

September 23, 2024

**Ida Assogna, M.PI, MCIP, RPP**

Vice President, Real Estate Development & Planning  
Queenscorp  
Email: iassogna@queenscorp.com

**RE: Parking Justification Study – 4099 Erin Mills Parkway, Mississauga  
File No OZ/OPA 22-25**

Dear Ida,

BA Consulting Group (“BA Group”) has been retained by Queenscorp (Erin Mills) Inc. to provide transportation consulting services for a proposed mixed-use development located at 4099 Erin Mills Parkway (hereafter referred to as the “site”). The site is located at the southeast corner of the Erin Mills Parkway and Folkway Drive intersection, in the City of Mississauga. The site location is illustrated in **Figure 1**.

BA Group completed a report entitled “Urban Transportation Considerations” in September 2022 as part of the applicant’s **Official Plan Amendment (OPA)** and **Zoning By-law Amendment (ZBA)** application. Since that time, to address the City’s comments and revisions to the site plan, BA Group’s report and traffic analysis have been updated and will be submitted as part of the applicant’s upcoming resubmission for the site.

The purpose of this letter is to assess the appropriateness of the proposed parking supply, in relation to the minimum requirements of Zoning By-law 0117-2022 (Precinct 4). The attached letter includes a review of parking considerations and provides justification that the proposed parking supply for the site, inclusive of shared parking between resident visitors and retail, is appropriate. The parking justification considers transportation context, local policy and the proposed Transportation Demand Management (TDM) measures for the site. The total proposed parking supply results in a deficiency of **48** spaces compared to the requirements outlined in Zoning By-law 0225-2007. The proposed supply is **only 4.9% less** than the minimum requirements of the Zoning By-law.

We trust that the information within the attached parking justification letter is satisfactory.

Sincerely,



Deanna Green, MSc. P.Eng.  
Senior Associate

## 1.0 INTRODUCTION

As part of the proposed development, the existing retail plaza on the site will be demolished and replaced with 5 buildings, inclusive of a total of 597 residential condominium units and 790 m<sup>2</sup> GFA of retail and 112 residential townhouse units. The total number of residential units proposed for the site is 709 units (597 condominium units plus stacked 112 stacked townhouse units).

Parking for the development will be located in a 2-level below-grade parking facility, with some at-grade parking for the retail component and visitors to the site. Vehicle access to the site is proposed via the existing right-in/right out access on Erin Mills Parkway, the existing full access on Folkway Drive and a proposed full access on Sawmill Valley Drive, approximately 65-metres south of Folkway Drive.

The proposed development plan is summarized in **Table 1**.







The site location is illustrated in **Figure 1** and reduced scale architectural plans are included in **Appendix A**.

## 1.1 THIS STUDY

The purpose of this letter is to assess the appropriateness of the proposed parking supply, in relation to the minimum requirements of Zoning By-law 0117-2022 (Precinct 4). This letter provides an assessment of the proposed parking supply for the site and confirms the appropriateness.

The proposed parking supply is assessed in consideration of the existing transportation context and provides justification that the proposed parking supply for the site, inclusive of shared parking between resident visitors and retail, is appropriate.

**TABLE 1 DEVELOPMENT PROPOSAL**

Use		Proposed Statistics	
	<b>Residential (Apartment Condos)</b>	Building A	256 units
		Building B	74 units
		Building C	82 units
		Building D	93 units
		Building E	92 units
		<b>Total Apartment Units</b>	<b>597 units</b>
		Back-to-Back Stacked Townhouse	112 units
		<b>Total Residential Units</b>	<b>709 units</b>
	<b>Retail</b>	Building A	408 m <sup>2</sup>
		Building D	382 m <sup>2</sup>
		<b>Total</b>	<b>790 m<sup>2</sup></b>
	<b>Vehicle Parking Spaces</b>	Residential	783 spaces
		Non-Residential	142 spaces
		<b>Total</b>	<b>925 spaces</b>
	<b>Bicycle Parking Spaces</b>	Short-Term	35 spaces
		Long-Term	425 spaces
		<b>Total</b>	<b>460 spaces</b>
	<b>Loading Spaces</b>	<b>Total</b>	<b>5 spaces</b>
	<b>Site Access</b>	Access points are proposed at the existing right-in/right-out on Erin Mills Parkway, the existing full access on Folkway Drive (slightly shifted to the east) and a new full access at Sawmill Valley Drive.	

Notes:

1. Site statistics based on site plans received by Turner Fleischer architects dated September 19, 2024.

**FIGURE 1: SITE LOCATION**



## 2.0 AREA TRANSPORTATION CONTEXT

### 2.1 AREA TRAVEL CHARACTERISTICS

The prevailing travel characteristics within the vicinity of the site have been reviewed based on the 2016 Toronto Transportation Survey (TTS). The site falls within the 2006 GTA TTS Zone 3677 and provides information on the area demographics, trip origin / destination and travel mode share.

A summary of the travel mode share within Zone 3677 is provided in **Table 2**. For the AM Peak it was assumed that the site would generate primarily outbound trips leaving the area, while in the PM Peak it was assumed that most trips would be inbound into the area.

Travel to/from this residential area of the City currently consists primarily of auto-driver mode. Trips made using public transit account for approximately 14% of trips, while automobile trips (including auto driver and auto passenger) account for approximately 82% to 85%.

**TABLE 2 2016 TTS TRAVEL MODE SHARE – RESIDENTIAL TRIPS (ZONE 3677)**

Travel Mode	AM Peak (Outbound)	PM Peak (Inbound)
Auto Driver	63%	68%
Auto Passenger	22%	14%
Transit	14%	14%
Active Transit (Cycling & Walking)	1%	4%
<b>Total</b>	<b>100%</b>	<b>100%</b>

### 2.2 AREA ROAD NETWORK

A description of the existing road network surrounding the site is provided below.

**Erin Mills Parkway** is a regional arterial road that extends from Mississauga Road in the northwest to Queen Elizabeth Way in the southeast where it then continues further southeast as Southdown Road. In the vicinity of the site, Erin Mills Parkway has a 6-lane cross section, with 3 lanes traveling in each direction. At its intersection with Folkway Drive, dedicated left-turn and right-turn lanes are provided. The posted speed limit on Erin Mills Parkway is 70 km/h.

**Folkway Drive** is a minor collector road and extends from Burnhamthorpe Road West in the west to Sawmill Valley Drive in the east. Folkway Drive is bounded by residential single-family homes. In the vicinity of the site, Folkway Drive has a 2-lane cross section, with 1 lane traveling in each direction. The posted speed limit on Folkway Drive is 40 km/h.

**Sawmill Valley Drive** is a minor collector and extends from Folkway Drive in the north to Mississauga Road in the south. Sawmill Valley Drive is bounded by residential single-family homes. In the vicinity of the site, Sawmill Valley Drive has a 2-lane cross section, with 1 lane traveling in each direction and permits curbside parking on the west side of the street. The posted speed limit on Sawmill Valley Drive is 40 km/h.



**Burnhamthorpe Road West** is an arterial road that extends from the western edge of Mississauga to Hurontario Street in the east, where it then continues further as Burnhamthorpe Road East. The Burnhamthorpe Road West and Erin Mills Parkway intersection is located approximately 700 metres southwest of the site. In the vicinity of the site, Burnhamthorpe Road West has a 4-lane cross section, with 2 lanes traveling in each direction. At its intersection with Erin Mills Parkway, dedicated left-turn and right-turn lanes are provided. The posted speed limit on Burnhamthorpe Road East is 60 km/h.

## 2.3 AREA TRANSIT SERVICES

### 2.3.1 Existing Transit Network

The site is located in an area with a high level of transit accessibility with major bus routes operating on Erin Mills Parkway, Burnhamthorpe Road West and Highway 403. Existing bus stops in the area serve Mississauga Transitway (MiWay) Bus Route 1/1C (Dundas), Bus Route 26 (Burnhamthorpe), Bus Route 48 (Erin Mills), and Bus Route 110 (University Express). The site is also located within proximity to two transit hubs, Erin Mills Transitway Station and South Common Centre Terminal. The closest bus stops to the site are located adjacent to the site at the corner of Erin Mills Parkway / Folkway Drive.

The existing transit context is provided in **Table 3**.

**TABLE 3 EXISTING AREA TRANSIT**

Service Name	Peak Period Headways	Closest Stop	Route Description	
Bus Services	48 Erin Mills	30-45 minutes	Erin Mills Parkway / Folkway Dr (adjacent to site)	The 48 Erin Mills generally operates in a north-south direction along Erin Mills Parkway between Meadowvale Town Centre and South Common Centre. Buses operate every day.
	110 University Express	15 to 20 minutes	Erin Mills Parkway / Folkway Dr (adjacent to site)	The 110 University Express generally operates in a north-south direction between Clarkson GO station and Erin Mills Transitway Station and in an east-west direction along Highway 403 to City Centre Transit Terminal. Two services are operated, the MiExpress Route (Clarkson Go to Erin Mills Station) operates on weekdays and the Mississauga Transit Way (Erin Mills Station to City Centre Transit Terminal) operates all day every day.
	1C Dundas-Collegeway	20 to 25 minutes	Burnhamthorpe Rd W / Erin Mills Parkway (500 m)	The 1/1C Dundas generally operates in an east-west direction along Dundas Street. Route 1 (Dundas) operates between Lair Road/Ridgeway Drive to the west and Islington Subway Station on the Toronto Transit Commission (TTC) Subway Line 2 (Bloor-Danforth) to the east. Route 1C (Dundas-Collegeway) operates between South Common Centre and Islington Subway Station. Buses operate during the weekday morning and afternoon peak hours
	26 Burnhamthorpe	15 to 20 minutes	Burnhamthorpe Rd W / Erin Mills Parkway (500 m)	The 26 Burnhamthorpe generally operates in an east-west direction along Burnhamthorpe Road between South Common Centre, Square One and Kipling Station. The route operates in both directions everyday.



Service Name	Peak Period Headways	Closest Stop	Route Description	
Transit Hubs	Erin Mills Transitway Station	-	Erin Mills Parkway / Highway 403 (1.4 km)	Erin Mills Station is part of the 18 km Mississauga Transitway. It's located northwest of the Erin Mills Parkway/Highway 403 interchange. Mississauga Transitway is a dedicated bus corridor which has 12 stations running from east to west across Mississauga. It begins from Winston Churchill Boulevard and ends at Renforth Drive. Available routes at this station include the 46,48,109,110 and GO transit connections.
	South Common Centre Terminal	-	Burnhamthorpe Rd W / Erin Mills Parkway (1 km)	The South Common Centre terminal is located just outside of South Common Centre and the nearby South Common Community Centre. Available routes at this terminal include the 1C, 13,26,29,36,48,101, 110 and Oakville transit connections.

**2.3.2 Planned Transit Improvements**

The **Dundas Street Bus Rapid Transit (BRT)** is a higher order rapid transit service that will operate along Dundas Street from Hamilton (Highway 6) to Kipling Transit Hub in the City of Toronto, linking Etobicoke and Mississauga city centres. More than 20 kilometres of the 48-kilometre transit project will operate in bus lanes or in a dedicated right-of-way, separate from other traffic allowing for faster and more reliable transit connections. The Dundas Street BRT is expected to operate with headways in the order of 5 minutes during peak travel periods, providing better connections to the TTC, Viva Rapid Transit, MiWay, Oakville Transit, Burlington Transit, Hamilton Street Rail (HSR), Hurontario Light Rail Transit (LRT) and GO Transit routes.

The Mississauga segment of the Dundas Street BRT is in development with the City's Dundas Connects Master Plan. The Dundas Connects Master Plan was endorsed by City Council on June 18, 2018 and it establishes a vision for the future of Dundas Street, supporting major improvements to transportation, land use and the public realm along the 19.5 kilometre corridor.

Details have not been finalized along the Mississauga West corridor of the BRT, although the closest stop to the site will likely be at Erin Mills Parkway, which is located approximately 2.4 kilometres south of the site. The future stop will be an at-grade station located at the intersection of Dundas Street West and Erin Mills Parkway. This new transit stop will significantly enhance transit accessibility of the corridor and the site area, in particular providing a viable and attractive mode for prospective residents, employees and visitors, which is expected to reduce travel by automobile.



## **2.4 AREA CYCLING NETWORK**

### **2.4.1 Existing Cycling Network**

Bicycle facilities in the area are currently limited to off-road trail networks in Arbour Green Park, approximately 50 meters southwest of the site. Along sections of Burnhamthorpe Road (approximately 500 metres south of the site), multi-use trails are provided on the north side of the road for pedestrians and cyclists. The nearest dedicated bicycle lanes are located along South Millway (approximately 900 metres southeast of the site) which provides a direct east-west travel route between The Collegeway and Erin Mills Parkway.

### **2.4.2 Planned Cycling Network**

On July 4, 2018 Mississauga City Council adopted a “2018 Cycling Master Plan” that outlines the City’s recommendations for the City’s cycling network which includes 897 kilometres of infrastructure to be built over 27 years. The Cycling Master Plan project intends to connect gaps within the existing cycling network, improve safety for cycling, increase the number of cycling trips in Mississauga and foster a culture of cycling.

The 2018 Cycling Master Plan (CMP 2018) is a long-term plan that will be implemented over many years and envisions a comfortable, connected and convenient cycling network. Routes include a variety of different bikeway infrastructure including cycle tracks / separated bike lanes, bike lanes, multi-use trails (boulevards and parks), and shared routes.

In the vicinity of the site, the CMP 2018 includes the provision of multi-use trails along Erin Mills Parkway and shared routes along Folkway Drive and Sawmill Valley Drive. Additional multi-use trails are proposed along Burnhamthorpe Road to connect the gaps within the existing network. Cycle tracks / separated bike lanes are proposed along Glen Erin Drive and Mississauga Road, providing safer cycling connections across the City of Mississauga. This infrastructure upgrade will improve future cycling connectivity for future residents and visitors of the site.





### 3.0 TRANSPORTATION DEMAND MANAGEMENT (TDM) PLAN

A suite of Transportation Demand Management (TDM) measures are proposed as part of a TDM Plan that will influence the way people travel to and from the site. The primary goal of the TDM Plan is to reduce the overall reliance on single-occupant vehicles (SOV) while promoting the use of more active and sustainable modes of transportation.

The TDM Plan has three primary objectives:

1. Reduce car dependence and the need for travel by motor vehicle, especially SOV trips;
2. Make it easy and attractive for people to walk and cycle; and
3. Promote transit and sustainable travel in comparison to car ownership and SOV travel.

This plan is intended to support the development proposal in general and in particular, the requested reduced vehicle parking supply, in comparison to Zoning By-law requirements. The suite of TDM strategies under consideration will promote the use of more active and sustainable transportation modes, respond to the mobility needs of employees and visitors to the Site and reduce dependence on the private automobile.

The site is in proximity to existing surface transit routes, GO services and cycling facilities. A number of active transportation network improvements are planned in the area surrounding the site that will alter the way residents and visitors are able to travel. Most significantly, these improvements will facilitate a shift in travel modes from predominantly automobile-based travel to predominantly non-automobile based travel, including transit, cycling and walking. Specific TDM initiatives proposed by the developer as part of the mobility strategy to support the site and to facilitate use of alternatives to car ownership are outlined in **Table 4**.

The combination of the proposed TDM measures will serve to make travel by transit, walking and cycling efficient and convenient, and will provide alternatives that will reduce the site's parking demand.



**TABLE 4 RECOMMENDED SITE TDM MEASURES**

TDM Measure	Measure Intent	Details
<b>Vehicle Management</b>		
Reduced Vehicle Parking Supply	Reduced parking rates (slightly lower than the Zoning By-Law requirements) are proposed for the Site.	Adoption of Amended Zoning By-law parking rates <ul style="list-style-type: none"> <li>• 1.1 resident spaces / unit</li> <li>• 0.20 visitor spaces / unit</li> </ul>
Unbundled Parking	Encourage sustainable modes of travel. Reduced auto driver trips would result in a lower parking demand for the Site.	Unbundle parking from unit purchase
<b>Walking</b>		
Pedestrian Facilities	To encourage walking as a mode of travel and facilitate connectivity to existing pedestrian facilities and transit stops.	Provide on-site walkways for pedestrians with connectivity to existing area sidewalks
<b>Cycling</b>		
Bicycle Parking	Encourage cycling transportation trips to reduce driver trips and lower parking demand.	Align with the recommendations of the City of Mississauga Cycling Master Plan. The proposed development will include 425 long-term resident spaces and 35 short-term visitor spaces.
Bike Repair Stations		Locations to be finalized at Site Plan Approval.
<b>Transit</b>		
Transit Screens	To encourage transit use by providing real time information about nearby transit services	1 screen per lobby Details to be provided at Site Plan Approval
Provision of PRESTO cards	Encourage residents to use transit as an alternative mode of transportation.	Provide pre-loaded PRESTO Cards for up to 1 year for residents. The number of passes and value to be confirmed at Site Plan Approval
Information & Education	Identifies travel choices in the area to encourage travel by transit to reduce parking demand.	Provide information and education for residents regarding sustainable travel options to/from the Site. For example, identifying an overview of transportation (walk, cycle, car-share, transit) in the area.



## 4.0 VEHICLE PARKING CONSIDERATIONS

### 4.1 ZONING BY-LAW 0225-2007

As per City of Mississauga Zoning By-law 0225-2007 for parking considerations, the site is located in parking Precinct 4 and is zoned "C2". The application of the Zoning By-law minimum parking requirements to the site is outlined in **Table 5**. Application of the vehicle parking requirements of Zoning By-law 0225-2007 results in a minimum parking requirement of 973 parking spaces, inclusive of 825 residential spaces and 148 non-residential spaces.

**TABLE 5 ZONING BY-LAW 0225-2007: MINIMUM PARKING REQUIREMENTS (PRECINCT 4)**

Uses	Units / GFA	Minimum Parking Requirement	Number of Spaces Required
<b>Residential</b>			
Resident – Condominium Apartment	597 units	1.1 spaces / unit	657 spaces
Resident – Back-to-Back Stacked Townhouses	112 units	1.5 spaces / unit	168 spaces
<b>Resident Subtotal</b>	<b>709 units</b>	<b>--</b>	<b>825 spaces</b>
<b>Non-Residential</b>			
Visitor – Condominium Apartment	597 units	0.20 spaces / unit	120 spaces
Visitor – Back-to-Back Stacked Townhouses	112 units	0.25 spaces / unit	28 spaces
Retail	790 m <sup>2</sup> GFA	5.0 spaces / 100 m <sup>2</sup> GFA	40 spaces
<b>Non-resident Subtotal (before sharing)</b>			<b>188 spaces</b>
<b>Non-resident Subtotal (after sharing)<sup>3</sup></b>			<b>148 spaces</b>
<b>SITE TOTAL</b>			<b>973 spaces</b>

Notes:

1. Statistics provided by Turner Fleischer architects dated September 19, 2024.
2. All vehicle parking calculations resulting in a fraction of less than 0.50 shall be rounded down to the nearest whole number and vehicle parking calculations resulting in a fraction of more than 0.50 shall be rounded up to the nearest whole number, as per City of Mississauga By-law 0225-2007 Section 3.1.1.1.4.
3. As per Zoning By-law 0225-2007, for the purpose of Article 3.1.2.1, a shared parking arrangement may be used for the calculation of required visitor/non-residential parking in accordance with the greater of 0.2 visitor spaces per unit or required retail parking rate of 5 spaces/100m<sup>2</sup> of GFA.

## 4.2 PROPOSED PARKING SUPPLY

The proposed parking supply is summarized in **Table 6** and includes a total of 925 parking spaces, inclusive of 783 resident spaces and 142 non-resident spaces to be shared between resident visitors and retail visitors. A blended parking rate has been proposed for condominium apartments and stacked townhouses as shown in **Table 6**. The existing parking supply is illustrated within the architectural plans in **Appendix A**.

**TABLE 6 PROPOSED PARKING SUPPLY**

Uses	Units / GFA	Proposed Parking Rates	Number of Spaces Required
<b>Condominium Apartments &amp; Stacked Townhomes</b>			
Resident	709 units	1.1 spaces / unit	783 spaces
Visitor		0.20 spaces / unit	142 spaces
<b>Retail</b>			
Proposed Retail	790 m <sup>2</sup> GFA	5.0 spaces / 100 m <sup>2</sup> GFA	40 spaces
<b>Non-Resident Sharing Considerations</b>			
Non-resident subtotal before sharing			182 spaces
Non-resident subtotal with permitted sharing <sup>3</sup>			142 spaces
<b>Total Resident</b>			<b>783 spaces</b>
<b>Total Non-Resident</b>			<b>142 spaces</b>
<b>SITE TOTAL</b>			<b>925 spaces</b>

Notes:

1. Statistics provided by Turner Fleischer architects dated September 19, 2024.
2. All vehicle parking calculations resulting in a fraction of less than 0.50 shall be rounded down to the nearest whole number and vehicle parking calculations resulting in a fraction of more than 0.50 shall be rounded up to the nearest whole number, as per City of Mississauga By-law 0225-2007 Section 3.1.1.1.4.
3. As per Zoning By-law 0225-2007, for the purpose of Article 3.1.2.1, a shared parking arrangement may be used for the calculation of required visitor/non-residential parking in accordance with the greater of 0.2 visitor spaces per unit or required retail parking rate of 5 spaces/100m<sup>2</sup> of GFA.

The total proposed parking supply results in a deficiency of **48** spaces compared to the requirements outlined in Zoning By-law 0225-2007, as outlined in **Table 5**. The proposed supply is **only 4.9% less** than the minimum requirements of the Zoning By-law.

It is important to note however that if the townhome unit parking requirements are calculated with the same required parking rate as the condominium units, the proposed parking supply would meet the requirements of Zoning By-law 0225-2007.

The appropriateness of the proposed parking supply is discussed in Section **4.3**.

## 4.3 APPROPRIATENESS OF PROPOSED PARKING SUPPLY

It is proposed to adopt a reduced parking supply standard for the residential uses of the site, in comparison to the minimum requirements as outlined in Zoning By-law 0225-2007. A discussion and rationale are provided within the following sections regarding the appropriateness of the reduced parking supply.

### 4.3.1 Area Context

There are a variety of transportation options that facilitate access directly to and from the site, that preclude the need to travel to the site with a car. This characteristic reduces the parking demand of the site. Sustainable transportation options in the area are discussed in **Section 2.0**. Given the transportation context in the area, it is possible that many of the site visitors (e.g. residents, visitors, retail customers, etc.) would not require a vehicle to access the site and would therefore not require parking.

### 4.3.2 Recent Residential Condominium Approval Trends

The resident parking supply standards outlined in the City of Mississauga Zoning By-law 0225-2007, could be considered in some locations to be conservative, relative to the parking demands generated by residential buildings across the City, based upon current trends.

Parking standards have been accepted/approved at levels that are less than the applicable Zoning by-laws by City staff, City Council, through the approval of minor variances for both condominium and rental buildings and through Ontario Land Tribunal (OLT) decisions. These approvals are most often applied to proposed developments located within urban and transit accessible areas of the City of Mississauga.

A selection of examples where reduced overall resident parking supply rates, in the range of what is proposed for the site, have been approved for developments in a similar transit context to the proposed site, is summarized in **Table 7**.

These examples where reduced standards have been adopted are strongly indicative of a level of support and acceptance of parking supply standards that could be lower than the requirements of Zoning By-law 0225-2007. Furthermore, the extent and number of new developments that are proceeding with reduced parking standards across the City is, increasingly, reflective of a context where the proposed requirements are considered to overstate current parking needs of residential buildings.

As summarized in **Table 7**, selected approved resident parking supply rates for comparable buildings range from 0.92 spaces per unit to 1.2 spaces per unit. The proposed resident parking rate for the site (effective resident ratio of 1.1 spaces per unit), is within the upper range of these approvals for other condominium applications in the vicinity of the site or with similar transportation contexts. This further suggests that the proposed resident parking rate for the site is appropriate to meet the resident parking demands.

**TABLE 7 RESIDENTIAL DEVELOPMENTS WITH PARKING SUPPLY REDUCTION APPROVALS**

Address	Units	Resident Parking Ratio (spaces/unit)	Permission Through
630-670 Courtney Valley Road	<b>668 Units</b> (654 apartment units; 14 townhome units)	<b>Res Ratio: 1.2</b> 1-bedroom: 1.13 2-bedroom: 1.27	OMB Case No.: PL141343 File No.: PL141344 (2017 November 10) City By-law Exception RA5-40
3555 The Collegeway	<b>384 Units</b>	<b>Res Ratio: 1.12</b>	Supported by City of Mississauga staff Application File #: A-330/21 (Minor Variance, January 20, 2022)
2550/2560 Eglinton Avenue West	<b>361 Units</b>	<b>Res Ratio: 1.1</b> 1-bedroom: 1.1 2-bedroom: 1.1 3-bedroom: 1.2	Site Specific By-law 0199-2016 City By-law Exception RA5-48
3005 Eglinton Avenue West	<b>178 Units</b>	<b>Res Ratio: 1.15</b> 1-bedroom: 1.1 2-bedroom: 1.3	Site Specific By-law 0165-2012 City By-law Exception RA1-33
2285 The Collegeway	<b>242 Units</b>	<b>Res Ratio: 1.04</b>	Supported by City of Mississauga staff Application File #: A-404/21 (Minor Variance, March 17, 2022)
1345 Lakeshore Rd E	<b>478 Units</b>	<b>Res Ratio: 0.92</b>	Supported by City of Mississauga staff Application File #: A-143/22 (Minor Variance, March 31, 2022)

### 4.3.3 Proxy Site Observed Parking Supply

In order to assess the residential parking demand at other similar buildings in the area, BA Group conducted evening and overnight resident parking surveys at several residential locations within the City of Mississauga.

Parking demand surveys were conducted at The Craftsman Lofts (1575 Lakeshore Road West), Pinnacle Grand Park Towers (3975 Grand Park Drive) and Park Side Village (4011 Brickstone Mews & 510 Curran Place), Amber Condos (5023 & 5025 Four Springs Avenue), Crystal Condos (55 & 75 Eglinton Avenue E), Minto Apartments (2700 Aquitaine Avenue), and Waterford Tower (2645 Battleford Road), as a means to understand demand, given the evolving transit context and shift towards more urban conditions of the site.

The observed overall resident parking demand at the proxy sites are in the range of 0.78 – 1.08 spaces per unit. The proposed residential parking rate of 1.1 spaces per unit is above the observed range and will appropriately accommodate the needs of the site.



**TABLE 8 RESIDENTIAL PARKING DEMAND STUDIES - PROXIES**

Address	Major Intersection	Units	Study Date	Peak Hour	Resident Parking	
					Demand (spaces)	Ratio (Spaces/Unit)
2700 Aquitaine Avenue <sup>1</sup>	Aquitaine Avenue / Glen Erin Dr	335	Mon, Oct. 30, 2023	Multiple	281	0.85
			Tues, Oct. 31, 2023	1:00 a.m.	298	0.90
			Wed, Nov. 1, 2023	1:00 a.m.	297	0.90
			Sun, Nov. 5, 2023	Multiple	300	0.91
			Tues, Nov. 7, 2023	1:00 a.m.	291	0.88
			Sun, Nov. 12, 2023	Multiple	285	0.86
2645 Battleford Road <sup>2</sup>	Battleford Rd / Glen Erin Dr	139	Mon, Oct. 30, 2023	8:00 p.m.	145	0.98
			Tues, Oct. 31, 2023	1:00 a.m.	146	1.07
			Wed, Nov. 1, 2023	10:30 p.m.	142	1.04
			Sun, Nov. 5, 2023	1:00 a.m.	144	1.06
			Tues, Nov. 7, 2023	1:00 a.m.	129	0.95
			Sun, Nov. 12, 2023	Multiple	127	0.93
1575 Lakeshore Road W <sup>3</sup>	Royal Windsor Dr / Southdown Rd	292	Tues, Oct. 26, 2021	11:30 p.m.	314	1.08
			Thurs, Oct. 28, 2021	1:00 a.m.	301	1.03
			Tues, Nov. 2, 2021	1:30 a.m.	310	1.06
			Thurs, Nov. 4, 2021	1:30 a.m.	316	1.08
4011 Brickstone Mews & 510 Curran Place <sup>4</sup>	Confederation Pkwy/ Burnhamthorpe Road W	1,008	Wed, Feb. 26, 2020	1:30 a.m.	786	0.78
			Thurs, Feb. 27, 2020	1:30 a.m.	784	0.78
			Fri, Feb. 28, 2020	1:30 a.m.	784	0.78
			Mon, Mar. 2, 2020	3:00 a.m.	786	0.78
3975 Grand Park Drive <sup>5</sup>	Grand Park Dr / Burnhamthorpe Road W	790	Mon, Mar. 2, 2020	2:30 a.m.	681	0.86
			Tues, Feb. 11, 2020	2:00 a.m.	665	0.84
			Fri, Feb. 21, 2020	2:00 a.m.	664	0.84
			Mon, Feb. 24, 2020	2:00 a.m.	674	0.85
5023 & 5025 Four Springs Ave <sup>6</sup>	Eglinton Ave W / Hurontario St	445	Tues, Feb. 11, 2020	2:00 a.m.	400	0.90
			Wed, Feb. 12, 2020	2:00 a.m.	395	0.89
			Thurs, Feb. 13, 2020	2:00 a.m.	388	0.87
55 & 75 Eglinton Ave W <sup>7</sup>	Eglinton Ave W / Hurontario St	463	Tues, Feb. 25, 2020	2:00 a.m.	417	0.90
			Wed, Feb. 26, 2020	2:00 a.m.	419	0.90
			Thurs, Feb. 27, 2020	2:00 a.m.	425	0.92

Notes:

1. The surveys were undertaken from 6:00 p.m. to 1:00 a.m. with 30 minute interval counts. During the study period only 331 units were occupied.
2. The surveys were undertaken from 6:00 p.m. to 1:00 a.m. with 30 minute interval counts. During the study period only 136 units were occupied.
3. The surveys were undertaken from 8:00 p.m. to 2:00 a.m. with 30 minute interval counts.
4. The surveys were undertaken from 8:00 p.m. to 3:00 a.m. with 30 minute interval counts.
5. The surveys were undertaken from 10:00 p.m. to 2:00 a.m. with 30 minute interval counts.
6. The surveys were undertaken from 10:00 p.m. to 2:00 a.m. with 30 minute interval counts.
7. The surveys were undertaken from 10:00 p.m. to 2:00 a.m. with 30 minute interval counts.



## 4.4 SUMMARY OF PROPOSED PARKING SUPPLY

### 4.4.1 Summary of Parking Supply

As summarized in **Table 9**, the proposed vehicle parking supply for the site includes a total of 925 parking spaces, inclusive of 783 resident spaces and 142 non-resident spaces to be shared between resident visitors and retail visitors.

The proposed parking supply has been considered with a blended rate of 1.1 spaces/ unit for both the condominium units and the townhome units. The parking supply is deemed appropriate for the following reasons:

- Transportation context of the area, inclusive of excellent transit service;
- Proposed Transportation Demand Management (TDM) strategy;
- Proxy parking demand surveys; and
- Recent parking approvals and trends.

The proposed parking supply is only 48 spaces less than the requirements of Zoning By-law 0225-2007 and will meet the practical needs of the site.

**TABLE 9 PROPOSED PARKING SUPPLY**

Uses	Units / GFA	Proposed Parking Standard	Number of Spaces Required
<b>Condominium Apartments &amp; Stacked Townhomes</b>			
Resident	709 units	1.1 spaces / unit	783 spaces
Visitor		0.20 spaces / unit	142 spaces
<b>Retail</b>			
Proposed Retail	790 m <sup>2</sup> GFA	5.0 spaces / 100 m <sup>2</sup> GFA	40 spaces
<b>Non-Resident Sharing Considerations</b>			
Non-resident subtotal before sharing			182 spaces
Non-resident subtotal with permitted sharing <sup>3</sup>			142 spaces
<b>Total Resident</b>			<b>783 spaces</b>
<b>Total Non-Resident</b>			<b>142 spaces</b>
<b>SITE TOTAL</b>			<b>925 spaces</b>

Notes:

1. Statistics provided by Turner Fleischer architects, September 18, 2024.
2. All vehicle parking calculations resulting in a fraction of less than 0.50 shall be rounded down to the nearest whole number and vehicle parking calculations resulting in a fraction of more than 0.50 shall be rounded up to the nearest whole number, as per City of Mississauga By-law 0225-2007 Section 3.1.1.1.4.
3. As per Zoning By-law 0225-2007, for the purpose of Article 3.1.2.1, a shared parking arrangement may be used for the calculation of required visitor/non-residential parking in accordance with the greater of 0.2 visitor spaces per unit or required retail parking rate of 5 spaces/100m<sup>2</sup> of GFA.



#### 4.4.2 Accessible Parking

The City's Zoning By-law 0225-2007 and Accessible Parking By-law 0010-2016 require that accessible spaces be provided for non-residential / visitor uses at a minimum rate of 1 space + 3 %, for a supply within the range of 101 - 200 parking spaces.

Furthermore, the By-law states that for lots with an even number of total accessible parking spaces, an equal number of Type 'A' (non-residential uses) and Type 'B' (residential uses) spaces must be provided. The two types of spaces must adhere to the following dimensions:

- Type A space: 5.2 metres (length) x 3.4 metres (width)
- Type B space: 5.2 metres (length) x 2.4 metres (width)

Both types must include a 1.5-metre pedestrian aisle adjacent to the accessible space.

**TABLE 10 ZONING BY-LAW 0225-2007 ACCESSIBLE PARKING REQUIREMENTS**

Non-Residential Parking Supply	Category	Minimum Rate	Minimum Requirement	Type Allocation
142 spaces	100 – 200 spaces	1 space + 3% of the total parking supply	6 spaces	3 Type A 3 Type B

Application of the Zoning By-law accessible parking space standards to the proposed non-residential parking supply would require a minimum of 6 accessible parking spaces.

The development plans illustrate 10 accessible parking spaces, inclusive of 6 visitor spaces and 4 resident spaces, which exceeds the minimum requirements. The proposed accessible parking supply complies with the Zoning By-law dimensional requirements. Furthermore, accessible parking spaces are proposed to be provided within the below-grade parking facilities for residents and visitors, and there will be one at-grade visitor space. These spaces are in proximity to the elevator cores.

Based on the above, the proposed accessible parking supply meets the requirements of Zoning By-law 0225-2007 requirements and will meet the practical needs of the site.



### 4.4.3 EV Parking

As per Zoning By-law 0117-2022 (Table 3.1.1.12), a minimum of 20% of the total resident parking requirement must be EV ready and 10% of the visitor parking requirement must be EV ready.

As shown in **Table 11**, the Zoning By-law requires a minimum of 172 EV ready parking spaces. As the architectural drawings illustrate a total of 172 EV parking spaces, the proposed supply will meet the Zoning By-law requirements.

**TABLE 11 ELECTRIC VEHICLE PARKING**

	Total Proposed Parking Supply (spaces)	Zoning By-law EV Parking Requirement	Minimum EV Parking Requirement (spaces)	Proposed Supply of EV Parking (spaces)
Resident Spaces	783 spaces	20%	157	157
Resident Visitor Spaces	142 spaces	10%	15	15
<b>Site Total</b>	<b>925 spaces</b>	--	<b>172</b>	<b>172</b>

Notes:

1. Statistics provided by Turner Fleischer architects, September 18, 2024



## 5.0 CONCLUSIONS AND RECOMMENDATIONS

In summary, from a parking and urban transportation perspective, proposed parking supply for the Site is appropriate and supportable. It is proposed to provide a total of 932 parking spaces, inclusive of 783 residential spaces and 142 non-residential parking spaces to be shared between resident visitors and retail use.

The proposed parking supply has been considered with a blended rate of 1.1 spaces/ unit for both the condominium units and the townhome units. The parking supply is deemed appropriate for the following reasons:

- The Site's proximity to existing transit services provides sustainable and non-automobile travel options across the City;
- Proposed Transportation Demand Management (TDM) strategy;
- The results of the proxy parking approvals and trends indicate that the proposed blended resident rate of 1.1 spaces / unit is within the upper range of these approvals for other condominium applications in the vicinity of the site or with similar transportation contexts; and
- The results of the proxy demand survey indicate that proposed residential parking rate of 1.1 spaces per unit is above the observed range and will appropriately accommodate the needs of the Site.

The proposed parking supply is only 48 spaces less than the requirements of Zoning By-law 0225-2007 and will meet the practical needs of the site.

The provided parking supply for the Site is summarized in **Table 12**.

**TABLE 12 PROPOSED PARKING SUPPLY**

Uses	Units / GFA	Proposed Parking Standard	Number of Spaces Required
<b>Condominium Apartments &amp; Stacked Townhomes</b>			
Resident	709 units	1.1 spaces / unit	783 spaces
Visitor		0.20 spaces / unit	142 spaces
<b>Retail</b>			
Proposed Retail	790 m <sup>2</sup> GFA	5.0 spaces / 100 m <sup>2</sup> GFA	40 spaces
<b>Non-Resident Sharing Considerations</b>			
Non-resident subtotal before sharing			182 spaces
Non-resident subtotal with permitted sharing <sup>3</sup>			142 spaces
<b>Total Resident</b>			<b>783 spaces</b>
<b>Total Non-Resident</b>			<b>142 spaces</b>
<b>SITE TOTAL</b>			<b>925 spaces</b>

Notes:

1. As per Zoning By-law 0225-2007, for the purpose of Article 3.1.2.1, a shared parking arrangement may be used for the calculation of required visitor/non-residential parking in accordance with the greater of 0.2 visitor spaces per unit or required retail parking rate of 5 spaces/100m<sup>2</sup> of GFA.

## APPENDIX A: REDUCED SCALE ARCHITECTURAL PLANS



## APPENDIX B: PARKING UTILIZATION STUDY RESULTS

