



August 30, 2023

Reference Number: 24136

Helen Xie
Development Manager
Mattamy Homes Limited
3300 Bloor Street West, Suite 1800
Toronto, Ontario M8X 2X2

Dear Helen Xie,

RE: Parking Justification Letter
Proposed Mixed-Use Development
3085 Hurontario Street, City of Mississauga

1 INTRODUCTION

LEA Consulting Ltd. (LEA) has been retained by Mattamy Homes v. SZGP/vX to assess an appropriate parking requirement for the proposed mixed-use development located at 3085 Hurontario Street, in the City of Mississauga (herein referred to as the “subject site”).

By way of background, a TIS dated July 2021 was previously prepared by CGH Consultants in support of the initial Zoning By-law Amendment (ZBA) and Official Plan Amendment (OPA) application for the subject site. It is understood that the ZBA included a site-specific parking standard that represented a reduction from the previous zoning by-law requirements in place at the time.

Recognizing the subject site’s location along the Hurontario Street corridor in Mississauga and in close proximity to existing, in-delivery, and planned future transit infrastructure and facilities, it is understood that the proposed parking strategy for the development has been revised since the initial ZBA and OPA applications, alongside the proposed development concept, to capitalize on the site’s location and multi-modal accessibility.

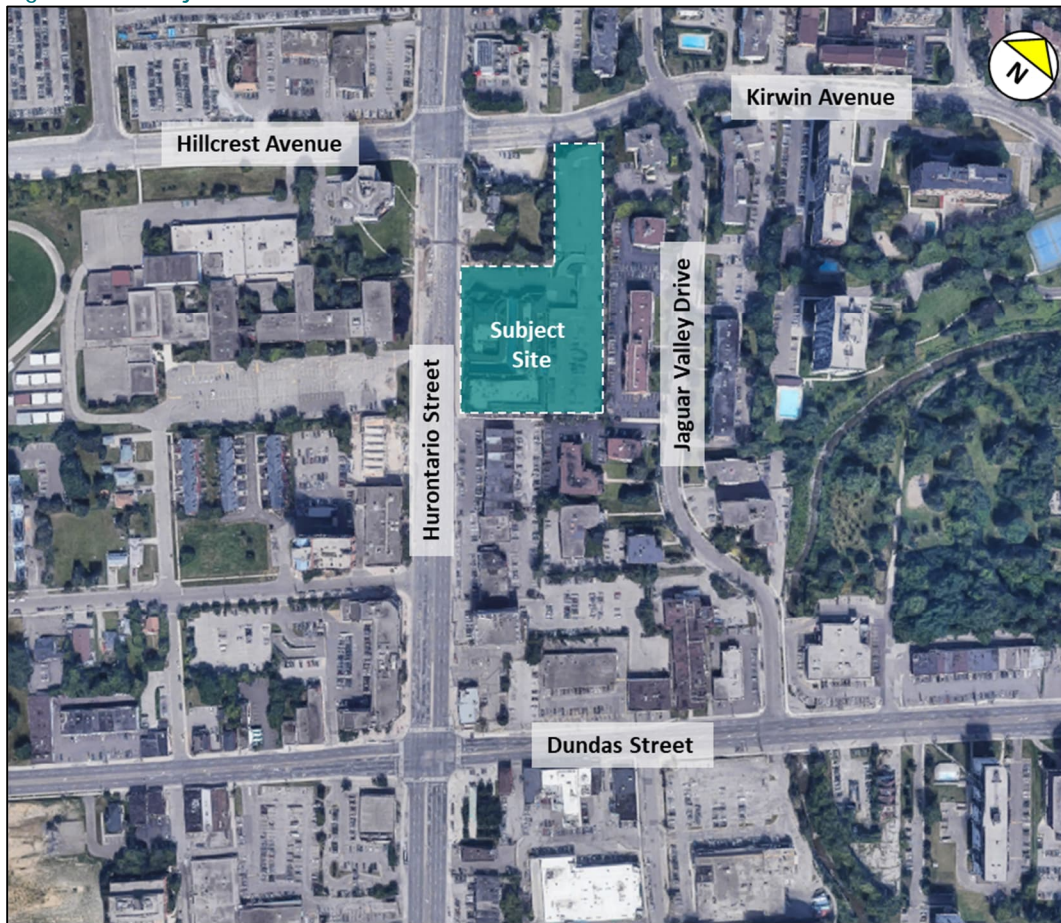
The following letter will provide a review of the latest development proposal, followed by a review of the applicable policy framework, existing and future transportation context with respect to transit, cycling, and pedestrian modes, proposed parking, and transportation demand management strategies for consideration to assess the appropriateness of the proposed parking supply and determine and appropriate site-specific parking requirement.

1.1 DEVELOPMENT PROPOSAL

The subject site is currently occupied by a one (1) storey commercial plaza and two (2) storey parking structure. The subject site location is illustrated in Figure 1-1.



Figure 1-1: Subject Site Location



Source: Google Maps, Accessed August 2023

The development proposal consists of four (4) buildings ranging from 24 to 40 storeys and containing a total of 1,658 units and approximately 1,148m² of commercial gross floor area (GFA).

The proposed development will provide a total of 1,019 parking spaces, which corresponds to an overall parking rate of 0.61 spaces per unit. In addition, it is understood that the development will be built in phases. The site statistics of the proposed development are presented in Table 1-1.

Table 1-1: Site Statistics

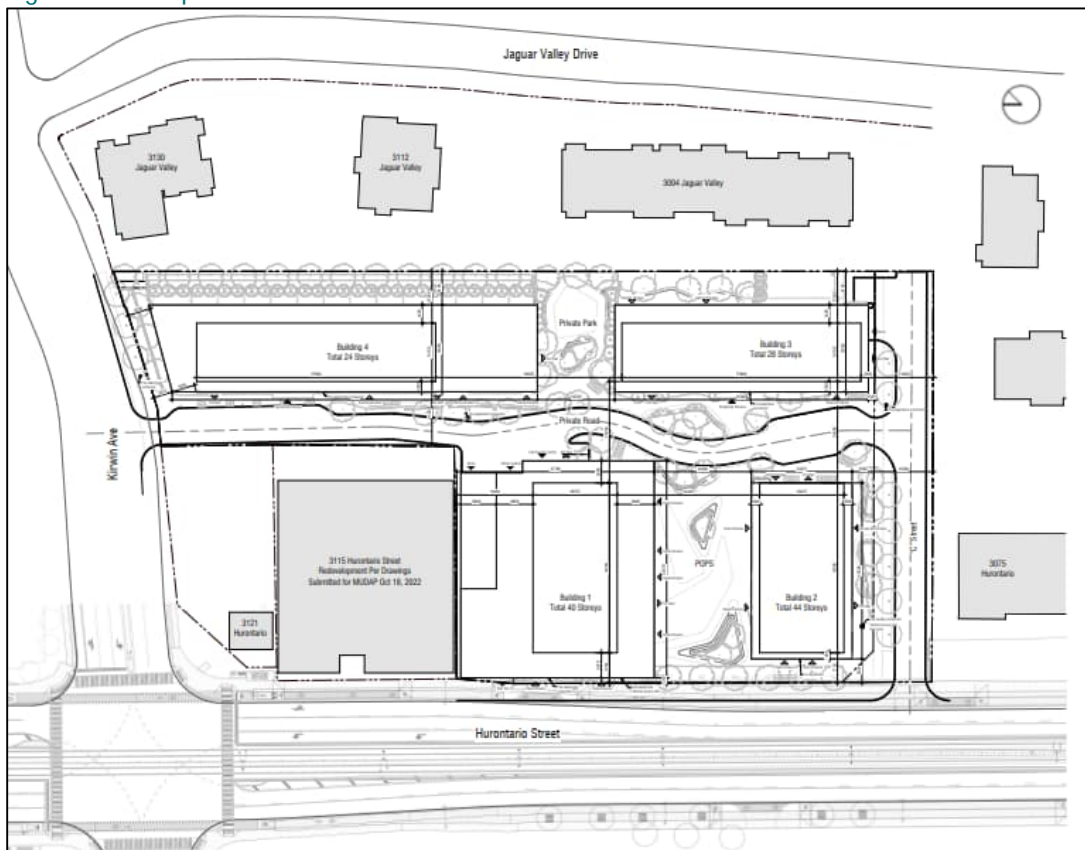
Building	Land Use	Unit Count/GFA
Phase 1		
1	1-Bedroom	288 units
	2-Bedroom	142 units
	Commercial	694m ²
2	1-Bedroom	333 units
	2-Bedroom	167 units
	3-Bedroom	1 unit
	Commercial	454m ²
Phase 2		



Building	Land Use	Unit Count/GFA
3	Studio	20 units
	1-Bedroom	204 units
	2-Bedroom	100 units
	3-Bedroom	31 units
Phase 3		
4	Studio	26 units
	1-Bedroom	229 units
	2-Bedroom	94 units
	3-Bedroom	23 units
Development Total	Studio	46 units
	1-Bedroom	1,054 units
	2-Bedroom	503 units
	3-Bedroom	55 units
	Total Residential	1,658 units
	Total Commercial	1,148m ²

Two (2) site accesses are proposed for the subject site. The first access will be provided via an all-movement access off Kirwin Avenue. The second access will be a right-in/right-out access off Hurontario Street. The proposed site plan is illustrated in Figure 1-2.

Figure 1-2: Proposed Site Plan



Source: Diamond Schmitt Architects, August 2023



2 POLICY FRAMEWORK

The proposed parking supply equates to an overall parking rate of 0.63 spaces per unit, a residential rate of 0.50 spaces/unit and a shared visitor/commercial rate of 0.13 spaces/unit. It is our understanding that a parking reduction from the Mississauga Zoning By-law 0225-2007 is being sought for the proposed development to capitalize on existing policy applicable to the area, particularly at the provincial level, existing, in-delivery, and planned transit services, and support a transit-oriented development (TOD) for the subject site.

The following sections will review the relevant planning policies and documents to establish an understanding of the current planning and transportation context and objectives applicable to the subject site with respect to the development of new communities, such as the subject development.

2.1 THE PROVINCIAL POLICY STATEMENT (2020)

Key Policy Direction

The Provincial Policy Statement (PPS) outlines the Ontario government's policies on land use planning and provides direction in ensuring the development of healthy and resilient communities within a thriving economy. A key focus of the statement is to manage development to support population growth while minimizing impacts on the natural environment.

For transportation systems, which are defined to include parking, key directions include providing efficient systems to address project needs, efficiently using existing and planned infrastructure through TDM strategies, minimizing the length and number of vehicle trips, and supporting the use of transit and active transportation modes.

Under Section 3 of the *Planning Act*, all decisions affecting land use planning matters "shall be consistent with" the PPS. One of the key matters pertaining to PPS policies includes the promotion of transportation decisions that increase active transportation and transit usage, which are highlighted throughout the PPS. Specifically:

- As stated under Section 1.1.1.e. of the PPS, healthy, livable and safe communities are sustained by: "promoting the integration of land use planning, growth management, transit supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs".
- As stated under Section 1.1.3.2.e and 1.1.3.2.f. of the PPS, land use patterns within settlement areas shall be based on densities and a mix of land uses which: "support active transportation" and "are transit-supportive, where transit is planned, exists or may be developed".
- As stated under Section 1.1.3.3 of the PPS, Planning authorities shall identify appropriate locations and promote opportunities for transit-supportive development, accommodating a significant supply and range of housing options through intensification and redevelopment where this can be accommodated taking into account existing building stock or areas, including brownfield sites, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs.



- As stated under Section 1.4.3.d. of the PPS, planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected market-based and affordable housing needs of current and future residents of the regional market area by “promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation where it exists or is to be developed”.
- As stated under Section 1.5.1.a. of the PPS, healthy, active communities should be promoted by “planning public streets, spaces and facilities to be safe, meet the needs of pedestrians, foster social interaction and facilitate active transportation and community connectivity”.
- As stated under Section 1.6.7.4. of the PPS, “a land use pattern, density, and mix of uses should be promoted that minimize the length and number of vehicle trips and support current and future use of transit and active transportation”.
- As stated under Section 1.8.1 b. of the PPS, planning authorities shall support land use and development patterns which: “promote the use of active transportation and transit in and between residential, employment (including commercial and industrial) and institutional uses and other areas;”

Applicability to the Subject Site

By proposing a reduced residential parking supply, the proposed redevelopment is in support of the changing paradigm, which dictates a shift away from the provision of excess parking to promote active transportation. Further, efficient land use supports sustainability and promotes livable communities, ultimately protecting the environment and facilitating economic growth. The subject site is located in close proximity to existing transit serving the City of Mississauga, as well as planned high-order transit investments. Therefore, the decision to provide less parking aids in promoting mobility options that are not automobile-dependent, such as active transportation and transit.

It should be noted that based on information obtained from the Environmental Registry of Ontario website indicates that the Ontario government is in the process of publishing the updated *Provincial Planning Statement*, which takes policies from *A Place to Grow* and the *Provincial Policy Statement* to support the achievement of housing objectives. Although the plan has not yet been published, it is understood that the statement will focus on the generation of an appropriate housing supply, making land available for development, providing infrastructure to support development, and balancing housing with resources. The subject site will support these goals within the development proposal.

2.2 A PLACE TO GROW: GROWTH PLAN FOR THE GREATER GOLDEN HORSESHOE (2020)

Key Policy Direction

A Place to Grow: The Growth Plan for the Greater Golden Horseshoe provides a framework for municipalities to better manage growth in the Region to support a high quality of life, environmental protection, as well as economic prosperity. The support of municipalities in land use choices is vital to achieving the long-term framework outlined by the Growth Plan.

The plan outlines numerous Guiding Principles which are important for the successful realization of the Growth Plan, set out in Section 1.2.1. Key principles relevant to the development proposal include:



- Supporting the achievement of complete communities that are designed to support healthy and active living and meet people's needs for daily living throughout an entire lifetime.
- Prioritizing intensification and higher densities in strategic growth areas to make efficient use of land and infrastructure and support transit viability.
- Supporting a range and mix of housing options, including additional residential units and affordable housing, to serve all sizes, incomes, and ages of households.
- Integrating climate change considerations into planning and managing growth such as planning for more resilient communities and infrastructure – that are adaptive to the impacts of a changing climate – and moving towards environmentally sustainable communities by incorporating approaches to reduce greenhouse gas emissions.

The Growth Plan policies emphasize the importance of integrating land use and infrastructure planning, and the need to optimize the use of land supply and infrastructure. It includes objectives that support the development of complete communities and promote transit-supportive development. As noted in Section 2.1 of the Plan:

- “To support the achievement of *complete communities* that are healthier, safer, and more equitable, choices about where and how growth occurs in the GGH need to be made carefully. Better use of land and *infrastructure* can be made by directing growth to *settlement areas* and prioritizing *intensification*, with a focus on *strategic growth areas*, including *urban growth centres* and *major transit station areas*, as well as *brownfield sites* and *greyfields*. Concentrating new development in these areas provides a focus for investments in transit as well as other types of infrastructure and public service facilities to support forecasted growth, while also supporting a more diverse range and mix of housing options...

It is important that we maximize the benefits of land use planning as well as existing and future investments in infrastructure so that our communities are well-positioned to leverage economic change.”

Applicability to the Subject Site

It is our understanding the subject site is located within a “strategic growth area” as defined by the Growth Plan (i.e. a focus for accommodating intensification and higher-density mixed uses in a more compact built form). “Strategic Growth Areas” include *urban growth centres*, *major transit station areas*, and other major opportunities that may include infill, redevelopment, brownfield sites, the expansion or conversion of existing buildings, or greyfields. Lands along major roads, arterials, or other areas with existing or planned “frequent transit” service may also be identified as a strategic growth area.

The subject site is located within the Downtown Mississauga “urban growth centre”, is located on an arterial road, and is situated in an area with existing and planned “frequent transit”. The Growth Plan defines “frequent transit” as “a public transit service that runs at least every 15-minutes in both directions throughout the day and into the evening every day of the week”. In this respect, MiWay Routes 2 (Hurontario), 28 (Confederation), 101/101A (Dundas Express) and 103 (Hurontario Express) each are located within walking distance of the subject site and typically operate with 10-minute headways. It is also expected that the Hazel McCallion LRT currently under construction along Hurontario Street adjacent to the subject site will meet the definition of “frequent transit” under the Growth Plan.



As such, Policy 2.2.4.10 states that lands adjacent to or near existing and planned frequent transit should be planned to be transit-supportive and supportive of active transportation and a range and mix of uses and activities.

Further, Policy 2.2.1.3.c. directs municipalities to undertake integrated planning to manage forecasted growth to the horizon of this Plan, for an urban form that will optimize infrastructure, particularly along transit and transportation corridors, to support the achievement of complete communities through a more compact built form.

By supplying a reduced number of parking spaces available for future residents and visitors of the subject site, the proposed redevelopment supports an increasing trend toward a reduction in car ownership. By planning for development that leverages the surrounding transit network and active transportation options, the proposed development discourages sprawl and limits the need for traveling long distances for daily needs.

This change would also lower the negative environmental impact caused by car usage. The proposed residential parking for this development aligns with the transportation-related issues and goals outlined in the Growth Plan, in particular, the policies that seek to optimize the use of land and infrastructure.

2.3 CITY OF MISSISSAUGA OFFICIAL PLAN (2023 OFFICE CONSOLIDATION)

The City's Official Plan sets out a framework for how the municipality will grow to the year 2031. The *City of Mississauga Official Plan* aims to direct growth in a sustainable manner that protects and enhances its natural and cultural heritage resources, as well as the urban form. The Official Plan's approach to land use planning focuses on strategic management of growth and integration of land use, transportation, and design.

Schedule 1 of the Official Plan establishes the subject site as within Mississauga's *Downtown* and on an *Intensification Corridor*. The site is also located within two (2) Major Transit Station Areas (500 metre radius), as shown in *Schedule 2*. The location of the site within the context of the City structure presents a prime opportunity for redevelopment and intensification.

Key Policy Direction – [Vision](#)

Within the Plan, Mississauga has created eight (8) guiding principles for land use. To achieve these guiding principles, Mississauga has also identified strategic actions pertaining to the achievement of the principles. Section 4.5 outlines the following policies related to the proposed development:

- *Mississauga will direct growth by:*
 - *Focusing on locations that will be supported by planned and higher order transit, higher density, pedestrian oriented development and community infrastructure, services and facilities.*
- *Mississauga will complete communities by:*
 - *Promoting an urban form and development that supports public health and active living;*
 - *Ensuring that communities include or provide easy access to a range of uses and services required to meet all or most of the daily needs of residents through all stages of their lives; e.g., housing, transportation, employment, recreation, social interaction and education*
 - *Promoting expressions of art, culture and design to foster a distinct sense of community identity; and*



- *Preserving the Natural Heritage System and cultural resources to retain a connection to the past.*

Applicability to the Subject Site

The proposed development is located within an area planned along a higher-order transit corridor. The subject site is located within walking distance to existing and planned transit, commercial, employment, institutional services and public open spaces that contribute to the development of a complete and healthy community. The proximity of existing services and amenities provides future residents with easy access to housing, transportation, employment, recreation, social interaction and education without the need for a personal automobile.

Key Policy Direction – Direct Growth

The City of Mississauga sets out policies to manage change wisely and direct growth to key strategic locations. To promote future development patterns that are sustainable, Mississauga will encourage compact, mixed-use development, direct growth to locations with existing or planned higher order transit service, and enhance opportunities for walking and cycling. In particular, Policy 5.1.4 states “Most of Mississauga’s future growth will be directed to Intensification Areas” and Policy 5.1.6 states “Mississauga encourages compact, mixed use development that is transit supportive, in appropriate locations, to provide a range of local live/work opportunities”.

Applicability to the Subject Site

The proposed development is in an area with future higher-order transit. TDM measures such as limiting parking spaces, the provision of bicycle storage, convenient proximity to transit and cycling networks will promote the use of transit and active transportation and discourage the use of personal vehicles, thereby minimizing environmental impacts.

Key Policy Direction – City Structure

The proposed development is located within the Downtown, specifically, the subject site is located within the Downtown Cooksville Character Area. Policy 5.3.1.12 states “The Downtown will be served by frequent transit services, including higher order transit facilities, which provide connections to all parts of the city and to neighbouring municipalities and Policy 5.3.1.13 states “The Downtown will be developed to support and encourage active transportation as a mode of transportation.”

Applicability to the Subject Site

The subject site’s location provides an opportunity to encourage active transportation and is surrounded by a street network supportive of walking and cycling as viable and convenient forms of transportation.

Key Policy Direction – Corridors

The subject site is located along Hurontario Street, which is an intensification corridor. Corridors are important as they link communities and are locations where people experience the city on a day-to-day basis. Policy 5.4.4 states “Development on Corridors should be compact, mixed use and transit friendly and appropriate to the context of the surrounding Neighbourhood and Employment Area”.



Applicability to the Subject Site

The proposed development's decision to provide a reduced number of parking spaces will further force residents to utilize the wealth of transit opportunities along the Hurlantario Street and Dundas Street corridors.

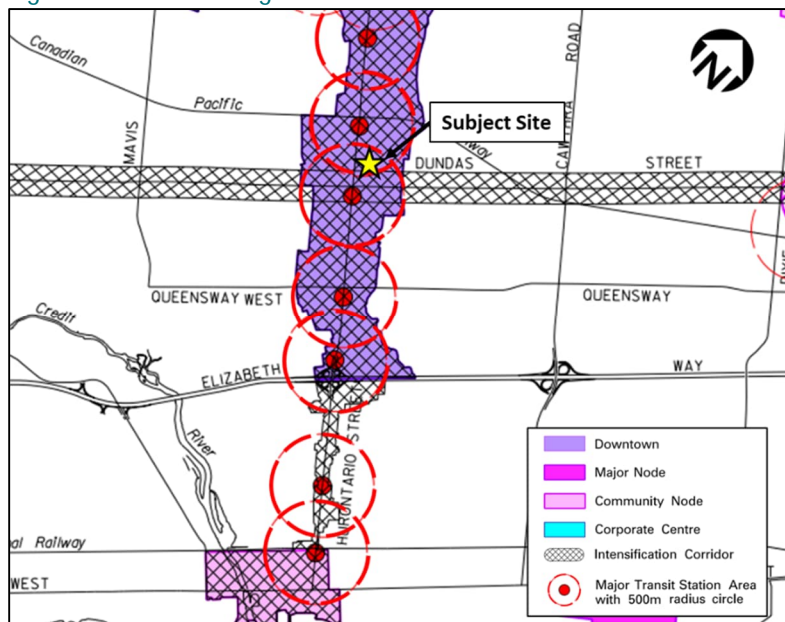
Key Policy Direction – Intensification Areas

Intensification areas support frequent transit service and high densities. Policy 5.5.5 states "Development will promote the qualities of complete communities" and Policy 5.5.16 states "Major Transit Station Areas will be planned and designed to provide access from various transportation modes to the transit facility, including consideration of pedestrians, bicycle parking and commuter pick-up/drop-off areas".

Applicability to the Subject Site

As mentioned, the subject site is located within two (2) MTSAs, as seen in Figure 2-1. The development will support the use of existing and planned infrastructure and support transit use, as well as walking and cycling for shorter trips to nearby amenities and services.

Figure 2-1: Mississauga Official Plan – Schedule 2 MTSA



Source: Mississauga Official Plan, March 2023



Key Policy Direction – [Complete Communities](#)

Complete communities meet the day-to-day needs of people throughout all stages of their life. The subject site is located in the Downtown node, which is planned to be a complete community. The goal of the complete community policies is to create inclusive communities where people are connected, supported and allowed to flourish. Policy 7.1.3.a. states “In order to create a complete community and develop a built environment supportive of public health, the City will: encourage compact, mixed use development that reduces travel needs by integrating residential, commercial, employment, community, and recreational land uses and Policy 7.1.3.b. states “...the City will design streets that facilitate alternative modes of transportation such as public transit, cycling, and walking”.

Applicability to the Subject Site

The proposed reduced parking supply will help achieve complete community policies as, due to the site’s location, residents will not need a car to achieve daily activities and will be able to utilize the wealth of transit options in the area. Residents and visitors will also be able to access the site and nearby services and amenities via walking trips due to the site’s location along the Hurontario Corridor and nearby similar mixed-use developments and existing uses.

Key Policy Direction – [Create a Multi-Modal City](#)

The City will create a multi-modal transportation network for the movement of people and goods that supports a more sustainable community. Policy Section 8.4 addresses parking specifically and recognizes it as a tool to help influence travel behaviour and choice of transportation modes. Specifically, Policy 8.4.3 states that “Consideration will be given to reducing off-street parking requirements for developments to reflect levels of vehicle ownership and usage, and as a means of encouraging the greater use of transit, cycling and walking...” and Policy 8.4.7 states “Within Intensification Areas, Mississauga will give consideration to: a. reducing minimum parking requirements to reflect transit service levels”.

Applicability to the Subject Site

The proposed reduced parking supply is supportive of the City’s Official Plan growth approach as it plans to leverage its location in proximity to the existing surface transit routes, Cooksville GO Train Station, and the in-delivery Hazel McCallion LRT. The proposed development will encourage future residents to utilize alternative transportation modes as opposed to vehicular travel.

The policies listed in the City of Mississauga Official Plan indicate support towards reduced parking rates as a means of encouraging transit and active transportation modes. As the site is located within proximity and accessibility of a wealth of transportation options, the proposed development’s decision to reduce the on-site parking supply is considered appropriate in the context of the City’s Official Plan policy.



2.4 PEEL REGION MTSA STUDY AND OFFICIAL PLAN (2022)

Key Policy Direction

In response to the Provincial Growth Plan, the Region of Peel has developed a strategic plan and policy framework to guide growth within Major Transit Station Areas (MTSAs) as part of the *Peel 2051 Official Plan and Municipal Comprehensive Review* and resulting Region of Peel Official Plan (2022).

Similar to the Parking Master Plan and Implementation Strategy (PMPIS) undertaken by the City of Mississauga, the Region's MTSA Study acknowledges that MTSAs are intended to develop in a manner that supports higher densities and mixed-use growth within proximity to existing or planned higher-order transit, such as LRT and BRT stations. MTSAs are specifically intended to be developed as high-density, mixed-use, transit-supportive neighbourhoods that provide access to local amenities, jobs, housing, and recreation opportunities. They are generally defined as the area within an approximate 500-800 m radius of a transit station or stop, representing about a 10-minute walk.

As part of the Region's MTSA Study, several priority MTSAs were identified. MTSAs along the Hazel McCallion LRT corridor were identified as primary MTSAs under the Draft Peel 2051 Municipal Comprehensive Review Policies (March 2022). The Official Plan adopted, with amendments, as of April 2022, continues to indicate lands along the Hurontario corridor and Hazel McCallion LRT route, as well as Dundas Street where a future BRT is planned, as predominantly Primary MTSAs.

As shown in Figure 2-2, this includes the subject site, which is located within 800 m of several MTSAs along the LRT route and future Dundas Route. MTSA policies are important as they promote transit-supportive neighbourhoods that achieve community benefits such as shortened commutes, reduced congestion and pollution, and increased opportunities to walk and cycle as part of a healthy community.

Applicability to the Subject Site

The subject site's location within an MTSA will support the site as a multi-use development comprising part of a larger, transit-supportive neighbourhood that facilitates access to key destinations and amenities by modes other than the single-occupant vehicle, thus supporting further parking reductions for the residential use proposed on-site.



Figure 2-2: Major Transit Station Area (HLRT 6) - 800m Buffer



Source: Peel Region, 2022

2.5 POLICY FRAMEWORK CONCLUSION

The proposed development is subject to several planning goals that seek to support intensification along major corridors and within the GTA, and support transit infrastructure investment and ridership while avoiding an oversupply of parking.

Based on the review of policy and planning goals towards supporting non-single occupant vehicle travel, it is evident that the Province generally supports a reduction in parking supply. Further, based on the Mississauga Official Plan, the City has enacted many policies that strive towards reducing auto travel and encouraging transit and active transportation modes.

As such, the development's decision to provide reduced parking on-site will support a mix of land uses, encourage complete communities, and provide future residents and visitors with opportunities to utilize the existing and planned transportation options surrounding the site. This will further support broader planning and city-buildings goals at the municipal, regional, and provincial levels towards creating healthier, complete communities in areas that can accommodate intensification by leveraging existing and planned infrastructure and reducing impacts to the natural environment.



3 EXISTING & FUTURE TRANSPORTATION CONTEXT

As noted above, the subject site is located in an area that is designated for growth and intensification based primarily on its location within central Mississauga, along the Hurontario Street corridor, and within walking distance of the Dundas Street corridor, within access of local and regional transit options. The following sections will document the existing and future transportation context of the site and identify opportunities for transit users, pedestrians, and cyclists to assess whether the proposed parking reduction is appropriate.

3.1 OPPORTUNITIES FOR TRANSIT USERS

The subject site is accessible via transit and, based on data from the Walk Score transit connectivity, has a Transit Score of 66 – Good Transit. It is noted that the Transit Score in the study area is anticipated to drastically improve over the next few years given major investments in higher-order transit in proximity to the subject site.

The subject site is serviced primarily by MiWay, Mississauga’s local transit provider, with several routes accessible within walking distance. The closest bus stops are located at the Hurontario Street & Hillcrest/Kirwin Avenue intersection. Furthermore, Cooksville GO Station is an approximate 8-minute walk from the subject site, which provides access to local and express bus routes, as well as regional transit connections to adjacent municipalities via the Milton GO Line. Express bus routes accessible from the site include route 101 Dundas Express and the 103 Hurontario Express. These routes provide express bus service between the Kipling Bus Terminal and the South Common Centre and between Trillium Health Centre and the Brampton Gateway Terminal, respectively.

3.1.1 Hazel McCallion LRT Line (Former Hurontario LRT)

The subject site will also be within proximity to the Hazel McCallion LRT Line (HLRT), formerly known as the Hurontario LRT Line, which is currently under construction by Metrolinx. Construction began in Spring 2020 and is expected to be completed in the Fall of 2024.

The 18 km HLRT will significantly improve transit access to/from the subject site by providing a rapid transit connection to major destinations such as Mississauga City Centre and Cooksville GO along with local transit links such as MiWay, Brampton Transit/Zum, and the Mississauga Transitway. The HLRT will extend from Port Credit GO station in Mississauga to the Brampton Gateway Terminal in Brampton and will include 19 planned stops.

Figure 3-1 illustrates the future HLRT corridor and the major transit connections that it will enable. The subject site will be located within an approximate 5-10-minute walking distance of both the planned LRT Station locations at Dundas Street to the south and Cooksville GO Station to the north.



Figure 3-1: Planned Hazel McCallion LRT Line



Source: Metrolinx, 2022

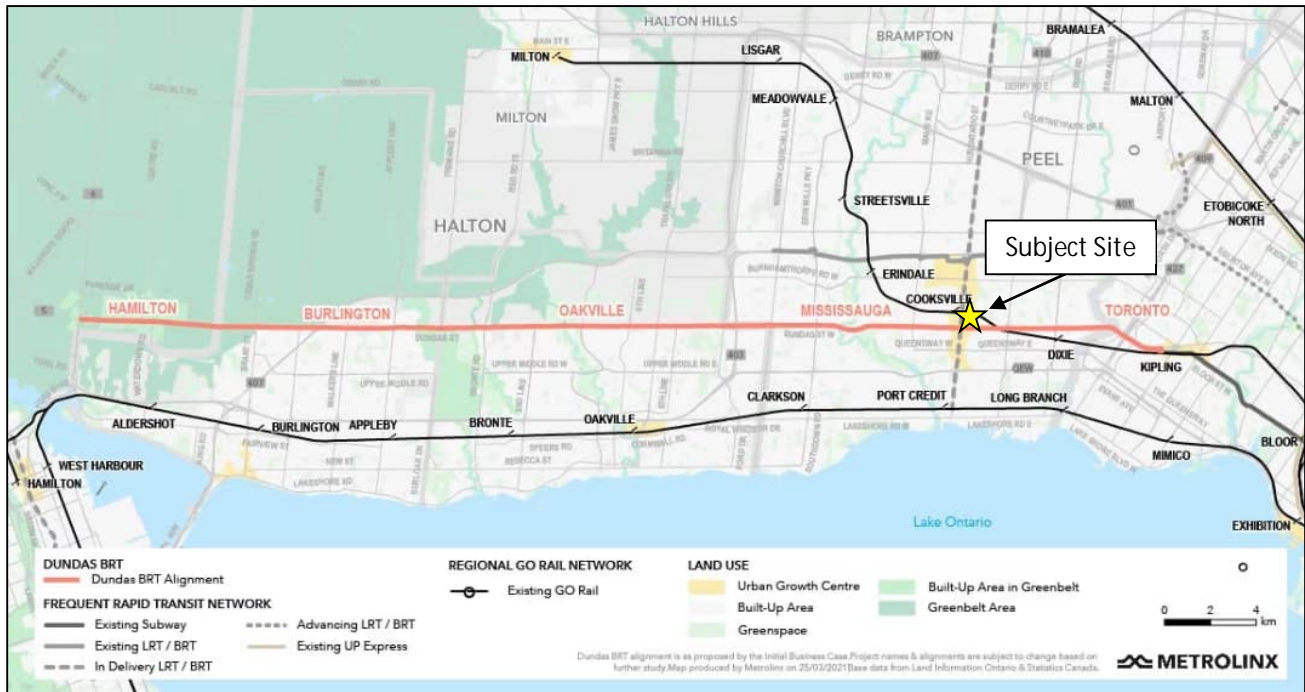
3.1.2 Dundas BRT

Furthermore, the Dundas Bus Rapid Transit (BRT) project is currently in development. The BRT project will run along Dundas Street, with a planned stop at Dundas Street West & Hurontario Street (approximately 200-500 m south of the subject site). The proposed 48 km stretch of BRT spanning from Highway 6 in the City of Hamilton through to the Kipling Transit Hub in the City of Toronto, linking Etobicoke and Mississauga City Centres, will significantly improve transit access to/from the subject site and provide connections within Mississauga and regionally within the Greater Toronto Area (GTA). The current proposed alignment is shown in Figure 3-2.



The proximity of the subject site to local bus routes, express bus routes, regional transit connections, and future higher-order transit improves the viability of transit as a travel mode to and from the subject site, thereby reducing the need for personal vehicle ownership for future residents of the subject site.

Figure 3-2: Dundas BRT Alignment as Proposed by the Initial Business Case



Source: Metrolinx, 2023

3.2 OPPORTUNITIES FOR CYCLISTS

3.2.1 Existing Cycling Opportunities

Cycling facilities are available within the study area resulting in a Walk Score Bike Score of 65/100 – Bikeable. Specifically, as shown in Figure 3-3, a bike lane is provided along Kirwin Avenue and a signed bike route is provided along Hillcrest Avenue, creating east-west connections through Mississauga’s downtown core. These cycling routes offer important connections to other active transportation facilities throughout the City to encourage cycling as a mode of transport.



Figure 3-3: Existing Cycling Network



3.2.2 Future Cycling Opportunities

Furthermore, the HLRT project will include the planned provision of separated cycling facilities along Hurontario Street. The future cycling network will allow for convenient bike access to neighbouring destinations to facilitate commuting and discretionary trips by bicycle to/from the proposed development, providing an additional safe and convenient alternative to private vehicle usage.

Further, it is expected that opportunities for separated cycling facilities will be included as part of the design development of the Dundas BRT, as cycling facilities were identified for the corridor through the City of Mississauga Dundas Connects Study. The subject site's proximity to Hurontario Street and Dundas Street provides excellent opportunities not just for transit users, but pedestrians and cyclists as well as the infrastructure and overall design of these streets is upgraded to improve the multi-modal environment along each corridor.

3.3 OPPORTUNITIES FOR PEDESTRIANS

The existing neighbourhood surrounding the subject site is comprised primarily of residential, recreational, institutional, and commercial uses. The area in which the subject site is situated is walkable, with continuous sidewalks on both sides of Dundas Street West, Hurontario Street, Kirwin Avenue, and Hillcrest Avenue. Crosswalks are also available at all major intersections. Overall, the location of the subject site in relation to a variety of destinations facilitates walking trips while reducing reliance on private vehicles.

As the area continues to develop away from its historical, suburban form and the large surface parking lots currently surrounding the mall are developed into new, mixed-use developments, the area's walkability will continue to increase.

Furthermore, the subject site will contribute to the area by providing a mixture of uses in addition to the residential units proposed, which will further support the transformation of the area and provide opportunities for individuals to live, work, and play in the neighbourhood.



4 VEHICULAR PARKING ASSESSMENT

This section reviews the vehicular parking standards based on the Zoning By-law requirements applicable to the subject site.

4.1 VEHICULAR PARKING REQUIREMENTS

The subject site is governed by the City of Mississauga Zoning By-law 0225-2007, which sets out the minimum vehicular parking rates required for the subject site. It is noted that Zoning By-law 0225-2007 has been amended by By-law 0117-2022 following the completion of the City’s Parking Regulations Study Update. By-law 0117-2022 introduces a neighbourhood-specific “precinct” approach and updated city-wide parking regulations. The site is currently zoned C4 (Commercial – Mainstreet Commercial) and is located within Precinct 1. It is understood that as part of the amendment, shared parking arrangements are supported for all mixed-use developments within the City.

Table 4-1 summarizes the parking requirements for the proposed development based on the applicable requirements.

Table 4-1: Vehicular Parking Requirements

Land Use		Unit Count/GFA	City of Mississauga Zoning By-law 0225-2007 Precinct 1		Proposed Parking Spaces
			Precinct 1 Rates	Required Parking Spaces	
Condominium Apartment	Residents	1,658 units	0.8 spaces/unit	1,326	1,056
	Residential Total			1,326	
	Visitors	1,658 units	0.2 spaces/unit	332	
	Commercial	1,148m ²	3 spaces/100m ²	34	
Shared parking arrangement: the greater of visitor parking spaces required OR parking required for all non-residential uses				332	
Non-Residential Sub-Total			332		
Total			1,658	1,056	

Based on the applicable requirements, the proposed development is required to provide 1,658 parking spaces, consisting of 1,326 residential parking spaces and 332 shared visitor/commercial spaces when accounting for the shared parking arrangement permitted under the Zoning By-law.

The development is proposing a total of 1,056 parking spaces, which results in an overall parking supply rate of 0.63 spaces/unit. This corresponds to a residential rate of 0.50 spaces/unit and a shared visitor/commercial rate of 0.13 spaces/unit.

Based on a review of policy and planning goals and the implementation of a robust TDM plan, as will be further detailed in Section 5 below, this supply is considered acceptable and is appropriate to support the development of a complete community for the subject site that is supported by existing and planned multi-modal infrastructure and amenities.



5 TRANSPORTATION DEMAND MANAGEMENT

Transportation Demand Management (TDM) is a set of strategies which strive towards a more efficient transportation network by influencing travel behaviour. Effective TDM measures can reduce vehicle usage and encourage people to engage in more sustainable modes of transportation.

There are several opportunities to incorporate TDM measures to promote alternate modes of transportation and support existing and future planned transit infrastructure. The following subsections discuss the TDM initiatives with focus on reducing SOV trips to and from the subject site. These include a number of multi-modal travel and parking-based strategies, which collectively will support the reduction in vehicle parking proposed and ultimately support fewer vehicle trips to and from the subject site on a regular basis.

5.1 PEDESTRIAN-BASED STRATEGIES

Orient building entrances with direct access to pedestrian networks and streets: The proposed site plan ensures safe, comfortable and convenient pedestrian connections to key internal destinations including the amenity space and the proposed pedestrian mid-block connection. The proposed pedestrian entrances to the buildings are oriented facing all major roadways, providing convenient access for pedestrians, cyclists, and transit users. Connections are also provided to the external pedestrian network with sidewalks along all proposed and existing roadways.

The proposed pedestrian facilities as part of the development plans will further improve connections for residents and visitors to nearby commercial uses and transit stops. To further enhance the pedestrian realm and consider persons with mobility difficulties, the passageways should be well lit with enhanced landscaping and minimal barriers to provide a permeable pedestrian corridor. This will create a pleasant and safe pedestrian experience.

Walking distance to nearby amenities: The subject site is situated within Mississauga's Downtown core which offers various employment, retail, and institutional uses. The subject development is within convenient walking distance a variety of destinations including a grocery store, pharmacy, retail stores, banks, and restaurants which facilitates walking trips. Commercial space located at the subject development and within proximity to the subject site provides an opportunity for existing and future residents to walk to destinations without the need for a private automobile.

5.2 CYCLING-BASED STRATEGIES

Provide connections to and support expansion of cycling infrastructure and facilities: The subject site is located within a cycling accessible network with various cycling facilities, including bike lanes along Kirwin Avenue and Confederation Parkway, providing north-south and east-west connections.

In addition, it is understood that the City of Mississauga is considering implementing a Bike Share service that would provide publicly available bikes across the City as a transportation alternative to vehicle. Although the shared systems are not implemented in the City, the development proposes to allocate future space for these potential Bike sharing facilities on the site plan. This would further reduce the number of single occupant vehicle trips from the subject site.



Provide bicycle parking facilities: The proposed development will provide bicycle parking facilities to support and encourage active transportation, while also taking advantage of the cycling infrastructure surrounding the subject site. The short-term bicycle spaces are located in highly visible and convenient areas close to building entrances, including at-grade and P1 level for the visitors. Long-term bicycle parking is provided in secured and weather-protected locations within the ground floor and P1 level.

Bicycle parking rates as per City of Mississauga Zoning By-law 0225-2007 as amended by By-law 0118-2022 consist of the following:

- ▶ Resident: 0.60 spaces per unit
- ▶ Visitor: 0.05 spaces per unit

The proposed development will provide 1,303 bicycle parking spaces (1,217 long-term and 86 short-term), meeting and exceeding the requirement as per City of Mississauga Zoning By-law 0225-2007 as amended by By-law 0118-2022.

Provide sources that offer bicycle skills training: Given the availability of cycling facilities in the immediate area, bicycle training sources can be provided to increase safety and enhance cycling behaviour on the road (ex. CAN-BIKE certification courses).

Promote and increase cycling awareness & multi-modal transportation: It is recommended that information packages be provided to residents to help encourage active transportation and increase awareness of different travel alternatives. The package should include information regarding the environmental and health benefits of cycling, rules of the road, and maps of active transportation infrastructure available in the surrounding area.

5.3 TRANSIT-BASED STRATEGIES

Support existing and future transit connections to and from the subject site: The subject site is located within a robust and well-connected transit network. Several MiWay bus routes serve the subject site. The subject site is also located within a 10-minute walk of the Cooksville GO Station, providing connections to and from key destinations both in Mississauga as well as adjacent municipalities, such as Brampton and Toronto. It is also recognized that the Hurontario LRT will operate along Hurontario Street. Given the existing and future transit accessibility of the area, residents of the development will be able to conveniently travel within the Downtown via public transit.

Provide public transit information to residents: Public transit information should be made available to residents and employees, such as MiWay route maps and seven-day schedule timetables for nearby stops. Route and scheduling information could be provided as displays in lobbies, or through real-time updated digital displays in a central location in the building. This will increase the likelihood of new residents incorporating alternatives in their travel patterns when residing at the development. Transit screens will also allow individuals to wait inside or make alternate arrangements if there is a significant delay. It is recommended that the owner coordinate an information session with the City of Mississauga to deliver and promote transit incentives to residents that work in the City.

Provision of Presto cards to new residents: MiWay bus services utilize the Presto Card as an electronic fare option for their customers. The Presto Card is also accepted on GO Transit and the TTC services nearby to further encourage unit purchasers to make more transit-based trips, it is recommended that the provision of a Presto Card for each residential unit be considered. Further, Presto Cards should be accompanied by

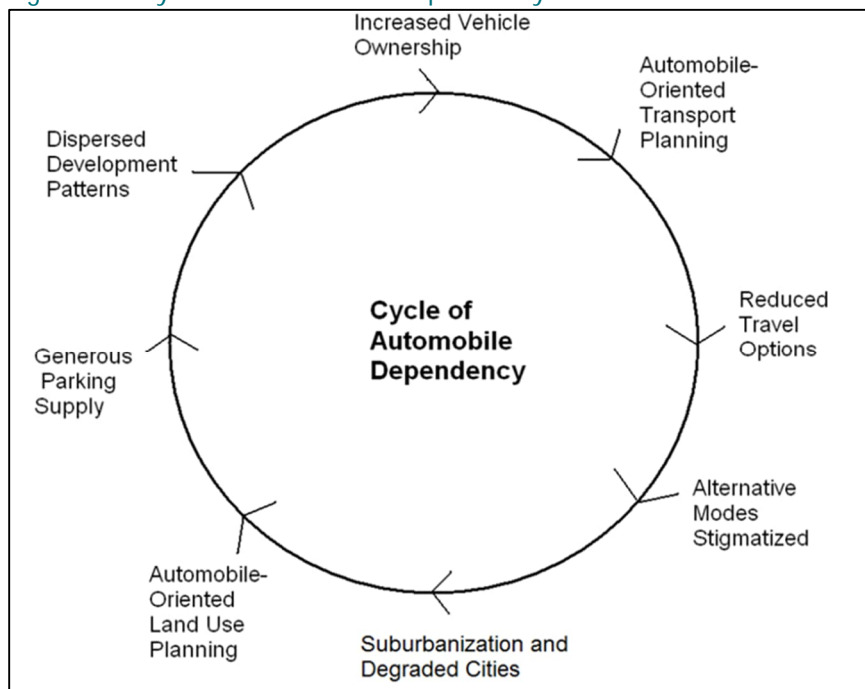


information regarding transit connections and typical times to various attractions around the City and surrounding municipalities.

5.4 PARKING MANAGEMENT-BASED STRATEGIES

Provide reduced parking supplies: Parking policies can either encourage households to choose transit, or to purchase a vehicle. Figure 5-1 illustrates the self-reinforcing cycle of increased automobile dependency and urban sprawl, with has been reinforced by many transportation and land use planning practices observed during the last century. This was generally unintended, reflecting a lack of consideration of the consequences behind these decisions. For example, when deciding the amount of parking required for a particular type of land use, traffic engineers generally determine minimum parking rates disregarding the additional sprawl that may result from these supply rates.

Figure 5-1: Cycle of Automobile Dependency and Related Affects



Source: *Evaluating Transportation Land Use Impacts Considering the Impacts, Benefits and Costs of Different Land Use Development Patterns 27* (February 2017).

As displayed by the figure, it has been recognized that an oversupply of parking is becoming problematic in areas with strong transit access and active transportation networks, wherein the availability of parking greatly reduces transit ridership, along with walking and cycling trips. Parking policies should be based on location, transit availability, context of the development, and strategic plans for the area outlined by the City.

Given the availability of transit services and improvements planned for the area, there is substantial potential for a parking reduction strategy to reduce vehicle ownership and increase usage of the transit active transportation investments. A reduced parking supply will be a key measure in supporting existing transit services, avoiding oversupply of parking, discouraging automobile use, and supporting the City's long-term transportation goals.



5.5 SUMMARY OF TDM RECOMMENDATIONS

Table 5-1 summarizes the recommended TDM measures under consideration for the subject site as well as the corresponding benefits.

Table 5-1: Summary of TDM Measures

TDM Measure	Benefits
Pedestrian-Based Strategies	
Orient building entrances with direct access to pedestrian networks and streets	<ul style="list-style-type: none"> + All residents benefit from pedestrian scale infrastructure given that all trips will require walking into the site + Encourages people to conduct activities within walking distance + Pedestrian entrance directly accessed from main road network for convenient connections + Provides convenient access to amenities and transit stops
Walking distance to nearby amenities	
Cycling-Based Strategies	
Provide connections to cycling infrastructure and facilities	<ul style="list-style-type: none"> + Create secure and convenient bike parking and amenities on site to encourage cycling + Significant residential bike parking to increase viability of cycling + Encourage cycling as a mode for commuting
Provide bicycle parking facilities	
Provide sources that offer bicycle skills training	
Promote and increase cycling awareness and multi-modal transportation	
Transit-Based Strategies	
Support existing and future transit connections to and from the subject site	<ul style="list-style-type: none"> + Encourage travel by existing surface transit providing direct connections to MiWay transit services and GO transit services + Improve knowledge to available transit options + Opportunity to capitalize on planned transit improvements (e.g. Hurontario LRT) + Improve knowledge and financial access to available transit options
Provide public transit information to residents	
Provision of public transit info and/or PRESTO cards to residents	
Travel and Parking Management Strategies	
Provide reduced parking supplies	<ul style="list-style-type: none"> + Encourages residents to forgo auto ownership + Encourages travel behaviour to favour transit, active transportation, and ride/car sharing options + Avoids oversupplying parking where travel demand can be accommodated by alternative travel modes
Provide unbundled parking from residential unit purchase	



6 CONCLUSION

LEA Consulting Ltd. (LEA) was retained by Mattamy Homes to prepare a Parking Study in support of the proposed mixed-use development located at 3085 Hurontario Street in the City of Mississauga. The development proposal includes 1,658 residential units and 1,148 m² of commercial GFA. The proposed development is seeking a parking reduction to capitalize on existing and planned transit services surrounding the subject site, and in recognition of the site's location in Mississauga's Downtown.

The context of the area itself, with its abundance of multi-modal transportation alternatives and a robust and improving transit network, provides many opportunities for the use of active transportation and sustainable modes of travel to fulfill an individual's transportation needs. Supportive pedestrian and transit infrastructure surrounding the subject site also allows for regular travel to be accommodated via a transit ride or walk without the need for a private automobile.

Based on the evidence provided above, the transportation and parking goals of the Province and the City of Mississauga will be better achieved if parking is provided at the overall proposed supply of 1,056 spaces with residential and visitor parking rates provided at 0.5 spaces per unit and 0.13 spaces per unit, respectively, rather than the Zoning By-law 0225-2017 Precinct 1 parking requirements of 1,658 parking spaces

The current parking rates that would be applicable to the subject site will encourage auto-orientation in an area that is very well suited for transit-oriented development given that the subject site is located 500 m from the Cooksville GO Station (which is equivalent to a 10-minute walk) and is located within walking distance to incoming transit investment. Thus, requiring the development to provide an excessive parking rate would prevent the promotion of the transit investment and encourage auto-dependency, diminishing the opportunity to create a transit-supportive and walkable community in the Cooksville area of Mississauga. Taken together, these findings confirm that the proposed parking supply is appropriate for the development and will support the Province and City's transportation objectives.

We trust that the information provided in this letter is sufficient for your use at this time. Should you have any questions with regards to this letter, please do not hesitate to contact the undersigned at KChan@lea.ca.

Yours truly,

LEA CONSULTING LTD.

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:ac/mr