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DATE: June 3, 2014

TO: Chair and Members of Planning and Development Committee
Meeting Date: June 23, 2014

FROM: Edward R. Sajecki
Commissioner of Planning and Building

SUBJECT: **Mississauga Parking Strategy – Phase II: Port Credit and Lakeview – Final Report - Report on Comments**

- RECOMMENDATION:**
1. That Section 10 Conclusions and Recommendations and Figure 14: Action Plan from the “Mississauga Parking Strategy – Phase II: Port Credit and Lakeview – Final Report”, prepared by BA Consulting Group, dated June 2014, be endorsed as a guideline for managing and expanding municipal parking resources in Port Credit and Lakeview and future amendments to the Zoning By-law.
 2. That the required amendments to the Fees and Charges By-law and the Corporate Policy and Procedure regarding the establishment of a Lakeview category related to the Payment-in-lieu of Off-Street Parking be undertaken.

**REPORT
HIGHLIGHTS:**

- The Strategy was finalized by BA Consulting Group based on comments received through the departmental circulation and public consultation process.
- The Conclusions, Recommendations and Action Plan outlined in the Strategy will guide the development and management of existing and future municipal parking resources in Port Credit and

the Lakeshore Road corridor through Lakeview and support the development visions for those communities.

- Transportation and Works has completed a Phase One Feasibility Investigation of the potential sites identified for building expanded parking facilities. Based on the costs associated with conducting further supplementary studies and that demand for additional parking facilities in Port Credit is not expected in the near future, undertaking further work related to feasibility studies is not recommended.

BACKGROUND:

On July 3, 2013, City Council considered the report titled “Mississauga Parking Strategy – Phase II: Port Credit and Lakeview”, dated June 4, 2013 (Appendix 1), from the Commissioner of Planning and Building and adopted the following recommendations:

1. That the report titled “Mississauga Parking Strategy – Phase II: Port Credit and Lakeview” dated June 4, 2013, from the Commissioner of Planning and Building, be circulated to stakeholders within the Port Credit and Lakeview communities for comment.
2. That the Transportation and Works Department undertake feasibility studies to confirm future public parking garage locations in Port Credit.
3. That the Transportation and Works Department initiate the development of a business plan for existing and future parking development and operations; including a capitalization, financial and implementation plan, for Port Credit and Lakeview.

COMMENTS:**Circulation and Public Consultation**

A draft of the “Mississauga Parking Strategy – Phase II: Port Credit and Lakeview”, prepared by BA Consulting Group, was circulated to departments for comment in October 2012. The Strategy was modified, and a revised draft, dated April 2013, was presented to City Council in July 2013 and subsequently to the public for comment.

The public consultation program included:

- a key stakeholder meeting held on September 10, 2013 where presentations were made by staff and BA Consulting Group. Members of the Port Credit Local Advisory Panel, Lakeview Local Advisory Panel, Port Credit BIA and a group representing cultural interests were invited to attend;
- a Community Open House held on October 10, 2013 where key information boards were available and presentations were made by staff and BA Consulting Group. All residents and business owners in Port Credit and Lakeview, located south of the Canadian National Railway, were invited to attend;
- an update meeting with the Port Credit BIA on April 14, 2014; and
- a project specific City website where the draft Strategy was available and comments could be forwarded to the Planning and Building Department.

Changes to the “Mississauga Parking Strategy – Phase II: Port Credit and Lakeview”

Attached as Appendix 2 is a summary of the key issues and comments raised through the circulation and public consultation process, staff’s response, and, where appropriate, revisions undertaken to the “Mississauga Parking Strategy – Phase II: Port Credit and Lakeview – Final Report”, prepared by BA Consulting Group, dated June 2014 (under separate cover).

The comments are grouped by issue and the Section number refers to the final Strategy. Where modifications to the Strategy were undertaken, deletions are shown as “~~strikeouts~~” and additions are “*in italics and underlined*”.

Key issues raised during the consultation process are discussed below; however, Appendix 2 should be referred to for a more complete summary of issues and changes made to the final Strategy.

1. Port Credit – Charging for Public Parking

The extent to which the parking in Port Credit should be managed through pay for parking has been raised by various stakeholders. Some agree that pay for parking is necessary and should be expanded to off-street lots, with extended hours, while others suggest that additional pay for parking and increased fees may result in fewer visitors and shoppers to the area.

The Strategy recommends expanding the pay for parking environment in Port Credit to include off-street lots and extend the time period for paid parking. This will allow for proactive planning for future parking facilities, generate revenue to fund future capital repair costs for existing parking facilities and fund Transportation Demand Management (TDM) initiatives such as facilitating the implementation of car share services. The long term municipal parking goal is to continue to provide good service to residents, businesses and visitors with a self-sustaining parking management system.

2. Possible Locations for New Municipal Parking

Concern was raised regarding the identification of the Port Credit Library parking lot as a potential location for a new parking structure.

The Strategy identifies many potential locations for new municipal parking. Transportation and Works has completed Phase One Feasibility Investigations of all the potential sites. More detailed supplementary studies will be conducted in the future when the demand for municipal parking increases in Port Credit and the need becomes imminent.

3. Free Parking in December

Concern was raised with the suggestion of discontinuing the practice of permitting free municipal parking in Port Credit through the month of December.

Incentives for shopping in Port Credit in December are vital to the economic success of main street businesses. The Strategy does not recommend discontinuing the practice of permitting a parking ‘free holiday’ within the implementation time period of this study. Further,

the Strategy was revised to indicate that additional public consultation with the business community would be required prior to a change in the holiday provision.

4. Request for Long Term (Overnight) Parking in Port Credit

Several Port Credit residents requested more municipal long term or overnight parking due to insufficient on-site facilities.

The Strategy recommends implementation of monthly paid parking for the general public on municipally owned lands. The Transportation and Works Department will be undertaking the development of a citywide Parking Master Plan that will include a component related to the possible introduction of on-street permit parking in Mississauga. The input provided by Port Credit residents in this regard will be forwarded for consideration through the Parking Master Plan.

Status of Feasibility Studies and Business Plan

Transportation and Works has completed a Phase One Feasibility Investigation of the potential sites for building expanded parking facilities as described in the Parking Strategy. The Phase One Feasibility Investigation included a preliminary review of environmental, geotechnical, traffic, and ownership conditions associated with each site.

After reviewing the results of the Phase One Feasibility Investigation, Transportation and Works concluded that each site requires detailed study to accurately estimate the site mitigation, capital construction, long term operating, and potential acquisition/partnership costs associated with the proposed parking facility locations. Costs associated with conducting the required supplementary studies are estimated to be between \$50,000 and \$100,000 per site.

Based on Port Credit's current parking utilization rate, demand for additional parking facilities, and the estimated cost of completing the required supplementary studies; Transportation and Works has

determined that undertaking a detailed feasibility study for the potential sites for building expanded parking facilities is not recommended at this time.

Transportation and Works will continue to utilize the Action Plan contained in the Strategy as a guideline for managing and expanding municipal parking resources in Port Credit and Lakeview.

The business plan for parking development and operations will be conducted in accordance with the Action Plan and the citywide Parking Master Plan, which is currently in development.

Key Conclusions and Recommendations and Strategy Implementation

Section 10 of the final Strategy contains the key Conclusions and Recommendations and is attached to this report in Appendix 3. The implementation of the Strategy is outlined in Appendix 4, Phase II Parking Strategy Action Plan. The Action Plan identifies the recommendations and timing for implementation and the department(s) that will lead the action.

STRATEGIC PLAN: The Conclusions and Recommendations of the “Mississauga Parking Strategy – Phase II: Port Credit and Lakeview – Final Report” are consistent with and respond to four of the Strategic Pillars for Change in the City’s Strategic Plan. These are Developing a Transit-Oriented City, Completing Our Neighbourhoods, Cultivating Creative and Innovative Businesses, and Living Green.

FINANCIAL IMPACT: Recommendations resulting from the “Mississauga Parking Strategy - Phase II: Port Credit and Lakeview – Final Report” could have a significant financial impact, depending on future City Council decisions.

The Strategy presents two key recommendations for financing the Port Credit parking operation. The first is to set a monetary goal to fund a future parking garage; and, second to increase parking revenues to help finance existing and future parking and TDM initiatives. Immediate consideration should be given to implementing the revenue generating recommendations, most importantly, the introduction of

paid parking in all municipal off-street lots that service the main commercial area. Given that the capital budget does not include funding for a parking structure in Port Credit, this proactive approach will help to ensure the City is financially prepared to address future parking needs.

The Lakeview area has minimal public parking, thus there is limited opportunity for revenue generation through paid parking to help in funding future municipal parking. The City should begin to look for opportunities to provide new off-street parking by utilizing Payment-in-Lieu of Off-Street Parking funds to purchase properties, partnering with the private sector as part of development requirements, and through Section 37 bonusing provisions.

A business plan for parking development and operations will be conducted in accordance with the Action Plan and the citywide Parking Master Plan, currently in development, to validate the revenue and cost assumptions.

CONCLUSION:

The “Mississauga Parking Strategy – Phase II: Port Credit and Lakeview - Final Report”, dated June 2014, was finalized by BA Consulting Group based on comments received through the departmental circulation and public consultation process.

The Strategy approaches the management of parking in a comprehensive manner considering aspects related to good urban design, sustainable economic development and transportation demand management principles. The key Conclusions and Recommendations, as summarized in Section 10 of the Strategy (Appendix 3), support the established vision of an evolving urban village for Port Credit, and strengthening the community in Lakeview.

As outlined in the Action Plan (Appendix 4), some of the recommendations will be implemented in the next couple of years (e.g. reduced parking standards), others will be undertaken in the longer term (e.g. potential construction of a new parking structure), while others will be on-going (e.g. engagement with the Port Credit Business Improvement Area).

- ATTACHMENTS:** Under separate cover: “Mississauga Parking Strategy – Phase II: Port Credit and Lakeview – Final Report”, dated June 2014, prepared by BA Consulting Group.
- Appendix 1: Corporate Report: “Mississauga Parking Strategy – Phase II: Port Credit and Lakeview”, dated June 4, 2013
- Appendix 2: Response to Comments Table – Draft Port Credit and Lakeview Parking Strategy
- Appendix 3: Excerpt from the “Mississauga Parking Strategy – Phase II: Port Credit and Lakeview – Final Report”, dated June 2014: Section 10 Conclusions and Recommendations
- Appendix 4: Excerpt from the “Mississauga Parking Strategy – Phase II: Port Credit and Lakeview – Final Report”, dated June 2014: Figure 14: Phase II Parking Strategy Action Plan

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Commissioner of Planning and Building

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