

CITY OF MISSISSAUGA PARKING STRATEGY - PHASE II PORT CREDIT & LAKEVIEW

*Prepared for:
The City of Mississauga*

May 24, 2013

 **B GROUP**
Transportation
Consultants



**Movement
In Urban
Environments**

Executive Summary

The City of Mississauga has recognized that parking can be a powerful tool to achieve a variety of community objectives. Through Phase I - Parking Strategy for Mississauga City Centre, the City has begun to change the way in which parking is managed in its more dense urban environments. Phase II of the Parking Strategy focuses on two established communities along Mississauga's Lakeshore Road: Port Credit and Lakeview.

The purpose of the Phase II study is to build upon the findings of Phase I and to develop an effective Parking Strategy for the Port Credit and Lakeview areas that supports the City's urban design, economic, land use and transportation objectives.

Phase II provides a comprehensive review of the existing parking context in both Port Credit and Lakeview and includes detailed recommendations that will allow the City to meet its objectives. Key issues addressed in this report include:

- whether the City's existing public parking supply in Port Credit is sufficient to meet the existing demand;
- locations where the City could build additional public parking to facilitate future development;
- guidance on how the City should approach parking in Lakeview in order to foster the development of a new commercial main street area along Lakeshore Road East in Lakeview;
- how much new off-street municipal parking the City should provide in Lakeview to foster development of commercial uses along Lakeshore Road East;
- recommended modifications to the parking supply rates in the Zoning By-law that will encourage development in the main street areas of Port Credit and Lakeview;
- ways in which the City can foster cultural uses in Port Credit and Lakeview such as art galleries, museums, cultural group offices, heritage buildings, street festivals, and the Transformative Parking Space project;
- whether the City is currently running a surplus or loss on the existing parking system in Port Credit and ways to adjust current financial practices to improve the financial performance of the overall parking system;
- potential parking revenue initiatives in Port Credit to fund additional municipal parking resources and TDM programs, including potential new locations for paid on-street parking;
- recommended bicycle parking supply and end of trip requirements for commercial developments and implementation recommendations;
- Transportation Demand Management (TDM) objectives to ensure the parking strategy is linked to supporting transit use and active transportation; and
- an action plan for implementing the parking strategy.

A detailed summary of Conclusions and Recommendations are set out in Section 10.0 of this report. An Action Plan follows in Section 11.0.

BA Group wishes to thank the City of Mississauga for the opportunity to develop this parking strategy and looks forward to its implementation.

Table of Contents

1.0	INTRODUCTION	1
1.1	Overview	1
1.2	Study Purpose	1
2.0	BACKGROUND	3
2.1	Area Context	3
2.2	Background Studies	5
2.3	Existing Zoning By-Law Requirements	12
2.4	Payment-in-Lieu (PIL) of Off-Street Parking Policy	12
3.0	PORT CREDIT PLANNING AREA	16
3.1	Existing Conditions	16
3.2	Existing Parking Demand	21
3.3	Future Changes in Parking Demand	35
3.4	Future Changes in Parking Supply	40
3.5	Summary of Potential Future Parking Changes	44
3.6	Future Public Parking Options	45
3.7	Additional On-Street Pay Parking Zones	49
3.8	Discussion and Recommended Next Steps	49
4.0	LAKEVIEW PLANNING AREA	53
4.1	Existing Conditions	53
4.2	Potential Future Development	54
4.3	Parking Goals for the Lakeview Area	54
4.4	Potential Scope for Municipal Parking Involvement	56
4.5	Discussion and Recommended Next Steps	58
5.0	ZONING BY-LAW CONSIDERATIONS	59
5.1	Port Credit	59
5.2	Lakeview	61
6.0	CULTURAL USES PARKING CONSIDERATIONS	62
6.1	Reduced Parking Standards for Cultural Uses	62
6.2	Parking Exemptions / Concessions for Heritage Buildings	62
6.3	Manage Parking for Special Events	66
6.4	Support the Transformative Parking Space Project	67
7.0	BICYCLE PARKING CONSIDERATIONS	68
7.1	Recommended Bicycle Parking Requirement	68
7.2	Existing Development Considerations	68
7.3	New Development Requirements	71

7.4	Shower / Change Room Requirements _____	71
8.0	FINANCIAL CONSIDERATIONS _____	73
8.1	Existing Financial Status _____	73
8.2	Recommendations _____	75
9.0	GENERAL MANAGEMENT & OPERATIONAL CONSIDERATIONS _	79
9.1	On-Street Parking Duration _____	79
9.2	Improved Parking Management – the Next Steps_____	79
10.0	CONCLUSIONS AND RECOMMENDATIONS _____	83
11.0	ACTION PLAN _____	93

LIST OF APPENDICES

- APPENDIX A: Detailed Parking Demand Survey Tables
- APPENDIX B: Future Development Calculation Information
- APPENDIX C: Relevant Parking Policies from the New Official Plan
- APPENDIX D: Example Heritage Parking Exemption Policies from Other Municipalities

LIST OF FIGURES

Figure 1:	Port Credit and Lakeview Area Context.....	4
Figure 2:	Port Credit Area Overview.....	17
Figure 3:	Port Credit Planning Zone Boundaries	18
Figure 4:	On-Street Parking Supply and Restrictions	23
Figure 5:	Off-Street Parking Supply	25
Figure 6:	Municipal Off-Street Parking Supply	27
Figure 7:	On-Street Parking Demand and Restrictions.....	29
Figure 8:	Off-Street Parking Demand.....	31
Figure 9:	Future Development Sites in Port Credit	38
Figure 10:	Potential Area Parking Supply Reductions.....	43
Figure 11:	Opportunities For New Municipal Parking	48
Figure 12:	Lakeview Area Overview	55
Figure 13:	Bicycle Parking Deployment Recommendations for Port Credit.....	70
Figure 14:	Phase II Parking Strategy Action Plan.....	94

1.0 Introduction

1.1 Overview

Parking is more complicated than it first seems to be. At first glance a parking space is simply a place to store an automobile. Dig deeper however and one will discover that a parking space is an economic driver, an integral part of the transportation system, a critical piece of urban planning and can be a revenue generator. The way in which parking is provided in an urban context sets the stage for what type of development takes place around it and how successful those developments are.

Providing parking in Mississauga has historically relied upon 'predict and provide' approaches where individual developments were required to supply enough dedicated on-site parking to accommodate the peak demands of the land use. The parking typically was not to be shared and developments could not utilize street parking to accommodate any demand because streets were traditionally viewed as reserved for the conveyance of vehicles.

The historical approach to parking in Mississauga has led to a spread out development form that is land intensive; primarily because a large portion of every site's area had to be dedicated to parking. The spread out nature of development made users reliant upon the automobile as the only effective method of transportation, which in turn reinforced the need to have abundant parking on-site.

Recently, however, the City has recognized that parking can be a powerful tool to achieve a variety of community objectives. An effective parking management strategy can:

- foster compact urban development and good urban design;
- be an effective way for a municipality to encourage and support economic development;
- provide for a more efficient use of both public and private parking resources;
- encourage sustainable transportation habits such as transit use, carpooling, active transportation, etc.; and
- generate revenue to fund future municipal shared parking and shared TDM projects.

Through Phase I of the Mississauga Parking Strategy, the City has begun to change the way in which parking is managed in its more dense urban environments. Phase I, completed in 2009, focused on the City Centre area. Phase II focuses on two established communities along Mississauga's Lakeshore Road: Port Credit and Lakeview.

1.2 Study Purpose

The purpose of the Phase II study is to build upon the findings of Phase I and to develop an effective Parking Strategy for the Port Credit and Lakeview areas that supports the City's urban design, economic, and land use objectives.

The Request for Proposal (RFP) for Phase II outlined three specific goals:

- develop a comprehensive parking management strategy for the Port Credit Planning District;
- develop a set of strategic parking policies for the Lakeshore Road East Corridor through the Lakeview Planning District; and
- provide an analysis of parking policies related to cultural uses/activities and develop a strategic parking approach that promotes and removes barriers to cultural activities within the study areas.

The City currently plays a significant role in parking for the Port Credit area. This is primarily due to the historic Port Credit commercial node (i.e. 'downtown' Port Credit). Here, the City provides a significant amount of public parking which supports the local businesses as many of the existing historic buildings were constructed with little or no private parking. The public parking also supports the general area activities such as the Credit Village Marina, public library and City's waterfront parks system. In this regard, a key consideration of the Parking Strategy is therefore to confirm whether the current public parking supply is adequate, whether additional public parking is required, and if so, where. Lakeview in comparison does not have a defined commercial node and the City does not yet play a significant role in the parking supply.

Given that the City plays a greater role in the Port Credit parking system, this study will provide additional detail in the Port Credit case. For example, a consideration will be to review the existing public and private parking supply in the area and compare it to the measured existing area parking demand. In the case of Lakeview, this study will focus on providing high level guidance regarding what parking policies should be implemented to support the City's development goals for the area, such as creating a sustainable development form, one that can be reinforced by Transportation Demand Management (TDM) and alternative modes of transportation.

Another important goal of this Phase II study is to undertake an analysis of the role of cultural uses in each of the study areas. Cultural uses are broadly defined and can include many activities such as theatres, parks, art galleries, festivals, restaurants, and places of worship. In an urban context, cultural uses, especially when located in historic areas or buildings, often have to rely upon municipal public parking because they do not have the financial capital or physical space to provide dedicated on-site parking to support the use. The reliance upon public parking is acceptable because it generates economic activity that is beneficial to an area. To support cultural uses in Port Credit and Lakeview, this study will include recommendations on:

- zoning by-law parking supply requirements for cultural uses;
- the reuse and redevelopment of heritage buildings;
- festivals and public events; and
- the Transformative Parking Space project.

2.0 Background

The City of Mississauga is at a crossroad in its development. It has evolved from a suburban community into a major Canadian city. As the remaining 'Greenfield' sites in Mississauga are developed, growth will increasingly depend on the City's potential for intensification and redevelopment and move more towards an urban built form. The Mississauga Official Plan identifies intensification areas, such as the Urban Growth Centre and Community Nodes, where new development and higher densities will be focused. Port Credit has a community node. A community node has also been designated in Lakeview; however, its boundaries have not yet been determined. Consistent with the approach adopted in Phase I, which focused on the City Centre, a different parking philosophy is required in community nodes to support the planned growth.

2.1 Area Context

The relationship of the Port Credit and Lakeview study areas within the City is illustrated on Figure 1.

2.1.1 Port Credit

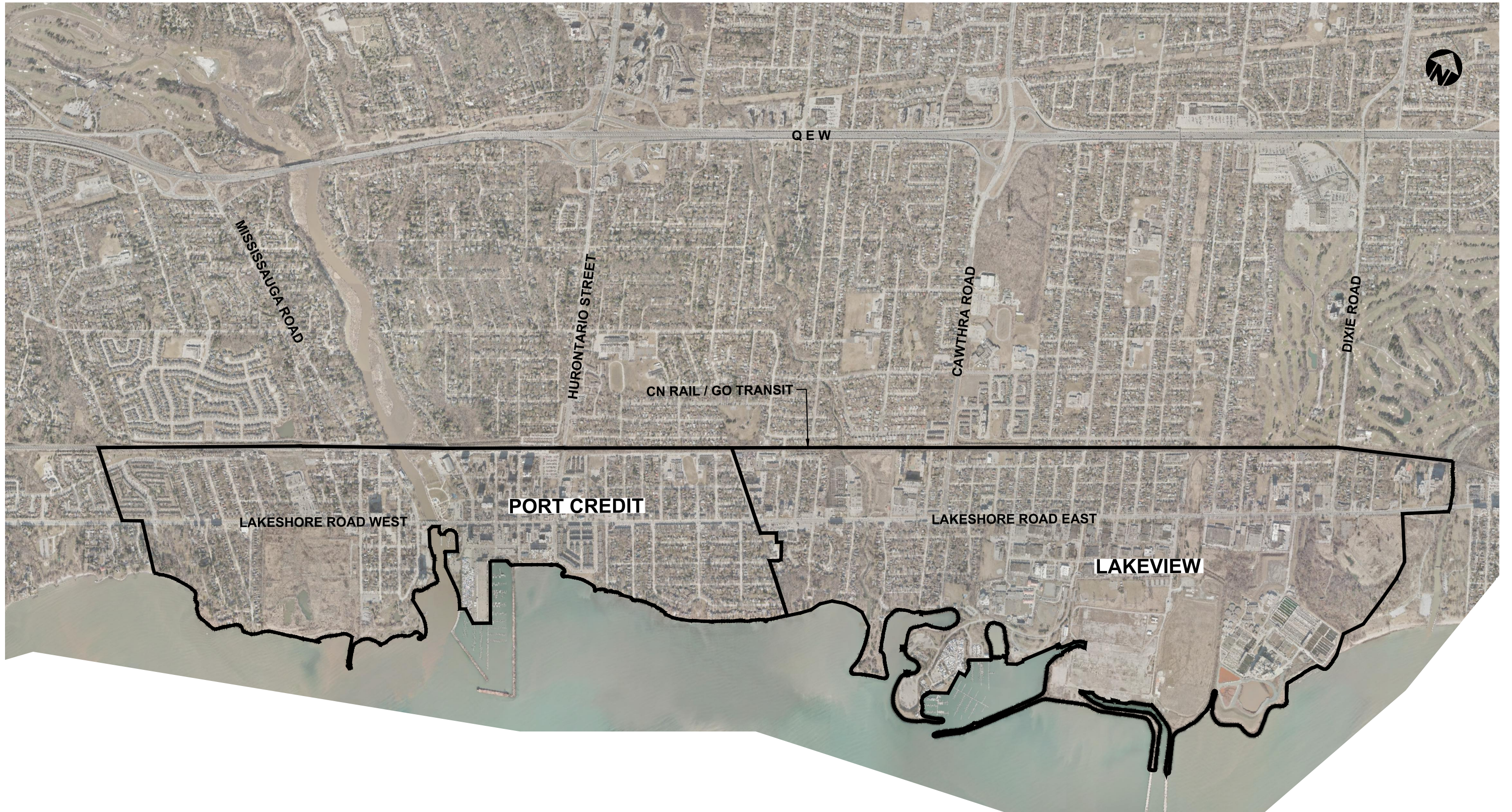
The Port Credit area is Mississauga's historical waterfront village. It is characterised by an established commercial area that extends along Lakeshore Road east and west of Hurontario Street. The Credit River, which is the centre of many of the waterfront based activities, is located to the west of Hurontario Street. Key activity areas include:

- the Port Credit GO Station;
- the Port Credit boat launch, rowing and canoe clubs;
- the Port Credit area restaurants and commercial establishments;
- the area Parks, library and arena;
- the Port Credit Harbour Marina; and
- the Credit Village Marina.

The City operates and maintains several on-street and off-street public parking facilities in the Port Credit area. The parking is provided by the City to support area commercial uses by augmenting private parking supply. It also provides parking for special events and casual visitors to the area. The City charges for on-street parking along the Lakeshore Road corridor and along some side streets in close proximity to Lakeshore Road. Currently, public off-street parking is free.

2.1.2 Lakeview

The Lakeview area differs from Port Credit in that it does not have an established built-up cohesive commercial area with street related retail uses. While the Lakeview study area is also based around the Lakeshore Road corridor, the area lacks continuity and a focal point. Much of the retail space that exists is separated from Lakeshore Road East by parking. The City currently does not have an active role in the parking supply system in Lakeview. Most of the parking is provided in private off-street lots with some spill over onto side streets and the boulevard adjacent to Lakeshore Road East.



PORT CREDIT AND LAKEVIEW AREA CONTEXT

Other predominant features of Lakeview are the waterfront parks, GE Booth Wastewater Treatment facility, and the former Ontario Power Generation (OPG) Lakeview Power Plant lands. The OPG power plant was demolished several years ago and the site is now vacant awaiting redevelopment. The City has recently undertaken a visioning study to determine what the future redevelopment of the OPG lands might look like. The details of the Lakeview visioning study, known as Inspiration Lakeview, and its relevance to the Phase II Parking Strategy, are summarized in Section 2.2.

2.2 Background Studies

There are many initiatives and background studies that directly inform and define the framework for the Phase II of the Parking Strategy. They include the following:

- Metrolinx Regional Transportation Plan (RTP) / Port Credit Mobility Hub Study;
- Mississauga Strategic Plan;
- Mississauga Official Plan (2011);
- Port Credit and Lakeview Local Area Plan Reviews;
- Hurontario/Main Street Corridor Master Plan / LRT Study;
- Lakeshore Road Corridor (Urban Design) Study;
- Lakeshore Road Transportation Review Study;
- Mississauga Waterfront Parks Strategy;
- City's internal review of key waterfront development sites;
- Inspiration Lakeview;
- Inspiration Port Credit;
- Mississauga Culture Master Plan;
- Mississauga Commercial Area Parking Strategy (1998); and
- Parking Strategy for Mississauga City Centre (2009).

The purpose of this section is to review these background studies and summarize their relevance to the Phase II of the Parking Strategy. A summary of each study is outlined below.

The Metrolinx Regional Transportation Plan & Port Credit Mobility Hub Study

In November 2008, Metrolinx adopted The Big Move – the Regional Transportation Plan (RTP) for the Greater Toronto and Hamilton Area (GTHA). The Big Move provides the blueprint for transforming the regional transportation system over the next 25 years.

The RTP identifies the Port Credit GO station and surrounding area as a Gateway Mobility Hub. In keeping with the RTP the Mississauga Official Plan (2011) identifies the area as a Major Transit Station.

The City, in conjunction with Metrolinx, undertook a study of the Port Credit Mobility Hub which provided background information and informed the preparation of the Port Credit Local Area Plan

(2012). The Mobility Hub Study identified an opportunity for a parking structure (providing up to an additional 500 spaces), and a mixed use development on the GO station's southern parking lot. However, further work is required to determine appropriate development on the site. The parking structure could also be utilized by the City and Metrolinx to support other uses in the area during off-peak times.

The RTP also provides guidance and policies that encourage minimizing parking in intensification areas as a means of supporting Transportation Demand Management (TDM).

Mississauga Strategic Plan

Mississauga City Council has approved a new Strategic Plan that is based on five key pillars that will make Mississauga a dynamic and beautiful global City that celebrates diversity. The Strategic Plan pillars are:

- developing a transit-oriented City
- ensuring youth, older adults, and immigrants thrive;
- completing the City's neighbourhoods;
- cultivating creative and innovative business; and
- living green.

In support of the Strategic Plan, this Parking Strategy reviews the City's existing parking infrastructure in both Port Credit and Lakeview and provides recommendations on how it can utilize its public parking assets to achieve the pillars of the strategic plan, such as supporting a transit-oriented city and creating a model, creative, sustainable waterfront community.

The Strategic Plan also directs the Municipality to seek out ways in which it can bolster, support, foster, and remove barriers to cultural activity in the community. This report discusses how the City can improve current parking policies to support cultural development. Additional information on the Mississauga Cultural Master Plan is set out later in this section.

Mississauga Official Plan (2011)

A new Official Plan (OP) was approved by City Council in September 2010 and by the Region of Peel in September 2011. Parts of the plan are still under appeal.

The new OP includes a new City Structure and identifies the locations and number of nodes and corridors within the City's urban structure. A portion of the Port Credit study area has been designated as a Community Node. The OP also includes a community node in Lakeview District; however the boundaries of the node are yet to be confirmed.

Lands on either side of Hurontario Street have been identified as an Intensification Corridor in the new OP where future development will be supported by light rail transit (LRT). Lakeshore Road through both Port Credit and Lakeview has been identified as a Corridor which *"will evolve and accommodate multi-modal transportation and become attractive public places in their own right with complementary land uses."* Similar to the Hurontario Street corridor, parking is anticipated to be a significant component in

realizing the potential and shaping land use patterns along the Lakeshore Road corridor through both Port Credit and Lakeview.

The Plan includes strategic parking policies which reflects the new parking philosophy established through Phase I of the Mississauga Parking Strategy. The OP includes specific policies related to cultural facilities and TDM policies. This Parking Strategy will build upon the policies set out in the new OP, review the parking context specific to Port Credit and Lakeview, and identify additional parking policies that support the goals of the OP for each area. Relevant policies from the new OP are provided for reference in Appendix C.

Port Credit and Lakeview Local Area Plan Reviews

In addition to the new OP, the Local Area Plans related to Port Credit and Lakeview communities are undergoing review. A consortium of consultants was retained to engage the community and provide recommendations into the visioning process. A report titled *Lakeview and Port Credit District Policies Review and Public Engagement Process – Directions Report*; dated October 2008 was received for information by City Council and informs the preparation of the draft policies.

More recently, in 2010/11, a broad stakeholder consultation process was conducted to develop a high level vision for the industrial and OPG lands in Lakeview. This vision was approved by Council in April 2011. The next stage in the process will be the development of more detailed master plan. It is expected that high level principles and strategies for parking will be identified in this study.

Local advisory panels consisting of members of ratepayers' associations, local businesses, Business Improvement Areas (BIAs), property owners, members of the local residential community, and special interest groups have been established for both Port Credit and Lakeview areas through the Local Area review process. This study has engaged the Local Advisory Panels in addition to other public stakeholder groups (e.g. BIA, the culture group) to ensure that input to the parking strategy was received early in the process.

Hurontario Main Street Corridor Master Plan / LRT Study

The Hurontario Main Street Study developed a corridor master plan for incorporating rapid transit along the Hurontario corridor from Port Credit in Mississauga to downtown Brampton. The study contemplates a light rail transit line (LRT) running along Hurontario to Port Credit, extending south of Lakeshore Road East, and terminating on Port Street. A connection to the Port Credit GO Station is also planned through a transit stop at the intersection of Hurontario Street and Park Street.

A full functional design for the Hurontario LRT has not been completed however it is understood that the construction of the portion of the LRT south of Lakeshore Road East will result in the loss of some street parking on St. Lawrence Drive and Port Street. The parking strategy will attempt to quantify and consider the implications of the potential loss of parking.

In addition to reviewing the direct impacts of the LRT on the Port Credit parking supply, the Parking Strategy provides guidance on how the City can utilize the public parking supply to support and meet the redevelopment objectives of the LRT study including recommendations on charging for parking (i.e. where and how much). Supportive parking policies will be critical to sustaining higher order transit initiatives along Hurontario Street and through Port Credit.

Lakeshore Road Urban Design Study

Mississauga has undertaken an Urban Design Study for Lakeshore Road as part of the Port Credit and Lakeview Local Area Plan reviews. The Urban Design Study focuses on determining the appropriate built form along Lakeshore Road through Port Credit and Lakeview, ensuring that appropriate densities are accommodated in consideration of the future road function and boulevard widths, and guiding appropriate transition from existing uses.

Lakeshore Road Transportation Review Study

The Lakeshore Road Transportation Review Study was undertaken by HDRiTrans and completed in 2010. The study provided a comprehensive and technical transportation review regarding how the Lakeshore Road corridor could accommodate alternative modes of transportation. The study identified the existing right-of-way as a significant constraint along portions of the corridor, particularly through Port Credit, where the width is inadequate to fully accommodate all modes of transportation, along with parking and appropriate streetscape improvements.

Lakeview has more generous right-of-ways along Lakeshore Road and is not as restricted as Port Credit. There is opportunity to acquire additional land in areas where the right-of-way is smaller. The section from Greaves Avenue to the municipal boundary has a large right-of-way, with opportunities to accommodate multi-modes of transportation.

Two design plans were developed for the corridor. One is considered to be a long term plan which includes Light Rail Transit east of Hurontario Street, while a near term option was developed which did not include Light Rail Transit, but did include the addition of sharrows to better accommodate cyclists.

Although the near term recommended plan for the corridor includes retention of the existing parking spaces, in order to provide more opportunity for other modes, at least one side of the on-street parking may need to be replaced by adequate and convenient off-street parking. This provides a longer term challenge and is reflected in the long term plan which includes bicycle lanes with parking on the south side only. This results in the removal of 88 on-street parking spaces on the north side of Lakeshore Road.

Mississauga Waterfront Parks Strategy

Mississauga City Council approved a Waterfront Parks Strategy (WPS) in March 2008 that includes a comprehensive master plan for all of the City's waterfront parks. The Port Credit study area contains 10 waterfront parks, many of which are integrated with Port Credit's commercial node and have a shared parking relationship with the retail uses in Port Credit. There are also five existing waterfront parks in the Lakeview area. Park 358 is not yet named, is unofficially referred to as the Arsenal lands, and will be developed in the future.

Sustainability is a guiding principle of the WPS. The plan speaks to the reduction of parking within the waterfront parks, such as J.C. Saddington Park, when and if transit becomes more accessible and available to bring people to the parks. Although the Parks Strategy discusses the reduction of parking, there is no intention to remove existing parking within the parks and build replacement parking off site at this time. The study promotes alternatives to automobile use such as bicycles and improving transit

access. In the case of Lakeview, the Parks Strategy recommends expanding the park system into the OPG lands through redevelopment in the area.

In addition to the general recommendations outlined above, the Parks Strategy identifies three parks in the Port Credit area as 'priority' parks, including:

- Port Credit Memorial Park West;
- Marina Park; and
- J.C. Saddington Park.

Conceptual plans have been developed for each of these sites. The plans for two sites; Marina Park and J.C. Saddington Park, depend upon the successful resolution of parking supply issues related to existing surface parking lots that are well utilized during the peak summer season. Ideally, these lots would be substantially reduced in size or eliminated in favour of replacement parking nearby which could also be utilized to serve the broader main street business area in Port Credit.

Potential Redevelopment of Key Waterfront Sites and Employment Lands

The Port Credit Harbour Marina and three former industrial sites in Port Credit and Lakeview have the potential for significant redevelopment in the future. Some of these sites have largely been vacant or underutilized for the last several years. The four sites are relevant to the Phase II Parking Strategy because they will likely generate a significant parking demand. It is possible that some of the parking needs for those sites could be met by the municipal public parking supply in return for a payment-in-lieu of parking contribution to the City. A challenge for this study is the current uncertainty associated with the ultimate use and timing of the following lands:

- the Port Credit Harbour Marina;
- the Imperial Oil lands in Port Credit;
- the employment lands south of Lakeshore Road East in Lakeview; and
- the OPG lands in Lakeview.

In order to understand the development potential for these sites, City staff have undertaken an internal review of them and estimated what types of density they might support.

With regards to the Imperial Oil site at the west end of Port Credit, the City's review estimates that the redevelopment of these lands would result in a significant portion of the property being turned into parks. The redevelopment potential is complicated by contamination issues arising from the previous use. The internal review concluded that there was likely minimal development potential of this site in the immediate future (i.e. not before 2031).

The Port Credit Harbour Marina site is the largest redevelopment site in Port Credit that has significant development potential within the 2031 period. Due to its prominence at the edge of Lake Ontario, it is assumed that any development would occur in addition to the planned infill absorption rates for Port Credit (i.e. it will not take away from the development potential from other sites in the area). Estimated development potential as provided by the City for the purpose of this study includes:

- 255 residential units;
- 1,640 square metres of commercial space (main street commercial type units)
- 3,000 square metres of industrial space (retained portion of building used for boat repair).

A specific development plan by the owner might differ from these assumptions.

Inspiration Lakeview

Inspiration Lakeview is a study being undertaken by the City to create a vision for the OPG lands and the Lakeview employment area on the south side of Lakeshore Road East between Cawthra Road and Dixie Road. This area represents the largest parcel of land available in the area. City staff has noted that the timing / status of redevelopment is not clear.

Phase 1 of the Inspiration Lakeview Study was completed in December 2010. Phase I reviewed the existing environmental, transportation, market, and planning context of the site, and provided preliminary study directions based on key themes which are outlined below:

1. Link the city and the water;
2. Create a green, sustainable, innovative, model new community;
3. Open the site with a wealth of accessible public spaces;
4. Create a vibrant community;
5. Connect in multiple ways: transit, walking, cycling, and the car;
6. Create a destination to draw local, regional, and international visitors;
7. Commemorate history while creating a new legacy; and
8. Balance public and private investment to be economically viable and sustainable.

Based on the themes outlined above, the Inspiration Lakeview study recommended that the following uses be supported:

- medium and high-density residential development;
- commercial offices;
- schools (universities / colleges / high-schools / trade-schools);
- medical (hospitals / rehabilitation / long term care);
- sports facilities & stadiums;
- cultural facilities (museums / art galleries / theatres / libraries); and
- parks and public spaces.

Phase I of Inspiration Lakeview provides a vision for the subject lands, but does not provide specific details on the future parking and transportation needs. These details will be confirmed as part of the Master Plan which will be completed as part of the next step in the process. However it is understood

that any recommendations stemming from the Parking Strategy will be incorporated into future planning for the Lakeview site.

Inspiration Port Credit

Inspiration Port Credit is a study being undertaken by the City to refine and enhance the vision established for the Port Credit Harbour Marina lands and the Imperial Oil Limited lands through the Port Credit Local Area Plan process. The goal is to establish a comprehensive Master Plan and implementation plan which blends the needs of the community and land owners and will guide the City towards the realization of the full potential of the waterfront sites.

Inspiration Port Credit was launched May 9, 2012 by City Council. Subsequently, a series of public meeting and community workshops were held for residents to share their ideas and opinions on the key waterfront sites. The project team will present their final report to City Council, laying out a vision for the two areas in the Spring of 2013.

Mississauga Culture Master Plan

Mississauga's first Culture Master Plan was approved by City Council in June of 2009. The Plan provides a framework and a long term vision, and identifies key opportunities and strategies that the City can implement over the next several years to help transform Mississauga into a culturally significant Canadian city. The Plan envisions strengthened arts, culture and heritage organizations and a wide range of opportunities for citizens of all ages and backgrounds to participate in a variety of cultural activities.

The Culture Master Plan identified Port Credit as one of three nodes within the city that has the highest concentration of cultural resources and is host to a number of annual festivals that generate demand for substantial amounts of parking over several weekends. It also has significant opportunities to provide new cultural facilities, including for example the potential for a farmers' market at the Port Credit Harbour Marina.

Lakeview has fewer cultural facilities compared to Port Credit. Existing cultural uses include area parks, several places of worship, artist studios, and community groups. There are also several historic buildings in the Lakeview area. There is the potential for using not-yet-named Park P-358 (the Arsenal Lands) in Lakeview to make a significant addition to the area cultural amenities. Preliminary investigations have been completed for P-358 that proposes a festival area, conservation features, and a historical walk. There is potential for an adaptive reuse of the Small Arms Building located on P-358 for artists' studios, performance spaces, galleries, workshops, meeting rooms, food service, a heritage museum, and joint UTM /Seneca College field office.

One of the action items stemming from the Cultural Plan is to understand the barriers to cultural development created by parking requirements and how more flexible requirements might eliminate this barrier. For example, the City could consider permitting parking reductions or exemptions for a cultural adaptive re-use of a heritage structure. Providing a parking exemption in these cases may make the reuse of the heritage building economically feasible because of the associated cost savings from not providing parking. This Parking Strategy will review the existing and potential cultural opportunities in the Port Credit and Lakeview areas and provide input into what parking policies the City should adopt to support both the existing cultural uses in the area and to foster opportunities for new cultural uses.

Mississauga Commercial Area Parking Strategy (1998)

McCormick Rankin Corporation (MRC) completed a review of the parking supply and demand within the Clarkson, Cooksville, Port Credit and Streetsville areas in March 1998. MRC undertook parking surveys in each area and identified any significant parking surpluses or shortfalls on a block by block basis. A 'Parking Index' was calculated for each block to assist in assessing the severity of the shortfall / surplus.

While the parking observations are now considered out of date and new parking surveys have been undertaken as part of this study, the MRC study also included design recommendations on ways in which the City and the private sector could improve the parking supply in the area to address any inefficiencies. The recommendations were grouped into three tiers of solutions which were based on the ease of implementation. Some of the recommendations in the MRC report, such as the creation of perpendicular street parking on several side streets in Port Credit, have been implemented.

This Parking Strategy study builds upon the 1998 study undertaken by MRC by reconsidering the design recommendations and updating the parking survey results for the Port Credit area.

2.3 Existing Zoning By-Law Requirements

The parking supply requirements for buildings in Port Credit and Lakeview are set out in Tables 3.1.2.1 and 3.1.2.2 in Part 3 of Mississauga Zoning By-Law 0225-2007. The predominate uses and associated requirements are summarized in Table 1. Much of the Port Credit commercial area is classified as a C4 zone. The C4 zone parking supply rates for some uses are lower than those for similar uses in other areas of the City in recognition that they tend to generate lower parking demands than typical suburban uses.

A shared parking schedule in Table 2 is also provided in the general zoning regulations which allows the amount of parking for mixed use development projects to be reduced by taking into account the different temporal parking characteristics for each use. These reductions apply City wide. Specific rates for uses in main street areas have not yet been created.

2.4 Payment-in-Lieu (PIL) of Off-Street Parking Policy

Mississauga has a policy that allows the City to consider accepting a cash payment-in-lieu (PIL) for all, or part, of the Zoning By-Law parking supply requirements for a site. Like other municipalities with similar policies, a PIL program is intended to facilitate development in urban areas by providing an option for developments that cannot physically meet the Zoning By-law requirements on site or find it financially challenging to provide the parking on site; to make a payment in lieu of providing some or all of the required parking. PIL is typically considered in areas of the city where municipal off-street or on-street parking is available or expected in the future.

The City's current PIL fees for the Port Credit and Other Areas including Lakeview are summarized in Table 3. The PIL values per space represent a minimum of 12.5% and a maximum of 50% of the estimated cost to provide parking in the locations noted. The 50% discount represents a substantial savings for developments that would otherwise have to pay the full cost to provide parking on its own or

TABLE 1 PORT CREDIT / LAKEVIEW ZONING BY-LAW REQUIREMENTS

Use	Zoning Requirement
Condominium Apartment Dwelling	1.00 resident / bachelor unit 1.25 resident spaces / one-bedroom unit 1.40 resident spaces / two-bedroom unit 1.75 resident spaces / three-bedroom unit 0.20 visitor spaces / unit
Rental Apartment Dwelling	1.00 resident space / bachelor unit 1.18 resident spaces / one-bedroom unit 1.36 resident spaces / two-bedroom unit 1.50 resident spaces / three-bedroom unit 0.20 visitor spaces / unit
Office	3.2 spaces / 100 m ² of GFA ¹
Medical Office	6.5 spaces / 100 m ² of GFA
Retail Store (in a C4 Zone)	4.0 spaces / 100 m ² of GFA
Restaurant (in a C4 Zone)	9.0 spaces / 100 m ² of GFA in a C4 zone
Warehousing (Single Occupancy Building)	1.1 spaces / 100 m ² of GFA up to 6975m ² 0.6 spaces / 100 m of GFA over 6975m ²
Marina	0.6 spaces / slip or berth
Art Gallery, Museum	3.6 spaces / 100 m ² GFA
Financial Institution	5.5 spaces / 100 m ² of GFA
Animal Care Establishment (in a C4 Zone)	4.0 spaces / 100 m ² of GFA
Real Estate Office	6.5 spaces / 100 m ² of GFA
Repair Establishment (in a C4 Zone)	4.0 spaces / 100 m ² of GFA
Personal Service (in a C4 Zone)	4.0 spaces / 100 m ² of GFA
Dwelling Unit (located above a commercial development with a max height of three storeys)	1.25 spaces / unit

Notes:

- Where the non-office uses are greater than 10% of the total GFA, separate parking will be required for all such uses in accordance with Table 3.1.2.2. of Zoning By-law 0225-2007.

TABLE 2 MISSISSAUGA BY-LAW SHARED PARKING FORMULA

Use	Percentage of Peak Period ¹			
	Morning	Noon	Afternoon	Evening
Office / Medical / Financial Institution	100 (10)	90 (10)	95 (10)	10 (10)
Retail Centre / Retail Store / Personal Service	80 (80)	90 (100)	90 (100)	90 (70)
Restaurant / Take-out Restaurant	20 (20)	100 (100)	30 (50)	100 (100)
Overnight Accommodation	70 (70)	70 (70)	70 (70)	100 (100)
Residential – Resident	90 (90)	65 (65)	90 (90)	100 (100)
Residential – Visitor	20 (20)	20 (20)	60 (60)	100 (100)

Notes:

- 00 – Indicates weekday peak period percentage, (00) indicates weekend peak period percentage.

forgo development altogether. The lower rates provide further assistance by recognizing that smaller building owners and business establishments in main street areas may not have the financial resources that larger developers would have. The portion of the cost not covered by PIL payments is then typically recovered by user fees and or subsidized by the general tax base in most municipalities.

The current PIL Corporate Policy directing when surface, above, and below grade structure rates apply are as follows:

For the City Centre

"The structured parking formula (for above grade and below grade parking) will be used when the conversion, development, redevelopment or addition provides structured parking. In instances where the subject property/proposal provides a mix of surface and structured parking (above and/or below grade), PIL contributions will be prorated based on the mix of parking types.

If the conversion, development, redevelopment or addition does not provide any parking, the surface rate shall apply. In instances where the payment-in-lieu is being made due to a loss in off-site parking, the contribution will be based on the off-site parking type.

Notwithstanding the above, other criteria may be applicable in determining payment requirements if the City enters into joint venture development agreements with other partners to provide parking."

For All Other Areas of the City

"The surface parking formula is used for areas outside of the City Centre", thereby providing further economic development assistance compared to the City Centre.

"Proposals for payment-in-lieu are evaluated based on the following considerations:

- a) consistency with and advancement of environmental, design, transportation or economic development objectives and policies of Mississauga's Official Plan;*
- b) consistency with the objectives of a City Council endorsed parking strategy relevant to the subject location;*
- c) the ability of the existing parking supply in the surrounding area to accommodate an on-site development parking deficiency (The parking supply should not be more than a 500m radius from the subject site, representing about a 10 minute walk);*
- d) whether the site is physically constrained such that it cannot reasonably provide the required amount of parking; and*
- e) the proposed use of the property is not considered an over-development of the site.*

Further, the City may accept PIL in situations where limited or no municipal parking facilities are available. In these situations the City has regard for the following:

- a) an identified municipal interest in providing public parking facilities in the area;*
- b) the timing for the delivery of the municipal parking facilities;*

- c) *the adequacy of alternatives to on-site parking until the municipal parking facilities are delivered;*
- d) *whether the on-site parking deficiency would affect the viability of the site or result in significant impact on the surrounding area; and*
- e) *the number of spaces proposed to be considered for payment-in-lieu as it relates to the magnitude of municipal interest.”*

Port Credit currently has a PIL account. Lakeview does not have a dedicated PIL account. Currently, the money collected from the Lakeview area is placed into an 'Other Areas' account. The total PIL account for all areas of the City is approximately \$3.5 million, of which approximately \$2.5 million was collected from the Port Credit area. Approximately \$40,160 in the 'Other Areas' account has been collected from the Lakeview area.

TABLE 3 2012 CITY OF MISSISSAUGA PIL CHARGES

PIL Type	2012 PIL Values (cost / space)		
	Surface Parking	Above Grade Structured Parking	Below Grade Structured Parking
Type A – A Change of Land Use or the Conversion of an Existing Building or Structure or Part Thereof: Category 1: Where the gross floor area equals or is less than 50m ² (538 sq. ft.) – The developer must pay 12.5% of the estimated cost of the spaces Category 2: Where the gross floor area exceeds 50m ² (538 sq. ft.), but equals or is less than 200m ² (2,152 sq. ft.) – The developer must pay 25% of the estimated cost of the spaces Category 3: Where the gross floor area exceeds 200m ² (2,152 sq. ft.) – The developer must pay 50% of the estimated cost of the spaces Type B – New developments, redevelopments, and additions to existing buildings and structures – The developer must pay 50% of the estimated cost of the spaces	Port Credit - \$2,675 Other Areas- \$1,776 Port Credit- \$5,350 Other Areas - \$3,552 Port Credit- \$10,700 Other Areas - \$7,104 Port Credit- \$10,700 Other Areas - \$7,104	Port Credit - \$3,798 Other Areas - \$3,538 Port Credit- \$7,595 Other Areas - \$7,075 Port Credit- \$15,191 Other Areas - \$14,150 Port Credit- \$15,191 Other Areas - \$14,150	Port Credit - \$5,048 Other Areas - \$4,788 Port Credit- \$10,095 Other Areas - \$9,575 Port Credit- \$20,191 Other Areas - \$19,150 Port Credit- \$20,191 Other Areas - \$19,150

Notes:

1. *PIL costs based on 2010 land values and construction costs*
2. *Lakeview area does not have a defined PIL account and therefore falls under the 'Other Areas' definition.*

3.0 Port Credit Planning Area

3.1 Existing Conditions

3.1.1 Area Context

Port Credit is centred on the Lakeshore Road corridor between Shawnmarr Road in the west to Seneca Avenue in the east. It is bounded by the CNR Railway line to the north and Lake Ontario to the south.

Figure 2 illustrates the Port Credit study area, including the key boundaries, uses and activity centres.

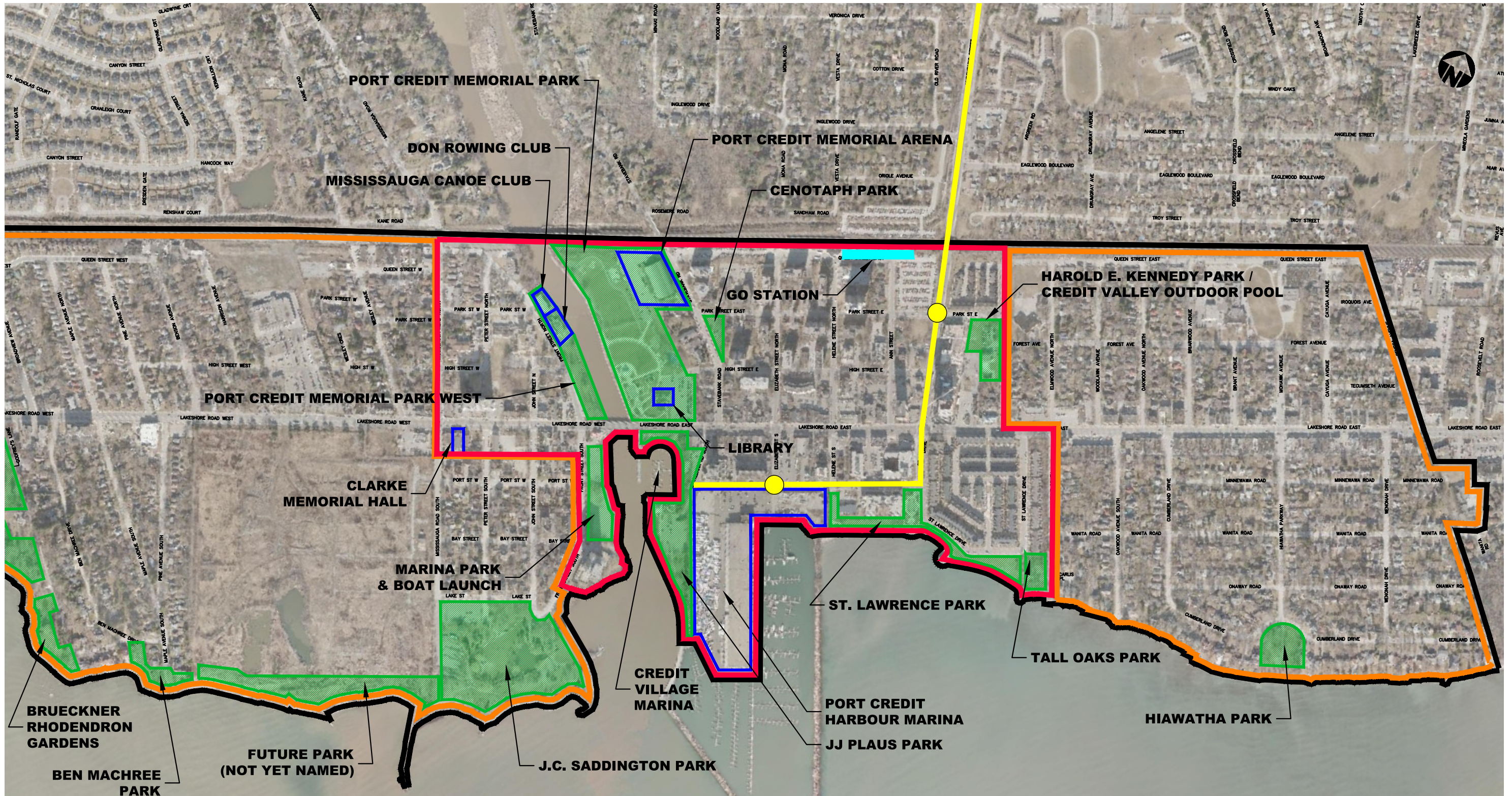
Within the study area is the Port Credit Node, which is generally bounded by Mississauga Road and Front Street South to the west, Rosewood Avenue and Elmwood Avenue South to the east, the CNR to the north, and Lake Ontario and north of Port Street West to the south. The Node contains the primary retail and commercial area and, for the purposes of this study, is called the Primary Node Commercial Area.

There are two secondary commercial areas in Port Credit. The first exists to the east along Lakeshore Road East between Rosewood Avenue and Seneca Avenue entitled the Secondary Eastern Commercial Area. The second is west of the node between Mississauga Road and Maple Avenue entitled the Western Commercial Area.

The Secondary Eastern Commercial Area features many shops and restaurants and is an important part of the overall Port Credit commercial strip. By comparison, the Secondary Western Commercial Area is much less focused from a commercial use perspective. Much of the frontage along Lakeshore Road West through the Secondary Western Commercial Area is residential and is broken up by a large vacant property on its south side (the Imperial Oil site) and a large suburban retail plaza on its north side (Credit Landing). As a result, while this study considers the overall area, it focuses on the parking considerations of the Primary Node and Secondary Eastern Commercial Areas. The Secondary Western Commercial Area was not directly considered for the purposes of this parking strategy study due to the less focused nature of commercial uses in this area.

The City has divided the Port Credit Node into sub-zones for the purposes of establishing census information and estimating future land use growth projections. The Port Credit Node features eight Planning Zones referred to Zones 1- 8 for the purposes of this study. The remaining areas outside the Node, but within the district, have been subdivided into four quadrants centred about the node. These zones are referred to as northeast (NE), southeast (SE), northwest (NW), and southwest (SW).

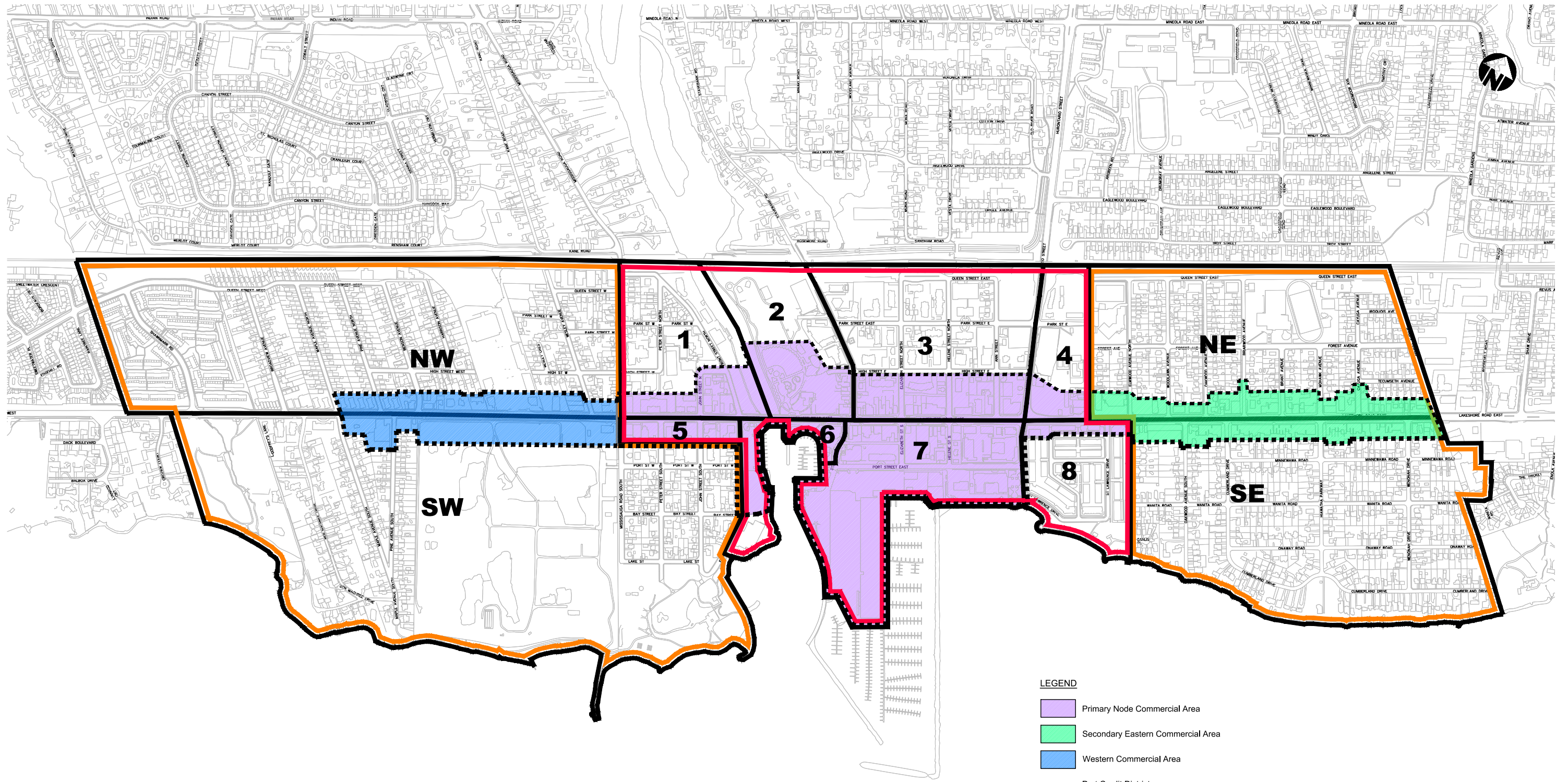
Figure 3 illustrates the Commercial Areas in Port Credit and Planning Zones adopted for the purposes of this study.



PORT CREDIT AREA OVERVIEW

LEGEND

- Areas Outside Node, Within District
- Port Credit Node
- GO Station
- Parks
- Municipal Facilities / Activity Centres
- Proposed Higher Order Transit Corridor
- Proposed Light Rail Station



PORT CREDIT PLANNING ZONE BOUNDARIES

- LEGEND**
- Primary Node Commercial Area
 - Secondary Eastern Commercial Area
 - Western Commercial Area
 - Port Credit District
 - Commercial Parking Area (CPA)
 - Areas Outside Node, Within District
 - Port Credit Node
 - 1** Planning Zone

3.1.2 Existing Land Uses

Mississauga has provided detailed land use information for all properties within the Port Credit study area. BA Group has broken down the various uses for each of the Planning Zones referred to in Section 3.1.1. Appendix A provides a detailed breakdown of all uses and floor areas. Table 4 summarizes the commercial land uses, by area and type, within Port Credit.

TABLE 4 EXISTING PORT CREDIT COMMERCIAL LAND USE SUMMARY

Use	Commercial / Floor Area by Zone <i>(Floor area refers to uses located in primary node and eastern commercial parking areas only)</i>										Total
	1	2	3	4	5	6	7	8	NE	SE	
	Primary Node CPA								Secondary Eastern CPA		
Retail/Office/Service Commercial GFA (m ²)	2,968	2,837	12,179	910	2,355	0	16,866	2,193	9,241	12,803	62,350
Inefficiencies & Vacancy Adjustment ²	20%	20%	20%	20%	20%	20%	20%	20%	20%	20%	20%
Adjusted Commercial GFA (m ²)	2,374	2,270	9,743	728	1,884	0	13,492	1,755	7,392	10,242	49,880
Total Adjusted Commercial GFA By Area (m ²)	32,245								17,635		49,880

Notes:

1. Includes automotive, office, restaurant, general retail and personal service. Excludes institutional and community uses.
2. Existing commercial floor areas provided by City of Mississauga based primarily upon estimate of building area from City GIS information. Existing areas do not take into account vacancies, building inefficiencies, non-commercial building areas (e.g. bathrooms, hallways, etc.) which would not be included in GFA. A 20% reduction factor was applied to the total commercial uses to account for these factors and to provide an estimate of the actual GFA.
3. GFA does not include Port Credit Harbour Marina, Ports Hotel, Waterside Inn (Hotel component), the Lions Club of Credit Valley Outdoor Pool (under construction) and FRAM Northshore development (under construction).

The floor areas provided by the City are based on GIS estimates of building area. The total commercial floor area was adjusted (down) by 20% to account for vacancies, building inefficiencies and areas that can be deducted from the building (e.g. bathrooms, stairways) which are not included in the zoning by-law definition of GFA. The adjusted commercial GFA figure was utilized for the purposes of establishing parking supply and demand ratios.

In the Primary Node CPA, the majority of the commercial uses are retail and personal service based consisting of approximately 61% of the total commercial space. Restaurants make up approximately 17% of the total commercial floor area, office uses make up 21%, and automobile commercial uses make up the remaining 1%. Within the Secondary Eastern CPA, over 81% of commercial uses are retail and personal services, 9% are restaurants, 6% are offices, and the remaining 4% are automobile commercial uses.

3.1.3 Existing Parking Inventory

In order to develop a current profile of existing parking conditions in Port Credit an extensive data collection process was undertaken by BA Group. This included compiling an inventory of existing parking throughout the study area including all on-street parking and public and private off-street parking facilities.

A Commercial Parking Area (CPA), as shown in Figure 3, was defined for the purposes of establishing the base commercial parking supply that serves the traditional main street area along Lakeshore Road. Areas not within the CPA are not likely to serve the Lakeshore Road commercial area, and were therefore excluded from the calculations. Examples of significant parking areas not included in the analysis include the GO station parking lots, any on-street parking not immediately adjacent to Lakeshore Road, and parking associated with the Port Credit Arena. Table 5 provides a summary of the parking inventory within the Primary Node and Secondary Eastern CPA.

TABLE 5 PORT CREDIT PARKING INVENTORY

Use	Parking Supply by Zone <i>(Supply refers to primary node and eastern commercial parking areas only)</i>									Total
	1	2	3	4	5 & 6 ²	7	8	NE	SE	
	Primary Node CPA							Eastern Secondary CPA		
Public On-Street Supply (# spaces)	69	9	72	0	56	120	20	89	103	538
Public Off-Street Supply (# spaces)	0	144	0	0	41	191	0	81	16	473
Private Off-Street Customer Parking Supply	88	0	216	19	78	396	0	122	66	985
Private Off-Street Staff Parking Supply	0	15	11	0	62	93	0	32	0	213
Total Parking Supply	157	168	299	19	237	800	20	324	185	2,209
Parking Supply by Area	1,700							509		2,209
Parking Supply Rate (spaces per 100m ² GFA)	6.61	7.40	3.07	2.61	12.58	5.93	1.14	4.38	1.81	4.43
Parking Supply Rate (spaces per 100m ² GFA) By Area	5.27							2.89		4.43
No. of Municipal Public Spaces	722							289		1,011
Percentage of supply that is municipal public parking	42%							57%		46%

Notes:

1. *Parking supply at Port Credit Harbour Marina, Ports Hotel, Waterside Inn Hotel (underground component), the Lions Club of Credit Valley Outdoor Pool (under construction at the time) and FRAM Northshore development (under construction at the time) not included.*
2. *The parking supply rate for Planning Zones 5& 6 were combined as Zone 6 does not contain occupied commercial gross floor area.*

The Primary Node CPA contains approximately 1,700 parking spaces and has an average parking supply rate of approximately 5.3 spaces per 100m² of GFA. The Secondary Eastern CPA contains approximately

510 parking spaces; this corresponds to a parking supply rate of approximately 2.9 spaces per 100m². This includes both publicly available municipal parking as well as private parking facilities.

Over 40% percent of the total parking supply (i.e. 1011 spaces) in the commercial parking areas is public parking. Of this, approximately 53% (or one half) is on-street parking, and the remaining 47% is located in eight City owned off-street public parking lots and one portion of a joint venture below grade garage.

At the present time, on-street parking in prime locations is operated as paid parking from 10am to 5pm Monday to Saturday while surface lots are free of charge. There is a two hour time limit for most on-street parking.

Figure 4a and 4b illustrate the location of the on-street parking supply. Figure 5a and 5b illustrate the off-street parking supply. Figures 6a and 6b illustrate only the twelve municipal off-street parking facilities that are provided in eight surface lots and one underground garage. Nine of the facilities serve the general commercial parking area while three surface lots serve primarily park and recreational uses.¹ All figures include the CPA boundaries adopted for the purposes of this study.

3.2 Existing Parking Demand

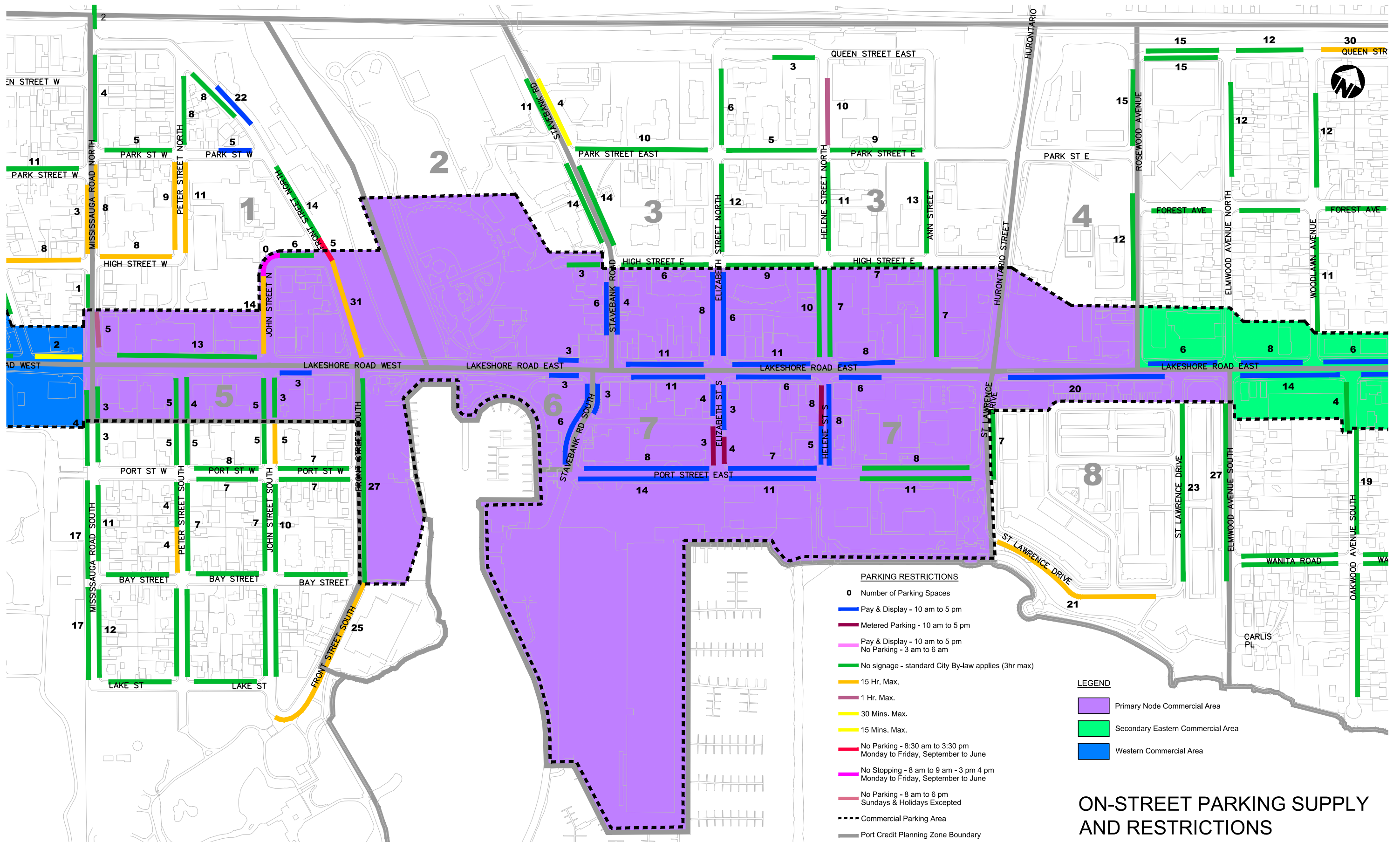
As part of the data collection process, BA Group undertook parking occupancy surveys of the on-street and public and private off-street parking facilities in Port Credit. Two days were surveyed to provide a profile of occupancy for both weekday and weekend parking demand. The surveys were undertaken on Saturday October 16th 2010 and Tuesday October 19th 2010. The October survey dates were selected in consultation with City staff and the study steering committee on the basis that they were reasonably representative of typical recurring parking conditions, excluding peak special events. Follow up spot counts were also undertaken in May and June of 2011 to confirm the October demand at select parking lots. The parking occupancy surveys determined that the overall parking demand peaks at approximately 1pm on both the weekday and the weekend. As a result 1pm was adopted as the defined 'peak' parking demand for the purposes of this study. Figures 7 and 8 illustrate the observed on-street and off-street parking demand by street and facility respectively. The results of the weekday parking occupancy surveys observations are summarized in Table 6. Weekend observations are summarized in Table 7.

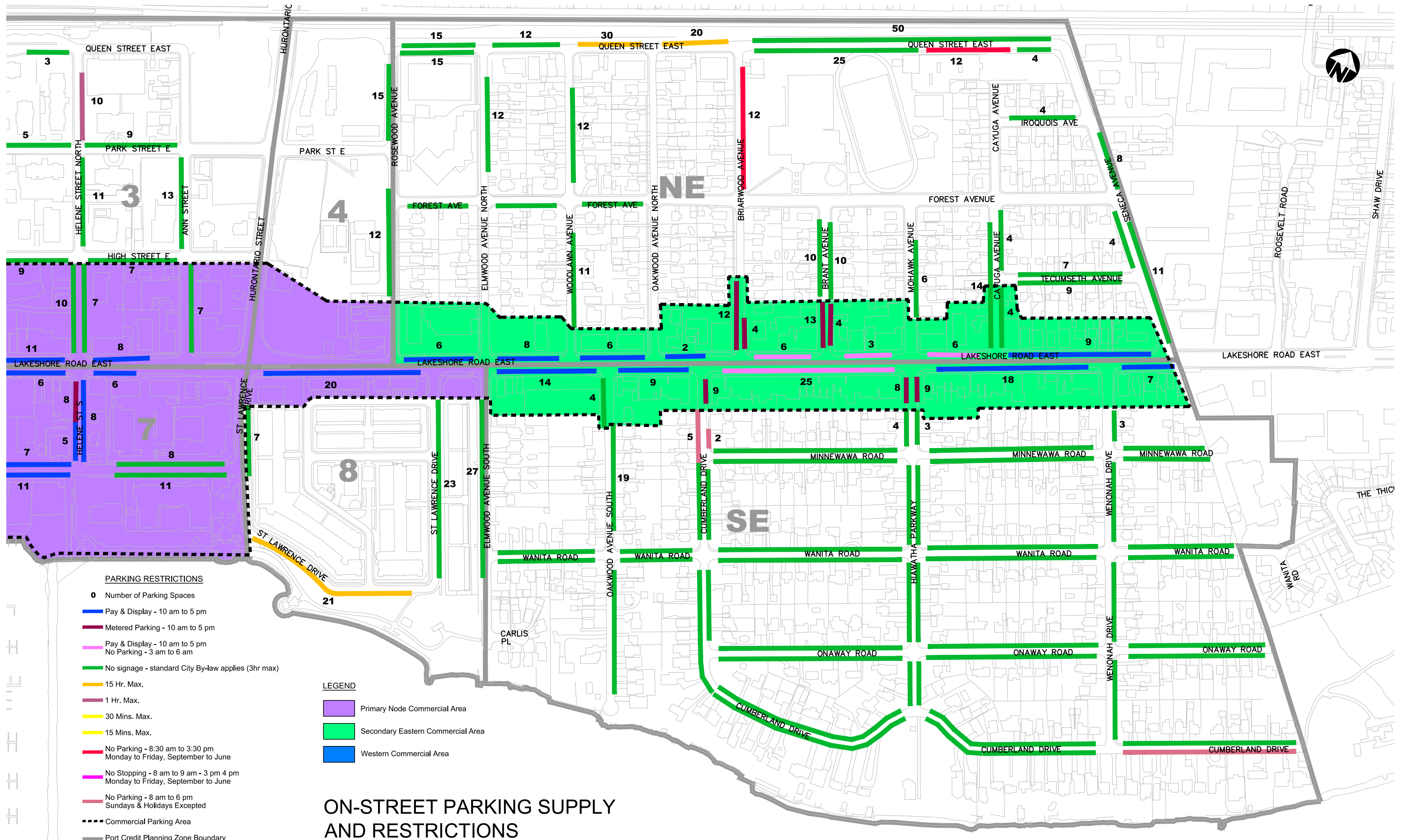
On an individual zone basis the observed parking demand rate ranges from approximately 0.17 to 6.32 spaces per 100m² GFA. The demand rate in Zone 2 and the combined Zone 5 & 6 are substantially higher than the other zones because of the large number of parking spaces and relatively low amount of commercial floor space which inflates the number. In order to avoid anomalous results such as those in Zone 2 and 5&6, the parking demand rates were also calculated based on grouping the zones as follows:

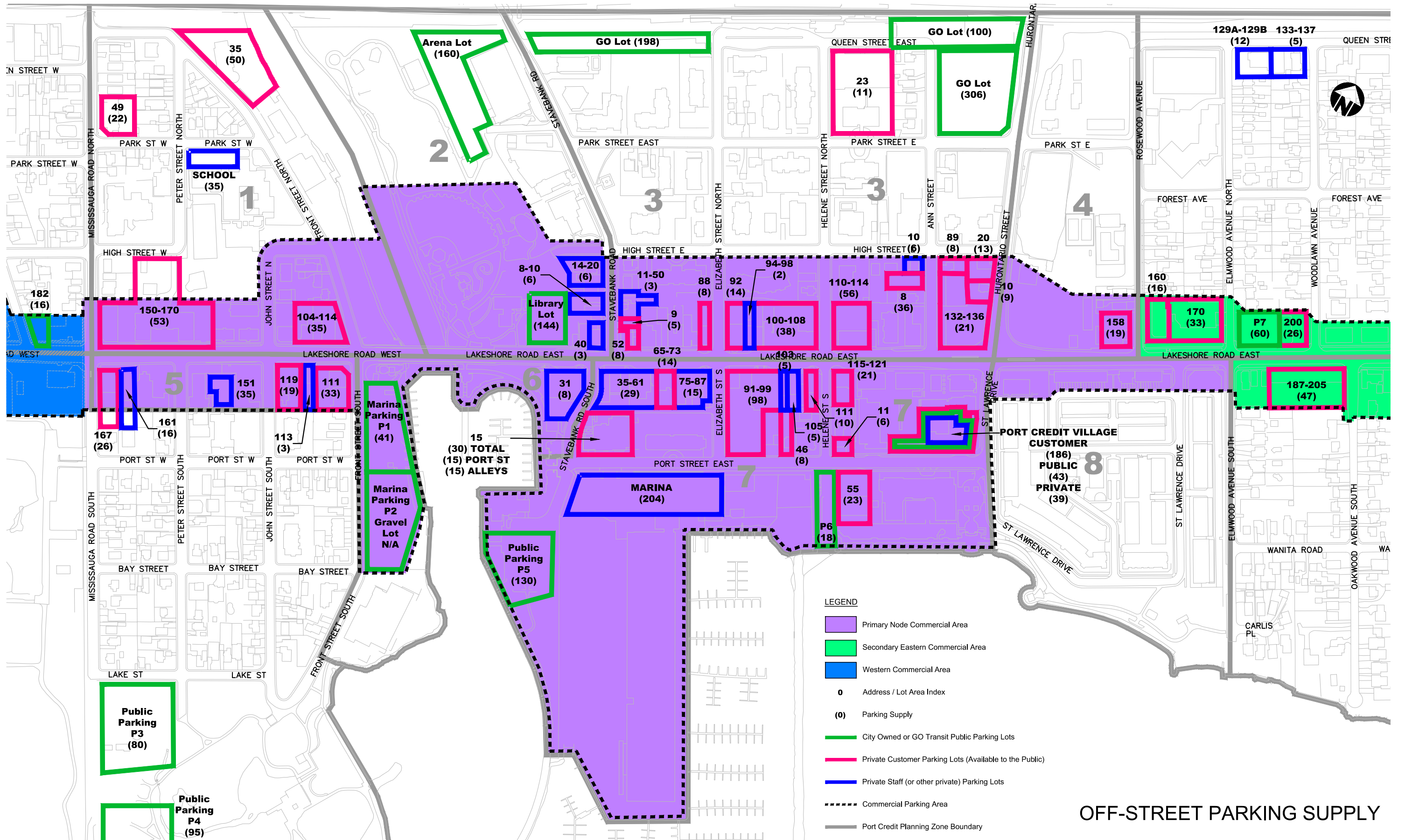
- Primary Node Commercial Parking Area; and
- Secondary Eastern Commercial Parking Area

¹ The nine parking facilities serving the commercial parking area include the Port Credit Village garage as well as the; Lakeshore/Wesley, Marina North, Library, JJ Plaus Park, Helene South, Elmwood, Hiawatha & Cayuga surface lots. The three surface lots serving primarily park/recreational uses include the Marina South and two J.C. Saddington park lots. Post study commencement, an additional surface lot in The Harold E. Kennedy/Credit Valley Outdoor Poll area is also serving the commercial parking area as well as the park.

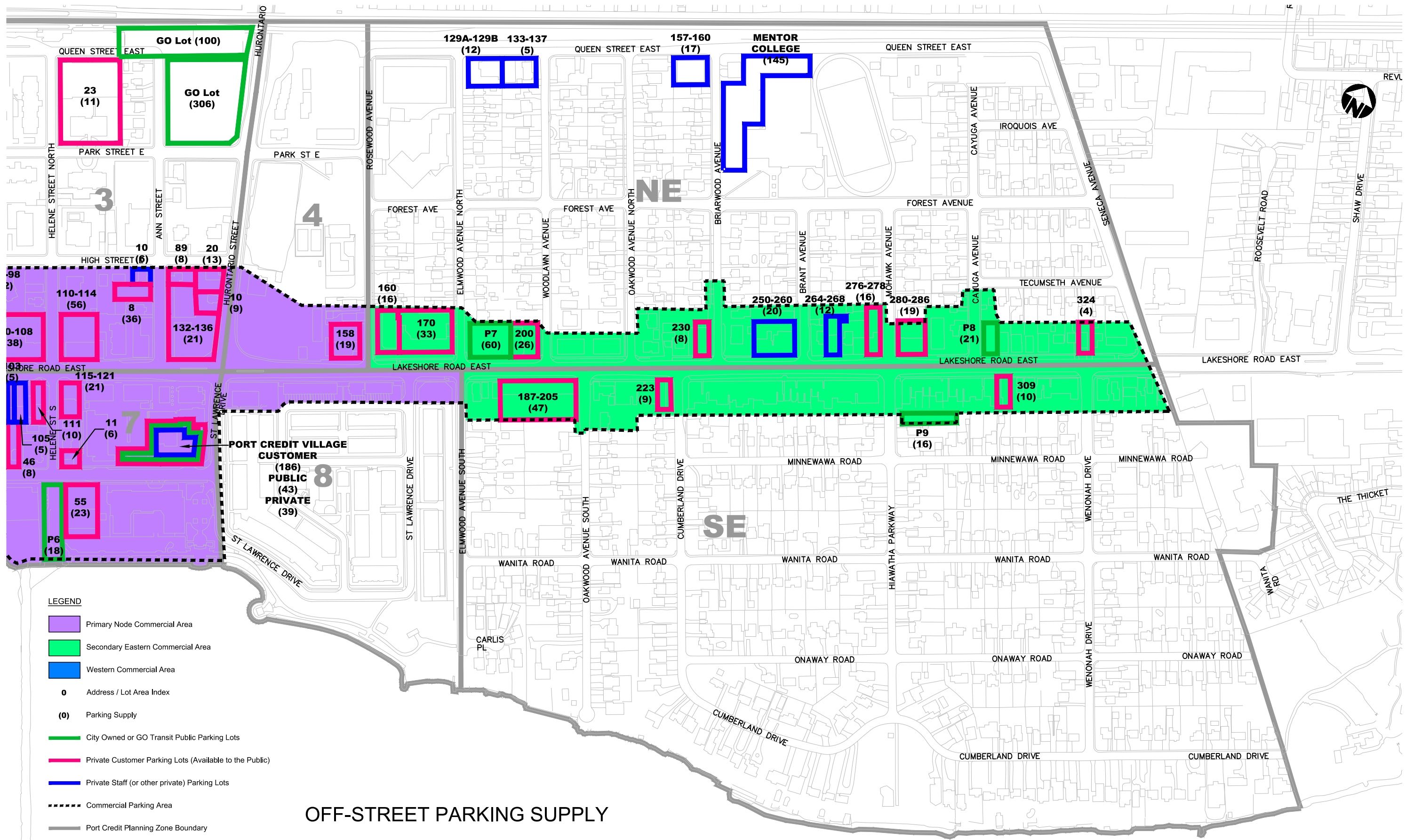
The resulting peak parking demand in the Primary Node CPA is in the order of 2.3 to 2.7 spaces per 100m² of GFA. The peak parking demand for the Secondary Eastern CPA is approximately 1.25 to 1.4 spaces per 100m² GFA, which is roughly 50% lower than the parking demand in the Primary Node CPA. The parking surveys also suggest that there is currently enough public parking in Port Credit with approximately 475 vacant public municipal parking spaces available during the peak times. Of this approximately 310 vacant spaces are located in the Primary Node Commercial Area, and approximately 165 vacant spaces are located in the Secondary Eastern Commercial Area. Detailed tables summarizing the parking demand calculations are provided in Appendix A.



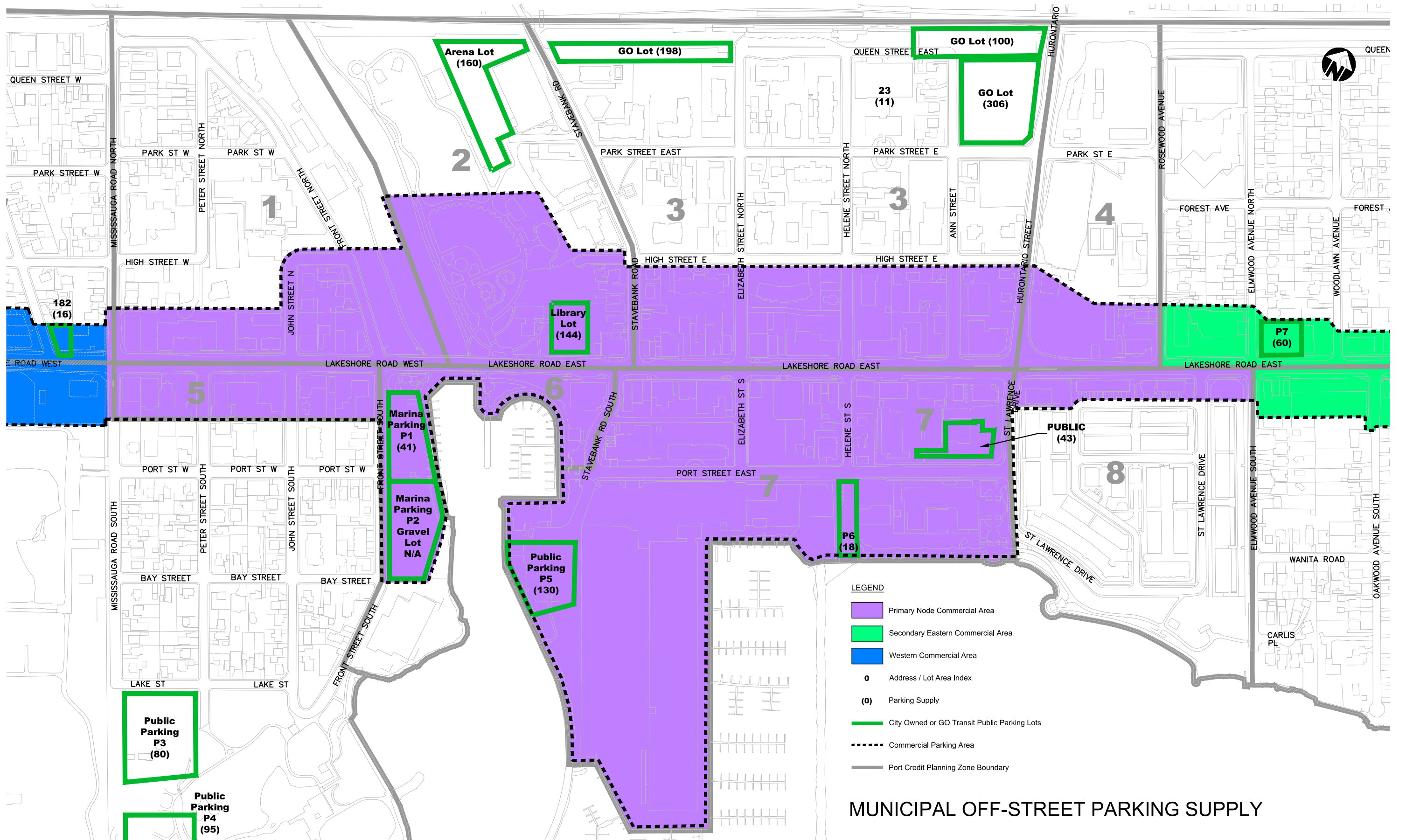


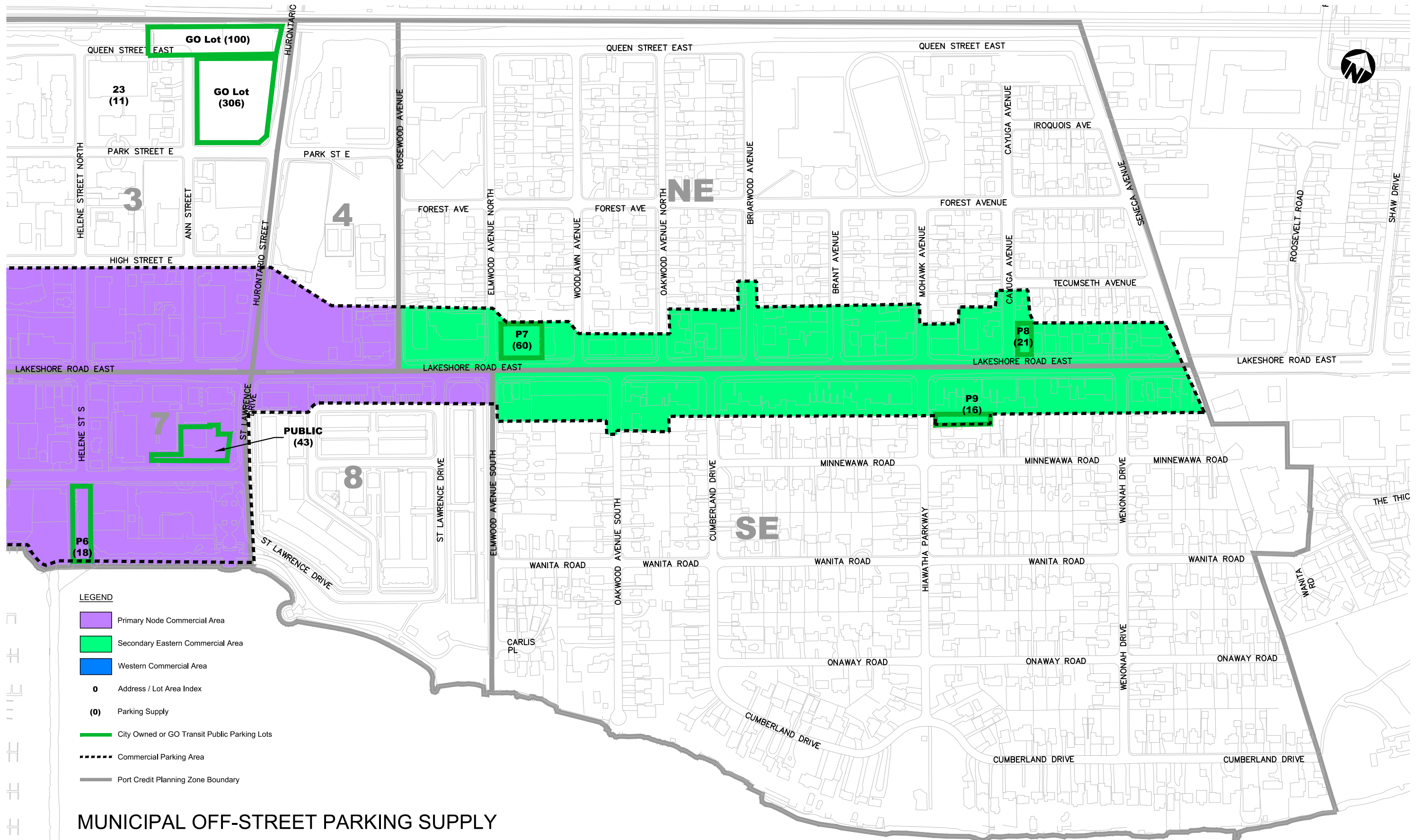


OFF-STREET PARKING SUPPLY

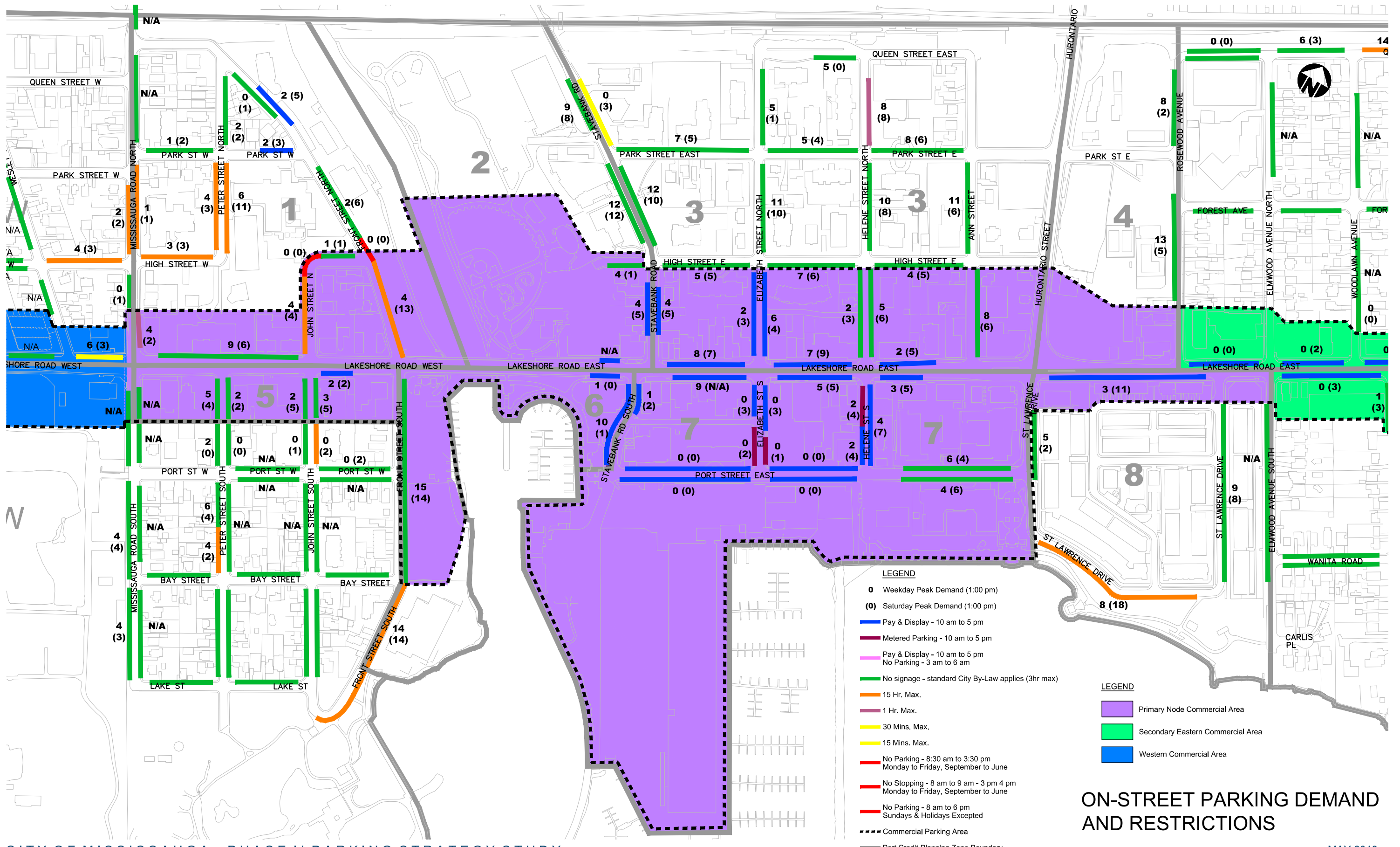


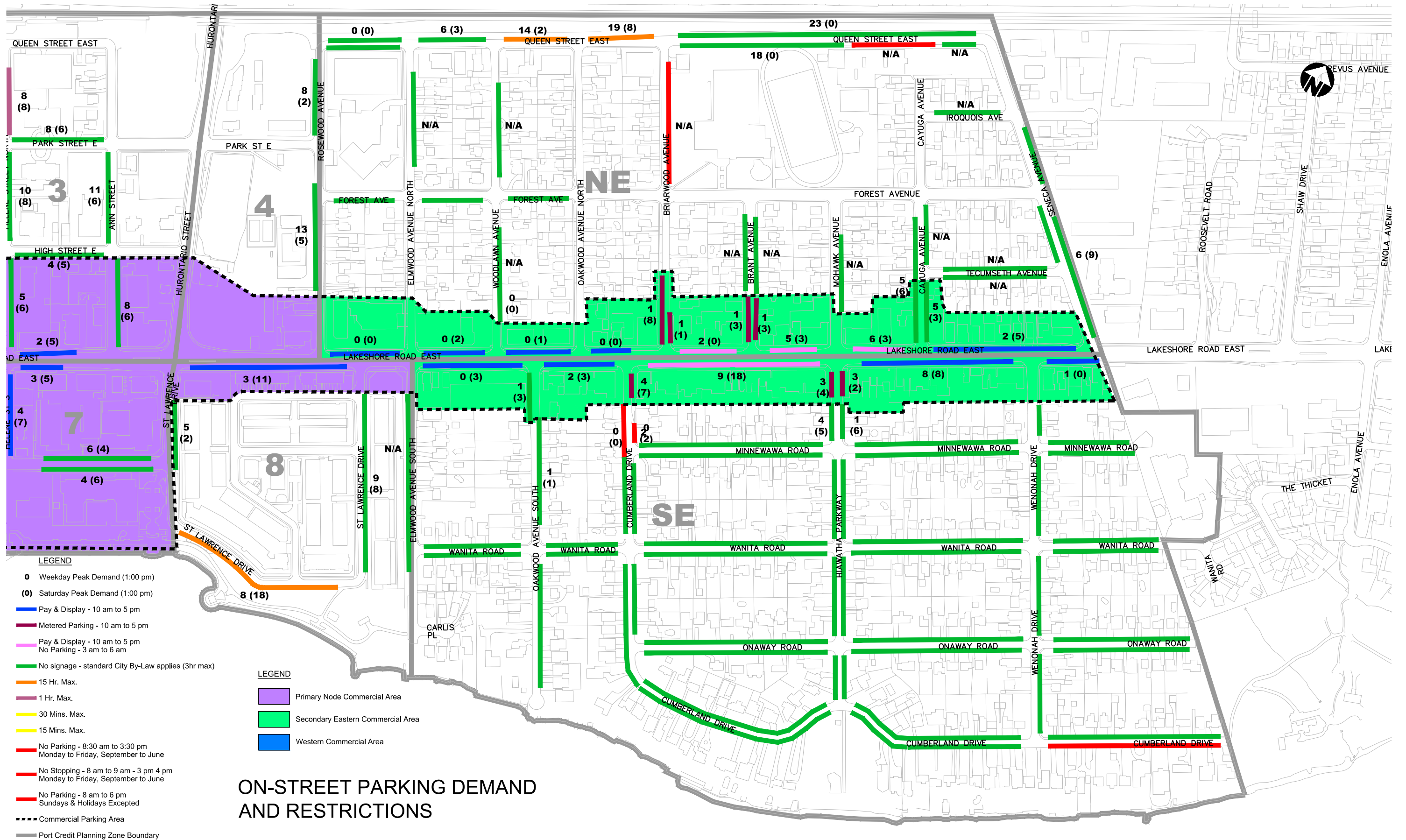
OFF-STREET PARKING SUPPLY

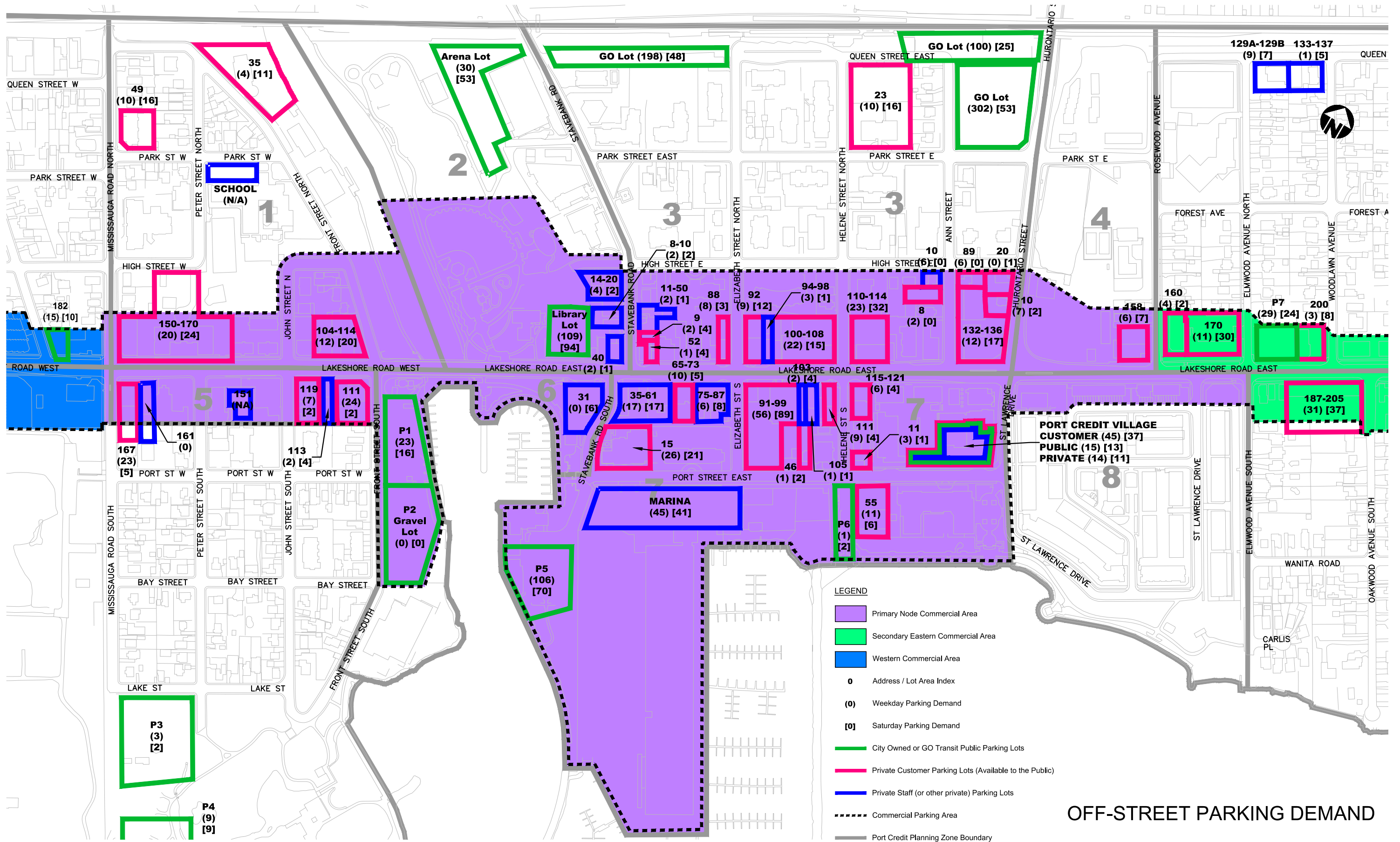




MUNICIPAL OFF-STREET PARKING SUPPLY







OFF-STREET PARKING DEMAND

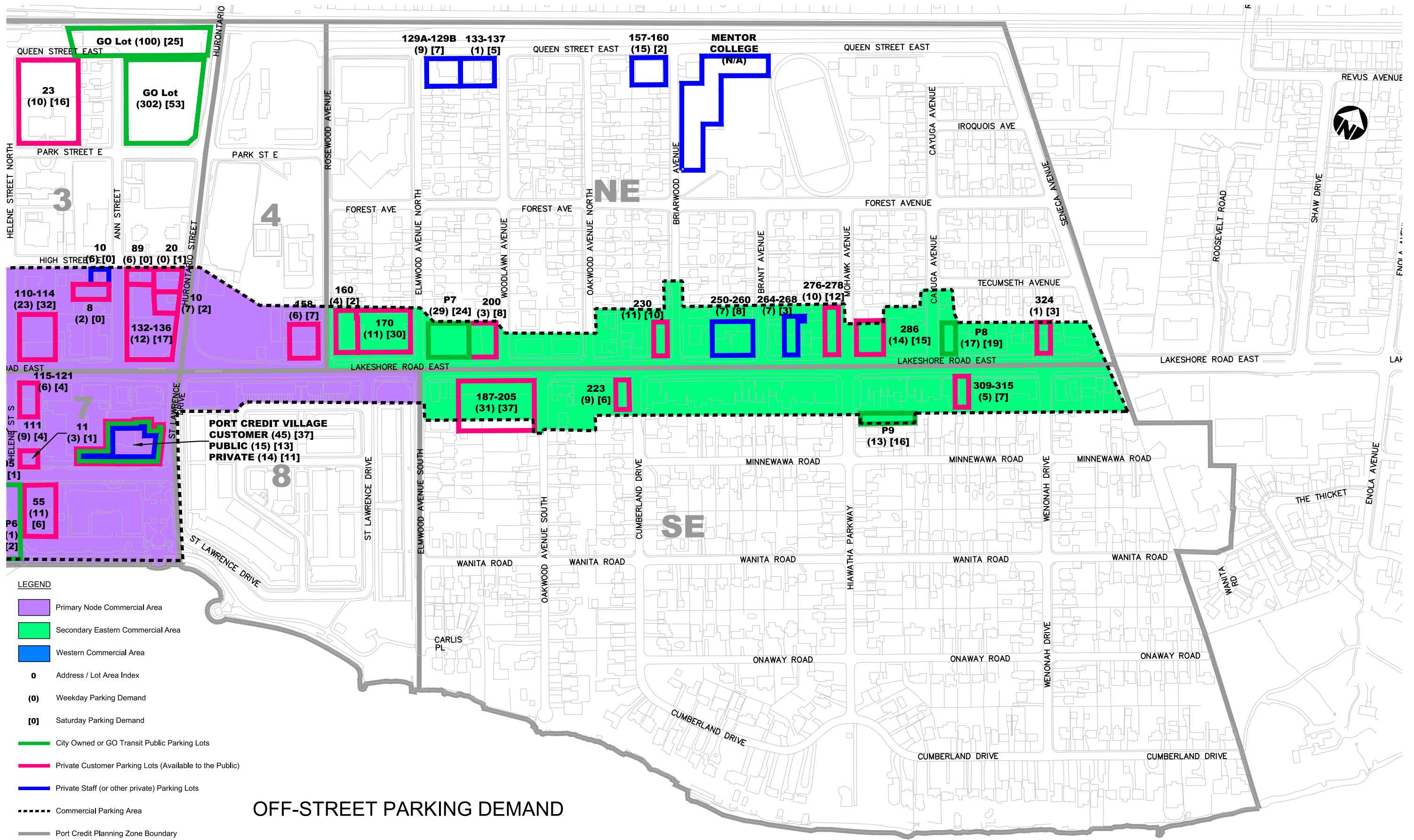


TABLE 6 WEEKDAY PEAK PARKING DEMAND OBSERVATIONS

Use	Observed Parking Demand by Zone									Total
	1	2	3	4	5 & 6 ²	7	8	NE	SE	
	Primary Node CPA ¹							Secondary Eastern CPA ¹		
On-Street Demand	22	8	50	0	35	36	3	28	32	214
Public Off-Street Demand	0	109	0	0	28	122	0	46	15	320
Private Off-Street Customer Demand	32	0	92	6	54	217	0	42	45	488
Private Off-Street Staff Demand	0	8	11	0	2	39	0	14	0	74
Total Weekday Demand	54	125	153	6	119	414	3	130	92	1,096
Occupancy %	34%	74%	51%	32%	50%	41%	15%	40%	50%	45%
Number of Vacant Parking Spaces Available	103	43	146	13	118	590	17	194	93	1,317
Observed Demand per 100m ² of GFA	2.27	5.51	1.57	0.82	6.32	3.07	0.17	1.76	0.90	2.20
Observed Demand per 100m ² GFA by consolidated area	2.71							1.26		2.20
Public Parking Occupancy	32%	76%	69%	0%	65%	51%	15%	44%	39%	53%
Public Occupancy By Area	57%							42%		53%
Number of Vacant Public Spaces	47	36	22	0	34	153	17	96	72	477
No of Vacant Public Spaces by area	309							168		477

Notes: 1. Observations are # of occupied parking spaces unless otherwise indicated.
 2. Observed parking demand for Planning Zones 5 and 6 were combined as Zone 6 does not contain occupied commercial gross floor area.

TABLE 7 WEEKEND PEAK PARKING DEMAND OBSERVATIONS

Use	Observed Parking Demand by Zone									Total
	1	2	3	4	5 & 6 ²	7	8	NE	SE	
	Primary Node CPA ¹							Secondary Eastern CPA ¹		
On-Street Demand	26	6	53	0	27	46	11	35	48	252
Public Off-Street Demand	0	101	0	0	24	92	0	40	15	272
Private Off-Street Customer Demand	35	0	89	7	8	173	0	50	47	409
Private Off-Street Staff Demand	0	3	2	0	10	26	0	14	0	55
Total Weekend Demand	61	110	144	7	69	337	11	139	110	988
Occupancy %	39%	65%	48%	37%	29%	34%	55%	43%	59%	41%
Number of Vacant Parking Spaces Available	96	58	155	12	168	667	9	185	75	1,425
Observed Demand per 100m ² of GFA	2.57	4.85	1.48	0.96	3.66	2.50	0.63	1.88	1.07	1.98
Observed Demand per 100m ² GFA by consolidated area	2.29							1.41		1.98
Public Space Occupancy	38%	70%	74%	0%	53%	44%	55%	44%	53%	52%
Public Occupancy By Area	53%							48%		52%
Number of Vacant Public Spaces	43	46	19	0	46	173	9	95	56	487
No of Vacant Public Spaces by area	336							151		487

Notes: 1. Observations are # of occupied parking spaces unless otherwise indicated.
 2. Observed parking demand for Planning Zones 5 and 6 were combined as Zone 6 does not contain occupied commercial gross floor area.

It should also be noted that the group observed parking demand rate is substantially lower than the Zoning By-law parking requirements for most individual land uses. This is often the case in main street type commercial areas because the zoning by-law regulations are adopted from suburban requirements that inadequately reflect the different nature of traditional main street environments. The City has partially recognized this trend by providing lower standards for some uses in C4 zone main street areas. Retail and personal service rates have been lowered from the city wide standard of 5.4 to 4 spaces/100 m² GFA and restaurant rates have been reduced from the city wide standard of 16 to 9 spaces/100 m² GFA. Table 8 compares the observed parking demand ratios to the zoning requirements for office, retail/personal service and restaurant uses.

TABLE 8 COMPARISON OF ZONING BY-LAW VS. OBSERVED PARKING DEMAND

Category	Zone									
	1	2	3	4	5 & 6 ¹	7	8	NE	SE	Total
Office ZBL Requirement	3.20 spaces / 100m ²									
Restaurant ZBL Requirement (in a C4 Zone)	9.0 spaces / 100m ²									
Retail / Personal Service ZBL Requirement (in a C4 Zone)	4.00 spaces / 100m ²									
Weekday Demand Rate	2.27	5.51	1.57	0.82	6.32	3.07	0.17	1.76	0.90	2.20
Grouped Weekday Demand Rate	2.71							1.26		2.20
Weekend Demand Rate	2.57	4.85	1.48	0.96	3.66	2.50	0.63	1.88	1.07	1.98
Grouped Weekend Demand Rate	2.29							1.41		1.98

Notes: 1. Observed parking demand for Planning Zones 5 and 6 were combined as Zone 6 does not contain occupied commercial gross floor area.

Recommendations regarding potential changes to the parking supply requirements in the Zoning By-law based on the parking surveys described above are provided in section 5.0 of this report.

3.3 Future Changes in Parking Demand

3.3.1 New Developments

Although there is currently enough municipal public parking available in Port Credit to accommodate existing demand, the 475 vacant spaces available are not large in absolute terms. This surplus could be reduced significantly by new development (especially if PIL is utilized) and / or changes in the existing supply occur. It would therefore be prudent to investigate the potential impacts in order to guide the City in its future planning for the area. With assistance from City of Mississauga staff, BA Group undertook a review of the future development potential in the Port Credit area. Future developments were classified into two groups, which are set out below.

- 1) future development sites with active applications; and
- 2) potential future developments sites that do not have an application, but for which development will probably take place.

Table 9 summarizes the analysis of the future development activity in Port Credit and the corresponding potential effect on the future parking supply. Appendix B provides more detail regarding the assumptions. Figure 9 illustrates the development sites shown in Table 9.

Active Development Applications

The list of development sites with active applications was developed in conjunction with feedback from staff at the City. There are several key active applications or projects underway, of which approximately six sites propose to utilize the PIL program as follows:

- the redevelopment of 6, 8, 10 Ann Street and adjacent funeral home parking lot;
- the redevelopment of the Port Credit Post Office;
- a proposed second floor banquet hall at 52 Lakeshore Road East; and
- three PIL applications by restaurants on Lakeshore Road East.

The corresponding impact on the municipal public parking system of the PIL or potential PIL applications is approximately 61 to 86 spaces.

Potential Future Development Applications

Potential future developments in Port Credit were reviewed to provide some insight regarding potential impacts on the municipal parking system. A list of possible future development sites was produced based on discussions with City staff and have no official status. A general breakdown of development potential, and calculations of estimated parking supply for each site, is provided in Appendix B.

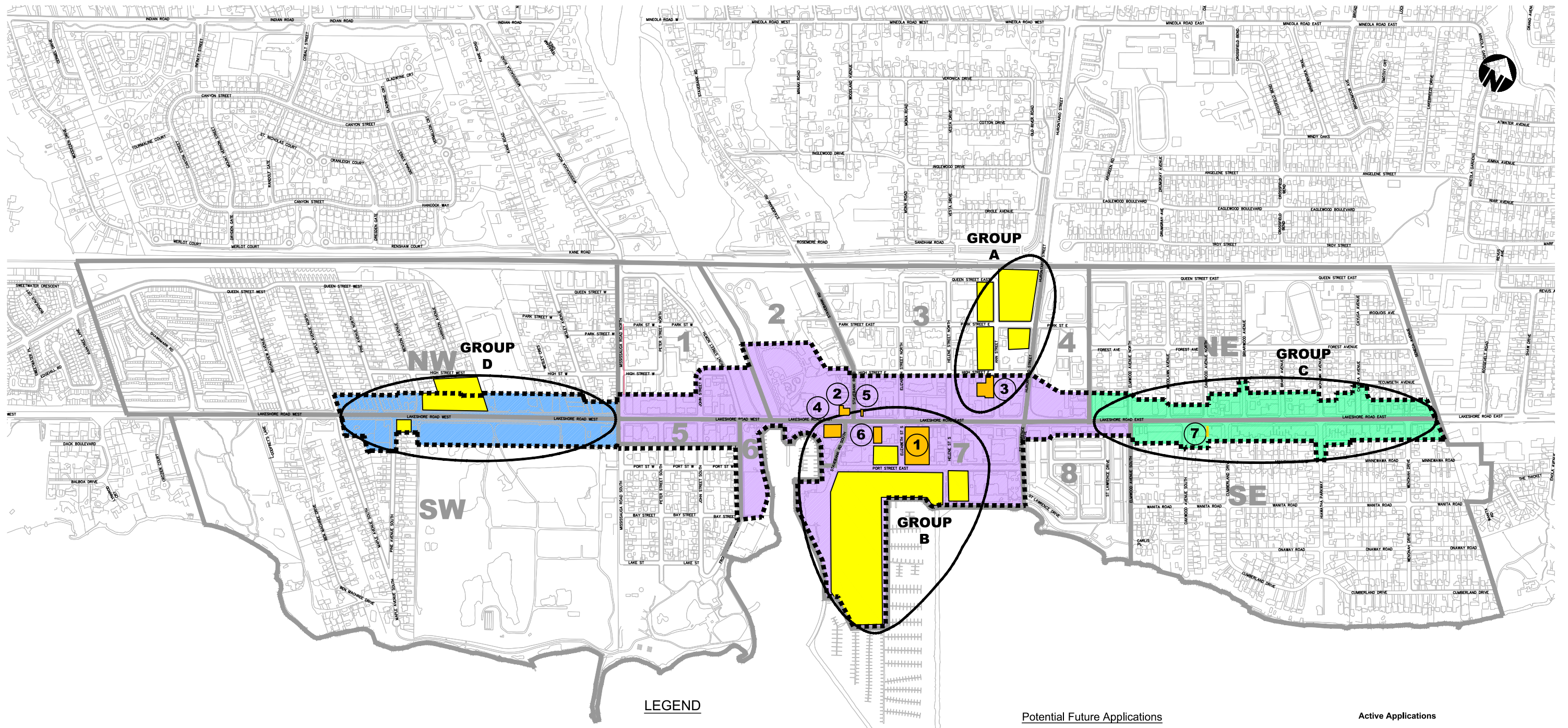
Of the various potential development sites identified, the redevelopment of the Port Credit Harbour Marina site is likely to have the most significant impact on the public parking supply. The extent that the Marina site will need to rely upon PIL cannot be confirmed until an actual development concept is advanced. However, assuming that the project will request 25-35% of the on-site parking requirement be accommodated through PIL, this could result in a need to rely on approximately 240 municipal parking spaces. This includes the existing 99 space off-site parking encumbrance on the Marina site (87 in favour of the Waterside Hotel and Restaurant at 15 Stavebank Rd. S. and 12 in favour of 55 Port St. E.) which may also need to be resolved through a PIL application in order to facilitate the redevelopment of the site.

TABLE 9 FUTURE REDEVELOPMENT SITES IN PORT CREDIT

Development Site	Zone	Description	ZBL Parking Requirement ³	Potential Municipal Parking to be Provided Through PIL
Active Applications				
91-99 Lakeshore Rd East	7	No Frills mixed-use redevelopment	242	0
6, 8, 10 Ann Street	3	Condo Apt. with Ground Floor Retail (Associated with Funeral Home C of A 72 of 34 spaces)	227 34	0 9-34
31 Lakeshore Road East (Post Office)	6	Office / Restaurant / Financial Institution	155	34
52 Lakeshore Road East	3	Proposed Banquet Hall on 2 nd Floor	11	8
65-71 Lakeshore Road East	7	Proposed Patio on 4 required spaces	0	4
30-48 Lakeshore Road East	2	Proposed Expansion of Restaurant	5	5
215 Lakeshore Road East	SE	Proposed Conversion of Retail Space to Take-Out Restaurant	1	1
Potential Future Development Applications¹				
Group A: Near Go Station				
GO Transit Lot	3	Redevelopment of GO surface lot at NE corner of Queen/Park	353	0
30-78 Ann Street	3	Potential consolidation of properties and redevelopment	282	0
80 High Street East (Bell Bldg.)	3	Potential redevelopment	202	0
Lawn Bowling Green	3	Potential redevelopment	289	0
Group B: Waterfront / Main Street				
1 Port Street East	7	Marina Site Redevelopment (Mixed Use)	572	143
1 Port Street East	7	Marina Off-Site Parking Encumbrance (15 Stavebank Rd S.)	87	87
1 Port Street East	7	Marina Off-Site Parking Encumbrance (55 Port Street)	12	12
1 Port Street East	7	Marina Site – Marina uses to remain	260	0
30 Port Street East (Ports Hotel)	7	Redevelopment of Ports Hotel building	205	0
55 Port Street East	7	Redevelopment of site across from FRAM development	32	0
Group C: East Commercial Area				
No developments ²	N/A		0	0
Group D: West Commercial Area				
296 Lakeshore Rd West and 105-143 High Street St.	NW	Mixed Use Commercial / Residential	644	0
305 and 315 Lakeshore Rd West	SW	Retail redevelopment	60	0
Total Potential Impact to Municipal Parking System				303-328

Notes:

1. Site statistics for potential redevelopment sites based input received from City Staff. See Appendix B.
2. Potential future developments have not been identified in Group C.
3. Based on existing Zoning By-law parking standard.



LEGEND

Active Applications

- ① 91-99 Lakeshore Rd. W. - No Frills Redevelopment
- ② PIL - 30-48 Lakeshore Road East
- ③ 6, 8, 10 Ann Street + Funeral Home Parking Lot - Redevelopment
- ④ 31 Lakeshore Road East - Redevelopment
- ⑤ PIL - 52 Lakeshore Road East
- ⑥ PIL - 65-71 Lakeshore Road East
- ⑦ PIL - 215 Lakeshore Road East

Potential Future Applications

- GROUP A - Development in vicinity of Port Credit GO Station
- GROUP B - Development in vicinity of Waterfront and Mainstreet
- GROUP C - Development in vicinity of Eastern Commercial Area
- GROUP D - Development in vicinity of Western Commercial Area

Active Applications

- Potential Applications
- Primary Node Commercial Area
- Secondary Eastern Commercial Area
- Western Commercial Area
- Port Credit District
- Commercial Parking Area
- Planning Zone

1

**FUTURE DEVELOPMENT SITES
IN PORT CREDIT**

3.3.2 Special Events

The City hosts several public festivals in the Port Credit area such as:

- the Mississauga Waterfront Festival (June);
- Canada Day Celebration & Parade (July);
- the Port Credit Arts Show (July);
- the Salmon Derby (July and August);
- Busker Fest (August);
- the Port Credit In-Water Boat Show (August); and
- the Southside Shuffle (September).

In addition to the summer festivals there is a recurring farmers market that occurs on the Elmwood Avenue municipal parking lot located in the Secondary Eastern Commercial Area. The farmers market occurs every Saturday between June and October. The festivals and farmers market create a significant amount of activity in Port Credit bringing visitors from all over Mississauga and the GTA. The resulting activity adds significant parking demand in Port Credit. The additional parking demand is primarily focused during the weekends and weekday evenings and is generally accommodated by on-street parking and off-street private lots in the vicinity.

While no specific data collection was undertaken during special events, it is presumed that during the festivals that much of the public parking in the Port Credit CPA is occupied. However, given the number and nature of these events, providing additional parking which would remain underutilized most of the time is not desirable from an economic or urban design perspective.

3.3.3 Loss of Existing Surface Lots

The development of underutilized sites in the Primary Node CPA may also have an effect on the public parking demand in the area. Larger underdeveloped surface parking lots in private ownership tend to be used by the public as part of the unofficial public parking supply. These lots, when developed, will displace the demand to other, most likely, municipal public parking facilities.

An example of an underdeveloped lot in the Primary Node CPA is the No Frills parking lot located at 91-99 Lakeshore Road East. The No Frills parking lot contains approximately 100 surface parking spaces which, because of their prominent location, are often used by the public as a location to park and shop in the general area; similar to the way in which municipal public parking provides an area benefit.

The No Frills site is being redeveloped into a mixed use project which will eliminate the 100 surface parking spaces. Although a portion of the parking for the new development on this site will be available to the general public, the convenience and location of the existing surface lot will be lost. As a result, some of the demand occurring on the No Frills lot will be displaced and create additional demand for the remaining publicly available spaces. It has been conservatively assumed for the purposes of this study that 60% of the existing parking demand observed on the No Frills site (i.e. 55 to 90 spaces during

the peak times on the weekday and Saturday respectively) will become part of the public parking demand.

3.4 Future Changes in Parking Supply

There are several City and Metrolinx initiatives that are being considered that may reduce the public parking supply in the Port Credit Area. The following sections summarize the key projects that could reduce the area municipal parking supply. Figure 10 on Page 43 illustrates the projects and the potential parking reductions.

3.4.1 Lakeshore Road Bike Lanes

The Lakeshore Road Transportation Review Study identified the potential impacts of reconfiguring Lakeshore Road to include higher order transit and bicycle lanes through the Port Credit area. That study determined that the implementation of the bicycle lanes would result in the loss of approximately 88 on-street parking spaces. The loss of the on-street spaces would likely occur along the north side of Lakeshore Road and would be removed in the following areas:

- 57 spaces between Hurontario Street and Seneca Avenue, through the Eastern Secondary Commercial Area; and
- 31 spaces between the Credit River and Hurontario Street, through the Port Credit Node Area.

3.4.2 Hurontario LRT

The Metrolinx Regional Transportation Plan proposes a new LRT line running north-south along Hurontario Street. The LRT is planned to continue on an alignment south of Lakeshore Road on St. Lawrence Drive, and east on Port Street. The LRT would terminate with a Station on Port Street in the vicinity of the Port Credit Harbour Marina site.

A functional design for the LRT is underway but it is yet undetermined what the configuration south of Lakeshore Road will be when it is constructed. Preliminary information from the City however indicates that the LRT will result in the loss of on-street parking on one side of Port Street in the Primary Node CPA. The estimated amount of parking lost on Port Street and St. Lawrence Drive due to the LRT is approximately 36 spaces.

3.4.3 Mississauga Waterfront Parks Strategy

The Mississauga Waterfront Parks Strategy contains several recommendations that will affect the parking supply in the Port Credit area. There are three Priority Parks that will impact the area parking supply. They include:

- Port Credit Memorial Park West;
- J.C. Saddington Park; and
- Marina Park.

Memorial Park West contains approximately 30 perpendicular parking spaces located along the east side of Front Street North. The Parks Master Plan calls for the parking in Memorial Park West to be

reconfigured with an improved landscaping treatment. The reconfiguration would result in the loss of approximately 4 public parking spaces.

J.C. Saddington Park, which is located at the south terminus of Mississauga Road, is one of the larger waterfront parks in Port Credit. It contains approximately 175 parking spaces which are used by the community throughout the year. The Parks Strategy contemplates increasing the amount of useable park space within the park by removing vehicle parking. The preliminary park concept illustrates the removal of 135 parking spaces leaving approximately 40 spaces in place. The amount of parking to be provided in the park will be revisited at the time of detailed design based on park programming and transit accessibility. Notwithstanding the foregoing, J.C. Saddington Park is not located within the Port Credit CPA and the loss of the parking is not counted against the municipal CPA supply.

Marina Park is located along the west edge of the Credit River south of Lakeshore Road West. It is currently utilized as a paved surface parking lot which provides parking for visitors using boat tours and charters that leave from docks in the park, for day users of the boat launch located in the park and reserved spots for charter boat operators. During the summer months the parking lot is well used for parked vehicles with boat trailers, being stored temporarily while the boats are being used in the lake. The capacity of the Marina Park parking lot is in the order of 42 spaces. There is an additional gravel parking lot located at the south end of Marina Park which is opened during peak times providing an additional 30-50 spaces of capacity for vehicle and boat trailer storage. The south gravel lot is also used for overflow parking during festivals and events.

The Waterfront Parks Strategy recommends that the Marina Park parking lot ultimately be redeveloped in favour of creating programmed park space pending a review by City Council of the need for the existing boat launch. The status of the Marina Park parking lot is therefore unclear until the future of the boat launch facility is confirmed. Community Services is currently undertaking predesign studies which include a large block concept plan that restricts parking to the south portion of the park.

Based on the foregoing, a conservative estimate of the number of municipal parking spaces in the CPA eliminated due to the Waterfront Parks Strategy is approximately 46 (42 in Marina Park, and 4 in Memorial Park West).

3.4.4 Transformative Parking Spaces Project

The City approved a pilot project in 2012 as part of the Port Credit Cultural Node initiative that temporarily converted some of the on-street parking in the curb lane in Port Credit to an alternative use. The conversion is a seasonal event that improves pedestrian public realm in strategic areas. Potential adaptations include: the provision of additional bicycle parking, allowing an encroachment of street furniture, allowing for patio expansions and art installations.

For the 2012 program, there were four parking spaces transformed into art installations. Approximately 8 spaces were used for three outdoor patios. Overall, the outdoor patios were quite successful, and several additional patio applications have been received for the 2013 season.

The design of the parking space conversions determine how many spaces are utilized. From the 2012 experience, each patio conversion averaged approximately 3 on-street spaces. As a result, a preliminary

estimate of the number of on-street spaces anticipated to be taken up by seasonal patios in the next several years is in the order of 20 to 30.

The estimated number of parking spaces dedicated to the pilot is small when compared to the overall amount of public parking available in the area and can therefore be accommodated without any significant parking impact in Port Credit.

Transformative parking space examples are provided below.



Vancouver



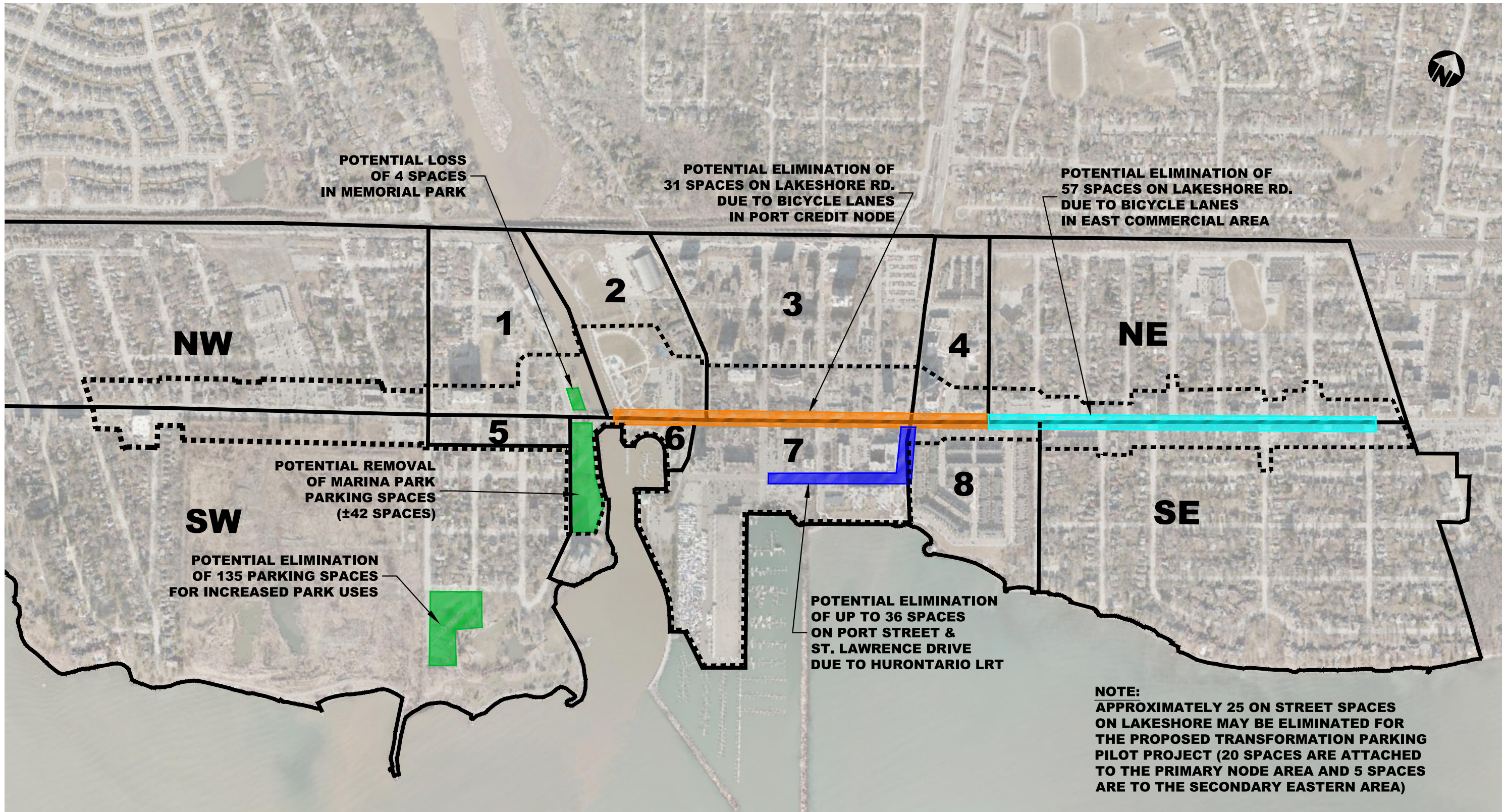
Vancouver



New York



New York



POTENTIAL AREA PARKING SUPPLY REDUCTIONS

3.5 Summary of Potential Future Parking Changes

Table 10 summarizes the potential public parking supply reductions resulting from the various development proposals, City initiatives, studies, and other plans.

TABLE 10 POTENTIAL FUTURE AREA PARKING SUPPLY CHANGES

	Area		
	Primary Node CPA	Secondary Eastern CPA	Total
Municipal Public Parking Supply	722 spaces	289 spaces	1,011 spaces
Potential Reductions in Public Parking Supply ¹	- 133 spaces	-62 spaces	- 195 spaces
Future Parking Supply With Changes	589 spaces	227 spaces	816 spaces
Weekday Peak			
Existing Municipal Public Parking Occupancy ²	57% (413 sp)	42% (121 sp)	53% (534 sp)
Municipal Public Parking Occupancy with Supply Changes	71% (413 sp)	53% (121 sp)	66% (534 sp)
Assumed Public Parking Taken Up By Future Developments ³	360 spaces	1 space	361 spaces
Potential Occupancy in the Future after changes	132% (773 sp)	54% (122 sp)	110% (895 sp)
Potential Public Parking Deficit	184 spaces (deficiency)	-105 spaces (surplus)	79 spaces (deficiency)
Weekend Peak			
Existing Public Parking Occupancy ²	53% (386 sp)	48% (138 sp)	52% (524 sp)
Public Parking Occupancy with Supply Changes	66% (386 sp)	61% (138 sp)	64% (524 sp)
Assumed Public Parking Taken Up By Future Developments ³	380 spaces	1 space	381 spaces
Potential Occupancy in the Future after changes	131% (766 sp)	61% (139 sp)	111% (905 sp)
Potential Public Parking Deficit	177 spaces (deficiency)	-88 spaces (surplus)	89 spaces (deficiency)

Notes:

1. Includes changes to the parking supply stemming from the future Lakeshore bike lanes, the Hurontario LRT, the Waterfront Parks Strategy, and the Transformative Parking Space initiative.
2. Refers to occupancy percentage of only on-street areas and municipally owned off-street lots.
3. Includes public parking demand changes stemming from active PIL applications, future estimated PIL applications, and the loss of the No Frills surface parking lot for general public parking use (i.e. 32 to 52 spaces). Assumed public parking taken up by new developments is higher during the weekend peak due to a higher observed demand of the existing No Frills parking lot.

Short Term

Short term changes to the public parking system will likely occur in the next year or two and are generally limited to the Transformative Parking Space Pilot Project, which will likely result in the loss of approximately 25 spaces (20 spaces in the Primary CPA and 5 spaces in the Secondary Eastern CPA). Given that the locations for the pilot are spread out, and that there is currently excess on-street

capacity available, the Transformative Space Project can be accommodated in the short term. Should the project be expanded and/or continued as a permanently recurrent seasonal event, the reduction in on-street parking should be reviewed in the context of the longer term supply changes.

Long Term

Long term changes to the public parking system that will likely occur beyond the next couple years (i.e. post 2014) resulting from a decrease in the public parking supply and increased demand from new development as described in Sections 3.3 and 3.4 are summarized in Table 10.

Based upon the summary in Table 10 the City might need to supply an additional 200 parking spaces in the Primary Node Commercial Area in order to accommodate future growth. This estimate could easily change significantly depending upon future development plans, particularly on the Port Credit Harbour Marina site. Given that the currently vacant public supply is small in absolute terms (i.e. 475 spaces); a relatively minor change in the demand or supply of 100-200 spaces could easily create the need for additional parking supply in a specific subarea.

Therefore, while there is currently sufficient public parking, it is important that the City actively plan to provide additional public parking in order to facilitate future development in the node and ensure that existing businesses that rely on the provision of public parking continue to receive reasonable service.

Note that there are only minor changes anticipated in the Secondary Eastern CPA and as such it is expected that this area will continue to have adequate public parking available in the future. However, additional public parking in this area might be used as a catalyst to spur redevelopment.

3.6 Future Public Parking Options

The City should plan to provide new shared parking resources in Port Credit with the primary objective of facilitating the on-going success of both existing and future development. Other objectives the City should consider when constructing additional public parking include:

- encouraging redevelopment in an area by strategically locating public parking, thereby reducing the need for potential new development to provide parking;
- facilitating potential new cultural uses in the area;
- mitigating the impact of public parking removed from an area due to other municipal initiatives such as the Lakeshore Road bicycle lanes, the Hurontario LRT, public park reconfigurations, etc.; and
- accommodating overflow parking demand from area special events, festivals, etc.

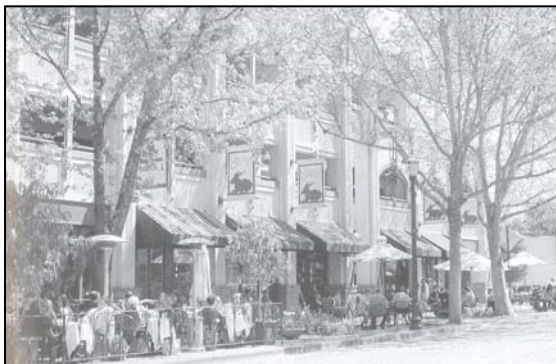
With these objectives in mind, new parking facilities should be strategically located on the north and south sides of Lakeshore Road to facilitate new development in the various subareas including the central, western and eastern portions of the node. Potential locations that the City should investigate for future public parking resources that could be used to meet the objectives outlined above include:

1. the existing public library parking lot which would serve development in the central part of the node;
2. the existing municipal parking lot in J.J. Plaus Park which would facilitate development on the Marina site and the central part of the node south of Lakeshore Road;
3. a potential joint venture with any Port Credit Harbour Marina redevelopment plan, particularly along the south side of Port Street, which would facilitate redevelopment of the Marina site and might allow the J.J. Plaus Park lot to be converted to open space;
4. the Imperial Oil lands along Mississauga Road in the vicinity of Port Street West which would facilitate development along Lakeshore Road West;
5. the Riverside Public School playground area which would facilitate development along the north side of Lakeshore West;
6. the existing Elmwood Avenue public parking lot and adjacent LCBO site, which would act as a catalyst for redevelopment in the area;
7. an expanded surface parking lot at Cayuga Avenue to better serve the east side of Port Credit and partially compensate for lost on-street parking associated with future modifications to Lakeshore Road;
8. a reconfiguration of several on-street parallel parking areas to perpendicular or angled parking.

Figure 11 illustrates the potential new public parking opportunities in Port Credit. Table 11 provides a brief description of the various opportunities.

The City should proactively review the feasibility of these parking opportunities with the important objective of having at least three development ready locations available. This will place the City in a position to effectively address future parking challenges in an expeditious manner when the need arises.

If the potential developments in zones 6 and 7 occur as projected, it is probable that a future parking garage on the Library lot or the J.J. Plaus Park lot will be required to accommodate the new development and maintain a reasonable level of service for existing development. With this in mind, the City should conduct more detailed feasibility studies for these two sites with a view to confirming at least one of them as the location for a future garage. An alternative to using the J.J. Plaus Park lot could be a joint venture with a future development site on the Port Credit Harbour Marina lands, particularly along the Port Street frontage. This in turn, would allow the existing surface lot to be converted to open space.



It should be noted that an above grade garage in most locations should be designed to accommodate grade level commercial space and a high level of architectural design. In the case of the J.J. Plaus Park lot, such a garage would then replace an existing surface lot with active uses adjacent to the water. As mentioned earlier, a garage on the Library site should also take advantage of the opportunity to incorporate retail space at the Lakeshore Road elevation, thereby improving and activating the streetscape.

TABLE 11 SUMMARY OF POTENTIAL NEW PUBLIC PARKING OPPORTUNITIES

Location	Description	Approximate Additional Potential Yield
Public Library Lot	A 2 level aboveground parking deck built on the existing municipal library surface parking lot. The structure could take advantage of the prevailing grades near Lakeshore Road East such that the upper level of the structure was accessed from Lakeshore with grade-related retail.	100 - 200 spaces
J.J. Plaus Park Lot	A 2-3 level parking above or below grade garage located on the existing municipal surface parking lot adjacent to the Snug Harbour restaurant. The size of the lot could be expanded if a portion of the garage was constructed on the adjacent Port Credit Harbour Marina lands through a joint development.	200-300 spaces
Port Credit Harbour Marina Site	A joint venture garage along the south side of Port Street in conjunction with and to facilitate new development.	200-400 spaces
Imperial Oil Lands	A surface parking lot located on the west side of Mississauga Road to provide parking for potential future uses on Lakeshore Road West, and for additional overflow parking for J.C. Saddington Park.	100 spaces
Riverside Public School	A 1 - 2 level underground structure below the school playground for Riverside Public School.	100 spaces
Elmwood Avenue Parking Lot	A 2 level above-grade parking deck located on the Elmwood Avenue municipal parking lot and adjacent LCBO site. The parking structure should incorporate grade-related retail (new LCBO) at street level.	60 spaces
Cayuga Avenue	Potential closure of Cayuga Avenue at Lakeshore Road East and expansion of existing surface public parking lot. ¹	20 spaces
Misc. Side-Street Spaces	The reconfiguration of on-street parking in three areas from parallel parking to angled parking.	25 spaces
Total		805 - 1,205 spaces

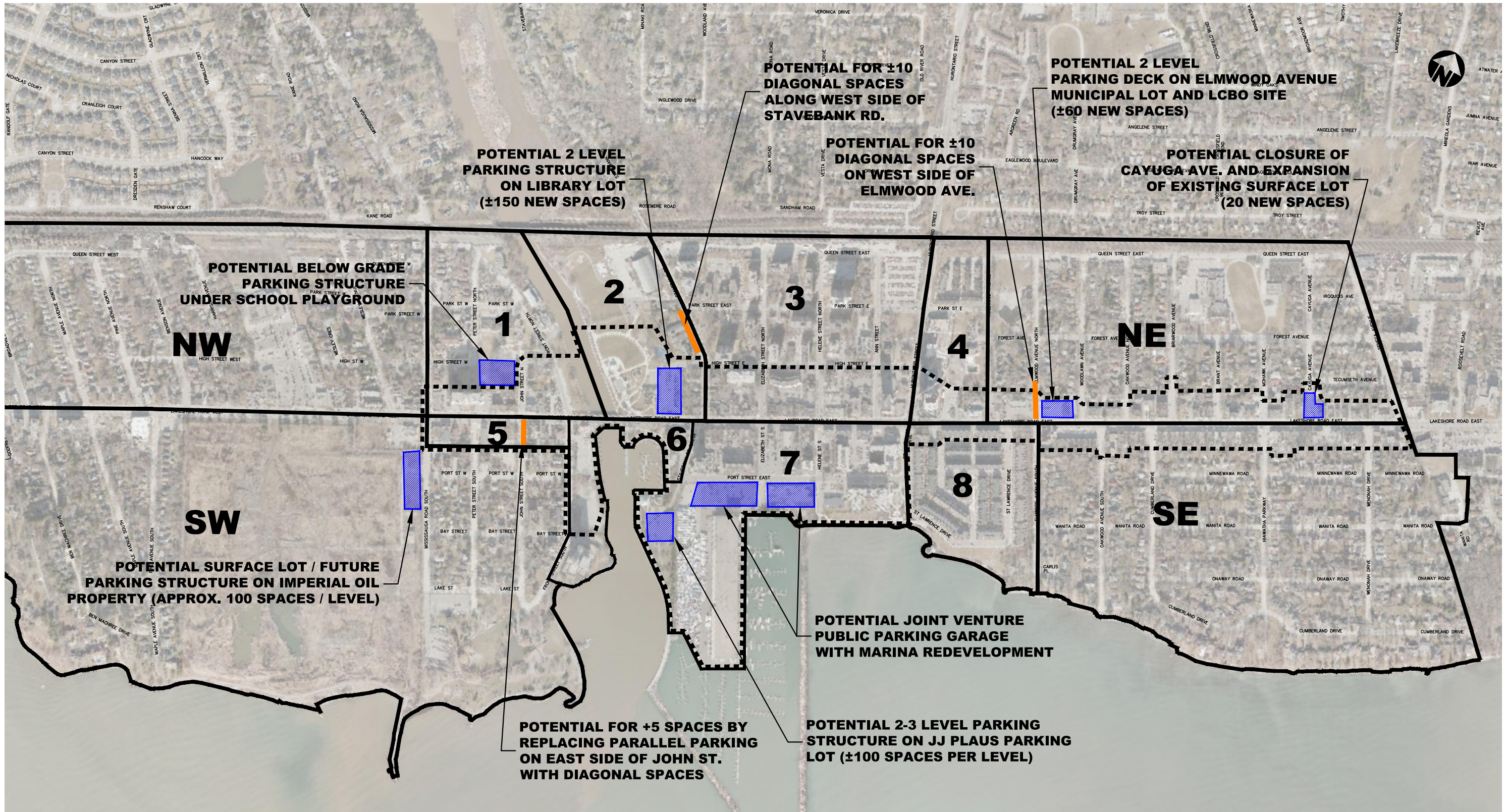
Notes:

1. *Parking opportunity as defined in 1998 MRC Report: "Mississauga Commercial Area Parking Strategy Study"*

A future surface lot on the Imperial Oil lands near Lakeshore Road that could be converted to a garage in the long term should be investigated as this would serve to facilitate commercial development along the south side of Lakeshore Road, provide parking for existing commercial uses along Lakeshore east of Mississauga Road such as Clarke Hall and also serve the J.C. Saddington Park. It is important that the size and shape of the lot be suitable for a future garage in the long term.²

Should the LCBO building adjacent to the existing Elmwood Avenue parking lot become available, the City should take the opportunity to acquire the property in order to create a public parking a garage either above or below new at grade commercial development along Lakeshore Road between Elmwood and Woodlawn Avenue.

² Generally, a minimum lot size of 120 feet by 260 feet is required for an efficient sloped floor parking garage without grade level commercial space. A minimum lot size of 180 feet by 260 feet is required for an efficient garage with grade level commercial space.



OPPORTUNITIES FOR NEW MUNICIPAL PARKING

- Potential Locations for New Off-Street Parking Lots or Structures
- Potential Locations to Increase On-Street Parking Supply

An underground garage on the playground for the Riverside Public School would serve to facilitate redevelopment along the north side of Lakeshore Road and generate some revenue for the school board.

3.7 Additional On-Street Pay Parking Zones

In addition to seeking opportunities to expand the off-street parking supply, it is recommended that the City also review locations where free on-street parking can be converted to on-street pay parking areas in Port Credit. Expanding the number of areas that have on-street pay parking will not increase the overall commercial supply, but it will allow the supply to be managed better and generate revenue that can then be used to fund additional public parking and TDM initiatives in the area.

One area that paid on-street parking could be implemented is throughout the high density area north of Lakeshore Road East between Hurontario Street and Stavebank Road. Adding pay parking to this area would generally affect visitors to the neighbourhood, people who are overflowing from the GO parking lots, or people destined to shops / services along Lakeshore who are parking further away to avoid paying in the current on-street fare zones. It is assumed that residents of the apartments generally have on-site parking and will not be affected by the introduction of pay parking. Should there be any significant use by residents the City may need to implement a permit parking system in order to enable some residents to park.

Paid on-street parking could also be introduced on Rosewood Avenue in the vicinity of the Harold E. Kennedy Park/Credit Valley Outdoor Pool.

On-street pay parking could also be introduced along Front Street north and south of Lakeshore Road West. Implementing paid parking along Front Street would provide additional revenue from people using the Waterfront Parks, visiting the commercial area, or visiting the Don Rowing Club, the Mississauga Canoe Club, or the Royal Canadian Legion.

Finally, another location where the City should consider implementing a paid parking zone is along Queen Street in the vicinity of Mentor College. There are approximately 75 spaces on Queen Street which are used by people visiting and attending Mentor College. The parking in these areas is well used and the City is currently providing parking for this use for free. Installing pay parking machines would allow the City to collect revenue from an area where the City currently receives no compensation from the service benefit being provided.

3.8 Discussion and Recommended Next Steps

Primary Node Commercial Area

The parking demand and utilization surveys indicate that the existing parking supply in Port Credit is sufficient to meet the typical weekday and weekend demand. No parking shortages were identified and anecdotal experience suggests that there are not any significant parking supply problems currently in Port Credit. As such there is no short term need to construct additional municipal parking lots in Port Credit. Informal discussions with the Port Credit BIA and members of the Advisory Committee indicated general agreement with this conclusion.

Over the long term however, it is likely that the City will have to provide additional shared public parking resources in order to facilitate the on-going success of existing and future development in response to new developments that utilize the PIL process and the loss in existing public parking related to City / Metrolinx initiatives such as bicycle lanes on Lakeshore Road, the Hurontario LRT, etc. A conservative estimate of the future parking supply indicates that the City might need to supply an additional 200 parking spaces. The addition of approximately 100-200 new public parking spaces should be set as an initial goal. This will add approximately 5-10% to the total area public parking supply and off-set any expected changes in the parking supply and demand in the area.

A parking deck on the Port Credit public library parking lot is a logical location to target as a first facility. It is large enough to provide approximately 100-200 new spaces depending on how many levels are constructed. The library lot is centrally located to the waterfront parks and primary commercial area. A parking structure could be constructed on the library lot with minimal impact to the streetscape on Lakeshore Road East by building two levels and taking advantage of the existing grades of the library site such that the top of the parking deck would be at the same level as Lakeshore Road East. A third level of structure is also possible, however it would likely require that active grade related retail be constructed along Lakeshore Road with the third level of the parking garage built over the retail. The library parking lot location also has the benefit of being under City ownership which eliminates the need for property acquisition. It should be noted that the existing library parking lot is located adjacent to a former landfill site and further site investigation is required to determine the feasibility of constructing a parking structure. Further, this location is currently used by the Waterfront Festival for a midway area. Should this location be chosen for a parking structure, an alternative location for the midway should be investigated.

It is also recommended that the City determine the feasibility of a garage on the existing municipal lot located in J.J. Plaus Park, adjacent to Snug Harbour restaurant. It is owned by the City and is also roughly the right size to fit an efficient parking structure and could provide an additional 150-300 parking spaces. A parking garage on this lot would be able to help accommodate some parking demand from the redevelopment of the Port Credit Harbour Marina including the replacement parking for Waterside Inn and 55 Port Street East presently provided on the Marina site. As mentioned earlier it should also include grade commercial space along the water and the other facades as well.

It should be noted that concerns have been raised regarding the use of the J.J. Plaus lot for a garage because of its prime location along the Credit River. As mentioned earlier, the City should also investigate a joint development opportunity to provide a public parking garage on the Marina site along the south side of Port Street in order to facilitate development and perhaps allow the existing J.J. Plaus Park surface lot to be converted to open space. It can then decide which of the two options should be selected to facilitate future development.

The timing of when the City should construct the additional parking will depend on the speed of redevelopment in the area, the extent that large redevelopment sites like the Port Credit Harbour Marina will require public parking, and the timing of planned projects like the LRT or the waterfront parks improvements. One approach is to be proactive and construct additional public parking in the short to mid-term (i.e. 5-10 yrs.) to support planned new developments such as the impending redevelopment of the former Post Office site. In the case of the J.J. Plaus Park surface parking lot or a joint venture with new development along Port Street, building the facility in the short/mid-term may also encourage

redevelopment of the Port Credit Harbour Marina sooner as the parking would be viewed as an economic incentive to the redevelopment.

Should the City prefer to minimize capital expenditures in the short/mid-term, and to limit providing additional public parking before it is required, it could apply a reactive approach. In this case City staff would monitor the area parking occupancy and the need for a new parking facility would be triggered when the parking utilization in a particular sub-area increases beyond a specified threshold occupancy target such as 80%.

Lastly, the City should consider expanding the pay parking areas in the Primary Node area to include Front Street north and south of Lakeshore Road West, on the residential streets in the high density area north of Lakeshore Road west of Hurontario Street, and on Rosewood Avenue in order to generate revenues which can be used to expand the parking supply in the commercial area.

Secondary Eastern Commercial Area

The parking demand in the Secondary Eastern Commercial Area is not expected to change significantly due to new infill development. The primary parking impact in this area will be the potential loss of approximately 57 parking spaces due to bicycle lanes being added to Lakeshore Road East, which is a long term plan.

To off-set the loss of the on-street parking spaces from the bicycle lanes it is recommended that the City pursue adding new surface parking supply by implementing the recommended perpendicular on-street spaces on Elmwood Avenue, and through the expansion of the existing municipal lot at Cayuga Avenue. These initiatives would add approximately 20-25 spaces to the public parking supply in the Eastern Commercial Area.

The City may also want to consider constructing an additional public parking structure in the short term to 'kick-start' redevelopment in the area. By way of example, the City could construct a parking structure with active grade-related uses on the Elmwood Avenue public parking lot as a way of encouraging the redevelopment of the surrounding properties.

Other Areas in Port Credit

The City's Waterfront Parks Strategy contemplates eliminating approximately 135 spaces from the existing parking lots in J.C. Saddington Park to accommodate additional park space when transit becomes more accessible. The plan also recommends that (ultimately) the parking lot, approximately 42 spaces, in Marina Park, be eliminated. Community Services is currently undertaking pre-design studies which includes concept plans that restrict parking to the south portion of the park. While there is capacity on the surrounding area streets to accommodate a portion of the displaced parking from the park, the City should investigate the opportunity to provide a consolidated public parking facility to accommodate the displaced parking demand from the two parks. The parking garage would ideally be located in proximity to both Marina Park and J.C. Saddington Park. Based on our preliminary review however there does not appear to be a readily obvious location that would serve both locations conveniently, including the boat launch users.

An alternative location to provide public parking is on the Imperial Oil lands on the west side of Mississauga Road, just south of Lakeshore Road West. This potential new facility, which would optimally

provide approximately 150-200 spaces in a surface lot and be the right size and shape to accommodate a future parking garage, could provide public parking for general visitors to J.C. Saddington Park and Marina Park. The lot however is likely too far from Marina Park to accommodate parking associated with the boat launch (i.e. vehicles with boat trailers). Boaters would most likely use launch ramps at Lakefront Promenade rather than park at the Imperial Oil lands and launch boats at Marina Park. It should be noted that a parking lot on the Imperial Oils lands could also be used to encourage and support redevelopment of properties along the Lakeshore Road corridor west of Mississauga Road outside of Port Credit Node. For example, there have been preliminary visions of developing the south side of Lakeshore Road on the Imperial Oil lands as a mixed-use area and continuation of the main street. Although providing a public parking lot of the west side of Mississauga Road would be a viable location to support development on Lakeshore Road West and also be utilized for J.C. Saddington Park, developing an on-site park on the Imperial Oil lands may be challenging due to the environmental and contamination issues.

If a public parking garage can be developed on the Imperial Oil lands of sufficient size, then the need for a public garage on the north side of Lakeshore Road in the Riverside Public School playground would be diminished because a larger garage on the south side could serve future redevelopment on the north.

In order to provide additional public parking, the City should also consider converting wide boulevards along areas of Lakeshore Road to on-street parking in the Secondary Western CPA. This approach would be similar to the widening completed in front of the Shoppers Drug Mart and medical office complex at the southwest corner of Lakeshore Road West and Pine Avenue South.

The City should also consider implementing a pay parking zone along Queen Street in the vicinity of Mentor College to increase parking revenues which can in turn be used to expand the public parking supply elsewhere in Port Credit.

4.0 Lakeview Planning Area

4.1 Existing Conditions

The Lakeview study area is centred on the Lakeshore Road East corridor from Seneca Avenue in the west to Etobicoke Creek in the east, which is the City of Toronto / City of Mississauga boundary.

Although Lakeshore Road East functions as both a major corridor and local shopping area, unlike Port Credit, it does not have a main street feel. The area has the beginnings of a main street, but lacks continuity and a focal point, and in some areas appears to be struggling. The land uses located along this stretch of road mainly consist of retail and service commercial, interspersed with low to high rise apartments and mixed-use development. Some sections have large block sizes and distances between commercial areas. There is a stretch of employment uses, predominately industrial, located on the south side of Lakeshore Road East between Cawthra and Dixie Roads, which also disrupts continuity. Much of the commercial development is strip mall type buildings, many of which have front yard or boulevard parking. Generally, all parking for these uses is provided on-site.

To the south of the study lands, there are many significant uses, features and vacant lands, which form an area of influence, including:

- Ontario Power Generation (OPG) lands;
- employment lands;
- Lakefront Promenade Park;
- Port Credit Yacht Club and Marina;
- G.E. Booth Wastewater Treatment Facility;
- Lakeview Park;
- Douglas Kennedy Park;
- Adamson Estate;
- Lakeview Water Treatment Facility; and
- Not Yet Named Park P-358 (owned by TRCA and known as the Arsenal Lands containing the Small Arms historical building).

A large portion of the area of influence is comprised of the OPG lands. This site is an expansive area owned by Ontario Power Generation that was previously occupied by the Lakeview Generating Station. The station was torn down in 2006, and the property, along with adjacent industrial lands, recently went through a preliminary visioning process known as Inspiration Lakeview. The resulting concept envisions a significant amount of residential, commercial, and recreation uses being developed along with a new grid-based street network.

The Inspiration Lakeview plans are conceptual in nature and the development envisioned is not included in current the Mississauga Official Plan. As a result, Phase II of the Parking Strategy does not address any specific parking issues associated with the Inspiration Lakeview area, with the exception of providing

some high level guidance for the future development area. This Study focuses on providing recommendations associated with the main street corridor in the area that abuts Lakeshore Road East. It is recommended that a detailed parking strategy for the Inspiration Lakeview lands be undertaken as a follow up to this Study once the development vision and land use is confirmed and incorporated into the Mississauga Official Plan.

Figure 12 illustrates the Lakeview study area and the primary surrounding land uses and features which form the area of influence.

4.2 Potential Future Development

The City has provided detailed land use information for the main street area abutting Lakeshore Road in Lakeview as summarized in Table 12.

TABLE 12 LAKEVIEW LAND USE ESTIMATES

Category	Existing Commercial GFA (m ²)	Future Commercial GFA (m ²)	Existing Residential (Units)	Future Residential (Units)
Land Uses in Main Street Corridor Area	33,000	54,800	1,650 (rounded)	4,700 (rounded)

Notes:

1. Land uses include properties adjacent to the Lakeshore Road East corridor (i.e. the main street commercial area).
2. Existing and future land use information based upon information supplied by City of Mississauga Planning Department dated September 2011.
3. Commercial GFA is a sum of automotive commercial, office, restaurant, general retail and personal service uses.

4.3 Parking Goals for the Lakeview Area

Mississauga has traditionally been involved in the provision of shared public parking resources in its main street commercial areas, such as Port Credit, Clarkson, and Streetsville primarily to support economic development and foster a successful main street environment. Many municipalities play a similar role to attract specific development that may not have otherwise come, or would not occur for many years.

The City wishes to support new development in Lakeview similar to the character that exists in Port Credit. In this regard, the City, like many other municipalities, can and should use the supply of public parking to help achieve this goal and foster good urban design.

Urban planners as well as transportation planners have also realized that managing the supply, location and cost of parking in conjunction with the introduction of public transit services, active transportation initiatives, car/van pool programs and other travel options is critical to support and encourage alternative travel modes and maximize the return on public investment in transit and transportation infrastructure. With these factors in mind, the primary goals of the Lakeview area parking strategy should be:



LAKEVIEW AREA OVERVIEW

- LEGEND**
- █ Parks
 - █ Other Major Features

- *to support Good Urban Design* and contribute to creating a walkable and transit supportive urban environment by minimizing surface parking and encouraging higher density development through the use of parking facilities that are well located and integrated with primary development;
- *to foster Economic Development* by assisting the private sector in achieving the development vision for Lakeview through the implementation of parking requirements that encourage efficient use of parking resources as well as strategic public investment in the provision of municipal parking facilities and transportation alternatives; and
- *to support Transportation Demand Management (TDM)* by influencing commuter mode choice through parking supply management and pricing and the provision of commuting alternatives through the parking program.

The following section outlines the potential scope for a municipal role in public parking involvement in the Lakeview area.

4.4 Potential Scope for Municipal Parking Involvement

The amount of publicly available parking in a node or downtown area varies significantly from municipality to municipality, ranging from a low of 25% to a high of 60% of the total commercial parking supply. Cities that control higher proportions of the parking supply are better able to achieve the three goals of supporting good urban design, fostering economic development, and supporting TDM. Given that the City currently has a negligible role in public parking in Lakeview, it is recommended that the municipality actively seek out and implement new opportunities to increase the amount of public parking in Lakeview to achieve these objectives.

An initial target for Lakeview would be to supply a percentage of the total public and private parking supply similar to that in Port Credit, which is a reasonable example of the size and scale of the built form and parking that might be emulated. In Port Credit, the City provides approximately 40% of the overall commercial parking supply. Residential uses generally provide dedicated, off-street parking and have little to no impact on public parking supply, with the exception of residential visitors which municipalities often accommodate on-street.

To provide an estimate of the future commercial public parking needs in Lakeview, land use forecasts for the Lakeview area were consulted. Information provided by the City of Mississauga indicates that the Lakeview main street area will likely have approximately 54,800 m² (590,000 sq. ft.) of commercial GFA in the future. Assuming an overall commercial parking supply rate similar to that in Port Credit (i.e. approximately 3 spaces per 100 m² of GFA) an order of magnitude estimate of the future number of parking spaces required for the commercial land uses in Lakeview is roughly 1,650 spaces.

Using a public parking target similar to that in Port Credit (i.e. where the municipality controls 40% of the total supply) approximately 660 shared public parking spaces should be provided by the City by using a combination of on-street and off-street surface lots, and ultimately, one or two parking garages as described below.

4.4.1 On-Street Parking

Convenient on-street parking is an important component of the provision of municipal parking in most cities and should be in Lakeview. An initial policy that the City could implement is permitting on-street parking in the curb lanes on Lakeshore Road East during off-peak times, generally considered to be from 9am to 3pm and 6pm to midnight Monday to Friday and on weekends. The City should also permit on-street parking on other existing side streets throughout the day. The on-street parking in commercial and employment areas should be allocated primarily to augment short term visitor parking with resident parking as a secondary use. Initially permissions should be the 3-hour City maximum condition, with additional restrictions / metered spaces being added as demand warrants.

An initial review of the existing portions of Lakeshore Road indicates that roughly 200 on-street parking spaces could be provided by permitting parking in the curb lanes of Lakeshore Road East. There is also the potential for an additional on-street supply of approximately 75 spaces by utilizing the side streets within 25 to 30 metres of Lakeshore Road East.

For the longer term, we have confirmed that the approximately 200 on-street spaces along Lakeshore Road East throughout Lakeview can be maintained in boulevard laybys once the potential future LRT is implemented.

Mississauga should establish a policy framework which ensures that all new public streets built as part of the Inspiration Lakeview vision are carefully assessed at the design stage in terms of optimizing the on-street parking supply. This policy direction should be incorporated into the criteria applied to the Environmental Assessment process for new streets in the area. In this regard, virtually all streets in the Inspiration Lakeview community should be able to provide parking on at least one side. In residential neighbourhoods, on-street parking can accommodate visitors. In mixed commercial / residential areas, such as Lakeshore Road East, on-street parking can accommodate additional residential visitor parking, as well as parking for commercial uses that cannot otherwise provide parking on-site. In park zones, on-street parking can be utilized to augment on-site visitor parking in specific areas.

4.4.2 Off-Street Public Parking

Currently almost all off-street parking is provided on private property. In order for the City to become more actively involved in providing off-street shared public parking resources in Lakeview, Mississauga will need to seek opportunities to obtain new off-street parking areas to increase the public parking supply.

If the City can achieve a public parking supply of 200 to 275 spaces on Lakeshore Road East and adjacent side streets as described above, an additional 385 to 460 spaces should be provided in new public off-street parking lots in order to achieve a 40% share of the parking supply in the main street area.

4.5 Discussion and Recommended Next Steps

A near term objective for the City should be to implement on-street parking along the Lakeshore Road East corridor through Lakeview. Implementing on-street parking on Lakeshore Road is a relatively easy way to increase the available public parking supply and support redevelopment in the area.

To achieve the long term target of 40% control of the commercial parking supply in Lakeview, the City will need to establish approximately 385 public parking spaces in new municipal off-street parking lots. In this regard, the City should start to look for opportunities to provide new off-street public parking lots. The City could do this by:

- utilizing PIL funds to purchase properties;
- by utilizing Section 37 (Bonus Provisions) of the Planning Act to secure capital public parking facilities; and / or
- partner with the private sector to obtain public parking through redevelopment applications.

The latter approach is similar to the process used by the City to secure 43 public parking spaces located on level P1 of the Port Credit Village redevelopment at the southwest corner of Hurontario Street and St. Lawrence Drive.

While it is anticipated that the off-street parking provided by the City will initially be provided as surface parking, any larger off-street lots purchased by the City should be of sufficient size and shape to accommodate a parking garage in order to provide flexibility for future planning³. The location of future parking facilities should be strategically selected to provide economic development support and facilitate good urban design. Based upon the size and scope criteria, two or three lots ranging in size from 100 to 200 spaces each should eventually be provided.

³ Generally, a minimum lot size of 120 feet by 260 feet is required for an efficient sloped floor parking garage without grade level commercial space. A minimum lot size of 180 feet by 260 feet is required for an efficient garage with grade level commercial space.

5.0 Zoning By-Law Considerations

5.1 Port Credit

5.1.1 Commercial Uses

As outlined in Section 3.2, the overall parking demand rates observed in the Port Credit commercial area are substantially lower than the General Zoning By-law requirements. This is consistent with our experience in many other traditional main street areas throughout Ontario. To ensure the City is not requiring excess parking supply, City Council should reduce the minimum zoning by-law parking requirements in the Port Credit area to better reflect actual parking demand and to recognize future planned transit improvements.

The observed overall parking demand rate of 2.7 spaces per hundred square metres of commercial floor area is in effect a blended rate that reflects the existing land use composition as well as the benefits of shared parking use due to temporal differences in demand for individual uses. Our recent review for the City of the parking requirements for Post Office redevelopment plan provided some useful insight into how individual parking rates could be adjusted to better reflect actual demand and minimize excess parking requirements. Generally, the goal should be to reduce existing rates where appropriate while also trying to consolidate as many uses as possible in order to make land use changes easier to accommodate. With this in mind, it is recommended that the following revisions to the existing zoning by-law rates for commercial uses be implemented for C4 zones:

- 3.0 spaces per hundred square metres GFA for retail, personal service, repair establishments, art galleries and museums;
- 4.85 spaces per hundred square metres GFA for financial institutions, real estate offices and medical offices;
- 3.0 spaces per hundred square metres GFA for office uses.

These rates represent a 25% reduction for retail, personal service, repair, real estate and medical office uses, a 17% reduction for art galleries and museums, a 12% reduction for financial institutions and a 6% reduction for office uses compared to current by-law rates. The resulting base rates for individual uses more closely represent the rates included in the ULI Shared Parking report⁴ and those recently proposed for non-downtown core areas in the City of Toronto in their consolidated zoning by-law review. It is important that they only be applied to land uses in a main street type setting that are zoned C4. Larger scale suburban type commercial developments should provide parking at the non C4 zone rates in the Zoning By-law.

5.1.2 Apartment Uses

From a policy perspective the City should also reduce the requirements for apartments in the Port Credit Node in order to facilitate compact urban and transit oriented development near the Port Credit Mobility Hub. The reduced requirements should extend approximately 500 metres in radius from the Go

⁴ "Shared Parking" Second Edition, Urban Land Institute and International Council of Shopping Centres.

Station main entrance and bus terminal at Helen Street to reflect the high degree of transit accessibility within this distance. The approximate boundary of this reduced parking zone for apartments would be Port Street to the south, the Credit River to the west, and Elmwood Street to the east. This boundary should be extended south to include the Port Credit Harbour Marina site when the Hurontario Street LRT has been implemented south along Port Street.

Reducing the parking supply requirement would recognize the potential for higher transit, walk and active transportation use in the area. It would recognize the trend to a more urban lifestyle and provide developers with more flexibility in meeting market demand for parking. It would also increase housing affordability by minimizing the cost of expensive underground parking for residents who do not actually want or need it. The reduced requirements should match those used in the City Centre:

- a minimum of 1.0 space per unit for residents; and
- a minimum of 0.15 space per unit for visitors.

The City should also facilitate the provision of private car share services in the area as this will allow area residents and employees to reduce their reliance on car ownership to meet their transportation needs by providing convenient and affordable access to a car when required for short duration personal or business trips. This could be accomplished by approving some high density residential projects that commit to providing the service and the City could utilize some of the surplus parking revenue generated in the area to subsidize the operation of a few spaces in the on-street municipal supply until market support eliminates the need to do so.

5.1.3 Shared Parking Considerations

In addition to the base parking supply rates, it is important to revise the shared parking schedule in the existing By-law to better reflect the temporal variations in demand found in traditional main street areas compared to suburban locations. The recommended shared parking schedule for C4 zones is provided in Table 13.

TABLE 13 RECOMMENDED C4 ZONE SHARED PARKING SCHEDULE

Use	Percentage of Peak Period ¹			
	Morning	Noon	Afternoon	Evening
Office / Medical Office	100 (10)	90 (10)	95 (10)	10 (10)
Real Estate Office	90 (50)	80(50)	100(50)	50(20)
Financial Institution	70(90)	75(90)	100(90)	80(20)
Retail Store / Personal Service/Art Galleries/Museums/Repair Establishments	50 (50)	50 (75)	70 (100)	75 (10)
Restaurant / Take-out Restaurant	25 (20)	65 (90)	25 (50)	100 (100)
Hotel - Rooms	50 (70)	25 (25)	25 (25)	65 (50)
Hotel – Function Space	95(95)	100(95)	90(90)	95(95)
Residential – Resident	90 (90)	65 (65)	90 (90)	100 (100)
Residential – Visitor	20 (20)	20 (20)	50 (60)	100 (100)

Notes:

1. 00 – Indicates weekday peak period percentage, (00) indicates weekend peak period percentage.
2. Hotel Function space includes restaurants, meeting rooms, banquet and conference facilities.

5.2 Lakeview

The zoning bylaw parking requirements for Lakeview should encourage compact urban form, reflect future transit, and active transportation objectives for the area, and maximize the utilization of both private and public parking facilities. These goals can be accomplished by minimizing required on-site parking required by the zoning by-law and encouraging mixed use shared parking facilities wherever possible.

Although demand surveys were not undertaken in Lakeview, it is likely that the zoning by-law requirements exceed the parking demand for the commercial uses in the area. Lowering the overall zoning by-law parking requirements for commercial uses in Lakeview may help spur new development in the area and ensure that parking is not over-supplied. In this regard, it is recommended that the City adjust the by-law parking requirements for commercial uses consistent with the recommendations set out for Port Credit in Section 5.1. However, reductions for residential apartments should be considered on a site specific basis depending upon the location and circumstances.

In addition, the City should continue to use payment-in-lieu of parking policy to reduce the need to provide on-site parking in favour of shared public parking resources that are controlled by the City. The City has used PIL in the Lakeview area in the past, albeit infrequently. To date, the money has been lumped into an “Other Areas of the City” account. Given the expected increase in development in the Lakeview area it is recommended that a separate PIL account be established for Lakeview, similar to that of Port Credit.

With the emphasis on minimizing on-site development parking supply, it will be important for the City to actively provide on-street parking at every opportunity as well as establish off-street shared public parking resources that can be used to assist private development and help achieve a gradual reduction in parking supply needs over time as transit and active transportation use increases.

6.0 Cultural Uses Parking Considerations

The Mississauga Cultural Master Plan outlines a vision to establish Port Credit as a cultural 'hub' within Mississauga by building upon the area's existing uses and heritage attractions. In this regard, the City initiated a Port Credit Cultural Pilot Project in 2011 to promote the cultural heritage of Port Credit.

Parking Policy 8.4.10 in the Mississauga Official Plan (2011) provides the following guidance regarding cultural facilities:

"In some circumstances, the city may consider allowing the use of municipal parking facilities to meet or reduce the parking requirements for cultural facilities where it does not impair the functioning of other uses or the economic vitality of the area."

Recommendation #38 of the Mississauga Culture Master Plan provided below also refers to the desire to understand how parking might be a barrier to cultural development and how it can be addressed:

"That the interdepartmental culture team receives a presentation on the parking strategy and subsequent area studies to understand the barriers to cultural development created by parking and how they can be addressed by more flexible parking strategies".

The City can support the OP Policy and Culture Master Plan in the following ways:

1. allow specific cultural uses to benefit from reduced parking standards, as described in Section 5.0 of this report;
2. exempt or give concessions to the adaptive reuse of heritage buildings from Zoning By-law parking requirements and provide public parking;
3. provide public parking for festivals and cultural events that draw large crowds; and
4. continue to support the Transformative Parking Space Project.

6.1 Reduced Parking Standards for Cultural Uses

It is recommended that the City allow certain cultural uses to benefit from reduced blended parking requirements outlined in Section 5.0 of this report. Cultural uses that will be included in recommended reduced supply rates include art galleries, offices for cultural groups and museums. Examples of cultural uses that are not appropriate to offer reduced parking rates to are places of religious assembly or theatres. These uses are typically high parking generators and allowing reduced parking rates would likely result in a significant under provision of parking and could create significant localized impacts.

6.2 Parking Exemptions / Concessions for Heritage Buildings

Another way in which the City can support cultural uses is by providing parking exemptions or concessions for heritage buildings. This would recognize the intrinsic difficulty that many of them have in meeting parking requirements compared to new building sites. It would also facilitate the reuse of these buildings for a variety of land use types, especially where there is limited or no parking on the existing site.

Mississauga currently supports heritage building reuse through their PIL policy which allows exempting building owners from providing parking on-site in exchange for a cash payment. The cash payment ranges from 12.5% to 50% of the actual cost of building a parking stall, depending on the size of development. Another example of how to incent reuse of heritage buildings is from the City of Toronto, which provides a full exemption of parking and loading facilities for all *designated* heritage buildings. Based on a review of other municipalities from the Greater Toronto Area (GTA) the Town of Newmarket also has a partial exemption policy in their Zoning By-law for heritage properties in the historic downtown zone. Copies of the regulations from the Toronto and Newmarket Zoning By-laws are attached to this report for reference purposes as Appendix D.

Similar to these other municipalities, Mississauga should consider reducing (or eliminating) the parking requirements for *designated* heritage buildings in order to support the retention of the buildings and enhance their ability to provide a variety of land use types in the existing space. This would further encourage the usability of heritage sites (beyond that of simply offering a PIL program) by reducing (or eliminating) PIL requirements.

To review the implications on offering an exemption (or reduction) of the parking requirement associated with heritage buildings, City staff have provided a list of all the designated heritage buildings in both Port Credit and Lakeview as summarized in Table 14.

TABLE 14 DESIGNATED HERITAGE SITES IN PORT CREDIT AND LAKEVIEW

Port Credit	Lakeview
Clarke Hall – 161 Lakeshore Rd. West	Indoor Rifle Range – 1300 Lakeshore Rd. East
Dudgeon Cottage – 305 Lakeshore Rd. West	Small Arms Inspection Building – 1400-1490 Lakeshore Rd. East
Emma Peer Residence – 7 John Street South	
Gray House – 84 High St. East	
Hamilton House – 90 High St. East	
Masonic Temple – 45 Port St. West	
Parkinson-King Residence – 37 Mississauga Rd. South	
Port Credit Arena – 32-40 Stavebank Rd.	
St. Lawrence Starch Bldg. – 141 Lakeshore Rd. East	
Wilcox Inn Building – 32 Front St. South	

A brief discussion and analysis of the impact of offering a parking exemption for the various heritage sites is provided below.

6.2.1 Port Credit

Clarke Hall

The potential for Clarke Hall to be utilized as a space for cultural uses such as theatre productions, art displays, or public meetings, is limited by its small on-site parking supply of approximately 10 spaces which cannot accommodate the parking demand for large attendance events. When Clarke Hall is occasionally utilized for public meetings, the majority of parking is accommodated on-street by the neighbourhood south of Lakeshore Road West. To facilitate a reoccurring cultural use in Clarke Hall, the City could choose to exempt the Hall from the typical parking requirement (probably 60 to 65 spaces) applied to places of assembly, and instead provide additional public parking in the area as a way of satisfying the parking demand. By way of example, the City could either formalize the use of on-street parking in the vicinity of Clarke Hall, or could attempt to build a new off-street parking lot on the west side of Mississauga Road on the Imperial Oil lands. A new off-street lot west of Mississauga Road could be used by Clarke Hall and also provide more public parking for Marina Park to offset the potential removal of parking within the park area that is being proposed by the Waterfront Parks Master Plan. It would also serve to facilitate new main street development along the Lakeshore Road West frontage of the Imperial Oil lands.

Port Credit Arena

The parking at the Port Credit Arena services both the arena and P.C. Memorial Park. The Port Credit arena is not expected to change its use and is not expected to impact the commercial parking supply in the node. As a result, providing a heritage exemption is not expected to have any significant impact on the public parking supply.

St. Lawrence Starch Administration Building

This building is currently being used as office space and a sales centre for Fram/Slokker, the developers of Port Credit Village and the North Shore Condominiums. The property is zoned C4-6 which permits office, medical office and financial institutions to locate in the space. The site currently has 16 parking spaces beside the building, and additional parking in the underground garage at Port Credit Village. A small addition might be added on the small surface lot that would probably require PIL of parking to replace the existing 16 spaces and provide parking for the addition, if it were to be proposed.

Dudgeon Cottage

The Dudgeon Cottage is a very small building of approximately 64 square metres that is presently being used as a vehicle sales office for the adjacent separate property that operates as a car sales storage area. The property is currently owned by the same entity. Given the small size of the building, it is possible that any parking requirement could be met on the site to the rear of the building. Providing an exemption from parking supply requirements would have minimal impact. However, on-street parking should be provided in the immediate vicinity to provide a viable supply for the adaptive reuse of the cottage.

Masonic Temple

This is a large building in the heritage conservation district. It is located in a low density residential area with zoning that permits detached dwellings or a private club. The zoning requirement for on-site parking would appear to be roughly ten spaces. The surface lot on the site would appear to be able to

accommodate the ten spaces. Exempting this property from the requirement to provide parking would exacerbate the general shortage of parking in the area for cultural uses like Clarke Hall.

All Other Heritage Buildings (84, 90 High Street, 37 Mississauga Road, 32 Front Street South, 7 John Street South)

There are several residential heritage buildings in proximity to the commercial area which have the potential to be converted to commercial uses. They are limited in number, widely dispersed and relatively small, and, therefore, the potential conversion of these homes will not have a significant parking impact. The current public parking supply will be able to accommodate any increase stemming from the reuse of these buildings.

6.2.2 Lakeview

The impact on designated historic properties of eliminating parking requirements was also considered for the Lakeview study area based on information provided by the City. The following provides a brief description of the historical sites reviewed.

Small Arms Building

Not Yet Named Park P-358 (Arsenal Lands) includes the heritage Small Arms Building and a water tower that were utilized for the manufacture of weapons during World War I. Preliminary plans have been prepared to revitalize the Small Arms Building into a space for artist performances, artist studios, community space, and a heritage museum.

The preliminary concept plans indicate that depending on the ultimate mix of uses proposed, the site may not be able to provide the parking required by the Zoning By-law on-site. Providing an exemption from parking requirements will therefore help encourage reuse of the site.

Should the City exempt or reduce the Small Arms Building from the parking supply requirement in the Zoning By-law, it will also need to investigate opportunities to increase the amount of public parking in the area to augment whatever parking supply the redevelopment concept will be able to achieve. By way of example the City could achieve a significant amount of public parking by permitting on-street parking on Lakeshore Road East near the Small Arms Building. In addition, there is an old surface parking area located just to the east of the Building that the City might be able to obtain and utilize as a public parking lot in order to increase the supply of public parking in the area.

Indoor Rifle Range

This is a single storey rectangular concrete structure situated behind the buildings that front the south side of Lakeshore Road, west of Dixie Road. It was opened in 1940 and used for training soldiers until 1957. It reopened in 1968 and continues to be used as a rifle range today under the ownership of the Region of Peel. It is approximately 265 square metres in size. Given the small size of the building, exempting it from parking requirements for the existing use or adaptive reuse would have minimal impact.

6.2.3 Proposed Heritage Building By-Law Exemptions

Based upon the foregoing discussion, it is recommended that *designated* Heritage buildings in Port Credit and Lakeview be exempted from Zoning By-law parking supply requirements subject to the following criteria:

- Only buildings on *designated* heritage properties under the Ontario Heritage Act be considered;
- Parking must be provided at the By-law rate for new floor area added through an addition, alteration or extension or if the existing floor area is replaced;
- Parking currently provided on-site or the Zoning By-law requirement, whichever is the lesser should remain as a requirement;
- The exemption would not apply if the building is demolished, removed or altered contrary to the provisions of the Ontario Heritage Act.

These criteria will ensure that the parking exemption is utilized only to facilitate the preservation and use of existing heritage buildings in their present form.

6.3 Manage Parking for Special Events

Special events in Port Credit include the various festivals that occur throughout the year. The parking demand related to these events exceeds the typical weekday / weekend peak demand. The parking demand during festivals was not directly measured, however it is generally understood that the public parking in the Port Credit area achieves high occupancy during special events.

Given that there is more than sufficient parking in Port Credit to accommodate the typical area demands, the City should not seek to build additional public parking just to accommodate occasional special events. Rather, the City should optimize the use of existing parking lots in Port Credit that are slightly further away from the festival area (i.e. Lakeshore Road). By way of example, the GO Station parking lots contain approximately 600 spaces south of the tracks and another 350 (approx.) spaces north of the tracks, many of which are empty during the evenings and weekends when the peak festival parking demand occurs. Other parking that the City should utilize for festivals includes:

- the J.C. Saddington Park parking lots – approx. 175 spaces (if available);
- on-street parking on Queen Street East by Mentor College – approx. 75 spaces
- the Port Credit Memorial Arena parking lot – approx. 200 spaces.

By using the above noted locations the City can utilize an additional 1,000 parking spaces of supply for the festivals.

It should be noted that for some special events the parking lot of the Port Credit Memorial Arena is used as a staging area, parking area for Parks Operations vehicles and equipment as well as a base camp for film companies and therefore cannot be used for visitor overflow parking on a regular basis.

To manage parking most efficiently during these events, the City could operate a parking shuttle bus to these alternate parking locations to provide fast and efficient circulation between the remote parking

areas and key festival locations. The shuttle should be provided by the City or BIA free of charge during the festival. Potential funding for the shuttle bus could be drawn upon from parking meter revenues as a method of reducing parking demand in the node area during peak times. The shuttle service should be augmented by a public awareness campaign, and the marketing for the festival, which notifies visitors that they should park in the remote areas to avoid the main commercial area, and that a shuttle will be provided to transport them conveniently.

6.4 Support the Transformative Parking Space Project

Another way in which the City can support cultural uses is by supporting the conversion of existing on-street parking spaces into various other uses including patios, plantings, public art, etc. As outlined in Section 3.4.4, it is estimated that initially approximately 25 parking spaces may be converted in Port Credit as part of the transformative space project in the next several years. The City can support this project by permitting these spaces to be removed from the public parking supply.

Over time, the City can further encourage the Transformative Parking Space project by allowing additional on-street parking spaces to be converted in Port Credit and Lakeview as interest is gained in the project and as the amount of parking supply in the area permits.

7.0 Bicycle Parking Considerations

The provision of bicycle parking in both Port Credit and Lakeview is important to encourage the use of other modes of transportation and support sustainable economic development by facilitating shorter distance cycling trips by area residents. The absence of these facilities will deter regular bicycle use for non-recreational purposes. Increased cycling will reduce the growth in vehicle trips and support more sustainable urban travel patterns. In this regard, the City has already started to recognize the importance of cycling by installing different types of bicycle racks in Port Credit as part of the Port Credit Cultural Node Pilot Project.

7.1 Recommended Bicycle Parking Requirement

Generally speaking, government agencies have been requiring the provision of bicycle parking for non-residential uses at a rate which significantly exceeds current use, ranging from 2 to 7% of employees. Employee bicycle parking spaces are required to be provided in secure covered storage areas whereas visitor parking includes racks or posts that can be outdoors, preferable in visible, sheltered locations.

Mississauga's Zoning By-Law does not have bicycle parking requirements but Phase I of the Parking Strategy developed a bicycle parking requirement for the City Centre area. It is recommended that the same rates be applied to new developments in the Port Credit and Lakeview areas. The proposed rates are shown in Table 15.

TABLE 15 SUMMARY OF RECOMMENDED BICYCLE PARKING RATES FROM PHASE I

Use	Bicycle Parking Standard	Parking Requirement for Existing Commercial Uses in Port Credit ¹
Office Uses	0.17 spaces per 100 m ² GFA staff plus 0.03 spaces per 100 m ² GFA visitor	Approx. 55 secure weather protected spaces (staff) and approx. 125 exterior spaces (visitors)
Retail Uses	0.085 spaces per 100 m ² GFA staff plus 0.25 spaces per 100 m ² GFA visitor	
All other non-residential uses	4% for staff and 4% for visitors	
Residential Apartments & Townhomes	0.60 resident spaces per unit 0.15 visitor spaces per unit	NA

Notes:

1. Requirement calculated on existing commercial GFA in Port Credit Primary Node and Secondary Eastern Commercial Areas.
2. Residential requirement applies to apartments and townhouses that do not have an exclusive garage.

7.2 Existing Development Considerations

Most of the existing development in Port Credit has not supplied employee or visitor bicycle parking facilities. With this in mind, the City could improve the situation by providing as much of this parking as possible using its own infrastructure assets. Application of the recommended bicycle parking supply

requirements to existing development in Port Credit results in a requirement for approximately 180 spaces. An initial allocation of approximately 60 staff spaces and 120 visitor spaces is recommended. This goal can be reviewed periodically based on feedback from the community, the demand for each type of parking, and as the City’s experience with bicycle parking in Port Credit grows.

The City should provide approximately 2/3 of the spaces within the Port Credit Node Area, and the remaining 1/3 of the spaces in the Eastern Commercial Area. This split is based on the existing split of commercial GFA in Port Credit. The recommended deployment is set out in Table 16.

TABLE 16 RECOMMENDED BICYCLE PARKING DEPLOYMENT IN PORT CREDIT

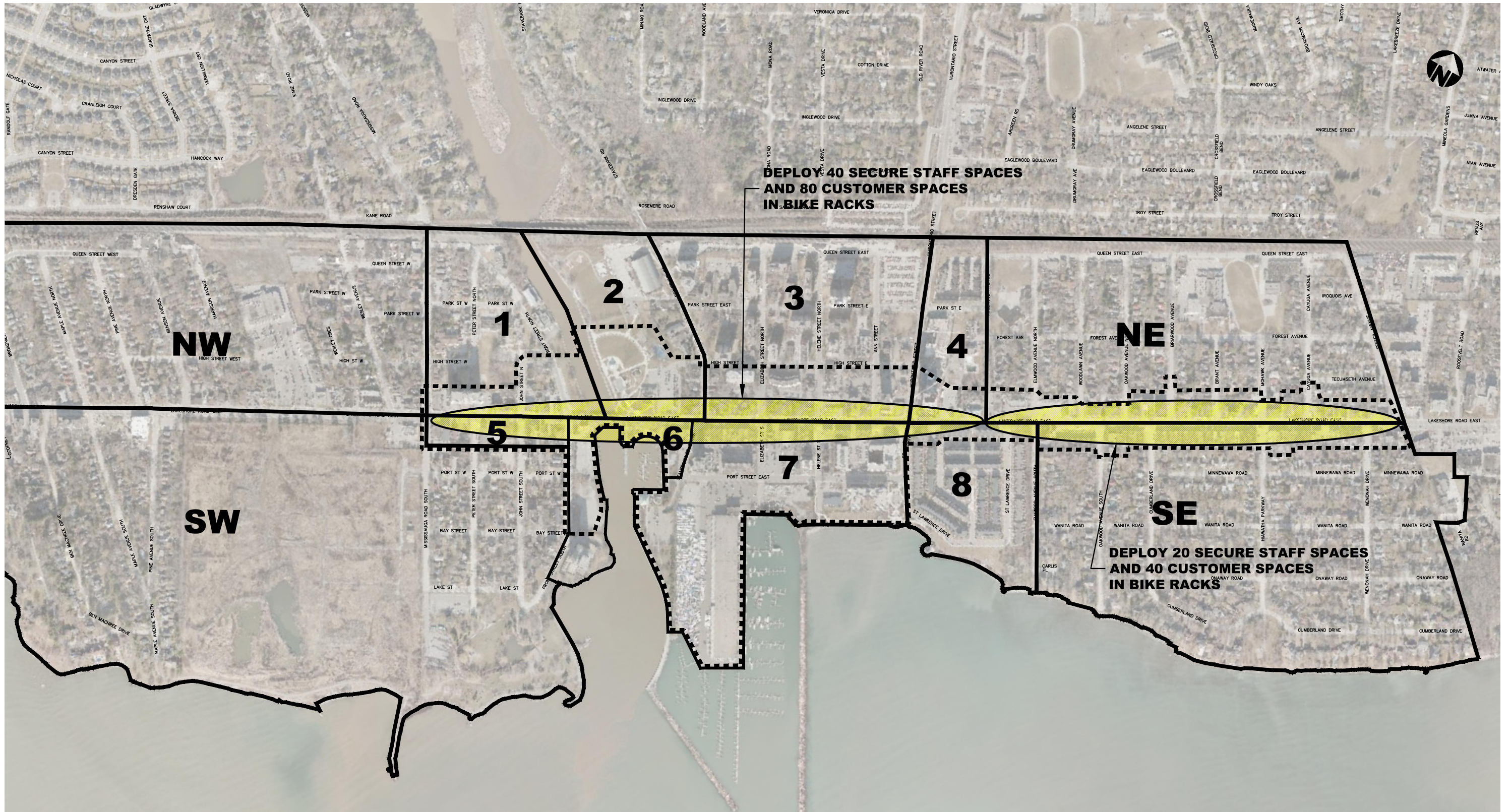
Area	Staff Spaces	Visitor Spaces
Port Credit Node Area	40 spaces	80 spaces
Eastern Commercial Area	20 spaces	40 spaces
Overall Area	60 spaces	120 spaces

Figure 13 illustrates the preliminary bicycle parking deployment recommendations for Port Credit.

The staff bicycle parking requirement should be provided in secure form (e.g. either located in bike cages / lockers) and should be spread out east to west through the Primary Node and Secondary Eastern Commercial Areas. The secure bicycle parking could be located in the City’s existing surface lots including the Library, J.J. Plaus Park, Marina Park and Elmwood Lots as well as the City’s public parking component of the garage in the Port Credit Village development off of Port Street. Providing bicycle parking in this fashion will ensure that a greater number of staff has access to secure bicycle parking which can be utilized as a common resource by the various shops and stores along Lakeshore Road.

Bicycle parking for visitors does not need to be secure and should be installed in visible locations along Lakeshore Road on the sidewalk as post and ring (or similar) type racks. Locating the visitor parking along the street frontage will improve access for people who wish to cycle to stores and services along Lakeshore Road.

Using the same methodology and the existing commercial floor space of approximately 30,000 square metres GFA, the Lakeview corridor would require approximately 120 spaces, including approximately 40 for employees in secure locations and approximately 80 for visitors.



BICYCLE PARKING DEPLOYMENT RECOMMENDATIONS IN PORT CREDIT

7.3 New Development Requirements

The recommended bicycle parking requirements should be applied to all new development applications on a go-forward basis.

Because many development applications in Port Credit and Lakeview are small conversions, renovations and additions, it is recommended that the City adopt an exemption for small developments. This will ensure small developments are not unreasonably asked to provide bicycle parking spaces when there may be limited site floor area or other constraints.

A reasonable exemption limit for the provision of bicycle parking would be any application that requires less than 5 parking spaces. This is equivalent to an exemption threshold for new developments of approximately 2,500 square metres of GFA (approximately 27,000 sq. ft.) for office uses, and approximately 1,500 square metres for retail uses (approx. 16,000 sq. ft.).

In addition, special consideration should also be given to redevelopment sites which may only require a small number (e.g. less than 10) of visitor bicycle spaces. Rigidly applying the visitor bicycle parking standard to these types of developments could result in an uncoordinated piecemeal 'scattering' of bicycle racks and posts for visitors in poorly visible locations throughout Port Credit.

It is therefore recommended that, in addition to the exemption provision described above, that the City also allow a cash payment option for visitor bicycle parking for developments. This will allow the City to collect money from developments with a small number of required visitor spaces so that it can deploy coordinated visitor bicycle parking in strategically located, visible areas that best meets the need of the entire area.

The cash payment rate for bicycle parking should be set to recover the cost of providing it along City streets.

7.4 Shower / Change Room Requirements

Consistent with the recommendations in Phase I of the Parking Strategy, the City should enact a requirement for shower and change rooms in the zoning by-law. The Cities of Toronto and Vancouver also require washroom, change and shower facilities for each gender. Toronto requires one shower/change facility for each gender in non-residential buildings greater than 20,000 m² (215,300 sq. ft.) while Vancouver requires one facility per gender when 4 to 29 employee bicycle spaces are required and one additional facility per gender for every 30 spaces thereafter. Converting the Vancouver shower/change room requirement to square metres suggests that an office building would have to be 2,353 m² GFA (i.e. approximately 25,000 sq. ft.) before shower/change facilities are required. For retail/restaurant/personal service uses, the floor area would have to be 4,705 m² (approximately 50,600 sq. ft.). The Vancouver by-law also requires clothing lockers at 0.7 times the number of employee parking spaces provided.

Because many uses in Port Credit are relatively small properties, requiring them to provide separate showers and change rooms may be an unreasonable burden and negatively impact development. It is

therefore recommended that the City apply an exemption threshold for renovations and small developments. The exemption limit in Toronto of 20,000 square metres (215,300 sq. ft.) is significantly larger than any potential non-residential development that will occur in Port Credit / Lakeview. We therefore recommend applying the exemption limit based on the Vancouver by-law of 2,325 square metres (25,000 sq. ft.) for office developments and 4,705 square metres (50,650 sq. ft.) for retail/restaurant/personal service uses.

For buildings over the exemption limit, the recommended minimum standards for employment uses for shower and change rooms are set out in Table 17.

TABLE 17 MINIMUM REQUIRED SHOWER/CHANGE FACILITIES PER GENDER

Required No. of Employee Bike Spaces	Number of Shower Stalls per gender
0-4	0
5-29	1
30-59	2
60-89	3
90-119	4
120-149	5
150-179	6
over 179	7 plus 1 for each additional 30 bike spaces

Note: Each gender will also require a change and washroom facility, including storage lockers equal to 0.70 times the number of employee parking spaces provided.

In summary, the City should implement the bicycle parking and shower/change facility requirements outlined in Tables 16 and 17 into the Zoning By-law for Port Credit and Lakeview. Developments that require less than 5 bicycle parking spaces in total should be exempt from the requirements. In addition, office buildings less than 2,353 square metres GFA and all other commercial space less than 4,705 square metres GFA should be exempted from the shower/change facility requirements.

8.0 Financial Considerations

This section reviews the current financial status of the parking operation in Port Credit, and provides some strategic recommendations going forward.

8.1 Existing Financial Status

8.1.1 PIL Account Balance

As described in Section 2.4, Mississauga has a policy that allows the City to consider accepting a cash payment-in-lieu (PIL) for all, or part, of the Zoning By-law parking requirements for a site. Like other municipalities with similar policies, a PIL program is intended to facilitate development in urban areas by providing an option for developments that cannot physically meet the Zoning By-law requirements on site or find it financially challenging to provide the parking on site; to make a payment-in-lieu of providing some or all of the required parking.

The City's current PIL fees for the Port Credit and Other Areas including Lakeview are summarized in Table 3. The PIL values per space represent a minimum of 12.5% and a maximum of 50% of the estimated cost to provide parking in the locations noted. The 50% discount represents a substantial savings for developments that would otherwise have to pay the full cost to provide parking on its own or forgo development altogether. The rates lower than 50% provide further assistance to developments by recognizing that smaller building owners and business establishments in main street areas may not have the financial resources that larger developers would have. The proposed reductions in parking by-law supply requirements described in Section 5.0 will lower the cost for new developments and renovations as well. The portion of the cost not covered by PIL payments is then typically recovered by user fees or subsidized by the general tax base.

At the present time, PIL values in Port Credit and most other areas in the City are based on the estimated cost to provide surface parking including land which is the largest cost component. For Port Credit, the estimated approximate cost of a surface parking space is \$21,400. The maximum PIL value is \$10,700 for developments over 200 square metres GFA. In the City Centre area, the PIL values are based on garage parking costs because new development and municipal parking are expected to be in garages (see Table 3-2012 City of Mississauga PIL charges).

Generally speaking, the maximum PIL values should be based upon the estimated *cost to the City* of providing shared public parking resources in the specific area under discussion and then discounted by 50% to reflect the fact that the City could fund the other half through user fees and other sources and that a parking space not directly owned or controlled by a development must be worth less than a space on the development site itself. However, it should also be recognized that PIL values in excess of the full cost of providing surface parking in the area (currently estimated at \$21,400) would likely not be very well utilized because it would be prohibitively expensive for business reasons. The estimated cost to provide above and below ground garages in Port Credit is \$30,382 and \$40,382 respectively. The maximum 50% PIL rate would be \$15,191 and \$20,191.

At the present time, the City provides virtually all of its public parking in off-street surface lots and one small portion of a joint venture underground garage. This parking strategy study suggests that most

future additions to the public parking system in Port Credit would be in garages rather than surface lots. Further, the most recent major development proposals in Port Credit have included parking in garages. To recognize that the most future municipal parking will be provided in a garage structures, the City should respond to this shift within the PIL program.

The next garage would likely be an above grade garage in the 200 space range and would increase the off-street public parking supply to a total of approximately 674 spaces. The average blended replacement cost for this parking, using the current City PIL values would be \$25,267 per space.⁵ The maximum 50% PIL value would be \$12,633 per space compared to the existing surface lot value of \$10,700. When the City has confirmed the feasibility of building a new garage and the need for one has been established by creating a business plan and budget for it, the PIL rate should be adjusted accordingly to reflect the current estimated blended cost to the City of providing public parking resources.

Based on information provided by City Staff in March 2012, the City's PIL accounts have a total balance of approximately \$3.5 million. Of this, approximately \$2.5 million are funds that have been collected from developments in the Port Credit area and approximately \$40,000 has been collected from Lakeview.

The City should continue to collect PIL in order to assist in funding future parking in the area, especially the potential need for a new parking garage. It should also move to implement user fees in its existing surface lots in order to generate funds to cover the 50% of the PIL cost discount that must be funded by the City.

8.1.2 Annual Parking Operation Revenue and Expenses

The City has provided BA Group with revenue information associated with the parking operations in Port Credit and we have estimated approximate operating costs (based on our experience on many other municipal parking studies). The resulting financial analysis of the existing parking operation in Port Credit is outlined below in Table 18.

The City's parking operation in Port Credit is generally breaking even, earning a modest surplus in the order of \$20,000 per year. The overall net surplus is generated by the on-street parking operation, which produces a surplus of approximately \$145,000, offsetting the \$125,000 loss incurred by the City maintaining its free off-street public parking lots.

The estimated overall net surplus of \$20,000 a year applies only to the parking operation within the boundaries of the Port Credit CPA. If the costs of maintaining the City's other public parking assets in Port Credit were included (such as the Port Credit Memorial Arena parking lot, the J.C. Saddington parking lots, or the unopened right-of-way on Queen Street currently used for free GO Transit parking), the analysis suggests that the broader overall parking system operates at a significant loss to the City.

⁵ Based upon 431 existing surface spaces at \$21,400, 43 existing underground garage spaces at \$40,382 and 200 new above ground garage spaces at \$30,382 using current PIL Values.

TABLE 18 EXISTING PORT CREDIT PARKING OPERATION FINANCIAL SUMMARY

	On-Street Parking	Off-Street Parking (City Lots)	Overall Parking Operation
Revenue¹			
Parking Meter Income	\$160,000	\$0	\$160,000
<u>Parking tickets / fines</u>	<u>\$90,000</u>	<u>\$0</u>	<u>\$90,000</u>
Sub-total Revenue	\$250,000	\$0	\$250,000
Expenses			
Realty Taxes Payable ²	\$0	\$15,000	\$15,000
<u>Operating Expenses³</u>	<u>\$105,000</u>	<u>\$110,000</u>	<u>\$215,000</u>
Sub-total Expenses	\$105,000	\$125,000	\$230,000
Net Income (annual)	\$145,000	-\$125,000	\$20,000

Notes: 1. Revenue figures provided by the City of Mississauga based on rounded 2011 revenue figures.
 2. Realty taxes based upon tax assessment information provided by the City of Mississauga.
 3. Operating expenses estimated based upon BA Group experience with other municipal parking studies.

8.2 Recommendations

BA Group has developed two key recommendations regarding the financial strategy for the Port Credit parking operation going forward, including:

1. set a goal to fund a future parking garage in Port Credit; and
2. increase parking revenues to help finance existing and future parking and TDM requirements.

The two recommendations are described in the sections below.

8.2.1 Set a Goal to Fund a New Garage

The City should adopt a financial strategy that focuses on preparing for the future need to construct a new parking structure in Port Credit. The City’s current PIL account balance (\$2.5 million) is not sufficient to cover the cost of a new parking structure and the annual surplus generated by the parking operation is not sufficient to finance any significant borrowing. As a result, without a significant new source of funding from the City’s budget, it will be difficult to fund a new parking garage in Port Credit when the need occurs. This in turn could contribute to losing out on redevelopment opportunities that rely on the City to provide some (or all) of the parking requirement through municipal parking. To maximize Mississauga’s readiness to support new development in Port Credit, the City should start making preparations now to finance and construct a parking garage in Port Credit

The first garage would likely be approximately 200 spaces in size and likely be located in the central portion of the node. The location of the garage would be confirmed by the City pending the outcome of the feasibility review of the potential locations described in section 3.6.

A 200 space above-grade parking garage would cost in the order of \$7.0 million⁶. Taking into consideration the \$2.5 million in PIL funds collected to date in Port Credit the City would need to source an additional \$4.5 million in order to finance a garage of 200 spaces. If the funds were borrowed, the annual cost would be roughly an additional \$300,000 / year (including interest and a 25 year amortization pay-back schedule)⁷. This does not take into account any additional PIL funds that are collected before a public parking garage is constructed that would reduce the amount that needed to be funded from other sources.

It is also important to ensure that sufficient revenue is generated from the overall parking operation to fund the higher operation and maintenance expenses for the garage. A preliminary estimate of the maintenance and operating costs associated with a 200 space structure is approximately \$90,000 / year⁸. Together with debt financing, this amounts to a total cost of approximately \$400,000 / year for a future 200 space above grade parking structure. Potential revenue sources are discussed in the following sections.

8.2.2 Increase Revenues

To generate sufficient revenue to fund a new parking garage as described above, the City could implement the following changes to the public parking system in Port Credit:

- increase the parking rates for the existing on-street parking areas;
- implement pay for parking in the nine or ten off-street lots serving the main street commercial parking area with a cost less than the on-street spaces to encourage long term parkers to utilize the off-street lots;⁹
- implement minimum monthly parking rates for the general public and municipal employees equal to the cost of a transit pass to support transit use and generate funds (e.g. the current cost of a monthly transit pass is \$120) for parking and TDM programs;
- discontinue the practice of permitting a parking 'fee holiday' that the City has previously approved for the month of December for on-street parking in Port Credit;
- add more on-street pay for parking zones;
- charge for parking on the City-owned unopened road allowance adjacent to the Port Credit GO Station¹⁰; and
- expand the existing time period for pay parking from Monday to Saturday, 10 a.m. – 5 p.m. to include weekday evenings and Sundays. This will also distribute the cost of providing public parking more equitably between the commercial uses that benefit from it through the day, and stores and restaurants that operate into the evenings and on Sundays.

All of the parking facilities that serve the commercial area should be managed under the direction of the Transportation and Works Department rather than maintaining the lots as an accessory to another City

⁶ Based on an assumed cost per space of \$35,000 for an above grade garage with a high level of architectural design.

⁷ Assumes a 5.5 percent annual interest rate on a \$4.5M mortgage with an amortization of 25 years.

⁸ Based on BA Group's assumed maintenance and operating cost estimate of \$450 per space per year.

⁹ Includes the Port Credit Village garage as well as the; Lakeshore/Wesley, Marina North, Library, JJ Plaus Park, Helene South, Elmwood, Hiawatha & Cayuga surface lots. Paid parking could also be implemented in the surface lot located in the Harold E. Kennedy Park/Credit Valley Outdoor Pool area as it seems to be attracting parkers from the Main Street commercial parking area.

¹⁰ Currently, the city has a license agreement for this parcel with Metrolinx which terminates on July 31, 2016. The rental fee paid by Metrolinx is \$26,000 / year.

use (i.e. the Parks Department or the Library). This will allow the City to manage and maintain the parking in a coordinated fashion, enable more robust financial tracking, and establish the facilities as shared use public parking.

As discussed in Section 3.7, areas where the City should consider expanding / implementing paid parking include:

- in the high density area north of Lakeshore Road East, between Hurontario Street and Stavebank Road;
- along Front Street north and south of Lakeshore Road West;
- along Queen Street in the vicinity of Mentor College; and
- along Rosewood Avenue, north of Lakeshore Road East.

With respect to implementing paid parking on Queen Street near Mentor College, the City should price the parking to ensure that the initial cost is reasonable so that people do not park elsewhere, and if necessary implement or revise existing on-street parking regulations in the vicinity. This will ensure that any investment by the City in new ticket machines in this area earns sufficient income to pay for them.

Revenue Estimate

A very rough estimate of how much revenue the City could raise by implementing some of the various options described include:

- increasing the on-street fees by 50 cents an hour to \$1.50/hour - \$40,000 / year;
- implementing pay for parking in the off-street lots at \$1.00/hour - \$225,000 / year;
- increasing the pay for parking time periods to include Sundays and evenings - \$60,000 / year; and
- implementing a charge of \$2.00/day for the City owned unopened Queen Street right-of-way adjacent to the PC GO Station when the licensing agreement terminates in 2016 - \$75,000 / year.¹¹

Implementing the above parking fees should increase revenues by the roughly \$400,000 / year which the City can use to fund a future parking garage. All of the additional revenue raised through the parking operation should be deposited to a dedicated reserve fund that can be used to augment the PIL account balance to construct the future public parking garage.

The City could also implement a validation program that would allow business owners to purchase tokens to distribute to customers to off-set part of, or all of, the parking charges. The City could further elect to offer the Port Credit BIA a bulk discount on token purchases, although it should be noted that this would likely reduce the amount of revenue generated by the parking meters.

When paid parking fees are increased on-street and introduced to the currently free surface lots and shared use garage, the City should develop a management plan to address the potential for some parkers to increase utilization of the side streets in the area, especially where the on-street parking is free.

¹¹ \$100,000 minus current Metrolinx lease payment of \$25,000 per year (rounded).

Depending on the nature and extent of the issue, paid parking may have to be introduced in these areas or a permit parking zone implemented in order to ensure that areas residents have access to a reasonable supply of on-street parking in the vicinity of their homes.

8.2.3 Financial Reporting

At the present time, the City tracks the revenue generated from the on-street parking but does not accurately track the actual cost of maintaining and operating the entire municipal parking system in Port Credit. For example, the costs associated with maintaining the various off-street lots (taxes, snow plowing, lighting, repairs, etc.) are split into many different municipal budgets.

It is recommended that the City implement full cost accounting for the municipal parking system in Port Credit in order to fully understand the financial implications of the system. In fact, similar practice should be implemented for all of the City’s municipal parking operations in order to ensure the efficient operation and management of the system in a business-like fashion. Moving the responsibility and management of all parking lots where paid parking is implemented to the Transportation and Works Department will facilitate this process. Financial measures that should be tracked are shown in Table 19.

TABLE 19 SUGGESTED FINANCIAL REVENUES & EXPENSES TO BE TRACKED

Revenue	Expenses
On street parking revenue	Snow plowing costs for off-street lots
Potential future off-street parking lot revenue by type:	Realty taxes for off-street lots
- monthly (including place of work & residence)	Lighting costs for off-street lots
- hourly	Repairs & maintenance to off-street lots
Parking fine (parking ticket) revenues	Pay and display ticket machine maintenance costs / and service charges
	Landscaping costs
	Enforcement costs
	General administration / overhead cost allocation

9.0 General Management & Operational Considerations

9.1 On-Street Parking Duration

The BIA has asked that the maximum duration of stay be extended for on-street parking from 2 to 3 hours. This will provide people visiting and shopping the area with more parking flexibility. Another BIA concern is parking tickets for people who overstay their two hour time limit for legitimate business or personal reasons. These types of tickets are the most annoying to people and often lead to vigorous complaints. While it is unlikely that most people need to park for longer than 3 hours, and there are several off-street lots that allow for longer duration parking, increased parking duration could be introduced in order to improve convenience for some people and minimize the need for tickets related to exceeding parking time limits.

Extending the time limit will make enforcement more difficult. Enforcement Officers will likely only be able to circulate twice a day instead of three times. This could lead to attempted abuse by employees who will move their vehicles every three hours, thereby depriving customers of convenient parking space.

If the City adopts the recommendation in section 8.2.2 to increase on-street parking rates from \$1.00 to \$1.50 per hour, the time limit for on-street parking could be eliminated because the cost of parking for five or more hours would discourage employees from using the spaces and encourage people to park in cheaper off-street lots. However, people not paying for sufficient parking should be diligently enforced to discourage abuse by employee parkers and others. If the City does not increase the on-street parking rates to \$1.50 per hour, then the time limit could be extended to three hours, but the cost of the third hour should be \$2.00.

9.2 Improved Parking Management – the Next Steps

Several key recommendations regarding the effective management and delivery of shared public parking resources throughout the City were included in Phase One of the Parking Strategy which focused on the City Centre area. These recommendations are repeated below in blue coloured text.

“The first step in achieving an effective alignment of management and operational resources should include the establishment of a new parking management group, which would be responsible for the overall parking management function within the City and the implementation of TDM programs and strategies.

The new Parking Management Group would take on the following responsibilities:

- *the asset planning and management function which would be transferred from the Transportation Asset Management group, and include the planning and development of new parking facilities and the capital repair and maintenance of existing off-street facilities;*
- *developing policies for paid parking, including rates, locations and duration limits which would be transferred from the Traffic Engineering & Operations group;*
- *the development of an annual budget for the paid municipal parking program;*

- *the development of regular communications and marketing plan for the municipal paid parking program;*
- *working with the Facilities and Property Management Division to open up the existing underground garages beneath the Library, City Hall and Living Arts Centre for paid parking uses by City staff and the general public;*
- *administration of the paid parking program, including revenue collection and staffing.*
- *facilitating partnerships with BIA's and developers;*
- *the development of a business plan for future parking development and operations, including a capitalization and financial plan; and*
- *the integration of transportation demand management programs and policies with the municipal paid parking program by transferring the existing Environmental Transportation Co-ordinator position from the Parks and Recreation Department to the Parking management Group.*

A new Parking Manager position should be created and appropriate support staff (i.e. technical support and clerical) should be transferred to the Parking Management Group as the organizational transition proceeds.

Ultimately, the Parking Enforcement function should also be consolidated under the Parking Management Group as the paid parking program continues to grow.

In order to effectively engage the business community, residents and other stakeholders in the successful implementation of the Parking Strategy, it is important to provide these groups with regular communications regarding the goals and objectives of the program, including financial budgets, progress in meeting identified initiatives, and the development of new initiatives. This will result in stakeholders being better informed and more able to provide comments and advice regarding the future evolution of the program.

The marketing and communications program should also provide information regarding the location, price and availability of parking, including accessible, bicycle, moped/motorcycle and preferential car/van pool parking. It should also include information regarding the need for TDM programs and provide guidance regarding the availability of public transit, car/van pooling options, corporate transit pass programs, the car share service and emergency ride home options – all so that people can be informed and encouraged to make choices regarding alternative transportation options.

The marketing and communications program should be web based, and be a permanent part of the City's website. It should be highly visible, easy to access and updated quarterly or when significant program changes occur. Hard paper copies should be provided semi-annually and be placed in visible locations throughout City Hall and in the Library and BIA offices."

Since 2009, the City has made substantial progress in implementing many of these recommendations. A Parking Manager position has been created with management and operations consolidated within the Transportation and Public Works Department under the direction of a senior Department Director. The Transportation Demand Management function for the City has also been consolidated in this section in order to capture the important synergies between good parking management practice and TDM. The City has successfully introduced paid public and municipal employee parking in the City Centre. They are actively investigating opportunities for the future main street area. The recently appointed Manager

has become actively engaged with local BIA's to better understand local parking issues and deal proactively with them. The important next steps for improving the effective planning and delivery of parking services in Port Credit and city wide include:

- more proactive financial planning and reporting for each of the areas in the City where shared public parking resources are being offered or planned;
- the development of a regular communications and marketing program for each area;
- completion of feasibility studies to confirm future public parking garage locations in Port Credit;
- ensure that all off-street paid parking facilities are operated under the management of the Transportation & Works Dept.;
- the development of a business plan for future parking development and operations, including a capitalization and financial plan.

This study provides the basis for the creation of a business plan for the Port Credit area and strategic guidance regarding the eventual implementation of municipal shared public parking resources in the Lakeview area.

In the longer term, as the function and business of the City parking program continues to expand and become more complex, and the municipal paid parking operation is able to operate on a financially self-sustaining basis, a distinct organizational structure may become desirable. The purpose of the group would be to ensure that the City is maximizing its investment in municipal parking facilities from an economic development, urban design, transportation demand management and self-sustaining business perspective.

As the primary objectives of parking management are so closely linked with Transportation Demand Management (TDM) initiatives which are being delivered thorough an internal TDM co-ordinator and the Smart Commute Mississauga Association, it may be desirable over the longer term to integrate TDM strategies and programs with those typically associated with a Parking Authority. This would ensure strong co-ordination of various TDM initiatives, potentially reduce the combined operating costs of each organization and allow some surplus net revenue to be directed towards Transportation Management Association (TMA) activities where appropriate.

More sophisticated TMA's perform many functions, including:

- car/van pooling co-ordination and operation;
- transit pass sales including discounted bulk purchases for large groups;
- providing consolidated transportation information;
- research into employee travel needs including the identification of and planning for new transit routes and increased services;
- research and planning for improved pedestrian linkages and bicycle facilities;
- providing emergency ride home and short term car rental services;
- acting as parking sales brokers for members who have surplus parking available (e.g. churches, small business/store owners);
- operating parking facilities; and
- development and ownership of parking facilities.

With this in mind a Service Board as permitted under the Municipal Act, 2001 could be established with a board of directors that could include Councillors as well as interested residents and local business members who would be appointed by Council. The non-political representatives should be chosen because of their expertise in various business or technical areas that would benefit the management of the parking operation. As mentioned above, the Service Board should also be responsible for TDM activities as well as parking due to the powerful synergy between these two areas.

Before taking this step, the City should be certain regarding its critical goals and objectives for doing so and confirm whether or not a separate organizational entity is actually required, in order to ensure its success.

10.0 Conclusions and Recommendations

10.1 Parking Strategy for Port Credit

10.1.1 Parking occupancy surveys undertaken by BA Group indicate that there is currently an adequate amount of public parking in Port Credit. The existing public parking supply (including on-street and publicly owned off-street spaces) is sufficient to meet the current peak parking demand in the area and there is no need to provide any additional public parking in Port Credit in the short term (i.e. less than 5 years).

10.1.2 In the longer term, up to 200 public parking spaces could be eliminated due to a variety of initiatives (e.g. the potential construction of rapid transit on Hurontario Street, Port Street and Lakeshore Road, as well as bicycle lanes on Lakeshore Road).

In addition, some commercial sites may redevelop that could utilize payment-in-lieu of providing parking (PIL) to meet some of the parking supply requirements, which could add an additional parking demand for approximately 380 spaces.

Taken together, these factors could result in a potential need to provide an additional 200 public parking spaces in the Port Credit node area.

10.1.3 To ensure there are sufficient shared public parking resources in Port Credit to support future development, the City should proactively plan to provide additional public parking so that it is able to do so expeditiously should the need arise. The first and most crucial step in developing the plan is to review the feasibility of providing new public parking garages and parking lots. Potential locations for new municipal parking include:

- a parking garage on the existing Port Credit Public Library parking lot;
- a parking garage on the existing J.J. Plaus Park municipal parking lot;
- a potential public parking garage along the south side of Port Street in joint venture with the redevelopment of the Port Credit Harbour Marina lands;
- a parking lot and potential future garage on the Imperial Oil lands near Lakeshore Road West;
- a parking garage under the Riverside Public School playground area;
- a parking garage on the existing Elmwood Avenue public parking lot and adjacent LCBO site;
- an expanded surface parking lot at Cayuga Avenue; and
- a reconfiguration of several on-street parallel parking areas to perpendicular or angled parking.

10.1.4 The City should establish an initial goal of providing 100-200 additional public spaces in the Port Credit Primary Node Commercial Area to offset future changes to the parking supply. A logical first garage location is on the Port Credit Public Library parking lot. The City already owns the property, and the site is well located in the centre of the node and

could provide the requisite amount of parking as well as grade related commercial space along Lakeshore Road.

- 10.1.5 Minimal change is expected to the parking situation in the Secondary Eastern Commercial Area (i.e. east of Rosewood Avenue) in the short to medium term (i.e. less than 10 years). The only change anticipated to the supply is the potential loss of roughly 57 on-street spaces on Lakeshore Road East due to a plan to add bicycle lanes. Based on the parking observations, the loss of 57 spaces can be accommodated within the remaining supply, however the City should investigate opportunities in the area to replace the lost public parking in order to maintain a good level of service for customers.

A new public parking garage could be constructed in the Secondary Eastern Area to act as a catalyst for redevelopment. A garage could be developed on the Elmwood surface lot and adjacent LCBO store site in conjunction with new grade level commercial space in order to act as a catalyst for redevelopment in the area and offset some of the lost on-street parking described above.

- 10.1.6 The City should also consider developing a new surface lot on the Imperial Oil lands in the vicinity of Port Street and Mississauga Road in order to:
- act as a catalyst for new commercial development along the south side of Lakeshore Road;
 - provide convenient parking for Clarke Hall and other existing development in the area;
 - provide parking for J.C. Saddington Park, thereby allowing the master plan for the park to proceed with a reduction of 135 stalls in the existing park lot; and
 - provide land for a potential future parking garage.

- 10.1.7 The City should convert the following existing free on-street parking areas into paid parking in order to better manage the existing supply and generate additional revenue to fund future parking improvements and TDM programs:
- in the high-density area north of Lakeshore Road East, between Hurontario Street and Stavebank Road;
 - along Front Street north and south of Lakeshore Road West;
 - along Queen Street in the vicinity of Mentor College; and
 - Rosewood Avenue.

10.2 Parking Strategy for Lakeview

- 10.2.1 The Lakeview study area is centred on the Lakeshore Road East corridor from Seneca Avenue to Etobicoke Creek. The City currently has minimal public parking in this area. Unlike Port Credit, on-street parking is generally not permitted on Lakeshore Road East through the Lakeview study area with the exception of two small pockets, totalling approximately 15 spaces located on the south side of Lakeshore Road East, opposite Greaves Avenue and Cawthra Road. In addition, parts of the boulevard on the north side of Lakeshore Road East have been recently reconstructed with a rolled curb condition to allow for parallel parking.
- 10.2.2 In order to support future economic development, good urban design, and TDM, the City should seek to play a significant role in the provision of shared public parking resources in the corridor. A reasonable long term goal (i.e. greater than 10 years) for Lakeview would be to achieve 40% share of the commercial parking supply which is roughly equivalent to the current proportion of public parking in Port Credit. To meet this long term goal, the City should create approximately 660 public parking spaces in the area.
- 10.2.3 A short term (less than 5 years) goal for the City should be to implement significant on-street parking along Lakeshore Road East. Implementing on-street parking could create approximately 200 parking spaces along Lakeshore Road East and an additional 75 spaces on side streets within 25-30 metres of Lakeshore Road East.
- 10.2.4 Any public parking that cannot be achieved through maximizing the use of on-street parking will need to be provided by creating new off-street public parking lots. Considering the on-street potential is approximately 275 spaces, the City will therefore need to create approximately 385 new off-street spaces to achieve the long term 40% public parking supply.
- 10.2.5 To achieve the long term desired off-street public supply, the City should identify two to three strategically located sites along the Lakeshore Road East corridor that could provide at least 100 surface parking spaces but also be expanded to include future above or below grade garages with grade related commercial space.
- 10.2.6 The City should start to look for opportunities to provide new off-street parking spaces by:
- utilizing PIL funds to purchase properties for the purpose of off-street parking;
 - partnering with the private sector to obtain public parking as part of development requirements; and
 - utilizing Section 37 (Bonus Provisions) of the Planning Act to secure public parking facilities in new development projects.
- 10.2.7 The Phase II Parking Strategy for Lakeview focuses on the Lakeshore Road East corridor. Strategic parking recommendations for the OPG lands south of Lakeshore Road East are provided, but because a Master Plan and land uses have yet to be endorsed by City

Council, detailed parking recommendations for the redevelopment are not addressed in this report.

- 10.2.8 The City should establish a policy framework which ensures that all new public streets built as part of the Inspiration Lakeview vision are carefully assessed at the design stage in terms of optimizing the on-street parking supply. This policy direction should be incorporated into the criteria applied to the Environmental Assessment process for new streets in the area. In this regard, virtually all streets in the Inspiration Lakeview community should be able to provide parking on at least one side.

10.3 Zoning By-Law Considerations

- 10.3.1 The parking occupancy surveys undertaken by BA Group indicate that the peak commercial parking demand in the Port Credit Primary Node CPA is well below current Zoning By-law requirements.

This is a common occurrence in main street commercial areas which tend to exhibit lower parking demand characteristics compared to similar suburban commercial centres, which are often used as the basis for establishing zoning requirements.

The City has already taken some steps to recognize these characteristics by reducing retail and personal service rates from the City-wide standard of 5.4 GFA to 4.0 spaces per 100m² GFA and more recently by reducing the requirement for restaurants from 16.0 spaces per 100m² to 9.0 spaces per 100m² GFA.

- 10.3.2 The existing Zoning By-law parking supply requirements are resulting in an oversupply of private parking on many individual development sites. Requiring new developments to provide excess parking adds cost to each development and may be hindering the redevelopment of sites in the Port Credit area. It is also not supportive of good urban design and TDM.
- 10.3.3 It is recommended that the City reduce parking supply requirements in the Zoning By-Law to reflect actual need and achieve broader urban design objectives.

Generally, the goal should be to reduce existing rates where appropriate while also trying to consolidate as many uses as possible in order to make land use changes easier to accommodate. With this in mind, it is recommended that the following revisions to the existing Zoning By-law rates for commercial uses be implemented for C4 zones:

- 3.0 spaces per hundred square metres GFA for retail, personal service, repair establishments, art galleries and museums;
- 4.85 spaces per hundred square metres GFA for financial institutions, real estate offices and medical offices; and
- 3.0 spaces per hundred square metres GFA for office uses.

These rates represent a 25% reduction for retail, personal service, repair, real estate and medical office uses, a 17% reduction for art galleries and museums, a 12% reduction for financial institutions and a 6% reduction for office uses compared to current By-law rates. It is important that they only be applied to land uses in a main street type setting that are zoned C4. Larger scale suburban type commercial developments should provide parking at the non C4 zone rates in the Zoning By-law.

10.3.4 It is recommended that the City adopt the same parking supply requirement reductions for commercial developments in the Lakeview area in order to facilitate economic development, good urban design and TDM.

10.3.5 From a policy perspective the City should also reduce the requirements for apartments in the Port Credit Node in order to facilitate compact urban and transit oriented development near the Port Credit Mobility Hub. The approximate boundary of this reduced parking zone for apartments would be Port Street to the south, the Credit River to the west, and Elmwood Street to the east- about a 500 metre radius or ten minute walking distance from the Go Station. The reduced requirements should match those used in the City Centre:

- a minimum of 1.0 space per unit for residents; and
- a minimum of 0.15 space per unit for visitors.

The reduced parking supply rate zone should be extended in the future to reflect the LRT line along Hurontario Street and Port Street.

10.3.6 In addition to the base parking supply rates, it is important to revise the shared parking schedule in the existing By-law to better reflect the temporal variations in demand found in traditional main street areas compared to suburban locations. The recommended shared parking schedule for C4 zones is provided in Table 13.

10.4 Cultural Use Considerations

10.4.1 The City can facilitate cultural uses by adopting the reduced commercial parking requirements recommended in this report that includes specific cultural uses such as art galleries, museums, and offices for cultural organizations.

10.4.2 The City currently supports cultural uses by allowing heritage buildings to utilize the PIL system when developing.

To further encourage the adaptive reuse and designation of heritage sites, the City should implement a parking exemption for officially designated heritage buildings that meet the criteria described in this report.

10.4.3 The City can also support cultural uses by effectively managing the area's total public parking supply for special events held in Port Credit and Lakeview.

These events may result in occasional spikes in the parking demand in and around the commercial area. Because of their occasional nature, the City should not increase public parking to accommodate special events. Rather, the City should maximize the use of existing parking located within Port Credit outside of the primary commercial area. By way of example, the Port Credit GO Station lots are typically empty during special events (i.e. on evenings and Saturdays) and these parking lots could be used as a supplementary parking area for special events. To promote use of these lots, the City or BIA could offer a free shuttle to/from these lots in order to ensure access is convenient.

- 10.4.4 The City should continue to support the Transformative Parking Space project by permitting on-street parking to be converted into places that benefit the public realm such as patios, public art, bicycle parking, etc. Information provided by City staff indicates that the City could convert between 20 and 30 on-street spaces in Port Credit in the next several years. If the transformations prove successful, the City should continue to seek new opportunities within Port Credit and Lakeview for parking spaces conversions over time while at the same time ensuring that there is sufficient parking overall by implementing the other recommendations in this report.

10.5 Bicycle Parking Considerations

- 10.5.1 The City should implement a bicycle parking supply and end of trip facility requirement in the Zoning By-law for Port Credit and Lakeview. It is recommended that the City adopt the same rates as recommended in the Phase I Parking Strategy for the City Centre area as shown in Section 7.1 of this report.
- 10.5.2 When incorporating bicycle parking standards into the Zoning By-law, the City should include a minimum floor area exemption for renovations and for small redevelopment sites. A threshold of 2,500 square metres for office uses and 1,500 square metres for retail developments is recommended, which generally implies that any development that requires a total of 5 bicycle spaces or less is exempt.
- 10.5.3 The City should allow a cash payment option for visitor bicycle parking for smaller developments. This will allow the City to collect money from smaller developments so that it can deploy visitor bicycle parking in strategic areas, rather than having each development provide a small number of visitor bicycle spaces in an uncoordinated fashion. In doing so the City can strategically locate bicycle racks for visitors in visible areas to best meet the needs of the entire area.
- 10.5.4 Consistent with the recommendations in the Phase I City Centre Parking Strategy, the City should implement a requirement for showers and change rooms in the Zoning By-law for any non-residential use to further encourage cycling in the Port Credit area and Lakeview. It is recommended that the City adopt shower and change room requirements as shown in Section 7.4 of this Strategy. Developments with less than 2,325 square metres (25,000 sq. ft.) of office space and 4,705 square metres (50,650 sq. ft.) of retail/restaurant/personal service uses should be exempted from this requirement.

10.5.5 In order to provide bicycle parking facilities for existing development in Port Credit that has largely not provided any to date, approximately 180 spaces should be supplied by the City including an initial allocation of 120 visitor spaces and 60 staff spaces.

Of the 120 bicycle parking spaces recommended in the Primary Node Commercial Area, 40 are recommended to be provided as secure, weather protected spaces for staff, and 80 are recommended in visible, convenient bicycle racks for visitors. Of the 60 spaces recommended for the Secondary Eastern Commercial Area, 20 are recommended in secure weather protected spaces for staff, and 40 are recommended as visible, convenient bicycle racks for visitors.

Funding for the bicycle parking facilities should come from the surplus revenues generated by the Port Credit municipal parking operation.

10.6 Financial Considerations

10.6.1 The City’s current overall PIL account balance is approximately \$3.5 million, of which approximately \$2.5 million is directly associated with funds generated within Port Credit, and approximately \$40,000 is associated with funds generated within Lakeview.

10.6.2 A review of both the revenues and expenses associated with municipal public parking currently provided on-street and in eight surface lots and one shared use garage indicates that the City’s public parking operation in Port Credit is approximately covering its costs and earning a modest \$20,000 net surplus per year for the City.

10.6.3 The medium to long term need for a 200 space parking garage in Port Credit will likely cost in the order of \$7.0 million if it is an above grade garage with grade level commercial space. The City’s PIL account balance is not sufficient to cover this cost and the City should develop a plan and business case to finance the portion of the garage that cannot be covered by the Port Credit portion of the PIL account (approximately \$4.5 million).

10.6.4 The current net surplus generated by the City’s parking operation is not sufficient to cover the estimated \$400,000 in annual costs associated with financing and operating the recommended parking garage without a significant contribution from another source in the City’s budget. The City will therefore need to increase parking revenues in Port Credit in order to fund the future garage on a break even basis.

10.6.5 In order to proactively plan for future parking facilities, generate revenue to fund future capital repair costs for existing parking facilities and fund TDM initiatives in Port Credit the City should implement the following initiatives:

- increase existing on-street parking rates from \$1.00 to 1.50 per hour;

- implement paid parking in the nine to ten off-street lots serving the main commercial area at a rate of \$1.00 per hour;¹²
- Implement monthly parking for the general public and municipal employees in the off-street lots at \$120 per month in order to generate revenue for parking and TDM programs, and encourage transit use and carpooling;¹³
- add more on-street pay for parking zones as described in this report;
- charge for \$2.00 per day for parking on the City-owned unopened road allowance adjacent to the Port Credit GO Station when the lease of this parking by Metrolinx expires in 2016; and
- expand the time periods for paid parking to include weekday evenings to 9pm and Sundays from 10am to 6pm. This will distribute the cost of providing public parking more equitably between the commercial uses that benefit from it through the day, and stores and restaurants that operate into the evenings and on Sundays.

10.6.6 A rough revenue analysis undertaken by BA Group suggests that the approximately \$400,000 / year can be raised by increasing the current on-street parking rates, charging for parking in the off-street lots, expanding the current pay for parking periods to include weekday evenings and Sundays, and charging for parking on the GO Transit parking area on the Queen Street right-of-way, etc.

10.6.7 The additional revenue raised through the parking operation should be deposited to a dedicated reserve fund that can be used to augment the PIL account balance to construct the future public parking garage and fund other capital expenditures as well as TDM programs and initiatives.

10.6.8 The City could also implement a validation program that would allow business owners to purchase tokens that they could distribute to customers to off-set part, or all, of the parking charges. The City could further elect to offer the Port Credit BIA a bulk discount on token purchases, although it should be noted that this would likely reduce the amount of revenue generated by the parking meters.

10.6.9 It is recommended that the City continue to offer PIL in Lakeview to support redevelopment. Currently PIL funds collected in Lakeview are lumped into an "Other Areas of the City" account. Given the expected increase in development in the Lakeview area it is recommended that a separate PIL account be established for Lakeview, similar to that of Port Credit.

10.6.10 It is recommended that the City continue to support and encourage the use of PIL in Port Credit in order to facilitate the creation of municipal shared parking resources.

¹² Includes the Port Credit Village garage as well as the Lakeshore/Wesley, Marina North, Library, JJ Plaus Park, Helene South, Elmwood, Hiawatha & Cayuga surface lots and perhaps the Harold E. Kennedy/Credit Valley Outdoor Pool surface parking lot..

¹³ Updates to the City Employee Paid Parking and Commuter Options Corporate Policy will be required to reflect the paid parking environment in Port Credit.

10.6.11 PIL values for Port Credit and Lakeview should reflect the estimated cost incurred by the City to provide shared public parking resources in each area.

In Port Credit, at the present time, the City provides virtually all of its public parking in off street surface lots and one small portion of a joint venture underground garage. This parking strategy study suggests that most future additions to the public parking system in Port Credit would be in garages rather than surface lots. The next garage would likely be an above grade garage in the 200 space range and would increase the off street public parking supply to a total of approximately 674 spaces. The average blended replacement cost for this parking, using the current City PIL values would be \$25,267 per space.¹⁴ The maximum 50% PIL value would be \$12,633 per space compared to the existing surface lot value of \$10,700. When the City has confirmed the feasibility of the next garage and established a business plan and budget for it, the PIL rate should be adjusted accordingly to reflect the current estimated blended cost to the City of providing public parking resources.

10.7 General Management and Parking Operation Considerations

10.7.1 The Port Credit BIA has asked the City to consider increasing the existing 2 hour time limit for on-street paid parking in order to provide more convenience for customers who need extended time to conduct their business and minimize the number of tickets issued for exceeding the time limit.

10.7.2 If the City adopts the recommendation in section 8.2.2 to increase on-street parking rates from \$1.00 to \$1.50 per hour, the time limit for on-street parking could be eliminated because the cost of parking for five or more hours would discourage employees from using the spaces and encourage people to park in cheaper off-street lots. However, people not paying for sufficient parking should be diligently enforced to discourage abuse by employee parkers and others.

If the City does not increase the on-street parking rates, then the time limit could be extended to three hours, but the cost of the third hour should be \$2.00.

- 10.7.3 Short term recommendations for the effective planning and delivery of parking services include:
- modify existing practices to ensure a more proactive financial planning and reporting approach for each of the areas in the City where public parking resources are being offered or planned;
 - ensure all off-street paid parking lots are operated under the management of the Transportation and Works Department;
 - develop a regular communications and marketing program for each area; and

¹⁴ Based upon 431 existing surface spaces at \$21,400, 43 existing underground garage spaces at \$40,382 and 200 new above ground garage spaces at \$30,382 current PIL Values).

- develop a business plan for future parking development and operations, including a capitalization and financial plan.

10.7.4 This study provides the basis for the creation of a business plan for the Port Credit area and strategic guidance regarding the eventual implementation of municipal shared public parking resources in the Lakeview area. Since 2009 the responsibility of managing City parking resources has been consolidated in the Transportation Project Office which has experienced increasing success with managing and delivering public parking resources. In the longer term, as the function and business of City parking program continues to expand and become more complex, and the municipal paid parking operation is able to operate on a financially self-sustaining basis, a distinct organizational structure (e.g. a Transportation Management Association) may become desirable to ensure that the City is maximizing its investment in municipal parking facilities from an economic development, urban design, transportation demand management and self-sustaining business perspective.

10.7.5 This Parking Strategy and the City's Transportation Demand Management objectives share many of the same goals. The City should leverage the Parking Strategy in Lakeview and Port Credit to support TDM. For example, the following TDM initiatives should be introduced in Port Credit and eventually Lakeview in order to reduce future parking demand and encourage more sustainable transportation options:

- implement public employee and visitor bicycle parking facilities as per this report;
- facilitate the implementation of car share services;
- provide a guaranteed ride home service;
- provide car-pool parking spaces;
- provide employee trip planning assistance that encourages alternative travel modes.

The cost of these programs should be funded from municipal parking revenues for each area.

11.0 Action Plan

An action plan for the various recommendations has been prepared to assist the City in implementation. See Figure 14.

FIGURE 14: PHASE II PARKING STRATEGY ACTION PLAN

		2013	2014	2015	2016	2017+
1. Port Credit Parking Strategy						
1.1	Implement additional on-street paid parking.	PLAN	IMPLEMENT			
1.2	Develop a plan to provide additional new municipal parking in the Primary Port Credit Commerical Area to support future development.	PLAN		ON-GOING IMPLEMENTATION		
1.3	Undertake a feasibility plan for a parking garage at the Port Credit Library and / or J.J. Plaus Park.	PLAN	IMPLEMENT			
1.4	Review potential of constructing a new parking lot on the Imperial Oil lands adjacent to Port Street to support redevelopment on Lakeshore Road West, provide additional parking for Clarke Hall and support Waterfront Parks Master Plan objectives.	PLAN		IMPLEMENT WHEN FEASIBLE		
2. Lakeview Parking Strategy						
2.1	Implement on-street parking along Lakeshore Road East.	IMPLEMENT				
2.2	Develop a plan to provide approximately 385 new off-street municipal parking spaces in Lakeview to achieve a target of approximately 40% of the total parking supply municipally.	PLAN	ON-GOING IMPLEMENTATION			
2.3	Develop a policy framework for future redevelopment of OPG lands that requires on-street parking and supports overall parking goals of Lakeview area.	PLAN	ON-GOING IMPLEMENTATION			
3. Cultural Considerations						
3.1	Reduce Zoning-By Law requirement for Art Galleries, Museums and Cultural association offices as recommended in Section 5.0.	IMPLEMENT				
3.2	Implement a heritage exemption into the Zoning By-Law to support redevelopment of heritage sites.	IMPLEMENT				
3.3	Support events and festivals through parking management. Develop a communications plan for residents that informs people of where additional parking areas (e.g. GO Transit lots) are located and a financial business plan to fund a free shuttle bus during events.	PLAN	ONGOING			
3.4	Support the transformative parking space project.	ONGOING				
4. Zoning By-Law Considerations						
4.1	Implement reduced parking requirements for commercial and apartment uses into Zoning By-law for Port Credit and Lakeview consistent with Section 5.0.	IMPLEMENT				
4.2	Implement new bicycle parking requirement and shower / change room requirements into Zoning By-Law.	IMPLEMENT				
4.3	Implement heritage building exemption and reduce parking requirement for some cultural uses consistent with items 3.1 and 3.2 above.	IMPLEMENT				
5. Financial Considerations						
5.1	Develop a business plan to finance and construct new parking facilities in Port Credit.	IMPLEMENT				
5.2	Increase parking revenues to fund future parking resources, TDM initiatives and establish reserve fund.	PLAN	IMPLEMENT			
5.3	Create a separate PIL account for Lakeview.	IMPLEMENT				
5.4	Change Corporate PIL Policy to reflect the cost to the City of providing shared public parking resources.	IMPLEMENT				
5.5	Revise internal accounting practices to better track expenses associated with parking operations in Port Credit and Lakeview with information being reported to the parking manager.	IMPLEMENT				
6. General Management & Operational Considerations						
6.1	Parking Manager engagement with the Port Credit BIA	ONGOING				
6.2	Develop a parking communications and marketing program for both Lakeview and Port Credit.	IMPLEMENT				
6.3	Develop a business plan for future parking development and operations.	IMPLEMENT				
6.4	Eliminate time limits for on-street parking if rates increased to \$1.50 per hour or introduce \$2.00 for third hour.	IMPLEMENT				
6.5	Implement municipal bicycle parking development recommendations in Port Credit as per Section 7.2.	IMPLEMENT				
6.6	Place nine to ten off-street parking facilities in Port Credit under the management of Transportation & Works Dept.	IMPLEMENT				

Appendices

Appendix A:
Gross Floor Area, Parking Supply
Parking Demand Survey Tables, Detailed
Parking Accumulation Tables

PORT CREDIT PARKING STRATEGY - COMMERCIAL AREA

Appendix A: Exhibit 1: BA Group - Overall Parking Calculation Spreadsheet (On Street and Off-Street)

Updated: May 24, 2013

Category ³	Zone / Area								SubTotal CPA	Zone / Area		SubTotal CPA	TOTALS	%	
	1	2	3	4 ²	5	6	7 ²	8		NE	SE				
Retail Commercial GFA (m2)	2,327	292	9,186	435	1,696	0	10,049	693	24,678	6,139	11,819	17,958	42,636	62%	
Automotive Comm. GFA (m2)	0	0	0	380	0	0	0	0	380	880	0	880	1,260	2%	
Office GFA (m2)	280	2,182	1,109	0	0	0	3,295	1,500	8,366	1,335	0	1,335	9,701	14%	
Restaurant GFA (m2)	360	363	1,884	95	659	0	3,521	0	6,882	887	984	1,871	8,753	13%	
Industrial GFA (m2)	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	
Institutional / Community (m2)	0	750	0	0	5,920	300	0	0	6,970	0	0	0	6,970	10%	
Sub-Total	2,968	3,587	12,179	910	8,275	300	16,866	2,193	47,277	9,241	12,803	22,044	69,320		
<i>Percentage of Restaurants By Area</i>	12%	10%	15%	10%	8%	0%	21%	0%	15%	10%	8%	8%	13%		
				15%							8%				
Sub-Total Commercial GFA¹	2,968	2,837	12,179	910	2,355	0	16,866	2,193	40,307	9,241	12,803	22,044	62,350		
Assumed Inefficiencies Adj.	20%	20%	20%	20%	20%	20%	20%	20%	20%	20%	20%	20%	20%		
Adjusted Commercial GFA	2,374	2,270	9,743	728	1,884	0	13,492	1,755	32,245	7,392	10,242	17,635	49,880		
Commercial GFA by Area				32,245							17,635		49,880		

1. Commercial GFA is sum of automotive, office, restaurant, and general retail GFA numbers.

2. GFA does not include Port Credit Harbour Marina, Ports Hotel, Waterside Inn (Hotel Component), the Credit Valley Outdoor Pool (under construction), and the FRAM Northshore development (under construction).

3. GFA numbers as of October 2010.

Parking Supply	ZONE											
	1	2	3	4 ¹	5	6	7 ¹	8	NE	SE	Total	
On-Street Parking Supply	69	9	72	0	20	36	120	20	89	103	538	
Public Off-Street Supply	0	144	0	0	0	41	191	0	81	16	473	
Private Off-Street Customer Supply	88	0	216	19	78	0	396	0	122	66	985	
Private Off-Street Staff Supply	0	15	11	0	54	8	93	0	32	0	213	
Total off -street	88	159	227	19	132	49	680	0	235	82	1,671	
Total Parking Supply	157	168	299	19	152	85	800	20	324	185	2,209	
Total Supply By Area				1,700						509		2,209
Supply Rate (spaces / 100m2 GFA)	6.61	7.40	3.07	2.61	8.07	n/a	5.93	1.14	4.38	1.81	4.43	
Supply Rate by Area				5.27						2.89		4.43
Sub-Total Public Spaces by area				722						289		1,011
Public parking percentage				42%						57%		46%

1. Parking supply at Port Credit Harbour Marina, Ports Hotel, Waterside Inn (underground component), the Credit Valley Outdoor Pool (under construction), and the FRAM Northshore development (under construction) not included.

PORT CREDIT PARKING STRATEGY - COMMERCIAL AREA

Appendix A: Exhibit 1: BA Group - Overall Parking Calculation Spreadsheet (On Street and Off-Street)

Updated: May 24, 2013

Weekday Parking Demand	ZONE										Total
	1	2	3	4	5	6	7	8	NE	SE	
Weekday On-Street Demand at 1pm	22	8	50	0	9	26	36	3	28	32	214
Weekday Public Off-Street Demand at 1pm	0	109	0	0	0	28	122	0	46	15	320
Weekday Private Customer Off-Street Demand at 1pm	32	0	92	6	54	0	217	0	42	45	488
Weekday Private Staff Off-Street Demand at 1pm	0	8	11	0	2	0	39	0	14	0	74
Total Weekday Parking Demand	54	125	153	6	65	54	414	3	130	92	1,096
Weekday Parking Demand Rate (spaces / 100m² GFA)¹	2.27	5.51	1.57	0.82	3.45	n/a	3.07	0.17	1.76	0.90	2.20
Avg Demand Rate					2.71					1.26	2.20
Overall Occupancy %	34%	74%	51%	32%	43%	64%	52%	15%	40%	50%	50%
Avg Overall Occupancy					51%					44%	50%
Overall Number of Parking Spaces Available (Vacancy)	103	43	146	13	87	31	386	17	194	93	1,113
No of Vacant Spaces by area overall					826					287	1,113
Public Space Occupancy %	32%	76%	69%	0%	45%	70%	51%	15%	44%	39%	53%
Avg Public Occupancy					57%					42%	53%
Number of Public Parking Spaces Available (Vacancy)	47	36	22	0	11	23	153	17	96	72	477
No of vacant public spaces by area overall					309					168	477

Note: 1. Zone 6 parking demand ratio shown as 'n/a' because there is no commercial GFA included in that zone at the time of the surveys.

Weekend Parking Demand	ZONE										Total
	1	2	3	4	5	6	7	8	NE	SE	
Weekend On-Street Demand at 1pm	26	6	53	0	12	15	46	11	35	48	252
Weekend Public Off-Street Demand at 1pm	0	101	0	0	0	24	92	0	40	15	272
Weekend Private Customer Off-Street Demand at 1pm	35	0	89	7	8	0	173	0	50	47	409
Weekend Private Staff Off-Street Demand at 1pm	0	3	2	0	3	7	26	0	14	0	55
Total Weekend Parking Demand	61	110	144	7	23	46	337	11	139	110	988
Weekend Parking Demand Rate (spaces / 100m² GFA)¹	2.57	4.85	1.48	0.96	1.22	n/a	2.50	0.63	1.88	1.07	1.98
Avg Demand Rate					2.29					1.41	1.98
Overall Occupancy %	39%	65%	48%	37%	15%	54%	42%	55%	43%	59%	45%
Avg Occupancy					43%					49%	45%
Number of Parking Spaces Available (Vacancy)	96	58	155	12	129	39	463	9	185	75	1,221
No of Vacant Spaces by area overall					961					260	1,221
Public Space Occupancy %	38%	70%	74%	0%	60%	51%	44%	55%	44%	53%	52%
Avg Public Occupancy					53%					48%	52%
Number of Public Parking Spaces Available (Vacancy)	43	46	19	0	8	38	173	9	95	56	487
No of vacant public spaces by area overall					336					151	487

Note: 1. Zone 6 parking demand ratio shown as 'n/a' because there is no commercial GFA included in that zone at the time of the surveys.

Project: Mississauga Parking Strategy, Phase II
 Project No: 6192.06
 Date: Tuesday, October 19, 2010
 Updated: May 2013, Revised
 Appendix A, Exhibit 2: Tuesday Off-Street Parking Accumulation

Area	Whole Area						IN CPA ONLY				
	Royal Canadian Legion	Credit Village Square	Eva's Bridal Couture, etc	The Old Stable Pub / Lakeshore Foot Clinic 104-114	Sunset Grill / Running Room / San Marino Pizza 104-114	Riverside Public School	OVERALL TOTAL	Total Customer	Total Staff	Total Public	Overall Total
Area	35	150	49	13	22	35	195	88	0	0	88
Supply CPA? Time	no C	yes C	no C	yes C	no C	no S					
9:00	3	22	3	0	3		36	30	0	0	30
10:00	4	24	7	1	10		46	35	0	0	35
11:00	4	19	13	3	9		48	31	0	0	31
12:00	3	24	10	4	4		45	32	0	0	32
13:00	4	20	10	2	10		46	32	0	0	32
14:00	12	25	7	3	8		55	36	0	0	36
15:00	16	28	10	4	5		63	37	0	0	37
16:00	14	32	16	4	5		71	41	0	0	41
17:00	12	27	15	6	1		61	34	0	0	34
18:00	8	31	14	5	5		63	41	0	0	41
19:00	13	30	6	5	12		66	47	0	0	47

Area	Whole Area								IN CPA ONLY			
	Stavebank Professional Offices 14-20	Hatone Cleaners 14-20	Pump House Grille 40	Law Offices / Physiotherapy 8	Stavebank Medical Group 10	Arena Lot 160	Library Lot 144	OVERALL TOTAL	Total Customer	Total Staff	Total Public	Overall Total
Area	3	3	3	3	3	no P	144	319	0	15	144	159
Supply CPA? Time	yes S	yes S	yes S	yes S	yes S	no P	yes P					
9:00	2	1	3	1	0		18	25	0	7	18	25
10:00	2	1	1	1	0		32	39	0	7	32	39
11:00	3	1	2	1	0		97	104	0	7	97	104
12:00	3	1	1	1	1		93	100	0	7	93	100
13:00	3	1	2	1	1	30	109	147	0	8	109	117
14:00	3	1	1	1	2	31	108	147	0	8	108	116
15:00	3	1	1	1	3		93	102	0	9	93	102
16:00	3	1	2	1	2		59	68	0	9	59	68
17:00	1	1	1	1	1		51	56	0	5	51	56
18:00	1	1	1	1	0		47	51	0	4	47	51
19:00	1	1	1	1	1		55	60	0	5	55	60

Note: Arena and Library counts based on spot counts undertaken May 31, 2011

Area	Whole Area																				IN CPA ONLY								
	Cookies Girls 11-50	Army Issue Surplus Store 11-50	Burrito Boyz 9	Home Alone (on High St) 10	Raw Aura Organic Cuisine 94-98	Hooper's Pharmacy 88	Rabba Fine Foods 92	Spice 52	Richard's Fine Chocolate 23	Nik Nak 100	Cox & Ciccone Interiors 102	Shazam Hair Studio 104	A New Life Hypnotherapy Services 106	Marial Arts 108	Atraz Gallery / Coin Laundry 110 - 112	Pizza Pizza / Royal Lepage 37	Skinner & Middlebrook Funeral Home 36	Deeth & Co. LLP 89	Legend of Touch Spa 20	REMAX (on Hurontario St) 10	The Brogue Inn / Money Mart / Nails & Spa 132-136	GO Parking Lot A 198	GO Parking Lot B 100	GO Parking Lot C 306	OVERALL TOTAL	Total Customer	Total Staff	Total Public	Overall Total
Area	1	2	5	6	2	8	14	8	11	9	9	6	6	8	19	37	36	8	13	9	21	198	100	306	842	216	11	0	227
Supply CPA? Time	yes S	yes S	yes C	yes S	yes S	yes C	yes C	yes C	no C	yes C	yes C	yes C	yes C	yes C	yes C	yes C	yes C	yes C	yes C	yes C	yes C	no P	no P	no P					
9:00	0	2	2	7	0	6	5	2	5	3	1	3	1	0	n/a	10	3	5	0	4	2	196		304	560	47	9	0	56
10:00	0	2	2	7	0	7	10	2	5	3	5	4	3	3	n/a	13	3	7	0	4	9	196		304	588	75	9	0	84
11:00	0	1	3	7	4	9	11	1	6	5	5	3	4	4	n/a	18	3	6	0	4	11	197		303	605	87	12	0	99
12:00	0	2	3	6	3	9	11	1	6	5	5	3	5	4	n/a	22	3	6	0	7	13	197	100	303	614	97	11	0	108
13:00	0	2	3	6	3	8	9	1	8	5	4	3	4	6	n/a	23	2	6	0	7	12	198		302	711	92	11	0	103
14:00	0	1	2	6	2	8	11	1	7	6	4	3	4	6	n/a	18	2	5	0	5	11	198		298	593	96	9	0	96
15:00	0	1	0	6	2	8	13	2	7	4	2	3	4	5	n/a	17	1	4	0	4	10	198		296	577	77	9	0	86
16:00	0	1	0	6	3	8	7	3	7	4	3	3	2	3	n/a	22	0	4	1	3	10	171		280	541	73	10	0	83
17:00	1	1	3	1	1	6	5	3	9	3	5	4	4	2	n/a	18	0	2	1	2	17	155		265	508	75	4	0	79
18:00	1	1	3	0	1	4	10	2	9	4	3	3	2	4	n/a	19	1	1	6	2	15	100		175	366	79	3	0	82
19:00	1	1	2	0	1	5	10	3	8	4	3	2	1	3	n/a	15	1	0	0	2	12	46		86	206	63	3	0	66

Area	Whole Area		IN CPA ONLY			
	Scotia Bank	OVERALL TOTAL	Total Customer	Total Staff	Total Public	Overall Total
Area	19	19	19	0	0	19
Supply CPA? Time	yes C					
9:00	6	6	6	0	0	6
10:00	7	7	7	0	0	7
11:00	7	7	7	0	0	7
12:00	11	11	11	0	0	11
13:00	6	6	6	0	0	6
14:00	7	7	7	0	0	7
15:00	6	6	6	0	0	6
16:00	6	6	6	0	0	6
17:00	2	2	2	0	0	2
18:00	0	0	0	0	0	0
19:00	2	2	2	0	0	2

Project: Mississauga Parking Strategy, Phase II
 Project No: 6192.06
 Date: Tuesday, October 19, 2010
 Updated: May 2013, Revised
 Appendix A, Exhibit 2: Tuesday Off-Street Parking Accumulation

ZONE: NORTHEAST																				Whole Area		IN CPA ONLY			
Area	Midas	Planet Organic Market	LCBO	LA Music Store	Self The Spa	Great Canadian Pizza Co.	Aiella Italian Restaurant	Doctor's Office	Aqua Fitness Pool / Auto 129A - 129B	Art trax 133-137	Alzheimer Society 157-160	Mentor College 145	Lakeshore Custom Cleaners 250	Hublaps Wheel Covers 252	Apartment 254	Alpha Electronics 256	Vacant 258 - 260	Police / Axis Physiotherapy 264 - 268	Cayuga Ave Public Parking Lot P8	LCBO Public Parking Lot P7	OVERALL TOTAL	Total Customer	Total Staff	Total Public	Overall Total
Supply CPA? Time	16 yes C	33 yes C	26 yes C	8 yes C	8 yes C	8 yes C	19 yes C	4 yes C	12 no S	5 no S	17 no S	4 no S	8 yes S	7 yes S	2 yes S	1 yes S	2 yes S	12 yes S	21 yes P	60 yes P	414	122	32	81	235
9:00	4	10	0	2	2	2	10	2	10	1	6	145	3	4	2	1	0	4	12	26	101	18	14	38	70
10:00	6	11	1	2	6	6	9	2	8	1	12		2	5	2	1	0	6	19	30	129	26	16	49	91
11:00	7	10	5	12	6	5	14	0	9	1	15		0	5	1	1	0	8	14	30	143	42	15	44	101
12:00	5	15	4	11	4	5	13	1	9	1	15		0	6	2	1	0	8	17	21	138	36	17	38	93
13:00	4	11	3	11	4	6	17	1	9	1	15		0	4	2	1	0	7	17	29	142	42	14	46	102
14:00	3	9	4	11	4	4	14	1	7	1	15		0	4	2	1	0	7	15	26	128	38	14	41	93
15:00	4	17	7	10	4	5	12	1	8	1	15		0	5	2	1	0	6	14	30	142	39	14	44	97
16:00	5	19	5	10	4	5	11	1	7	1	13		1	5	2	1	0	6	15	26	137	36	15	41	92
17:00	5	21	7	9	5	6	14	0	6	4	5		3	4	1	0	1	7	11	21	130	41	16	32	89
18:00	3	12	4	10	3	5	13	1	9	4	2		3	4	1	1	1	6	13	7	102	36	16	20	72
19:00	8	5	4	4	4	3	13	0	4	4	1		5	4	2	1	1	5	16	6	91	29	18	22	69

Zone: SOUTHEAST					Whole Area		IN CPA ONLY			
Area	The Bargain Shop / Lady Bug Harbour / Waterfront Dental / Pet Value / Thai Restaurant / Animal Hospital 187 - 205	Light House Pharmacy	H & R Block / Global Money Shop 309 / 315	Public Parking Lot (Hawatha Parkway) P9	OVERALL TOTAL	Total Customer	Total Staff	Total Public	Overall Total	
Supply CPA? Time	47 yes C	9 yes C	10 yes C	16 yes P	82	66	0	16	82	
9:00	15	5	5	12	37	25	0	12	37	
10:00	17	7	4	14	42	28	0	14	42	
11:00	24	9	5	16	54	38	0	16	54	
12:00	28	8	4	13	53	40	0	13	53	
13:00	31	9	5	15	60	45	0	15	60	
14:00	31	7	6	13	57	44	0	13	57	
15:00	31	9	4	15	59	44	0	15	59	
16:00	31	8	4	15	58	43	0	15	58	
17:00	29	5	5	16	55	39	0	16	55	
18:00	26	4	5	16	51	35	0	16	51	
19:00	25	3	4	14	46	32	0	14	46	

ZONE: SOUTHWEST		Whole Area		IN CPA ONLY			
Area	Park Public Parking P3	Park Public Parking P4	OVERALL TOTAL	Total Customer	Total Staff	Total Public	Overall Total
Supply CPA? Time	80 no P	95 no P	175	0	0	0	0
9:00	0	8	8	0	0	0	0
10:00	0	9	9	0	0	0	0
11:00	1	8	9	0	0	0	0
12:00	0	7	7	0	0	0	0
13:00	3	9	12	0	0	0	0
14:00	2	9	11	0	0	0	0
15:00	4	4	8	0	0	0	0
16:00	6	6	12	0	0	0	0
17:00	3	6	9	0	0	0	0
18:00	5	7	12	0	0	0	0
19:00	6	5	11	0	0	0	0

SUMMARY
 PRELIM WEEKDAY OFF-STREET NUMBERS

Central Parking Area Total				
Supply Time	Customer (Private)	Staff (Private)	Public Parking	Overall Total
	1001	213	473	1687
9:00	277	42	125	444
10:00	350	56	145	551
11:00	393	64	272	729
12:00	485	78	257	830
13:00	503	74	320	897
14:00	487	71	280	838
15:00	415	59	259	733
16:00	423	58	193	674
17:00	416	48	165	629
18:00	388	45	142	575
19:00	360	45	153	558

Supply Time	CPA Customer	Zone									
		Zone 1	Zone 2	Zone 3	Zone 4	Zone 5	Zone 6	Zone 7	Zone 8	Zone NE	Zone SE
	985	88	0	216	19	78	0	396	0	122	66
9:00	262	30	0	47	6	36	0	100		18	25
10:00	336	35	0	75	7	41	0	124		26	28
11:00	378	31	0	87	7	33	0	140		42	38
12:00	470	32	0	97	11	36	0	216		38	40
13:00	488	32	0	92	6	54	0	217		42	45
14:00	472	36	0	86	7	46	0	215		38	44
15:00	402	37	0	77	6	37	0	162		39	44
16:00	408	41	0	73	6	43	0	166		36	43
17:00	401	34	0	75	2	50	0	160		41	39
18:00	373	41	0	79	0	49	0	133		36	35
19:00	345	47	0	63	2	48	0	124		29	32

Supply Time	CPA Public	Zone									
		Zone 1	Zone 2	Zone 3	Zone 4	Zone 5	Zone 6	Zone 7	Zone 8	Zone NE	Zone SE
	473	0	144	0	0	0	0	41	191	0	81
9:00	125	0	18	0	0	0	0	39	18		38
10:00	145	0	32	0	0	0	0	18	32		49
11:00	272	0	97	0	0	0	0	16	99		44
12:00	267	0	93	0	0	0	0	14	109		38
13:00	320	0	109	0	0	0	0	28	122		46
14:00	280	0	108	0	0	0	0	23	95		41
15:00	259	0	93	0	0	0	0	13	94		44
16:00	193	0	59	0	0	0	0	18	60		41
17:00	165	0	51	0	0	0	0	13	53		32
18:00	142	0	47	0	0	0	0	10	49		20
19:00	153	0	55	0	0	0	0	7	55		22

Supply Time	CPA Staff	Zone									
		Zone 1	Zone 2	Zone 3	Zone 4	Zone 5	Zone 6	Zone 7	Zone 8	Zone NE	Zone SE
	213	0	15	11	0	54	8	93	0	32	0
9:00	42	0	7	9	0	2	0	10		14	0
10:00	56	0	7	9	0	2	0	22		16	0
11:00	64	0	7	12	0	2	0	28		15	0
12:00	78	0	7	11	0	2	0	41		17	0
13:00	74	0	8	11	0	2	0	39		14	0
14:00	71	0	8	9	0	2	0	38		14	0
15:00	59	0	9	9	0	2	0	25		14	0
16:00	58	0	9	10	0	2	0	22		15	0
17:00	48	0	5	4	0	2	0	21		16	0
18:00	45	0	4	3	0	1	0	21		16	0
19:00	45	0	5	3	0	0	0	19		18	0

Supply Time	CPA Total	Zone									
		Zone 1	Zone 2	Zone 3	Zone 4	Zone 5	Zone 6	Zone 7	Zone 8	Zone NE	Zone SE
	1671	88	159	227	19	132	49	680	0	235	82
9:00	429	30	25	56	6	38	39	128		70	37
10:00	537	35	39	84	7	43	18	178		91	42
11:00	714	31	104	99	7	35	16	267		101	54
12:00	815	32	100	108	11	38	14	366		93	53
13:00	882	32	117	103	6	56	28	378		102	60
14:00	823	36	116	95	7	48	23	348		93	57
15:00	720	37	102	86	6	39	13	281		97	59
16:00	659	41	89	83	6	45	18	248		92	58
17:00	614	34	56	79	2	52	13	234		89	55
18:00	560	41	51	82	0	50	10	203		72	51
19:00	543	47	60	66	2	48	7	198		69	46

PORT CREDIT NODE (Zones 1 through 8)				
Area	Customer (Private)	Staff (Private)	Public Parking	Overall Total
	797	181	376	1354
9:00	219	28	75	322
10:00	282	40	82	404
11:00	298	49	212	559
12:00	392	61	216	669
13:00	401	60	259	720
14:00	390	57	226	673
15:00	319	45	200	564
16:00	329	43	137	509
17:00	321	32	117	470
18:00	302	29	106	437
19:00	284	27	117	428

EASTERN COMMERCIAL AREA				
Area	Customer (Private)	Staff (Private)	Public Parking	Overall Total
	188	32	97	317
9:00	43	14	50	107
10:00	54	16	63	133
11:00	80	15	60	155
12:00	78	17	51	146
13:00	87	14	61	162
14:00	82	14	54	150
15:00	83	14	59	156
16:00	79	15	56	150
17:00	80	16	48	144
18:00	71	16	36	123
19:00	61	18	36	115

WESTERN COMMERCIAL AREA				
Area	Customer (Private)	Staff (Private)	Public Parking	Overall Total
	16	0	0	16
9:00	15	0	0	15
10:00	14	0	0	14
11:00	15	0	0	15
12:00	15	0	0	15
13:00	15	0	0	15
14:00	15	0	0	15
15:00	13	0	0	13
16:00	15	0	0	15
17:00	15	0	0	15
18:00	15	0	0	15
19:00	15	0	0	15

Project: Mississauga Parking Strategy, Phase II
 Project No: 6192.06
 Date: Saturday, October 16, 2010
 Updated: May 2013, Revised
 Appendix A, Exhibit 3- Saturday (Weekend) Off-Street Parking Accumulation

Area	Whole Area						IN CPA ONLY				
	Royal Canadian Legion	Credit Village Square	Eva's Bridal Couture, etc	The Old Stable Pub / Lakeshore Foot Clinic	Sunset Grill / Running Room / San Marino Pizza	Riverside Public School	OVERALL TOTAL	Total Customer	Total Staff	Total Public	Overall Total
Area	35	150	49	104-114	104-114	35	195	88	0	0	88
Supply CPA? Time	no C	yes C	no C	yes C	yes C	no S					
10:00	7	22	13	0	15		57	37	0	0	37
11:00	6	24	16	3	16		65	43	0	0	43
12:00	10	27	15	2	15		69	44	0	0	44
13:00	11	24	16	3	17		71	44	0	0	44
14:00	9	19	13	2	14		57	35	0	0	35
15:00	10	22	11	5	12		60	39	0	0	39
16:00	13	25	9	1	8		56	34	0	0	34
17:00	10	27	5	0	5		47	32	0	0	32
18:00	21	32	3	4	4		64	40	0	0	40
19:00	44	33	0	2	0		79	35	0	0	35
20:00	46	33	0	2	0		81	35	0	0	35

Area	Whole Area							IN CPA ONLY				
	Stavebank Professional Offices 14-20	Hatone Cleaners	Pump House Grille	Law Offices / Physiotherapy	Stavebank Medical Group	Arena Lot	Library Lot	OVERALL TOTAL	Total Customer	Total Staff	Total Public	Overall Total
Area	14-20	40	3	8	10	160	20	144	0	15	144	159
Supply CPA? Time	yes S	yes S	yes S	yes S	yes S	no P	yes P					
10:00	0	1	0	1	2		28	32	0	4	28	32
11:00	1	1	0	1	1		54	58	0	4	54	58
12:00	1	1	0	1	1		65	69	0	4	65	69
13:00	1	1	1	1	1		58	94	0	5	94	99
14:00	0	1	1	0	1		64	101	0	3	101	104
15:00	0	1	1	0	1		106	109	0	3	106	109
16:00	0	1	1	0	1		64	67	0	3	64	67
17:00	0	0	2	0	1		76	79	0	3	76	79
18:00	0	0	2	0	1		61	64	0	3	61	64
19:00	1	0	2	0	1		40	44	0	4	40	44
20:00	2	0	2	0	1		38	43	0	5	38	43

Note: Arena counts based on spot counts undertaken June 4, 2011

Area	Whole Area																				IN CPA ONLY							
	Cookies Girls	Amy Issue Surplus Store	Burrito Boyz	Home Alone (on High St.)	Raw Aura Organic Cuisine	Hooper's Pharmacy	Rabba Fine Foods	Spice	Richard's Fine Chocolate	Nik Nak	Cox & Ciccone Interiors	Shazam Hair Studio	A New Life Hypnotherapy Services	Marial Arts	Atiraz Gallery / Coin Laundry / Pizza Pizza Royal LePage 110-114	Skinner & Middlebrook Funeral Home	Deeth & Co. LLP	Legend of Touch Spa	REMAX (on Hurontario St)	The Brogue Inn / Money Mart / Nails & Spa 132-136	GO Parking Lot A	GO Parking Lot B	GO Parking Lot C	OVERALL TOTAL	Total Customer	Total Staff	Total Public	Overall Total
Area	11-50	11-50	9	10	94-98	88	92	52	23	100	102	100-108	100-108	100-108	56	36	89	20	10	21	198	100	306	842	216	11	0	227
Supply CPA? Time	yes S	yes S	yes C	yes S	yes S	yes C	yes C	yes C	no C	yes C	yes C	yes C	yes C	yes C	yes C	yes C	yes C	yes C	yes C	yes C	no P	no P	no P					
10:00	0	0	3	0	0	5	5	1	6	2	5	3	3	5	18	1	0	2	2	16	32		44	153	71	0	0	71
11:00	0	0	1	0	1	4	9	3	6	4	3	4	3	5	33	0	0	2	2	12	35		45	172	85	1	0	86
12:00	1	1	3	0	1	6	7	5	8	4	3	3	3	2	34	0	0	3	2	14	43		43	186	89	3	0	92
13:00	1	0	4	0	1	3	12	4	12	3	3	3	3	3	32	0	0	1	2	17	48	25	53	230	90	2	0	92
14:00	1	0	3	0	1	5	10	3	12	4	2	3	3	3	33	0	0	2	4	14	36		52	191	89	2	0	91
15:00	1	1	3	0	1	4	8	4	10	4	2	3	2	3	24	0	0	2	3	15	42		65	197	77	3	0	80
16:00	1	1	5	1	1	3	6	2	12	3	4	3	2	1	23	0	0	2	3	15	43		66	197	72	4	0	76
17:00	1	0	6	0	1	4	4	4	12	5	3	1	1	0	16	0	0	2	3	16	40		62	181	65	2	0	67
18:00	1	1	3	0	1	3	3	2	11	4	2	0	0	7	7	0	0	0	2	18	38		55	152	45	3	0	48
19:00	1	1	3	0	0	0	3	5	11	3	3	0	0	6	6	1	0	0	2	21	36		50	146	47	2	0	49
20:00	0	1	3	0	0	1	5	4	10	3	2	0	0	6	6	1	0	0	2	21	32		33	124	48	1	0	49

Assumed GO Lot B was 25% occupied on the Sat

Area	Whole Area		IN CPA ONLY			
	Scotia Bank	OVERALL TOTAL	Total Customer	Total Staff	Total Public	Overall Total
Area	158	19	19	0	0	19
Supply CPA? Time	yes C					
10:00	6	6	6	0	0	6
11:00	8	8	8	0	0	8
12:00	5	5	5	0	0	5
13:00	7	7	7	0	0	7
14:00	7	7	7	0	0	7
15:00	6	6	6	0	0	6
16:00	2	2	2	0	0	2
17:00	0	0	0	0	0	0
18:00	0	0	0	0	0	0
19:00	0	0	0	0	0	0
20:00	0	0	0	0	0	0

Project: Mississauga Parking Strategy, Phase II
 Project No: 6192.06
 Date: Saturday, October 16, 2010
 Updated: May 2013, Revised
 Appendix A, Exhibit 3- Saturday (Weekend) Off-Street Parking Accumulation

ZONE 5	Whole Area						IN CPA ONLY				
	Sports Performance Centre / Natys Bar and Grill	Clarke Hall	Church	Harbour Side Lanes	Options Printing	Starbucks Coffe / Helen's Fish and Chips	OVERALL TOTAL	Total Customer	Total Staff	Total Public	Overall Total
Area	167	161	151	119	113	111	132	78	54	0	132
Supply CPA? Time	yes C	yes S	yes S	yes C	yes S	yes C					
10:00	7	6	6	0	6	4	17	11	6	0	17
11:00	7	1	6	1	6	4	18	12	6	0	18
12:00	5	2	5	2	5	3	15	10	5	0	15
13:00	5	2	4	2	4	2	13	9	4	0	13
14:00	4	1	3	3	3	3	11	8	3	0	11
15:00	2	2	4	4	4	3	11	7	4	0	11
16:00	5	0	5	2	5	2	12	7	5	0	12
17:00	4	1	2	2	2	2	9	7	2	0	9
18:00	3	0	1	2	1	2	6	5	1	0	6
19:00	2	0	0	1	1	3	3	3	0	0	3
20:00	2	4	3	2	11	8	11	8	3	0	11

* Clarke Hall / Church observations excluded from calculation because these uses (i.e. Institutional) do not form part of the area commercial parking demand.

ZONE 6	Whole Area			IN CPA ONLY				
	Post Office	Marina Parking	Marina Parking P2 - gravel lot	OVERALL TOTAL	Total Customer	Total Staff	Total Public	Overall Total
Area	31	P1	P2 - gravel lot	49	0	8	41	49
Supply CPA? Time	yes S	yes P	yes P					
10:00	6	17	2	25	0	6	19	25
11:00	6	18	0	24	0	6	18	24
12:00	6	14	1	21	0	6	15	21
13:00	6	16	0	22	0	6	16	22
14:00	7	22	2	31	0	7	24	31
15:00	7	20	0	27	0	7	20	27
16:00	7	23	1	31	0	7	24	31
17:00	3	27	4	34	0	3	31	34
18:00	3	11	0	14	0	3	11	14
19:00	1	10	0	11	0	1	10	11
20:00	3	8	0	11	0	3	8	11

Marina Lots recounted June 4.11 - results from October maintained (Oct results more conservative)

ZONE 7	Whole Area																												IN CPA ONLY								
	Shore 71 Lounge / Lago Shore Restaurant	Waterside Inn - Surface Spaces	Waterside Inn - Underground Parking	Second Cup / No Frills	CIBC	Kerr, Wade & Assoc. Law Office	Offices / Vacant Storefront	The Shack Burger Restaurant	River Coyote Art Shop	The Harp Restaurant & Bar / Lash Salon	DZ Creative Hair Salon	J Trove Clothing	Crooked Cue Billiards	Port Credit Smokes & Gift	Salon Sachini	Soulaki Port Credit	Serenity Spa	Roch Docs Bar	Port Credit Harbour Marina Waterside Inn Lot	Port Credit Harbour Marina Marina Lot	Seaway Cleaners	Under Pressure Inc.	Port Credit Wellness Centre - Hines St	Vicart / Gem Fashion / Credit Village Chiropatic	Edwards Lakeside Vet. Clinic	Snuq Harbour Public Lot	Port Street public Parking Lot	Port Credit Village Surface Lot	Port Credit Village UG Public Parking on P1	Port Credit Village UG Comm. Parking on P1	Port Credit Village UG Comm. Parking on P2	OVERALL TOTAL	Total Customer	Total Staff	Total Public	Overall Total	
Area	65-73	15	15	91-99	35	29	47	51	53	55-57	59	61	75	81	83	85	103	105	1	1	111	55	11	115-121	46	P5	P6	P6	P6	P1	P1	P2	884	396	93	191	680
Supply CPA? Time	yes C	yes C	no S	yes S	yes S	yes S	yes S	yes S	yes S	yes S	yes S	yes S	yes S	yes S	yes S	yes S	yes S	yes S	no S	no S	yes C	yes C	yes C	yes C	yes P	yes P	yes P	yes C	yes C	yes S							
10:00	5	10		40	1	1	1	0	1	2	3	0	4	2	2	2	2	2	2	2	4	3	4	2	18	2	22	13	37	11	11	127	92	15	20	127	
11:00	7	14		69	2	3	1	0	1	2	4	1	3	2	2	1	2	2	2	2	3	6	2	5	1	19	1	36	13	37	11	248	180	35	33	248	
12:00	7	13		79	2	3	2	1	1	2	4	2	2	3	2	1	2	2	2	2	4	5	2	5	3	37	3	43	13	37	11	290	197	40	53	290	
13:00	5	21		89	2	1	2	1	1	3	4	2	3	2	2	1	2	1	2	1	4	6	1	4	2	70	2	38	37	11	331	207	39	85	331		
14:00	4	20		94	2	3	2	1	1	3	3	2	2	2	2	1	2	1	2	1	4	4	1	5	1	67	5	40	26	92	291	173	26	92	291		
15:00	5	19		85	1	1	2	1	1	2	3	2	2	2	2	2	1	1	2	2	4	2	1	6	1	73	6	44			269	167	23	79	269		
16:00	7	24		85	1	2	1	1	1	2	3	2	2	2	1	2	2	2	2	3	3	0	1	4	0	61	6	36			251	160	24	67	251		
17:00	7	24		90	0	1	0	1	1	2	3	2	1	1	2	2	1	1	2	2	3	1	1	4	1	72	8	27			257	158	19	80	257		
18:00	9	23		68	1	1	0	1	1	2	1	2	2	1	2	2	2	2	2	2	1	1	3	0	62	2	19			231	126	21	84	231			
19:00	10	32		48	3	1	0	0	0	3	1	5	2	1	2	2	2	3	2	1	1	0	2	2	1	94	2	32			249	128	25	96	249		
20:00	9	28		55	1	1	0	1	0	1	0	2	2	1	2	2	1	3	2	1	0	2	2	0	0	88	4	40			246	137	17	92	246		

* Waterside Inn underground lot excluded from parking surveys because it is not part of commercial parking supply. Surface spaces included because they are primarily used by patrons of the hotel restaurant.

Note: Port Credit Harbour Marina parking observations excluded because Marina demand is shared with Waterside Inn and both uses are not included in the commercial parking demand floor area calculation.

Snuq Harbour Lot recounted June 4.11 - results from October maintained (Oct results more conservative)

Port Credit Village Parking demand estimated based on BA Group parking study completed in 2008. Garage demand based on occupancy percentages observed for 1pm in 2008 surveys. Surface lot results from Oct 2010 maintained.

ZONE: NORTHWEST	Whole Area		IN CPA ONLY			
	P10 - By Gears Bike Shop	OVERALL TOTAL	Total Customer	Total Staff	Total Public	Overall Total
Area	182	16	16	0	0	16
Supply CPA? Time	yes C					
10:00	14	14	14	0	0	14
11:00	15	15	15	0	0	15
12:00	10	10	10	0	0	10
13:00	10	10	10	0	0	10
14:00	11	11	11	0	0	11
15:00	11	11	11	0	0	11
16:00	6	6	6	0	0	6
17:00	7	7	7	0	0	7
18:00	3	3	3	0	0	3
19:00	2	2	2	0	0	2
20:00	1	1	1	0	0	1

Project: Mississauga Parking Strategy, Phase II
 Project No: 6192.06
 Date: Saturday, October 16, 2010
 Updated: May 2013, Revised
 Appendix A, Exhibit 3- Saturday (Weekend) Off-Street Parking Accumulation

ZONE-NORTHEAST		Whole Area																			IN CPA ONLY				
Area	Midas	Planet Organic Market	LCBO	LA Music Store	Self The Spa	Great Canadian Pizza Co.	Aiella Italian Restaurant	Doctor's Office	Aqua Fitness Pool / Auto Mla 129A-129B	Art trax	Alzheimer Society	Mentor College	Lakeshore Custom Cleaners	Hublups Wheel Covers	Apartment	Alpha Electronics	Vacant	Police / Axis Physiotherapy	Cayuga Ave Public Parking Lot	LCBO Public Parking Lot	OVERALL TOTAL	Total Customer	Total Staff	Total Public	Overall Total
Supply	16	33	26	8	8	8	19	4	12	5	17	145	8	7	2	1	2	12	21	60	414	122	32	81	235
CPA?	yes	yes	yes	yes	yes	yes	yes	yes	no	no	no	no	yes	yes	yes	yes	yes	yes	yes	yes					
Time	C	C	C	C	C	C	C	C	S	S	S	S	S	S	S	S	S	S	P	P					
10:00	9	15	12	9	7	8	7	4	3	5	2	4	5	4	1	1	0	3	23	30	143	45	14	50	109
11:00	11	32	13	9	6	5	10	3	8	4	2	4	4	2	0	1	1	19	27	27	161	46	12	46	104
12:00	7	29	7	10	7	4	12	3	7	4	2	4	5	2	1	0	3	20	15	14	142	43	15	35	93
13:00	2	30	8	10	7	5	15	3	7	5	2	2	2	4	1	1	0	3	19	24	148	48	11	43	102
14:00	5	19	13	10	6	5	13	3	6	4	2	3	2	7	1	1	0	3	18	22	140	50	14	40	104
15:00	3	22	11	10	5	5	13	3	3	4	2	0	6	1	1	0	3	16	20	128	47	11	36	94	
16:00	4	23	8	10	7	5	15	4	3	4	2	1	6	1	1	0	3	16	17	130	49	12	33	94	
17:00	0	20	6	9	6	5	16	3	3	4	2	4	7	1	1	0	3	16	15	121	45	16	31	92	
18:00	0	20	6	6	4	4	16	1	3	4	2	5	6	1	1	0	3	16	12	114	41	16	28	85	
19:00	0	8	7	2	4	8	17	0	3	4	2	6	6	1	1	0	1	16	11	97	38	15	27	80	
20:00	0	8	11	2	4	8	17	0	3	4	2	6	6	1	1	0	1	15	13	102	42	15	28	85	

Zone: SOUTHEAST		Whole Area				IN CPA ONLY			
Area	The Bargain Shop / Lady Bug Harbour / Waterfront Dental / Pet Value / Thai Restaurant / Animal Hospital	Light House Pharmacy	H & R Block / Global Money Shop	Public Parking Lot (Hiawatha Parkway)	OVERALL TOTAL	Total Customer	Total Staff	Total Public	Overall Total
Supply	187 - 205	223	309 / 315	16	82	66	0	16	82
CPA?	yes	yes	yes	yes					
Time	C	C	C	P					
10:00	10	8	11	15	44	29	0	15	44
11:00	35	8	8	15	66	61	0	15	66
12:00	43	9	9	14	75	61	0	14	75
13:00	37	6	7	16	66	50	0	16	66
14:00	33	7	7	15	62	47	0	15	62
15:00	33	5	7	11	56	45	0	11	56
16:00	24	4	7	13	48	35	0	13	48
17:00	22	3	5	13	43	30	0	13	43
18:00	20	1	4	15	40	25	0	15	40
19:00	21	1	4	15	41	26	0	15	41
20:00	17	0	4	15	36	21	0	15	36

ZONE: SOUTHWEST		Whole Area		IN CPA ONLY			
Area	Park Public Parking P3	Park Public Parking P4	OVERALL TOTAL	Total Customer	Total Staff	Total Public	Overall Total
Supply	80	95	175	0	0	0	0
CPA?	no	no					
Time	P	P					
10:00	2	7	9	0	0	0	0
11:00	3	9	12	0	0	0	0
12:00	3	11	14	0	0	0	0
13:00	2	9	11	0	0	0	0
14:00	1	6	7	0	0	0	0
15:00	2	8	10	0	0	0	0
16:00	1	7	8	0	0	0	0
17:00	1	16	17	0	0	0	0
18:00	1	6	7	0	0	0	0
19:00	1	3	4	0	0	0	0
20:00	0	0	0	0	0	0	0

Project: Mississauga Parking Strategy, Phase II
 Project No: 6192.06
 Date: Saturday, October 16, 2010
 Updated: May 2013, Revised
 Appendix A, Exhibit 3- Saturday (Weekend) Off-Street Parking Accumulation

SUMMARY
 PRELIM WEEKDAY OFF-STREET NUMBERS

Central Parking Area Total				
Area	Customer (Private)	Staff (Private)	Public Parking	Overall Total
Supply Time	1001	213	473	1687
9:00	305	45	132	482
10:00	440	64	166	670
11:00	459	73	182	714
12:00	465	67	254	786
13:00	420	55	272	747
14:00	399	51	252	702
15:00	365	55	201	621
16:00	344	45	231	620
17:00	285	47	199	531
18:00	279	47	188	514
19:00	292	44	181	517

Supply Time	Zone										
	CPA Customer	Zone 1	Zone 2	Zone 3	Zone 4	Zone 5	Zone 6	Zone 7	Zone 8	Zone NE	Zone SE
9:00	291	37	0	71	6	11	0	92		45	29
10:00	425	43	0	85	8	12	0	180		46	51
11:00	449	44	0	89	5	10	0	197		43	61
12:00	455	44	0	90	7	9	0	207		48	50
13:00	409	35	0	89	7	8	0	173		50	47
14:00	388	39	0	77	6	7	0	167		47	45
15:00	359	34	0	72	2	7	0	160		49	35
16:00	337	32	0	65	0	7	0	158		45	30
17:00	282	40	0	45	0	5	0	126		41	25
18:00	277	35	0	47	0	3	0	128		38	26
19:00	291	35	0	48	0	8	0	137		42	21

Supply Time	Zone										
	CPA Public	Zone 1	Zone 2	Zone 3	Zone 4	Zone 5	Zone 6	Zone 7	Zone 8	Zone NE	Zone SE
9:00	132	0	28	0	0	0	0	19	20	0	50
10:00	166	0	54	0	0	0	0	18	33	0	46
11:00	182	0	65	0	0	0	0	15	53	0	35
12:00	254	0	91	0	0	0	0	16	85	0	43
13:00	272	0	101	0	0	0	0	24	92	0	40
14:00	252	0	106	0	0	0	0	20	79	0	36
15:00	201	0	64	0	0	0	0	24	67	0	33
16:00	231	0	76	0	0	0	0	31	80	0	31
17:00	199	0	61	0	0	0	0	11	84	0	28
18:00	188	0	40	0	0	0	0	10	96	0	27
19:00	181	0	38	0	0	0	0	8	92	0	28

Supply Time	Zone										
	CPA Staff	Zone 1	Zone 2	Zone 3	Zone 4	Zone 5	Zone 6	Zone 7	Zone 8	Zone NE	Zone SE
9:00	45	0	4	0	0	6	6	15		14	0
10:00	64	0	4	1	0	6	6	35		12	0
11:00	73	0	4	3	0	5	6	40		15	0
12:00	67	0	5	2	0	4	6	39		11	0
13:00	55	0	3	2	0	3	7	26		14	0
14:00	51	0	3	3	0	4	7	23		11	0
15:00	55	0	3	4	0	5	7	24		12	0
16:00	45	0	3	2	0	2	3	19		16	0
17:00	47	0	3	3	0	1	3	21		16	0
18:00	47	0	4	2	0	0	1	25		15	0
19:00	44	0	5	1	0	3	3	17		15	0

Supply Time	Zone										
	CPA Total	Zone 1	Zone 2	Zone 3	Zone 4	Zone 5	Zone 6	Zone 7	Zone 8	Zone NE	Zone SE
9:00	468	37	32	71	6	17	25	127	0	109	44
10:00	655	43	58	86	6	18	24	248	0	104	66
11:00	704	44	69	92	5	15	21	290	0	93	75
12:00	776	44	99	92	7	13	22	331	0	102	66
13:00	736	35	104	91	7	11	31	291	0	104	62
14:00	691	39	109	80	6	11	27	259	0	94	56
15:00	615	34	67	76	2	12	31	251	0	94	48
16:00	613	32	79	67	0	9	34	257	0	92	43
17:00	528	40	64	48	0	6	14	231	0	85	40
18:00	512	35	44	49	0	3	11	249	0	80	41
19:00	516	35	43	49	0	11	11	246	0	85	36

Supply Time	Customer (Private)	Staff (Private)	Public Parking	Overall Total
9:00	217	31	67	315
10:00	328	52	105	485
11:00	345	58	133	536
12:00	357	56	195	608
13:00	312	41	217	570
14:00	296	40	205	541
15:00	275	43	155	473
16:00	262	29	187	478
17:00	216	31	156	403
18:00	213	32	146	391
19:00	228	29	138	395

Supply Time	Customer (Private)	Staff (Private)	Public Parking	Overall Total
9:00	74	14	65	153
10:00	97	12	61	170
11:00	104	15	49	168
12:00	98	11	59	168
13:00	97	14	55	166
14:00	92	11	47	150
15:00	94	12	46	142
16:00	75	16	44	135
17:00	66	16	43	125
18:00	64	15	42	121
19:00	63	15	43	121

Supply Time	Customer (Private)	Staff (Private)	Public Parking	Overall Total
9:00	14	0	0	14
10:00	15	0	0	15
11:00	10	0	0	10
12:00	10	0	0	10
13:00	11	0	0	11
14:00	11	0	0	11
15:00	6	0	0	6
16:00	7	0	0	7
17:00	3	0	0	3
18:00	2	0	0	2
19:00	1	0	0	1

PROJECT NO: 6192.06
 PROJECT NAME: MISSISSAUGA PARKING STRATEGY, PHASE II
 STUDY DATE: TUESDAY, OCTOBER 19, 2010
 LOCATION: ON-STREET PARKING
 Updated: May 9, 2012 Final - Reprinted May 2013
 TITLE: APPENDIX A, Exhibit 4 - Tuesday On-Street Parking Accumulation

Legend: **Zone 1** **Zone 2** **Zone 3** **Zone 4** **Zone 5** **Zone 6** **Zone 7** **Zone 8**
NE **SE** **NW** **SW**

NORTHWEST QUADRANT

	Queen St	Park St			High St						North Side of Lakeshore Rd					John St N
Street	SS Queen Elizabeth - Helene	NS Park St Mississauga Rd - Front St	NS Park St Stavebank - Helene	NS Park St Helene - Ann St	NS High St Wesley Ave - Miss Rd	NS High St Miss Rd - Peter St	SS High St End of Stavebank Rd - Stavebank Rd	SS High St Stavebank Rd - Elizabeth St	SS High St Elizabeth - Helene	SS High St Helene - Ann St	NS Lakeshore Wesley Ave - Mississauga Rd	NS Lakeshore Mississauga Rd - John St	NS Lakeshore Stavebank Rd - Elizabeth St	NS Lakeshore Elizabeth St - Helene St	NS Lakeshore Helene St - Ann St	WS John St Front St - Lakeshore
Zone	3	1	3	3	NW			1	3	3	NW			3	3	1
CPA?	N	N	N	N	N	N	Y	N	N	N	N	Y	Y	Y	Y	Y
Supply	3	10	15	9	8	8	3	6	9	7	2	13	11	11	8	20
Time																
9:00	4	2	6	9	3	3	2	4	6	2	1	11	0	2	0	5
10:00	5	2	9	9	4	4	3	5	6	4	3	10	0	2	1	5
11:00	6	1	12	8	7	7	3	5	6	3	3	8	0	3	2	6
12:00	5	4	12	8	5	5	3	4	6	2	4	10	6	7	1	5
13:00	5	3	12	8	4	4	4	5	7	4	6	9	8	7	2	5
14:00	4	4	11	8	5	5	5	5	6	5	7	15	3	8	0	4
15:00	3	4	10	9	5	5	3	5	7	5	9	16	5	5	3	4
16:00	4	4	11	8	4	4	3	5	6	5	9	15	4	6	0	4
17:00	4	4	12	7	7	7	1	5	4	3	10	14	6	8	4	5
18:00	4	7	12	7	8	8	0	5	3	2	11	16	5	8	2	8
19:00	5	4	12	8	6	6	4	6	6	2	15	18	7	10	7	11

	Mississauga Rd				Peter St		Front St			Stavebank Rd					
Street	WS Mississauga Park - High St	WS Mississauga High - Lakeshore	ES Mississauga Park - High St	ES Mississauga High - Lakeshore	WS Peter St Front St - High St	ES Peter St Park - High St	ES Front St John St - Lakeshore	ES Front St Peter St - John St	WS Front St Peter St - Park St	WS Stavebank Railway - Park	ES Stavebank Railway - Park	WS Stavebank Park St - High St	ES Stavebank Park St - High St	ES Stavebank High St - Lakeshore	WS Stavebank High St - Lakeshore
Area	NW	NW	1	1	1	1	1	1	1	2	3	2	3	3	2
CPA?	N	N	N	Y	N	N	Y	N	N	N	N	N	N	Y	Y
Supply	3	1	8	5	9	19	31	41	8	11	4	14	14	4	6
Time															
9:00	0	0	2	4	7	13	7	8	1	9	1	6	6	2	2
10:00	1	0	6	4	11	13	5	11	0	10	1	12	12	0	1
11:00	2	0	4	5	6	7	2	9	0	11	0	12	12	3	6
12:00	1	1	1	3	5	7	5	8	1	10	0	10	10	7	7
13:00	2	0	1	4	6	6	4	4	0	9	0	12	12	4	4
14:00	2	0	3	5	6	7	4	6	0	9	1	10	10	4	6
15:00	4	0	1	5	5	6	2	8	1	11	1	9	9	1	3
16:00	3	0	2	5	6	6	4	14	0	11	0	6	7	3	6
17:00	2	1	5	3	7	9	10	24	6	7	0	7	4	6	7
18:00	2	0	7	5	8	7	10	29	4	7	1	7	10	5	7
19:00	2	0	5	4	8	11	5	25	5	7	1	15	11	4	5

	Elizabeth St				Helene St				Ann St			
Street	ES Elizabeth Queen - Park	WS Elizabeth Queen - Park	ES Elizabeth Park St - High St	ES Elizabeth High St - Lakeshore	WS Elizabeth High St - Lakeshore	ES Helene St. Queen St - Park	ES Helene St Park St - High St	ES Helene High St - Lakeshore	WS Helene High St - Lakeshore	WS Ann St Park St - High St	ES Ann St Park St - High St	ES Ann St High St - Lakeshore
Area	3	3	3	3	3	3	3	3	3	3	3	3
CPA?	N	N	N	Y	Y	N	N	Y	Y	N	N	Y
Supply	6	0	12	6	8	10	11	7	10	13	0	7
Time												
9:00	3	0	12	0	1	4	9	3	2	11	0	5
10:00	3	0	11	0	1	4	10	6	7	11	0	6
11:00	3	0	12	0	1	4	11	5	9	11	0	7
12:00	3	0	13	2	3	6	10	6	10	11	0	8
13:00	5	0	11	6	2	8	10	5	8	11	0	8
14:00	5	0	12	2	1	8	10	2	5	11	0	8
15:00	4	0	13	1	2	8	8	3	8	9	0	5
16:00	4	0	13	0	1	6	9	4	10	9	0	6
17:00	4	1	11	4	4	5	10	6	7	6	0	4
18:00	4	1	10	2	2	5	10	5	9	5	0	7
19:00	4	0	10	4	4	6	6	6	7	5	0	7

PROJECT NO: 6192.06
 PROJECT NAME: MISSISSAUGA PARKING STRATEGY, PHASE II
 STUDY DATE: TUESDAY, OCTOBER 19, 2010
 LOCATION: ON-STREET PARKING
 Updated: May 9, 2012 Final - Reprinted May 2013
 TITLE: APPENDIX A, Exhibit 4 - Tuesday On-Street Parking Accumulation

Legend: **Zone 1** **Zone 2** **Zone 3** **Zone 4** **Zone 5** **Zone 6** **Zone 7** **Zone 8**
 NE SE NW SW

SOUTHWEST QUADRANT

	South Side of Lakeshore Rd					Port St						Peter St					
Street	SS Lakeshore John St - Front St	SS Lakeshore W of Stavebank	SS Lakeshore Stavebank - Elizabeth	SS Lakeshore Elizabeth - Helene	SS Lakeshore Helene St - St. Lawrence	NS Port St John St - Front St	NS Port St Stavebank - Elizabeth	SS Port St Stavebank - Elizabeth	NS Port St Elizabeth - Helene St	SS Port St Elizabeth - Helene St	NS Port St Helen St - St. Lawrence	SS Port St Helen St - St. Lawrence	ES Peter St. Lakeshore - MidBlock	ES Peter St. MidBlock - Port	WS Peter St. Lakeshore - MidBlock	WS Peter St. MidBlock - Port	WS Peter St. Port St - Bay St
Area	5	6	7	7	7	5	7	7	7	7	7	7	5	5	5	5	5
CPA?	Y	Y	Y	Y	Y	N	Y	Y	Y	Y	Y	Y	Y	Y	N	N	N
Supply	3	3	11	6	6	7	8	14	7	11	8	11	4	5	5	5	8
Time																	
9:00	3	0	3	0	0	16	0	0	0	0	3	6	4	1	5	2	2
10:00	2	0	4	2	1	0	0	0	0	0	1	7	3	0	5	2	2
11:00	3	0	4	1	3	0	0	0	0	0	3	5	2	0	5	4	2
12:00	3	0	9	3	1	0	0	0	0	1	0	4	5	1	5	1	12
13:00	2	1	9	5	3	0	0	0	0	0	6	4	2	0	5	2	10
14:00	2	0	7	3	4	0	0	0	0	0	8	8	3	0	5	3	8
15:00	2	0	6	1	3	6	0	0	0	0	5	6	1	0	5	0	6
16:00	1	1	3	1	5	8	0	1	0	0	3	7	0	0	2	0	3
17:00	2	1	9	3	3	3	0	2	0	2	3	5	2	0	2	0	7
18:00	3	3	8	4	1	1	0	0	0	1	5	6	1	0	5	0	8
19:00	0	3	10	5	7	1	0	0	1	0	6	9	3	0	3	0	6

	Mississauga Rd			John St S				Front Street		Stavebank Rd		Elizabeth St			Helene St		
Street	WS Mississauga St Port - Lake St	WS Mississauga Lakeshore - Port	ES Mississauga Lakeshore - Port	WS John St Lakeshore - Midblock	WS John St Midblock - Port St	ES John St Lakeshore - Midblock	ES John St Midblock - Port St	ES Front Lakeshore - Bay	ES Front Bay - Lake St	WS Stavebank Lakeshore to Port	ES Stavebank Lakeshore to Port	ES Elizabeth St Lakeshore - Port St	WS Elizabeth St LakeShore to Alley	WS Elizabeth St Alley to Port St	ES Helene St Lakeshore - Port St	WS Helene St Lakeshore - Alley	WS Helene St Alley - Port St
Area	SW	SW	5	5	5	5	5	6	6	6	7	7	7	7	7	7	
CPA?	N	N	N	Y	N	N	N	Y	N	Y	Y	Y	Y	Y	Y	Y	
Supply	34	4	6	5	5	3	5	27	25	6	3	7	4	3	8	5	
Time										Public	Public						
9:00	6	2	3	5	2	3	2	19	18	8	1	1	0	0	3	0	
10:00	8	2	3	5	0	3	0	10	10	10	0	1	0	0	4	0	
11:00	4	2	3	5	0	3	1	9	8	10	2	1	3	0	5	0	
12:00	7	3	5	4	0	3	2	13	12	12	2	0	3	3	6	1	
13:00	8	3	5	2	0	3	0	15	14	10	1	0	0	4	2	2	
14:00	15	3	5	3	0	3	3	14	14	12	1	0	1	4	4	2	
15:00	13	3	5	4	0	3	2	12	11	11	1	1	2	0	7	3	
16:00	10	3	5	5	0	3	0	11	10	9	1	1	1	0	7	3	
17:00	8	3	5	2	0	3	9	10	9	4	0	2	4	0	3	2	
18:00	13	4	6	3	0	3	4	8	7	2	0	5	4	2	4	2	
19:00	12	4	6	2	0	3	4	10	10	1	1	3	3	1	4	2	

NORTHEAST QUADRANT

	Queen St						North Side of Lakeshore Rd								
Street	NS Queen St Rosewood - Elmwood	NS Queen St Elmwood - Woodlawn	NS Queen St Woodlawn - Oakwood	NS Queen St Oakwood - Briarwood	NS Queen St Briarwood - Seneca	SS Queen St Briarwood - Seneca	NS Lakeshore Rosewood - Elmwood	NS Lakeshore Elmwood - Woodlawn	NS Lakeshore Woodlawn - Oakwood	NS Lakeshore Oakwood - Briarwood	NS Lakeshore Briarwood - Brant	NS Lakeshore Brant - Mohawk	NS Lakeshore Mohawk - Cayuga	NS Lakeshore Cayuga - Seneca	
Area	NE	NE	NE	NE	NE	NE	NE	NE	NE	NE	NE	NE	NE	NE	
CPA?	N	N	N	N	N	N	Y	Y	Y	Y	Y	Y	Y	Y	
Supply	15	12	30	20	50	25	6	8	6	2	6	3	6	9	
Time															
9:00	0	5	11	16	27	24	0	0	0	0	0	1	0	0	
10:00	0	4	15	18	24	22	0	0	1	0	2	1	1	1	
11:00	0	5	18	18	25	22	0	0	0	0	3	1	4	4	
12:00	0	7	16	16	25	21	0	0	1	0	3	3	2	2	
13:00	0	6	14	19	23	18	0	0	0	0	2	5	6	2	
14:00	0	8	12	19	22	18	0	0	0	0	1	5	4	1	
15:00	0	9	18	16	48	34	0	0	0	0	2	4	2	2	
16:00	0	10	12	11	16	21	0	0	0	0	2	2	0	4	
17:00	0	6	6	5	4	3	0	0	0	0	2	3	2	2	
18:00	0	3	2	2	1	2	0	4	1	1	3	4	6	6	
19:00	0	0	1	1	0	0	0	1	1	1	3	3	6	6	

PROJECT NO: 6192.06
 PROJECT NAME: MISSISSAUGA PARKING STRATEGY, PHASE II
 STUDY DATE: TUESDAY, OCTOBER 19, 2010
 LOCATION: ON-STREET PARKING
 Updated: May 9, 2012 Final - Reprinted May 2013
 TITLE: APPENDIX A, Exhibit 4 - Tuesday On-Street Parking Accumulation

Legend: **Zone 1** **Zone 2** **Zone 3** **Zone 4** **Zone 5** **Zone 6** **Zone 7** **Zone 8**
 NE SE NW SW

	Rosewood Ave		Woodlawn Ave	Briarwood Ave		Brant Ave		Cayuga Ave			Seneca Ave
Street	WS Rosewood Ouseen St - Park St	WS Rosewood Park St - Lakeshore	ES Woodlawn Forest to Lakeshore	ES Briarwood Forest - Lakeshore	WS Briarwood Forest - Lakeshore	ES Brant St Forest - Lakeshore	WS Brant St Forest - Lakeshore	ES Cayuga Tecumseth - Lakeshore	WS Cayuga Forest - Tecumseth	WS Cayuga Tecumseth - Lakeshore	ES Seneca Forest - Lakeshore
Area	NE	NE	NE	NE	NE	NE	NE	NE	NE	NE	NE
CPA?	N	N	N	Y	Y	Y	Y	Y	N	Y	N
Supply	15	12	11	4	12	4	13	6	10	4	11
Time											
9:00	7	17	0	0	1	1	1	4	0	1	2
10:00	7	14	0	0	1	1	1	4	0	3	3
11:00	7	15	0	1	1	1	4	5	0	4	5
12:00	7	15	0	1	1	0	2	5	0	4	7
13:00	8	13	0	1	1	1	1	5	1	4	6
14:00	7	9	0	0	1	1	1	4	1	4	6
15:00	6	3	0	0	4	1	1	4	1	4	5
16:00	4	4	1	0	3	0	3	4	1	4	4
17:00	1	2	1	0	5	0	3	3	0	3	5
18:00	0	0	1	1	3	1	0	3	0	3	4
19:00	1	0	1	0	3	3	0	6	3	4	4

SOUTHEAST QUADRANT

	South Side of Lakeshore Rd						St. Lawrence Dr.		
Street	SS Lakeshore Between St. Lawrence Loop	SS Lakeshore Elmwood - Oakwood	SS Lakeshore Oakwood - Cumberland	SS Lakeshore Cumberland - Hiawatha	SS Lakeshore Hiawatha - Wenonah	SS Lakeshore Wenonah - Seneca	St. Lawrence Dr. West end of loop	St. Lawrence Dr. South end of loop	St. Lawrence Dr. East end of loop
Area	8	SE	SE	SE	SE	SE	8	8	8
CPA?	Y	Y	Y	Y	Y	Y	N	N	N
Supply	20	14	9	25	18	7	7	21	23
Time									
9:00	0	0	0	3	5	0	5	2	2
10:00	5	0	3	4	2	1	6	6	11
11:00	5	0	4	15	1	2	6	5	11
12:00	5	0	1	14	2	1	6	3	10
13:00	3	0	2	9	8	1	5	8	9
14:00	4	0	0	14	4	0	7	6	10
15:00	3	0	2	13	6	0	7	5	9
16:00	2	1	3	14	8	0	5	5	5
17:00	4	0	4	12	5	0	3	4	3
18:00	10	0	3	15	13	1	4	5	2
19:00	9	1	2	14	18	0	7	3	0

	Oakwood Ave S		Cumberland Dr			Hiawatha Parkway			
Street	WS Oakwood Lakeshore - Wanita	ES Oakwood Lakeshore - Wanita	ES Cumberland Lakeshore - Alley	ES Cumberland Alley - Minnewawa	WS Cumberland Lakeshore - Minnewawa	WS Hiawatha Lakeshore - Alley	WS Hiawatha Alley - Minnewawa	ES Hiawatha Lakeshore - Alley	ES Hiawatha Alley - Minnewawa
Area	SE	SE	SE	SE	SE	SE	SE	SE	SE
CPA?	Y	N	Y	N	N	Y	N	Y	N
Supply	4	19	9	2	5	8	4	9	3
Time									
9:00	2	1	3	0	0	0	0	3	0
10:00	2	1	1	1	0	0	1	1	2
11:00	2	2	4	0	0	0	3	2	4
12:00	3	2	4	0	1	2	3	5	4
13:00	1	1	4	0	0	3	4	4	1
14:00	2	1	6	0	1	4	3	4	3
15:00	1	2	4	0	0	1	3	4	2
16:00	0	1	3	0	1	0	4	5	2
17:00	0	0	3	0	0	2	4	3	3
18:00	0	0	3	0	0	2	2	3	2
19:00	1	1	8	2	1	2	3	5	2

PROJECT NO: 6192.06
 PROJECT NAME: MISSISSAUGA PARKING STRATEGY, PHASE II
 STUDY DATE: TUESDAY, OCTOBER 19, 2010
 LOCATION: ON-STREET PARKING
 Updated: May 9, 2012 Final - Reprinted May 2013
 TITLE: APPENDIX A, Exhibit 4 - Tuesday On-Street Parking Accumulation

Legend: Zone 1 Zone 2 Zone 3 Zone 4 Zone 5 Zone 6 Zone 7 Zone 8
NE SE NW SW

**TUESDAY ON-STREET PARKING DEMAND
 SUMMARY OF RESULTS BY ZONE**

Date: Jan 31, 2012

	PARKING DEMAND IN CPA - BY ZONE														TOTAL
	OVERALL TOTAL	CPA TOTAL	1	2	3	4	5	6	7	8	NE	SE	NW	SW	
Supply	1198	538	69	9	72	0	20	36	120	20	89	103	0	0	538
Time															
9:00	440	131	27	4	15	0	16	27	17	0	9	16	0	0	131
10:00	473	139	24	4	23	0	13	20	20	5	16	14	0	0	139
11:00	515	178	21	9	30	0	13	19	27	5	24	30	0	0	178
12:00	560	218	23	10	50	0	11	25	40	5	22	32	0	0	218
13:00	552	214	22	8	50	0	9	26	36	3	28	32	0	0	214
14:00	560	211	28	11	33	0	11	26	42	4	22	34	0	0	211
15:00	571	193	27	6	33	0	10	23	36	3	24	31	0	0	193
16:00	498	194	28	9	34	0	9	21	35	2	22	34	0	0	194
17:00	476	208	32	8	49	0	9	15	41	4	21	29	0	0	208
18:00	504	242	39	7	45	0	10	13	47	10	31	40	0	0	242
19:00	539	272	38	9	56	0	8	14	54	9	33	51	0	0	272

ok
ok
ok
ok
ok
ok
ok
ok
ok
ok
ok
ok
ok
ok

Time	TEMPORAL VARIATION BY ZONE													
	OVERALL TOTAL	CPA TOTAL	1	2	3	4	5	6	7	8	NE	SE	NW	SW
Max	571	272	39	11	56	n/a	16	27	54	10	33	51	n/a	0
9:00	77%	48%	69%	36%	27%	n/a	100%	100%	31%	0%	27%	31%	n/a	#DIV/0!
10:00	83%	51%	62%	36%	41%	n/a	81%	74%	37%	50%	48%	27%	n/a	#DIV/0!
11:00	90%	65%	54%	82%	54%	n/a	81%	70%	50%	50%	73%	59%	n/a	#DIV/0!
12:00	98%	80%	59%	91%	89%	n/a	69%	93%	74%	50%	67%	63%	n/a	#DIV/0!
13:00	97%	79%	56%	73%	89%	n/a	56%	96%	67%	30%	85%	63%	n/a	#DIV/0!
14:00	98%	78%	72%	100%	59%	n/a	69%	96%	78%	40%	67%	67%	n/a	#DIV/0!
15:00	100%	71%	69%	55%	59%	n/a	63%	85%	67%	30%	73%	61%	n/a	#DIV/0!
16:00	87%	71%	72%	82%	61%	n/a	56%	78%	65%	20%	67%	67%	n/a	#DIV/0!
17:00	83%	76%	82%	73%	88%	n/a	56%	56%	76%	40%	64%	57%	n/a	#DIV/0!
18:00	88%	89%	100%	64%	80%	n/a	63%	48%	87%	100%	94%	78%	n/a	#DIV/0!
19:00	94%	100%	97%	82%	100%	n/a	50%	52%	100%	90%	100%	100%	n/a	#DIV/0!

PROJECT NO: 6192.06
 PROJECT NAME: MISSISSAUGA PARKING STRATEGY, PHASE II
 STUDY DATE: SATURDAY, OCTOBER 16, 2010
 LOCATION: ON-STREET PARKING
 Updated: May 9, 2012 Final - Reprinted May 2013
 TITLE: APPENDIX A, Exhibit 5 - Saturday On-Street Parking Accumulation

Legend: Zone 1 Zone 2 Zone 3 Zone 4 Zone 5 Zone 6 Zone 7 Zone 8
NE SE NW SW

NORTHWEST QUADRANT

Street	Queen St	Park St			High St						North Side of Lakeshore Rd					John St N
	SS Queen Elizabeth - Helene	NS Park St Mississauga Rd - Front St	NS Park St Stavebank - Helene	NS Park St Helene - Ann St	NS High Street Wesley Ave - Mississauga Rd	NS High Street Mississauga Rd - Peter Street	SS High St End of Stavebank Rd - Stavebank Rd	SS High St Stavebank Rd - Elizabeth St	SS High St Elizabeth - Helene	SS High St Helene - Ann St	NS Lakeshore Wesley Ave - Mississauga Rd	NS Lakeshore Mississauga Rd - John St	NS Lakeshore Stavebank Rd - Elizabeth St	NS Lakeshore Elizabeth St - Helene St	NS Lakeshore Helene St - Ann St	WS John St Front St - Lakeshore
Zone	3	1	3	3	NW	1	2	3	3	3	NW	1	3	3	3	1
CPA?	N	N	N	N	N	N	Y	N	N	N	N	Y	Y	Y	Y	Y
Supply	3	10	15	9	8	8	3	6	9	7	2	13	11	11	8	20
Time																
10:00	1	6	3	5	4	4	2	4	2	2	3	1	4	6	7	9
11:00	0	5	7	5	3	3	2	6	4	3	5	6	8	7	5	9
12:00	0	5	11	8	3	3	1	4	4	3	5	8	10	7	7	10
13:00	0	5	9	6	3	3	1	5	6	5	3	6	7	9	5	5
14:00	2	5	8	5	1	1	1	4	5	3	3	8	9	9	6	4
15:00	2	2	9	7	1	0	2	5	3	2	1	6	8	9	5	4
16:00	2	0	11	9	1	0	0	4	4	3	7	5	9	9	5	5
17:00	3	0	11	7	1	0	0	5	4	2	6	9	7	6	3	8
18:00	2	0	9	8	1	1	0	5	5	2	5	11	7	5	4	6
19:00	3	1	14	9	1	0	2	5	5	2	6	9	7	5	4	6
20:00	3	0	14	9	1	0	1	5	6	4	6	11	10	9	8	7

Street	Mississauga Rd				Peter St		Front St			Stavebank Rd					
	WS Mississauga Park - High St	WS Mississauga High - Lakeshore	ES Mississauga Park - High St	ES Mississauga High - Lakeshore	WS Peter St Front St - High St	ES Peter St Park - High St	ES Front St John St - Lakeshore	ES Front St Peter St - John St	WS Front St Peter St - Park St	WS Stavebank Railway - Park	ES Stavebank Railway - Park	WS Stavebank Park St - High St	ES Stavebank Park St - High St	ES Stavebank High St - Lakeshore	WS Stavebank High St - Lakeshore
Area	NW	NW	1	1	1	1	1	1	1	2	3	2	3	3	2
CPA?	N	N	N	Y	N	N	Y	N	N	N	N	N	N	Y	Y
Supply	3	1	8	5	9	19	31	41	8	11	4	14	14	4	6
Time															
10:00	2	1	7	4	7	8	25	17	0	8	1	7	3	0	0
11:00	2	1	3	2	8	8	37	15	0	8	2	11	7	3	2
12:00	2	1	2	2	5	9	20	14	0	8	3	14	14	5	6
13:00	2	1	1	2	5	11	13	11	1	8	3	12	10	5	5
14:00	0	1	3	1	7	8	15	10	2	10	1	10	6	6	4
15:00	0	1	5	2	7	9	19	7	1	8	3	9	4	6	5
16:00	1	1	4	3	7	10	12	4	2	9	0	8	5	2	4
17:00	2	1	5	1	6	11	12	7	4	7	1	5	2	6	6
18:00	1	1	5	1	4	10	9	12	6	2	0	1	6	7	6
19:00	3	0	4	0	4	8	8	23	7	3	0	3	7	8	6
20:00	3	0	7	1	5	9	7	23	8	4	1	7	11	3	7

Street	Elizabeth St				Helene St				Ann St			
	ES Elizabeth Queen - Park	WS Elizabeth Queen - Park	ES Elizabeth Park St - High St	ES Elizabeth High St - Lakeshore	WS Elizabeth High St - Lakeshore	ES Helene St Queen St - Park	ES Helene St Park St - High St	ES Helene High St - Lakeshore	WS Helene High St - Lakeshore	WS Ann St Park St - High St	ES Ann St Park St - High St	WS Ann St High St - Lakeshore
Area	3	3	3	3	3	3	3	3	3	3	3	3
CPA?	N	N	N	Y	Y	N	N	Y	Y	N	N	Y
Supply	6	0	12	6	8	10	11	7	10	13	0	7
Time												
10:00	0	0	11	2	3	5	4	6	9	6	0	6
11:00	1	0	12	2	3	4	7	6	9	4	0	4
12:00	1	0	9	4	3	6	6	6	10	5	0	9
13:00	1	0	10	4	3	8	8	8	6	6	0	6
14:00	2	1	8	3	2	3	7	4	7	5	0	6
15:00	1	0	10	2	2	1	6	5	3	4	0	6
16:00	1	0	8	3	4	6	7	5	2	4	0	5
17:00	2	0	10	4	3	10	6	5	3	0	0	6
18:00	1	0	7	5	2	8	5	2	2	4	0	6
19:00	2	0	7	5	4	10	7	2	2	6	0	9
20:00	2	0	7	4	6	9	9	2	2	7	0	7

PROJECT NO: 6192.06
 PROJECT NAME: MISSISSAUGA PARKING STRATEGY, PHASE II
 STUDY DATE: SATURDAY, OCTOBER 16, 2010
 LOCATION: ON-STREET PARKING
 Updated: May 9, 2012 Final - Reprinted May 2013
 TITLE: APPENDIX A, Exhibit 5 - Saturday On-Street Parking Accumulation

Legend: Zone 1 Zone 2 Zone 3 Zone 4 Zone 5 Zone 6 Zone 7 Zone 8
NE SE NW SW

SOUTHWEST QUADRANT

	South Side of Lakeshore Rd					Port St							Peter Street				
Street	SS Lakeshore John St - Front St	SS Lakeshore W of Stavebank	SS Lakeshore Stavebank - Elizabeth	SS Lakeshore Elizabeth - Helene	SS Lakeshore Helene St - St. Lawrence	NS Port St John St - Front St	NS Port St Stavebank - Elizabeth	SS Port St Stavebank - Elizabeth	NS Port St Elizabeth - Helene St	SS Port St Elizabeth - Helene St	NS Port St Helen St - St. Lawrence	SS Port St Helen St - St. Lawrence	ES Peter St. Lakeshore - MidBlock	ES Peter St. MidBlock - Port	WS Peter St. Lakeshore - MidBlock	WS Peter St. MidBlock - Port	WS Peter St. Port St - Bay St
Area	5	6	7	7	7	5	7	7	7	7	7	7	5	5	5	5	5
CPA?	Y	Y	Y	Y	Y	N	Y	Y	Y	Y	Y	Y	Y	Y	N	N	N
Supply	3	3	11	6	6	7	8	14	7	11	8	11	4	5	5	5	8
Time																	
10:00	3	0	N/A	4	1	3	0	0	4	0	2	0	0	0	5	3	7
11:00	3	1	N/A	5	3	2	0	0	0	0	5	3	2	0	5	4	11
12:00	4	0	N/A	3	3	1	0	0	0	0	2	5	3	0	5	0	8
13:00	2	0	N/A	5	5	2	0	0	0	0	4	6	2	0	4	0	6
14:00	1	2	N/A	5	4	2	1	2	1	0	6	6	1	0	5	2	11
15:00	1	1	N/A	3	2	2	1	1	1	1	3	7	2	0	5	0	9
16:00	1	0	N/A	4	2	2	2	0	1	0	5	9	1	0	5	0	7
17:00	1	3	N/A	3	2	4	1	0	0	4	8	2	0	4	4	0	13
18:00	3	3	N/A	2	4	2	3	3	0	2	5	9	4	2	4	0	14
19:00	2	1	N/A	2	2	2	2	2	1	0	5	9	4	1	4	0	7
20:00	2	3	N/A	5	5	2	6	1	1	0	5	11	3	0	4	0	5

	Mississauga Rd			John St S				Front St		Stavebank Rd		Elizabeth St		Helene St			
Street	WS Mississauga St Port - Lake St	WS Mississauga Lakeshore - Port	ES Mississauga Lakeshore - Port	WS John St Lakeshore - Midblock	WS John St Midblock - Port St	ES John St Lakeshore - Midblock	ES John St Midblock - Port St	ES Front Lakeshore - Bay	ES Front Bay - Lake St	WS Stavebank Lakeshore to Port	ES Stavebank Lakeshore to Port	ES Elizabeth St Lakeshore - Port St	WS Elizabeth St LakeShore to Alley	WS Elizabeth St Alley to Port St	ES Helene St Lakeshore - Port St	WS Helene St Lakeshore - Alley	WS Helene St Alley - Port St
Area	SW	SW	5	5	5	5	5	6	6	6	7	7	7	7	7	7	7
CPA?	N	N	N	Y	N	Y	N	Y	N	Y	Y	Y	Y	Y	Y	Y	Y
Supply	34	4	6	5	5	3	5	27	25	6	3	7	4	3	8	8	5
Time										Public	Public						
10:00	6	2	3	5	1	3	4	18	17	2	1	5	0	0	5	4	3
11:00	8	2	3	5	1	3	6	15	14	1	3	3	3	1	8	5	1
12:00	6	2	3	5	0	3	3	13	13	1	4	4	3	2	7	2	3
13:00	7	3	5	5	1	3	4	14	14	1	2	4	3	2	7	4	4
14:00	6	3	5	5	2	3	5	14	13	3	1	5	3	3	7	7	2
15:00	7	3	5	5	1	3	3	13	12	1	2	3	4	2	4	8	2
16:00	8	3	5	5	0	3	2	14	13	1	0	6	3	3	7	4	3
17:00	2	3	5	3	0	3	4	14	14	1	0	1	1	1	6	2	3
18:00	3	3	5	5	0	3	3	14	14	1	1	3	4	1	4	5	1
19:00	4	4	6	2	0	2	0	18	17	2	4	4	4	3	4	3	1
20:00	4	4	6	2	0	1	0	19	18	4	2	7	4	3	3	5	2

NORTHEAST QUADRANT

	Queen St						North Side of Lakeshore Rd								
Street	NS Queen St Rosewood - Elmwood	NS Queen St Elmwood - Woodlawn	NS Queen St Woodlawn - Oakwood	NS Queen St Oakwood - Briarwood	NS Queen St Briarwood - Seneca	SS Queen St Briarwood - Seneca	NS Lakeshore Rosewood - Elmwood	NS Lakeshore Elmwood - Woodlawn	NS Lakeshore Woodlawn - Oakwood	NS Lakeshore Oakwood - Briarwood	NS Lakeshore Briarwood - Brant	NS Lakeshore Brant - Mohawk	NS Lakeshore Mohawk - Cayuga	NS Lakeshore Cayuga - Seneca	
Area	NE	NE	NE	NE	NE	NE	NE	NE	NE	NE	NE	NE	NE	NE	
CPA?	N	N	N	N	N	N	Y	Y	Y	Y	Y	Y	Y	Y	
Supply	15	12	30	20	50	25	6	8	6	2	6	3	6	9	
Time															
10:00	0	0	1	5	0	1	0	8	0	0	1	0	0	6	
11:00	0	1	1	5	0	0	0	8	3	0	1	1	0	4	
12:00	0	5	2	8	0	0	1	7	2	0	2	1	2	4	
13:00	0	3	2	8	0	0	0	2	1	0	0	3	3	5	
14:00	0	6	2	6	0	0	0	0	0	0	2	4	3	6	
15:00	0	7	1	8	0	0	0	0	0	0	3	2	0	2	
16:00	0	3	2	8	0	1	0	2	0	0	2	3	2	2	
17:00	0	1	2	3	0	1	0	0	2	0	2	3	3	3	
18:00	0	1	1	2	0	0	0	1	2	0	0	1	6	4	
19:00	0	0	1	1	0	0	0	3	1	0	1	3	6	3	
20:00	0	0	1	1	0	0	0	0	0	0	0	3	6	3	

PROJECT NO: 6192.06
 PROJECT NAME: MISSISSAUGA PARKING STRATEGY, PHASE II
 STUDY DATE: SATURDAY, OCTOBER 16, 2010
 LOCATION: ON-STREET PARKING
 Updated: May 9, 2012 Final - Reprinted May 2013
 TITLE: APPENDIX A, Exhibit 5 - Saturday On-Street Parking Accumulation

Legend: Zone 1 Zone 2 Zone 3 Zone 4 Zone 5 Zone 6 Zone 7 Zone 8
NE SE NW SW

	Rosewood Ave		Woodlawn Ave	Briarwood Ave		Brant Ave		Cayuga Ave			Seneca Ave
Street	WS Rosewood Queen St - Park St	WS Rosewood Park St - Lakeshore	ES Woodlawn Forest to Lakeshore	ES Briarwood Forest - Lakeshore	WS Briarwood Forest - Lakeshore	ES Brant St Forest - Lakeshore	WS Brant St Forest - Lakeshore	ES Cayuga Tecumseth - Lakeshore	WS Cayuga Forest - Tecumseth	WS Cayuga Tecumseth - Lakeshore	ES Seneca Forest - Lakeshore
Area	NE	NE	NE	NE	NE	NE	NE	NE	NE	NE	ME
CPA?	N	N	N	Y	Y	Y	Y	Y	N	Y	N
Supply	15	12	11	4	12	4	13	6	10	4	11
Time											
10:00	1	4	2	0	2	0	3	6	3	4	2
11:00	0	3	3	0	5	0	3	6	5	4	7
12:00	0	3	5	1	4	0	3	6	5	4	7
13:00	2	5	0	1	8	2	3	3	2	4	9
14:00	0	4	0	3	10	2	5	2	4	4	9
15:00	1	4	0	3	11	2	4	2	2	4	6
16:00	1	1	0	0	6	0	2	1	1	4	6
17:00	1	2	0	0	4	0	2	3	1	4	7
18:00	2	1	0	0	1	0	1	2	1	4	7
19:00	1	2	0	0	2	0	0	1	0	4	7
20:00	0	2	0	0	3	0	0	1	0	4	7

SOUTHEAST QUADRANT

	South Side of Lakeshore Rd						St. Lawrence Dr.		
Street	SS Lakeshore Between St. Lawrence Loop	SS Lakeshore Elmwood - Oakwood	SS Lakeshore Oakwood - Cumberland	SS Lakeshore Cumberland - Hiawatha	SS Lakeshore Hiawatha - Wenonah	SS Lakeshore Wenonah - Seneca	St. Lawrence Dr. West end of loop	St. Lawrence Dr. South end of loop	St. Lawrence Dr. East end of loop
Area	8	SE	SE	SE	SE	SE	8	8	8
CPA?	Y	Y	Y	Y	Y	Y	N	N	N
Supply	20	14	9	25	18	7	7	21	23
Time									
10:00	5	4	3	12	10	0	3	5	6
11:00	11	3	2	15	14	0	6	14	18
12:00	8	4	2	19	6	1	3	13	8
13:00	11	3	3	18	8	0	2	18	8
14:00	7	0	2	20	8	0	4	22	11
15:00	5	0	3	14	9	0	5	13	14
16:00	10	1	3	19	6	0	3	24	15
17:00	10	0	2	13	8	0	3	22	7
18:00	2	1	0	10	8	0	2	21	4
19:00	3	1	0	13	6	0	5	14	6
20:00	4	1	1	15	7	0	5	10	7

	Oakwood Ave S		Cumberland Dr			Hiawatha Parkway			
Street	WS Oakwood Lakeshore - Wanita	ES Oakwood Lakeshore - Wanita	ES Cumberland Lakeshore - Alley	ES Cumberland Alley - Minnewawa	WS Cumberland Lakeshore - Minnewawa	WS Hiawatha Lakeshore - Alley	WS Hiawatha Alley - Minnewawa	ES Hiawatha Lakeshore - Alley	ES Hiawatha Alley - Minnewawa
Area	SE	SE	SE	SE	SE	SE	SE	SE	SE
CPA?	Y	N	Y	N	N	Y	N	Y	N
Supply	4	19	9	2	5	8	4	9	3
Time									
10:00	2	1	4	0	0	2	5	4	6
11:00	3	1	8	0	1	4	5	4	4
12:00	3	1	5	0	2	5	5	5	5
13:00	3	1	7	0	2	4	5	2	6
14:00	2	0	6	0	1	7	5	6	5
15:00	2	1	7	0	0	5	4	4	4
16:00	2	1	6	0	0	5	4	4	3
17:00	1	0	3	0	0	3	4	7	2
18:00	2	0	1	0	0	3	4	6	1
19:00	3	0	4	0	0	4	3	8	3
20:00	2	0	3	0	0	4	2	6	3

PROJECT NO: 6192.06
 PROJECT NAME: MISSISSAUGA PARKING STRATEGY, PHASE II
 STUDY DATE: SATURDAY, OCTOBER 16, 2010
 LOCATION: ON-STREET PARKING
 Updated: May 9, 2012 Final - Reprinted May 2013
 TITLE: APPENDIX A, Exhibit 5 - Saturday On-Street Parking Accumulation

Legend: Zone 1 Zone 2 Zone 3 Zone 4 Zone 5 Zone 6 Zone 7 Zone 8
 NE SE NW SW

**SATURDAY ON-STREET PARKING DEMAND
 SUMMARY OF RESULTS BY ZONE**

Date: Jan 31, 2012

	PARKING DEMAND IN CPA - BY ZONE														TOTAL
	OVERALL TOTAL	CPA TOTAL	1	2	3	4	5	6	7	8	NE	SE	NW	SW	
Supply	1198	538	69	9	72	0	20	36	120	20	89	103	0	0	538
Time															
9:00	437	220	39	2	43	0	11	20	29	5	30	41	0	0	220
10:00	538	274	54	4	47	0	13	17	40	11	35	53	0	0	274
11:00	528	270	40	7	61	0	15	14	38	8	37	50	0	0	270
12:00	514	252	26	6	53	0	12	15	46	11	35	48	0	0	252
13:00	520	266	28	5	52	0	10	19	53	7	41	51	0	0	266
14:00	461	236	31	7	46	0	11	15	44	5	33	44	0	0	236
15:00	463	227	25	4	44	0	10	15	49	10	24	46	0	0	227
16:00	439	213	30	6	45	0	9	18	32	10	26	37	0	0	213
17:00	416	210	27	6	40	0	17	18	47	2	22	31	0	0	210
18:00	449	221	23	8	46	0	11	21	46	3	24	39	0	0	221
19:00	483	242	26	8	51	0	8	26	60	4	20	39	0	0	242

ok
ok
ok
ok
ok
ok
ok
ok
ok
ok
ok

Time	TEMPORAL VARIATION BY ZONE													
	OVERALL TOTAL	CPA TOTAL	1	2	3	4	5	6	7	8	NE	SE	NW	SW
Max	538	274	54	8	61	n/a	17	26	60	11	41	53	n/a	0
9:00	81%	80%	72%	25%	70%	n/a	65%	77%	48%	45%	73%	77%	n/a	#DIV/0!
10:00	100%	100%	100%	50%	77%	n/a	76%	85%	67%	100%	85%	100%	n/a	#DIV/0!
11:00	99%	99%	74%	88%	100%	n/a	88%	54%	63%	73%	90%	94%	n/a	#DIV/0!
12:00	96%	92%	48%	75%	87%	n/a	71%	58%	77%	100%	85%	91%	n/a	#DIV/0!
13:00	97%	97%	52%	63%	85%	n/a	59%	73%	88%	64%	100%	96%	n/a	#DIV/0!
14:00	86%	86%	57%	88%	75%	n/a	65%	58%	73%	45%	80%	83%	n/a	#DIV/0!
15:00	86%	83%	46%	50%	72%	n/a	59%	58%	82%	91%	59%	87%	n/a	#DIV/0!
16:00	82%	78%	56%	75%	74%	n/a	53%	69%	53%	91%	63%	70%	n/a	#DIV/0!
17:00	77%	77%	50%	75%	66%	n/a	100%	69%	78%	18%	54%	58%	n/a	#DIV/0!
18:00	83%	81%	43%	100%	75%	n/a	65%	81%	77%	27%	59%	74%	n/a	#DIV/0!
19:00	90%	88%	48%	100%	84%	n/a	47%	100%	100%	36%	49%	74%	n/a	#DIV/0!

Appendix B: Future Development Calculation Information

APPENDIX B, TABLE 1: ASSESSMENT OF FUTURE DEVELOPMENTS IN PORT CREDIT

By: MDJ
Updated: May 15 2013

Industrial Parking Req Rate:	1.6	spaces per 100m2	Restaurant Parking Req Rate:	9.0	spaces per 100m2
Retail Parking Req Rate:	4.0	spaces per 100m2	Medical Office Req Rate:	6.5	spaces per 100m2
Office Parking Req Rate:	3.2	spaces per 100m2	Financial Inst. Req Rate:	5.5	spaces per 100m2
Residential Parking Req Rate:	1.6	per unit			

Development Site	Zone	Description	Site Area (m2)	Retail GFA (m2)	Financial Institution GFA (m2)	Medical Office GFA (m2)	Other GFA (m2)	Restaurant GFA (m2)	Industrial GFA (m2)	Office GFA (m2)	# of Res. Units	By-law Parking Req. or Parking Estimate ^{1,2}	Assumed Percentage of Parking Provided in Lieu	Potential Off-Site Municipal Parking Impact / Req.	Land Use Notes
Development Projects with Applications															
1	7	Dr James / No Frills redevelopment	5,790	1,880	0	0	0	0	0	2,326	56	242	0%	0	Parking requirement based on approved parking supply rate of 3.9sp/100m2 from April 2008 Waterside TIS & Parking Study report by BA Group of 164 spaces which includes parking for res. visitors. Total requirement includes additional resident parking requirement of 1.4 sp / unit.
2	2	Proposed addition to Port Credit Pump restaurant	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	5	100%	5	PIL request for proposed addition to Pump House restaurant.
3	3	Residential Redevelopment	1,980	180							140	227	0%	0	Condo apartment application with ground floor retail. Updated statistics provided by the City dated March 2013.
3	3	CoFA requirement for Funeral Home					173					34	100%	9-34	Statistics provided by City dated March 2012. Parking requirement calc'ed based on previous funeral home CoFA parking reduction from 72 to 34 spaces). Note that 'other' GFA refers to Funeral Home.
4	6	Commercial	1,937	0	583	0	0	670	0	2,109	0	155	22%	34	Updated statistics provided by City of Mississauga on March 2013.
5	3	Proposed banquet hall on 2nd floor	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	11	100%	8	PIL request for 8 parking spaces for a proposed banquet hall on a second floor.
6	7	Proposed patio on 4 required parking spaces.	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	4	100%	4	PIL request for 4 parking spaces which would be converted into a patio.
7	SE	Proposed conversion of retail to take-out	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	1	100%	1	PIL to cover the increased parking requirement associated with a take-out restaurant compared to a retail location.
Sub-Total												679		61-86	
Potential Future Development Applications: Group A															
1	3	Mixed Use Redevelopment	7,718	500	0	0		0	0	2,000	168	353	0%	0	Statistics provided by City of Mississauga on May 5 2011 and updated March 2013. Estimate includes 500m2 of retail on ground floor, 2000m2 of office, and residential on floors 2-22 at 8 units/floor (120 units) @ 1.6sp/unit.
2	3	Residential		0	0	0		0	0	0	176	282	0%	0	Statistics provided by City of Mississauga on May 5 2011 and updated March 2013. Estimate 22 stories of residential at 8 units/floor (176 units) @ 1.6sp/unit.
3	3	Residential	2,000	0	0	0		0	0	0	176	202	0%	0	Statistics provided by City of Mississauga on May 5 2011 and updated March 2013. Estimated 22 storeys of residential at 8 units / floor (176 units) @ 1.6 sp/unit.
4	3	Residential	2,750	500	0	0		0	0	0	168	289	0%	0	Statistics provided by City of Mississauga on May 5 2011 and updated March 2013. Estimate includes 500m2 of retail on ground floor and residential on floors 2-22 at 8 units/floor (120 units) @ 1.6sp/unit.
Sub-Total												1126		0	
Potential Future Development Applications: Group B															
1	7	Residential		0	0	0		0	0	0	20	32	0%	0	Statistics provided by City of Mississauga on May 5, 2011 and updated March 2013. Estimate of build-out is 20 units @ 1.6sp/unit.
2	7	Mixed Use		900	0	0		0	0	0	106	205	0%	0	Statistics provided by City of Mississauga on May 5 2011 and updated March 2013. Estimate includes: 900m2 of retail and 106 res. units.
3	7	Mixed Use - Retained Marina Uses		n/a	n/a	n/a		n/a	n/a	n/a	n/a	260	0%	0	Statistics provided by City Staff on May 5 2011 and updated March 2013. Assumed that approx. half of the existing slips will be retained = 434 slips. Parking req. is 0.6/slip = 260 spaces.
4	7	Mixed Use - Marina Site Off Site Parking Encumbrance (55 Port Street)		n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	12	100%	12	Statistics provided by City of Mississauga March 2013.
5	7	Mixed Use - Marina Site Off Site Parking Encumbrance (15 Stavebank Rd. S.)		n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	87	100%	87	Existing CoFA for Waterside Inn and Port Street permits using 1 Port Street as a location for off-site parking. Any redevelopment of 1 Port Street would need to account for this parking. This study assumes that this parking requirement will be taken on by the City.
6	7	Mixed Use - Marina Site Redevelopment	69,900	360	0	0		360	3,000	920	255	572	25%	143	Estimate of uses provided by City staff on May 5 2011. Res units broken down as follows: 165 mid-rise @ 1.6 sp/unit, 72 low-rise @ 2.25sp/unit, 18 condo units above commercial space @ 1.25sp/unit. Other uses as listed. This study assumes that the City will allow 25% of the parking spaces to be provided in lieu.
Sub-Total												1168		242	
Potential Future Development Applications: Group C															
No developments															
Sub-Total												0	0%	0	
Potential Future Development Applications: Group D															
1	NW	Mixed-Use	13,300	929	0	0	0	0	0	929	412	644	0%	0	Statistics provided by City of Mississauga on May 5 2011. Updated statistics provided March 2013.
2	SW	Retail redevelopment	2,148	600	591	61	0	0	0	0	0	60	0%	0	Statistics provided by City of Mississauga on May 5, 2011 and updated March 2013.
Sub-Total												644		0	
TOTAL												3,617		303-328	

Notes:
1. Parking requirement calculation based upon existing Mississauga by-law rates. Actual parking demand rates may be lower.
2. Parking requirements do not account for any shared parking efficiencies.

Appendix C: Parking Policies from the New Official Plan

rehabilitation and reconstruction of existing roadways, through the following measures:

- a. re-striping roadways for bicycle lanes;
- b. introducing multi-use trails or bicycle paths on boulevards;
- c. using wider shared curb lanes for bicycles; and
- d. widening roadways to accommodate bicycle lanes.

8.3.3.2 Mississauga will seek to optimize the efficiency of the network with measures such as intersection improvements, operational improvements and traffic signal optimization.

8.3.3.3 Pedestrian movement and access from major transit routes will be a priority in Intensification Areas.

8.3.3.4 Pedestrian convenience and safety will be a priority in determining location and design of transit facilities within Intensification Areas.

8.4 Parking

Parking can shape land use patterns, support good urban design, promote economic development, and influence travel behaviours and choice of transportation modes.

As Mississauga continues to grow and develop, less land will be devoted to parking, particularly within Intensification Areas. The parking that is provided should increasingly be in structured - particularly underground - parking facilities and on street where it can be shared amongst multiple users.

In other parts of the city, while some changes to parking provisions may occur, sufficient parking should be provided to ensure that the established residential character of Neighbourhoods and the economic function of employment uses is not adversely affected.

8.4.1 Off street parking facilities for vehicles and other modes of travel, such as bicycles, will be provided in conjunction with new development and will:

- a. provide safe and efficient access from the road network so that ingress and egress movements minimize conflicts with road traffic and pedestrian movements;
- b. provide for the needs of people with disabilities; and
- c. support Transportation Demand Management initiatives.

8.4.2 Mississauga will encourage the shared use of parking and allow off site parking, where appropriate.

8.4.3 Consideration will be given to reducing off street parking requirements for development to reflect levels of vehicle ownership and usage, and as a means of encouraging the greater use of transit, cycling and walking, subject to, among other matters:

- a. access to transit;
- b. level of transit service;
- c. traffic generation; and
- d. impact on the surrounding area.



Figure 8-7: Parking garages are a better use of space than surface parking and provide an opportunity to incorporate a mix of uses, as this parking garage in Burlington illustrates.

8.4.4 Mississauga may require or consider receiving a cash payment-in-lieu of all, or part, of the zoning by-law requirements for parking, having regard for:

- a. the objectives of municipal parking strategies;
- b. the advancement of environmental, design, transportation or economic development objectives and policies of this plan;
- c. the presence of site constraints that prevent the provision of the required number of on site parking spaces;
- d. property use that is not considered over-development; and
- e. areas where municipal parking facilities are available and the existing parking supply within proximity of the subject site can accommodate the on site parking deficiency.

8.4.5 In situations where a significant number of required parking spaces are being provided through payment-in-lieu, in an area where limited or no municipal parking facilities are available, Mississauga will have regard for:

- a. an identified municipal interest in providing public parking facilities in the area;
- b. the timing for the delivery of the municipal parking facilities;
- c. the adequacy of alternatives to on site parking until municipal parking facilities are delivered;
- d. the effect the on site parking deficiency would have on the viability of the site and the impact on the surrounding area; and
- e. the number of spaces proposed to be considered for payment-in-lieu as it relates to the magnitude of municipal interest.

8.4.6 Street designs will consider opportunities to maximize on street parking. The provision of on street parking will be balanced with the needs of other modes of transportation sharing the right-of-way.

8.4.7 Within Intensification Areas, Mississauga will give consideration to:

- a. reducing minimum parking requirements to reflect transit service levels;
- b. establishing maximum parking standards to support transit investments, particularly **higher order transit** investments;
- c. limiting surface parking by requiring a portion be provided within structured parking facilities;
- d. requiring structured parking facilities to be underground, where viable;
- e. proactively maximizing on street public parking in appropriate locations;
- f. coordinating parking initiatives with transportation demand management programs in order to effectively link transit planning, parking and other related issues in a comprehensive manner; and
- g. requiring parking phasing and implementation plans that, among other matters, will include a surface parking reduction strategy that will ensure the layout of the parking lot and buildings will allow for future development.

8.4.8 Mississauga may develop municipal parking facilities to support transit, provide shared parking and encourage development.

8.4.9 In appropriate locations, Mississauga will take an active role in providing off street parking. The City may partner with private developers to deliver municipal parking facilities that will be used as a shared public resource, through the use of payment-in-lieu of off street parking and/or site specific joint ventures. Investment in public parking facilities should be directed to projects that achieve the following objectives:

- a. provide strategically located public parking structures that can serve a variety of uses;
- b. serve development within a proposed **higher order transit** corridor;

- c. provide an appropriately sized structure considering economies of scale, efficiency of structure, character of the area and financial aspects;
- d. allow for the consolidation of pre-existing surface lots to encourage intensification;
- e. make efficient use of publicly owned land;
- f. integrate commercial uses into the ground level façade for above grade structures;
- g. allow for integration of community infrastructure;
- h. provide for convenient pedestrian linkages to, from and through the parking structure to connect with surrounding development; and
- i. consider temporary surface parking lots to secure strategic locations for future public parking structures.

8.4.10 In some circumstances, the City may consider allowing the use of municipal parking facilities to meet or reduce the parking requirements for cultural facilities where it does not impair the functioning of other uses or the economic viability of the area.

8.4.11 Development within and adjacent to Neighbourhoods will mitigate parking impacts on the residential use.

8.4.12 Mississauga will discourage parking in neighbourhoods on local streets for non-residential purposes.

8.5 Transportation Demand Management

Transportation Demand Management (TDM) measures encourage people to take fewer and shorter vehicle trips to support transit and **active transportation** choices, enhance public health and reduce harmful environmental impacts. TDM is

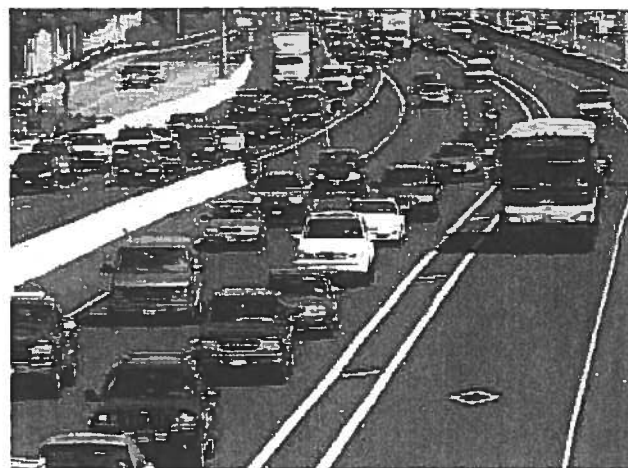


Figure 8-8: High Occupancy Vehicle (HOV) lanes such as those on Highway 403, encourage people to carpool or take transit.

most effective when supported by complementary land use planning, good urban design and transit improvements.

8.5.1 Mississauga will encourage TDM strategies that promote transit use and **active transportation**, and reduce vehicle dependency, single-occupant vehicle travel, trip distance and time and peak period congestion.

8.5.2 Mississauga will work with other levels of government, agencies and the private sector to encourage TDM measures.

8.5.3 Mississauga will encourage employers to implement TDM programs.

8.5.4 Mississauga will manage parking in Intensification Areas to encourage the use of alternative modes of transportation and the reduction of vehicular congestion.

8.5.5 Mississauga will encourage land uses permitted by this Plan that make efficient use of the transportation system and parking facilities during off-peak hours.

8.5.6 In appropriate areas, Mississauga will encourage a fee for parking and the separation of parking costs from other costs, such as transit fares, building occupancy and residential unit prices.

8.5.7 Prior to approval of development applications, particularly those that will generate significant employment opportunities, a TDM plan may be required that demonstrates, among other things, the following:

- a. building orientation that supports transit service;
- b. minimize distance between main building entrances and transit stations/stops;
- c. development that is integrated into the surrounding pedestrian and cycling network;
- d. parking facilities designed to provide safe and efficient access for pedestrians and cyclists emanating from the surrounding transit and **active transportation** network;
- e. secure, conveniently located, weather-protected, on-site bicycle storage facilities, and associated amenities such as showers, change rooms and clothing lockers;
- f. reserved, priority carpool parking spaces and, where applicable, car-share spaces and taxi stands;
- g. parking spaces for scooters, motorcycles and

other similar motorized vehicles;

- h. techniques to manage the supply of on-site parking; and
- i. measures that:
 - increase the proportion of employee trips made by transit, walking and cycling;
 - increase the average car occupancy rate;
 - reduce the demand for vehicular travel; and
 - shift travel times from peak to off-peak periods.

8.5.8 Carpooling will be encouraged through the provision of High Occupancy Vehicle Lanes, priority parking, and other measures as appropriate.

8.5.9 Further TDM policies may be identified through a Transportation Master Plan.

8.6 Mobility Hubs

Mobility hubs have employment, housing, shopping and recreational uses concentrated around a **major**



Figure 8-9: The Downtown Core Mobility Hub is an example of where people can live, work, shop and recreate in a mixed use environment supported by transit.

Appendix D:
Example Heritage Parking Exemption
Policies from Other Municipalities

Heritage Use Parking Exemption		
Municipality	Policy No.	Policy
Newmarket	5.3.4 Historic Downtown Urban Centre (UC-D1) Zone	<p>Notwithstanding Section 5.3.2 of this By-Law, the parking requirements for non-residential uses for the UC-D1 Zone shall be in accordance with the following:</p> <ul style="list-style-type: none"> i) the required parking spaces shall not exceed the minimum requirements; ii) notwithstanding Sections 4.14.1, 5.4 and 5.5 of this By-Law, parking areas, parking lots, approaches, driveways, entrances, exits, buffer areas, and loading areas do not apply and shall be established in accordance with an approved site plan; iii) a change from one permitted use to another within the confines of any existing building, need not provide additional parking. Any increase in floor space through additions or expansion into space not presently used for commercial purposes shall provide additional parking at the rate of 1 parking space per 31 m2 of gross floor area or cash-in-lieu of parking; and, iv) parking requirements for dwelling units not in existence on the date of approval of the By-Law shall be provided in accordance with Section 5.3.1 of this By-Law, however existing on-site parking currently used for commercial purposes may be used for new dwelling units and the reduction of parking
Toronto	4(9).1 Parking and Loading Exemption: Ontario Heritage Act	<p>(a) Subject to paragraphs (b) and (c) none of subsections (4), (5), (6), (7) and (8) requires the owner or occupant of a designated property, or the owner or occupant of a building or structure that is subject to an easement or covenant made pursuant to The Ontario Heritage Act, 1974, including amendments to, and successors of, the Act, to provide or maintain motor vehicle parking or loading facilities, provided that:</p> <ul style="list-style-type: none"> (i) subject to subparagraph (ii), where the property is a designated property, it continues to be a designated property; (ii) where an easement or covenant has been made pursuant to the Act, whether or not in respect of the whole or one or more portions of a designated property, the easement or covenant has not been terminated or extinguished; (iii) where a building or structure is within a designated property and the building or structure is not subject to an easement or covenant made pursuant to the Act, the building or structure is neither demolished nor removed; (iv) where the building or structure is subject to an easement or covenant made pursuant to the Act, no portion of the building or structure is demolished, removed, or altered contrary to the provisions of the easement or covenant; and; (v) any parking or loading spaces existing on the lot on or before July 20, 1993 are maintained to an amount at least equal to that prescribed by the appropriate section of this By-law, or the aforesaid amount existing on the lot, whichever is the less. <p>(b) Paragraph (a) does not exempt the owner or occupant of a lawful addition to, or a lawful extension of a building or structure, whether or not the addition or extension is wholly or partly within a designated property, from the requirement of subsections (4), (5), (6), (7) and (8) to provide or maintain motor vehicle parking or loading facilities in respect of the addition or extension.</p> <p>(c) Where:</p> <ul style="list-style-type: none"> (i) a building or structure, or one or more portions of a building or structure may be lawfully demolished or removed, wholly or partly, pursuant to an easement or covenant made under the Act; and (ii) the building or structure, or one or more portions thereof is lawfully replaced in whole or in part or is lawfully added to or extended; paraprap