zone (i.e., for lands abutting Lakeshore Road), due to the community-wide relevance of the proposed Lakeview Village parking strategy.