

Mississauga Parking Strategy - Phase II Port Credit and Lakeview

Summary of Recommendations

Planning & Development Committee Presentation

June 24, 2013



**Movement
In Urban
Environments**

Study Scope

- + Focused on commercial area along Lakeshore Road corridor
- + Recommendations for Port Credit are more detailed because the City plays a much bigger role in the parking system
- + Lakeview recommendations more general: principle based
- + Have consulted with the following stakeholders:
 - Port Credit and Lakeview advisory groups
 - The Port Credit BIA
 - The City's culture group

Study Goals

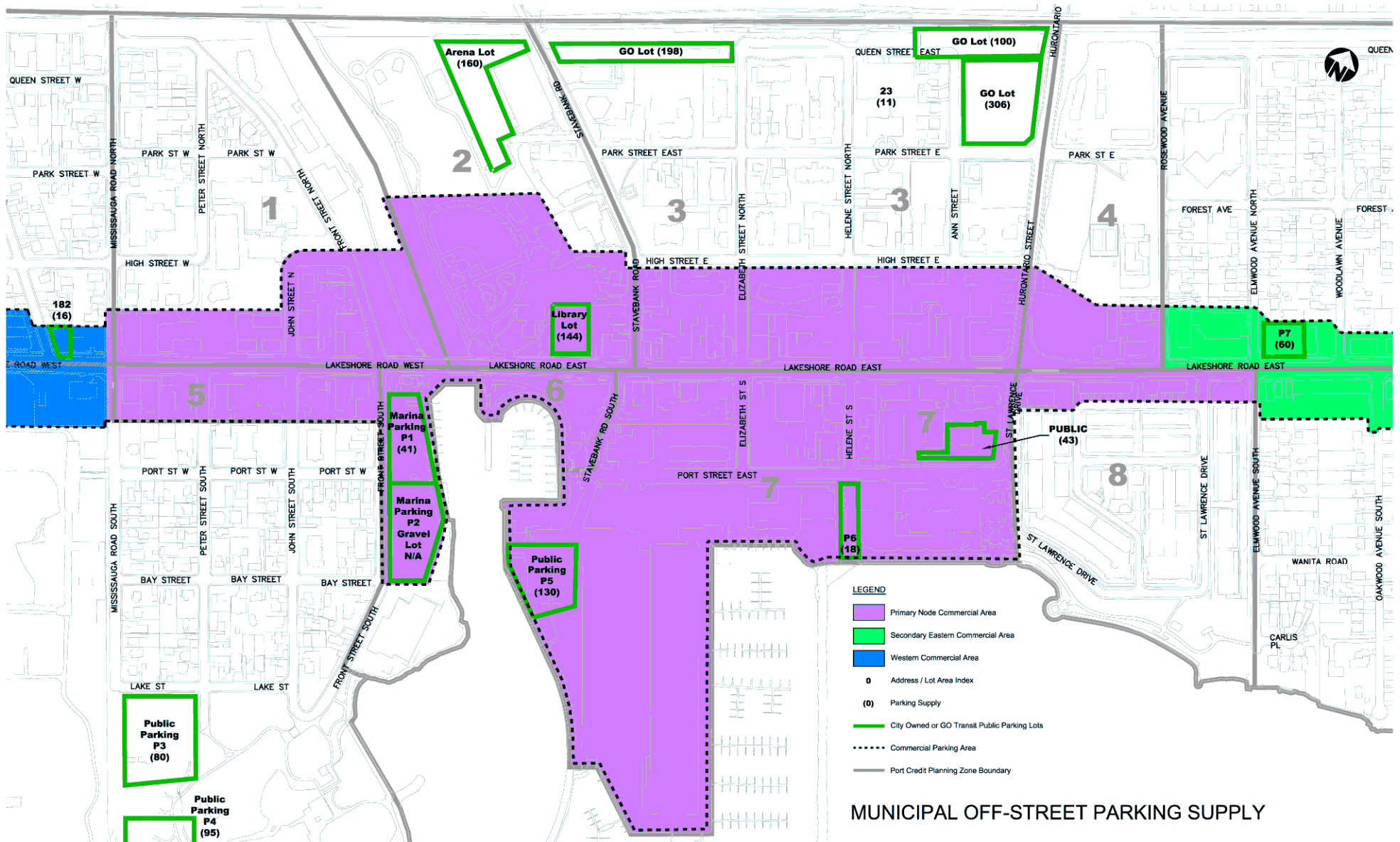
- + Review existing conditions
- + Look into the future and review potential parking supply needs
- + Review zoning parking supply requirements
- + Review parking for Cultural uses
- + Provide guidance on bicycle parking
- + Provide financial and management recommendations

Port Credit

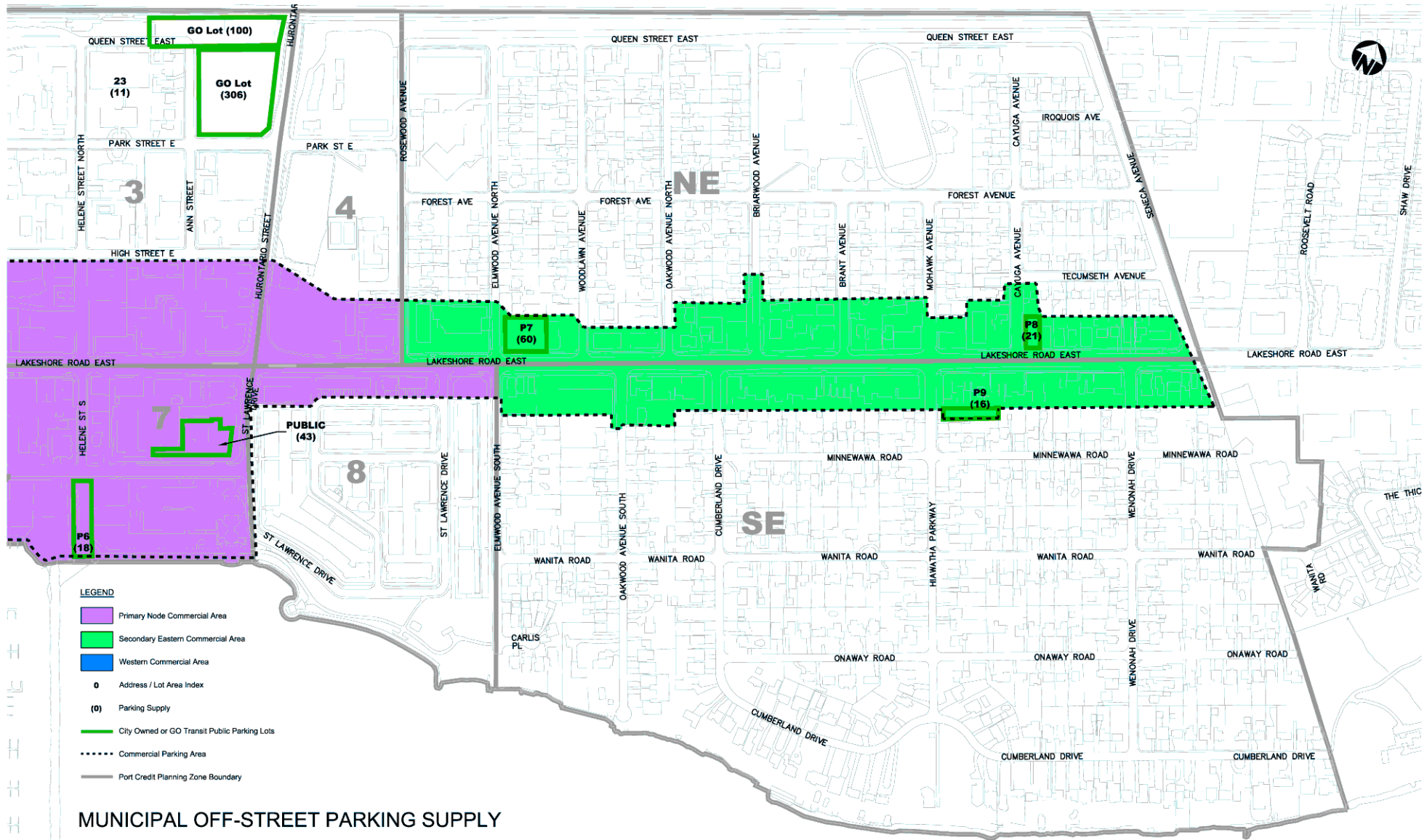
Existing Situation

- + City has 46% of the overall public & private parking supply (1011 out of 2209 spaces)
- + 538 spaces on-street, 473 off-street in 8 lots and one garage
- + A \$12 million dollar asset to support Port Credit Business & Public
- + Approximately 49,880 square metres of commercial floor space
- + Existing public & private parking supply serves the area well (approx. 50% utilized overall, 53% for municipal public parking)

Existing Municipal Off Street Parking Facilities



Existing Municipal Off Street Parking Facilities

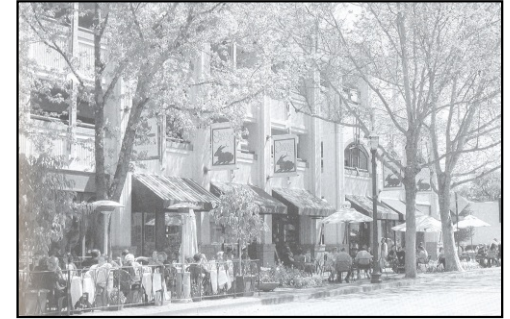


Future Planning Considerations

- + Existing parking supply is generally sufficient to meet current demand
- + However, it won't take much to change the balance (e.g. new developments, other municipal initiatives – bike lanes, LRT, etc.)
- + The City should start planning now to add 100 -200 spaces in the Central portion of the commercial area to off-set potential changes to supply & demand
- + Several potential new locations for municipal parking identified, but a logical first location for a new parking structure would be public library lot
- + In the longer term, the City should also consider a lot/garage on the Imperial Oil lands in the west and a garage on the Elmwood lot/LCBO site in the east in order to facilitate development

Planning for Future Parking Facilities

- + The City should immediately conduct a feasibility study to confirm the suitability of the Library site for a future garage or identify a suitable alternative site
- + A financial strategy should be prepared to identify the necessary funding sources for the garage in addition to the \$2.5 million in PIL funds that are available
- + Should continue to collect PIL for parking in order to contribute to funding future parking facilities
- + A Business plan for the municipal parking operation should be prepared by T&W Dept. that will lead to a financially self sustaining operation
- + Should review the feasibility of the other potential parking facility locations identified in order to proactively prepare for the future



Lakeview Recommendations

- + The City should set a goal of achieving 40% of the total parking supply as public parking, similar to Port Credit
- + To achieve 40% goal, 660 new municipal public spaces would be required (compare to ~1,000 in Port Credit)
- + The City should allow on-street parking on Lakeshore – this would create approx. 275 new spaces
- + Remainder (approx. 385 spaces) would need to be created in new strategically located and sized off-street lots
- + Future parking lots should be sized to accommodate future garages

Zoning By-Law Parking Requirements

- + The City should adjust supply rates to more accurately reflect observed demand:
 1. Reduce supply rates for commercial uses as follows:
 - 3.0 spaces per 100 SM for retail, personal service, repair, art galleries and museums;
 - 4.85 spaces per 100 SM for financial, real estate & medical offices;
 - 3.0 spaces per 100 SM for office uses
 2. Reduce supply rates for apartment uses within 500 metres of the GO Station to match those in the City Centre:
 - 1.0 space per unit for residents;
 - 0.15 spaces per unit for residential visitors.
 3. Implement a new shared parking schedule for C4 zones to recognize the unique parking characteristics of Main Street type areas.

Cultural Use Recommendations

- + The reduced C4 parking supply rate should apply to art galleries and cultural group offices
- + Provide a parking supply exemption for designated heritage buildings to encourage adaptive re-use (subject to criteria)
- + Should make best use of existing and future parking supply rather than provide new facilities just for special events (e.g. run a free shuttle from the GO lot when additional parking is needed)
- + Continue to support the Transformative Parking space project by allowing additional on-street spaces to be 'transformed' (initially up to 25 spaces)



Bicycle Parking Recommendations

- + The City should implement a bicycle parking requirements for new development consistent with the Phase 1 Parking Strategy
- + Staff spaces should be provided in centralized, secure bicycle cages (with controlled access), visitor spaces should be provided in conveniently located racks spread out along Lakeshore
- + The City should provide approx. 180 new spaces for the existing commercial uses on Lakeshore (120 visitors, 60 staff)
- + Small developments should be exempt:
 - 2,500 m² for office developments
 - 1,500 m² for retail developments
- + A cash in lieu option should be provided

Financial & General Management Considerations

Port Credit - Existing Financial Conditions

- + Municipal parking system has an approximate replacement value of \$12 million
- + Cost / year to operate is approximately \$230,000
- + Revenue generated / year is approximately \$250,000
 - parking fees are approximately \$160,000
 - fines are approximately \$ 90,000
- + Existing PIL balance for Port Credit is approx. \$2.5 million
- + The current system is roughly breaking even – but not if you include parking outside main street area and life cycle costs

Future Financial Planning

- + The City should prepare a business plan to fund future Parking and TDM initiatives in Port Credit by considering the following revenue sources:
 - Increase parking rates for existing on-street areas
 - Implement pay parking in City owned off-street lots
 - Make minimum monthly rates equal to the cost of a transit pass
 - End the parking `fee holiday` permitted during Decembers
 - Add more on-street pay-parking areas
 - Charge for parking on the City-owned road allowance next to GO Station currently used for additional GO parking
 - Expand the time periods for paid parking to include evenings and Saturdays

New Garage Financial Considerations

- + New 200 space garage is will cost approx. \$7.0 million – accounting for current \$2.5 m PIL balance – \$4.5 million more is required
- + To finance, develop, and operate a garage the City will need to raise an extra \$400,000 per year from the parking system

Potential Revenue Source	Potential Annual Revenue
Increase on-street fees by 50 cents / hour to 1.50 / hour	\$25,000
Implement Pay parking at off-street lots (1.00 / hour)	\$225,000
Increase pay-parking periods for on-street parking to include weekday evenings and Saturdays	\$50,000
Implement pay parking in city-owned GO Transit lot	\$100,000
Total	\$400,000

General Management Recommendations

- + The City has made substantial progress since 2009 on implementing management recommendations from Phase 1:
 - Consolidated parking operations and management in the T&W Dept.
 - Created a parking manager position
 - TDM functions (i.e. staff) have been consolidated into the transportation department as well
- + The next important steps are:
 - more proactive financial planning and reporting
 - continued consolidation of parking management and operations in the T & W Dept.
 - the development of a business plan for future parking development and operations (including a capital and financial plan)
- + In the longer term, a TMA / Parking Authority may be desirable

Implementation Plan

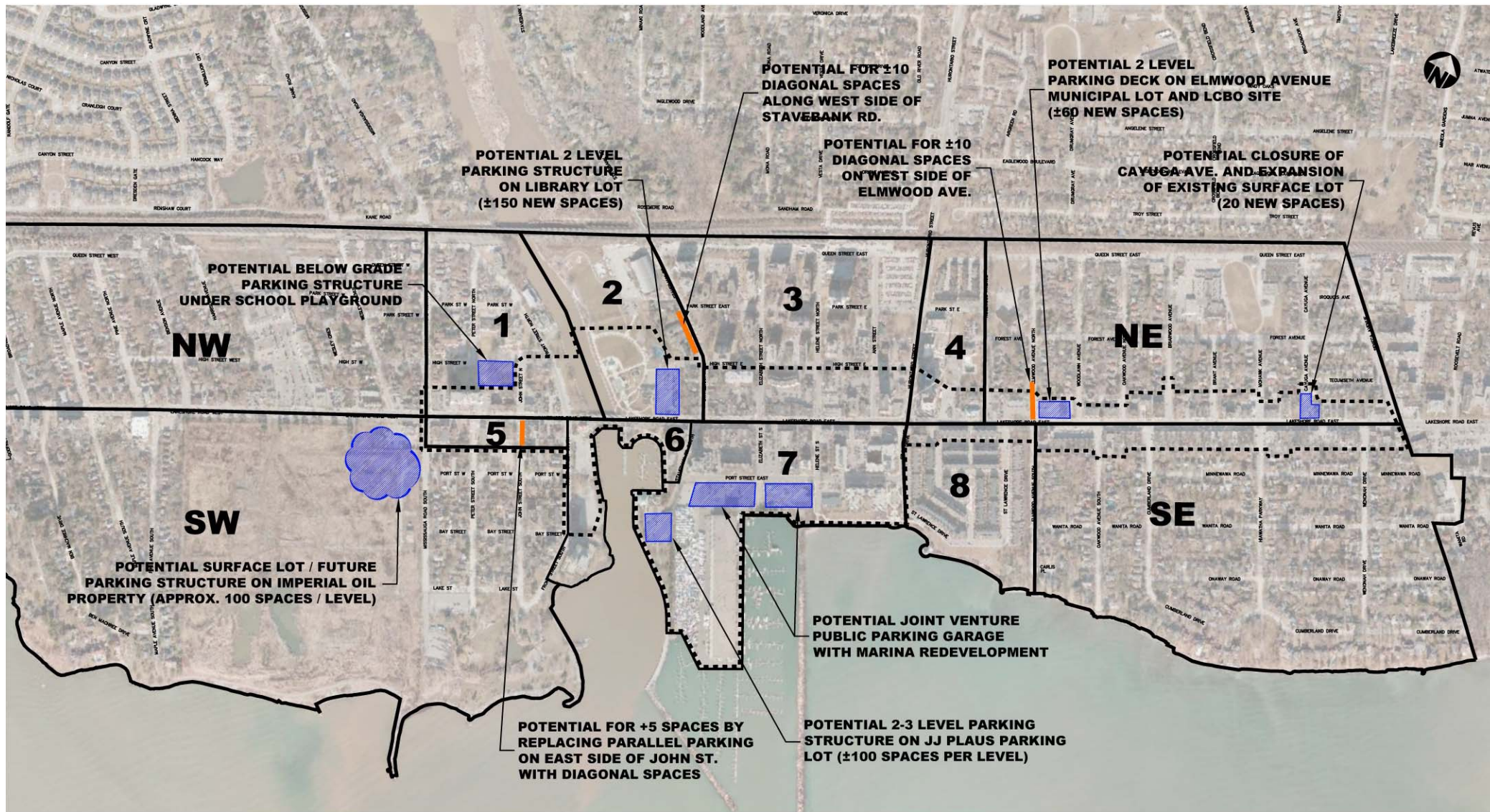
	2013	2014	2015	2016	2017+
1. Port Credit Parking Strategy					
1.1 Implement additional on-street paid parking.	PLAN	IMPLEMENT			
1.2 Develop a plan to provide additional new municipal parking in the Primary Port Credit Commercial Area to support future development.		PLAN		ON-GOING IMPLEMENTATION	
1.3 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 365 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			

Discussion / Next Steps

- + Circulate and Present Study to stakeholders for comments by Fall 2014

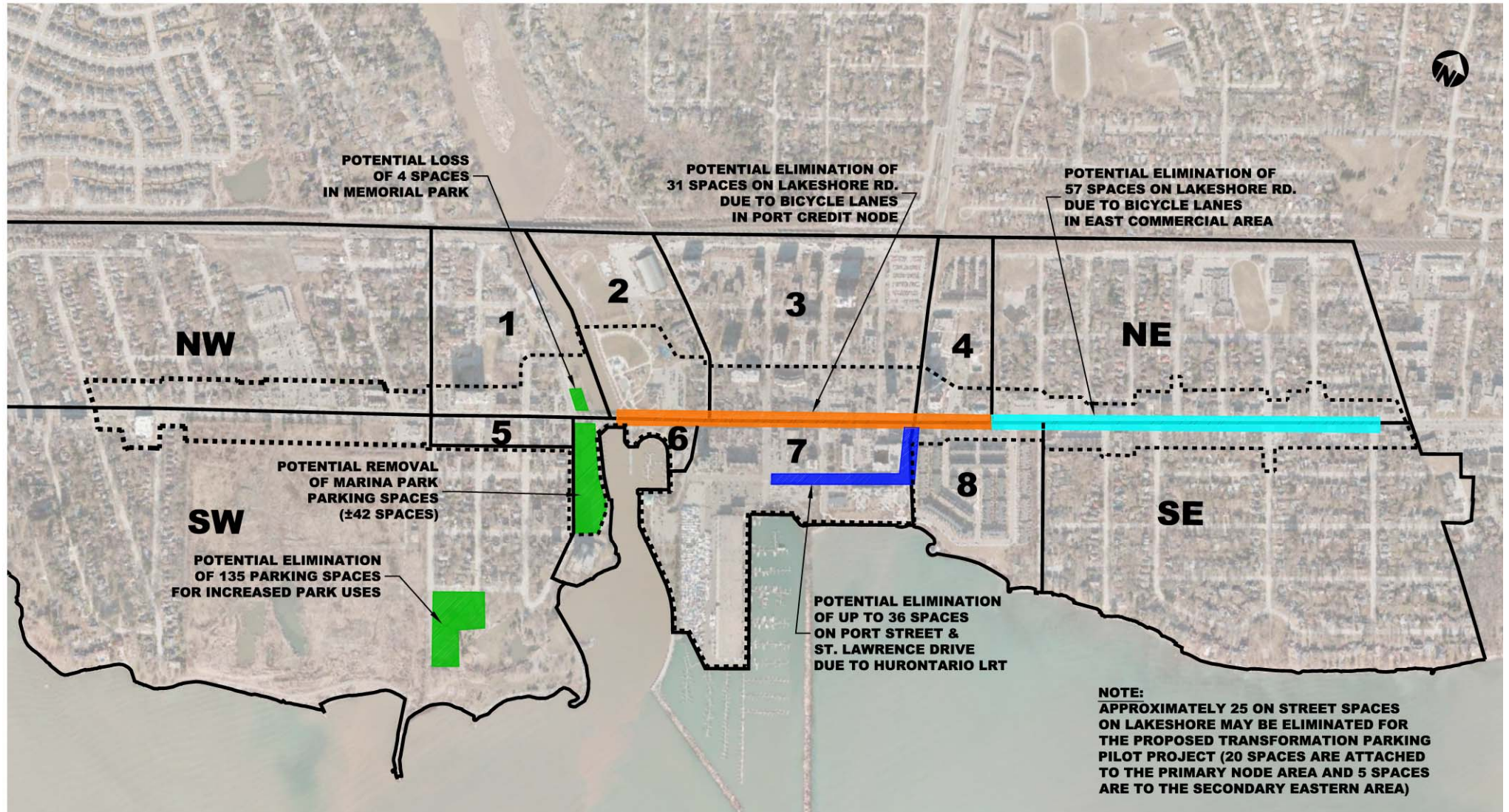
Appendix

Potential Opportunities for New Municipal Parking

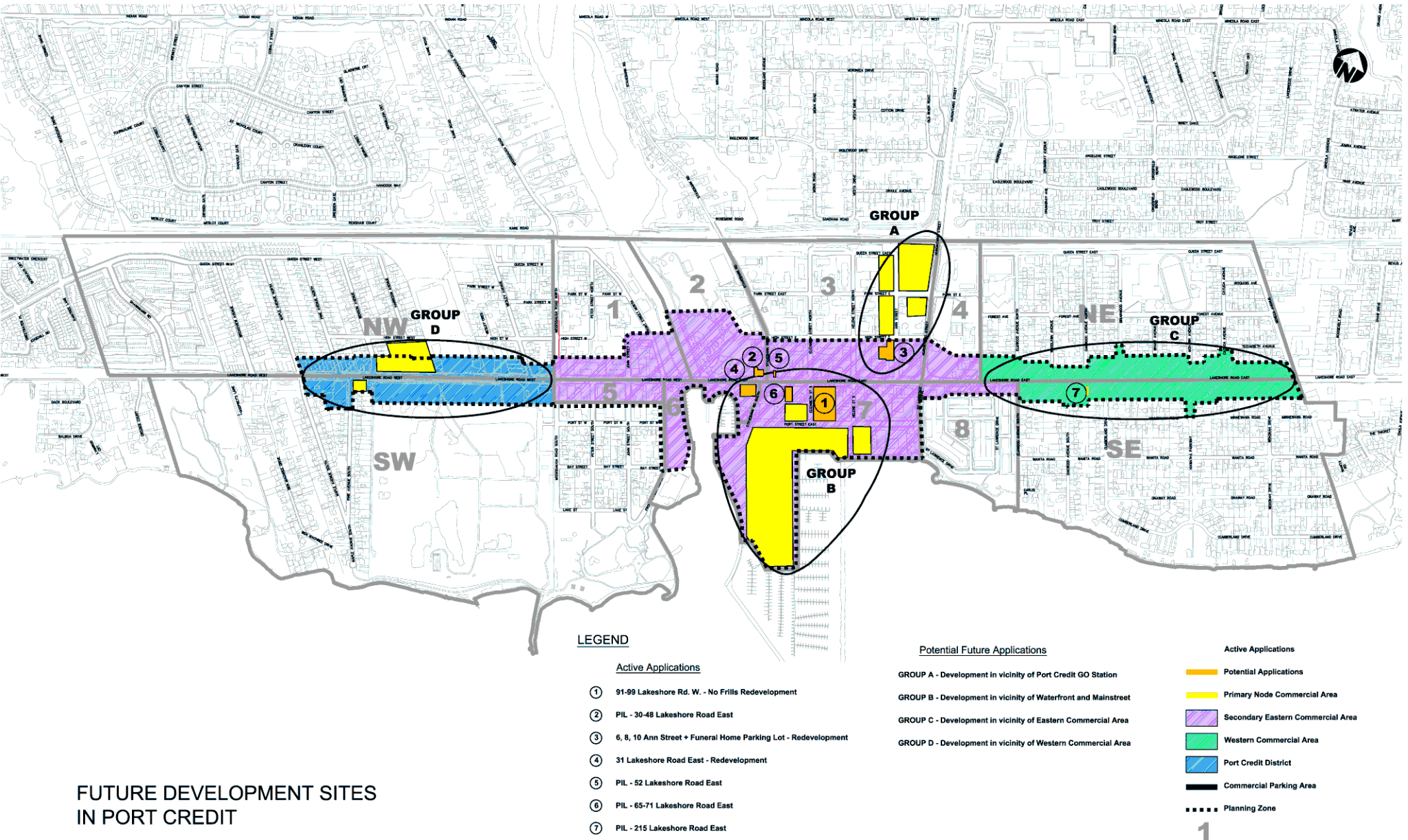


POTENTIAL OPPORTUNITIES FOR NEW MUNICIPAL PARKING

Potential Changes in Parking Supply



Potential Changes in Demand from New Developments



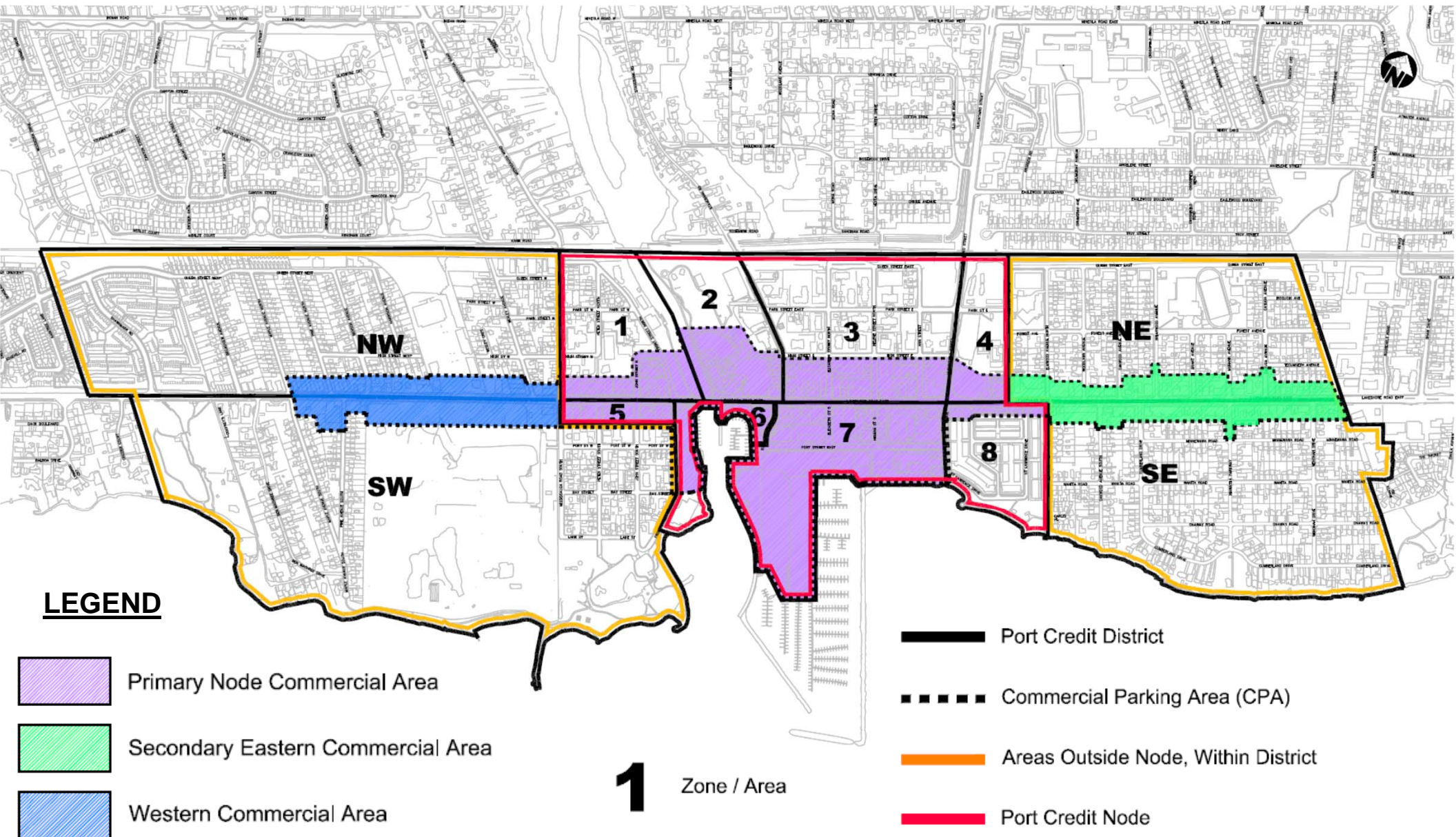
Overview

Port Credit and Lakeview Districts

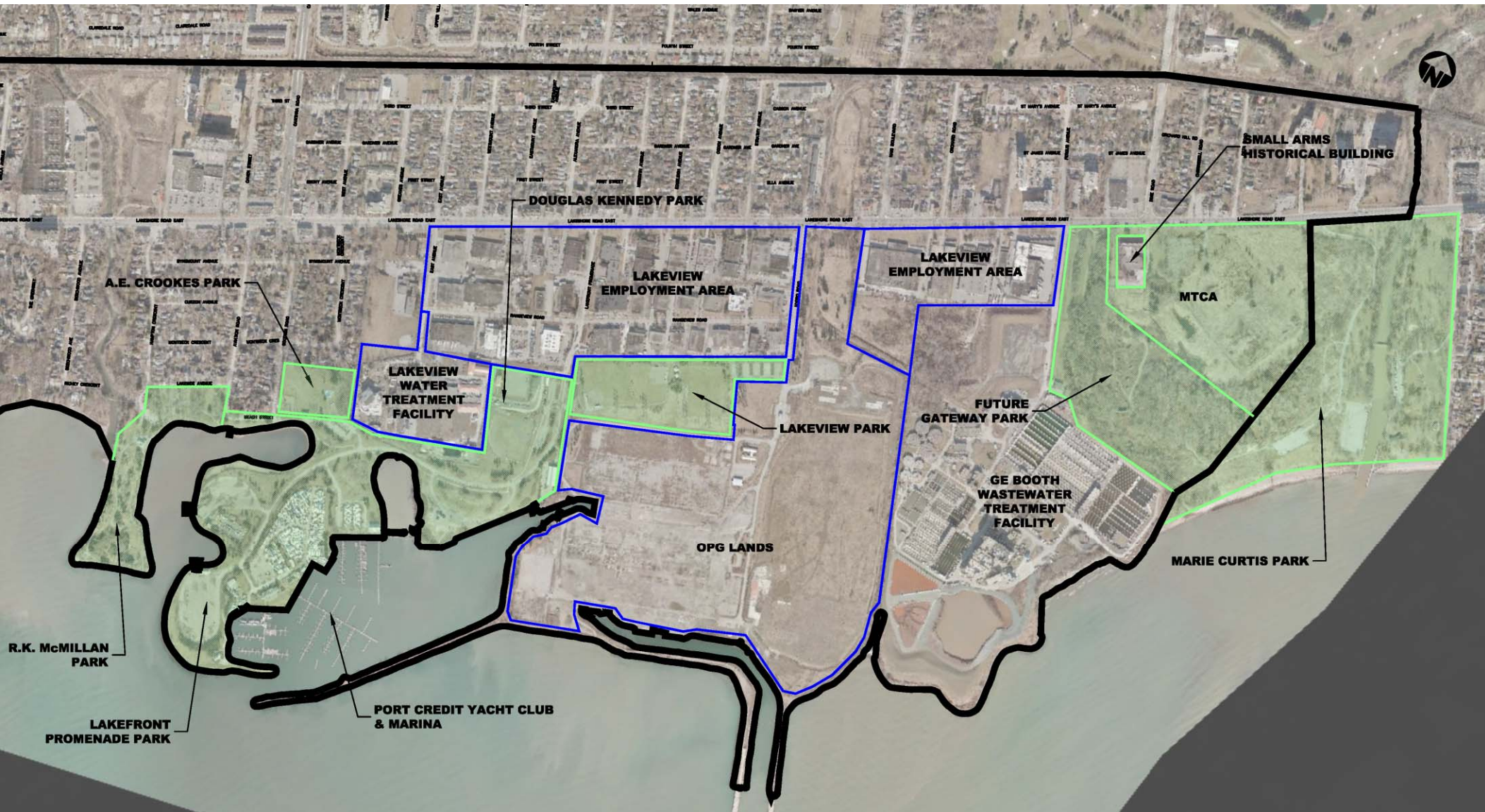


Port Credit – Basis of Recommendations

Port Credit Zone Boundaries

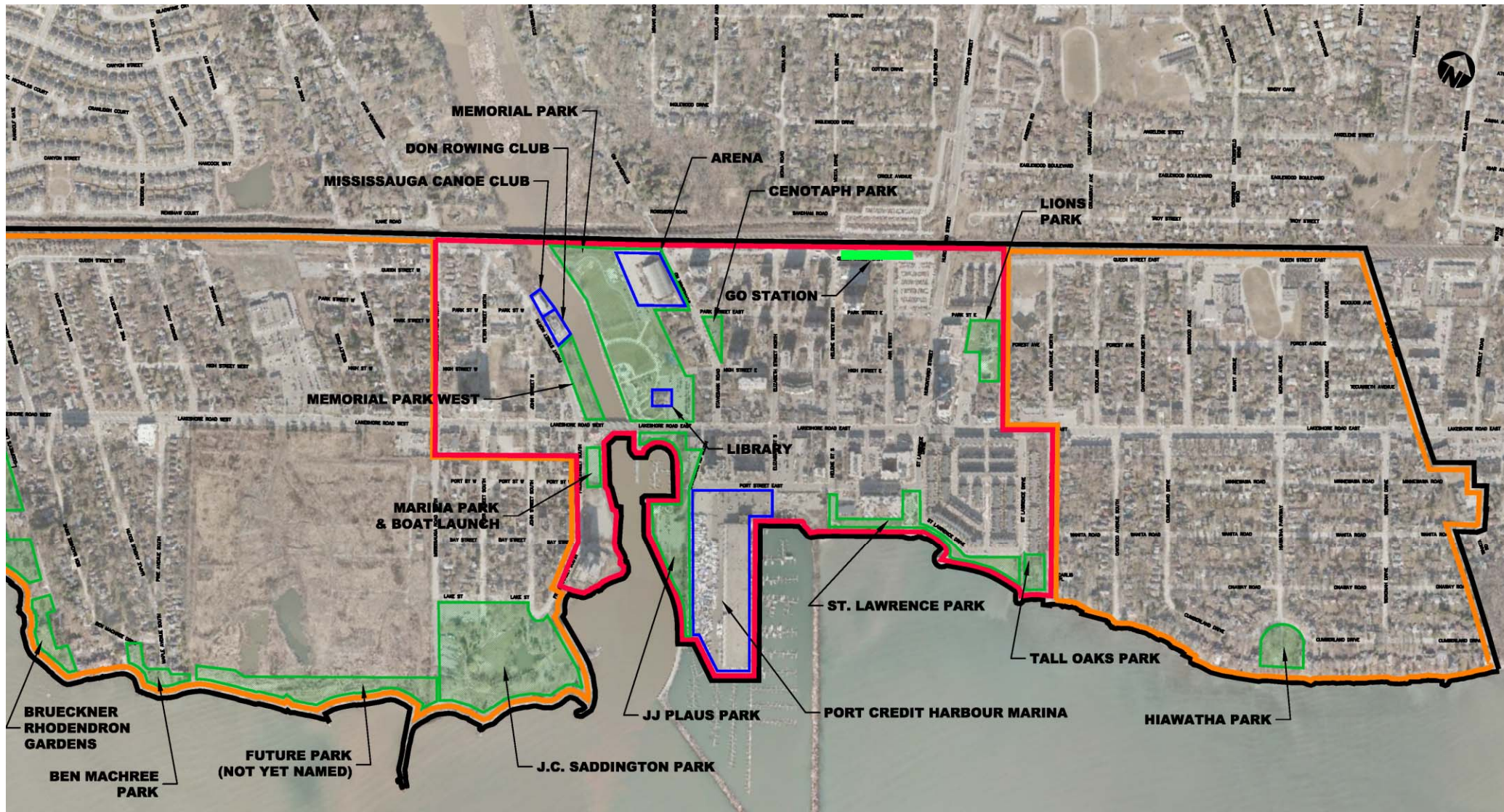


Lakeview Area



Port Credit - Existing Conditions

Area Context



Port Credit District

Parks

Port Credit Node

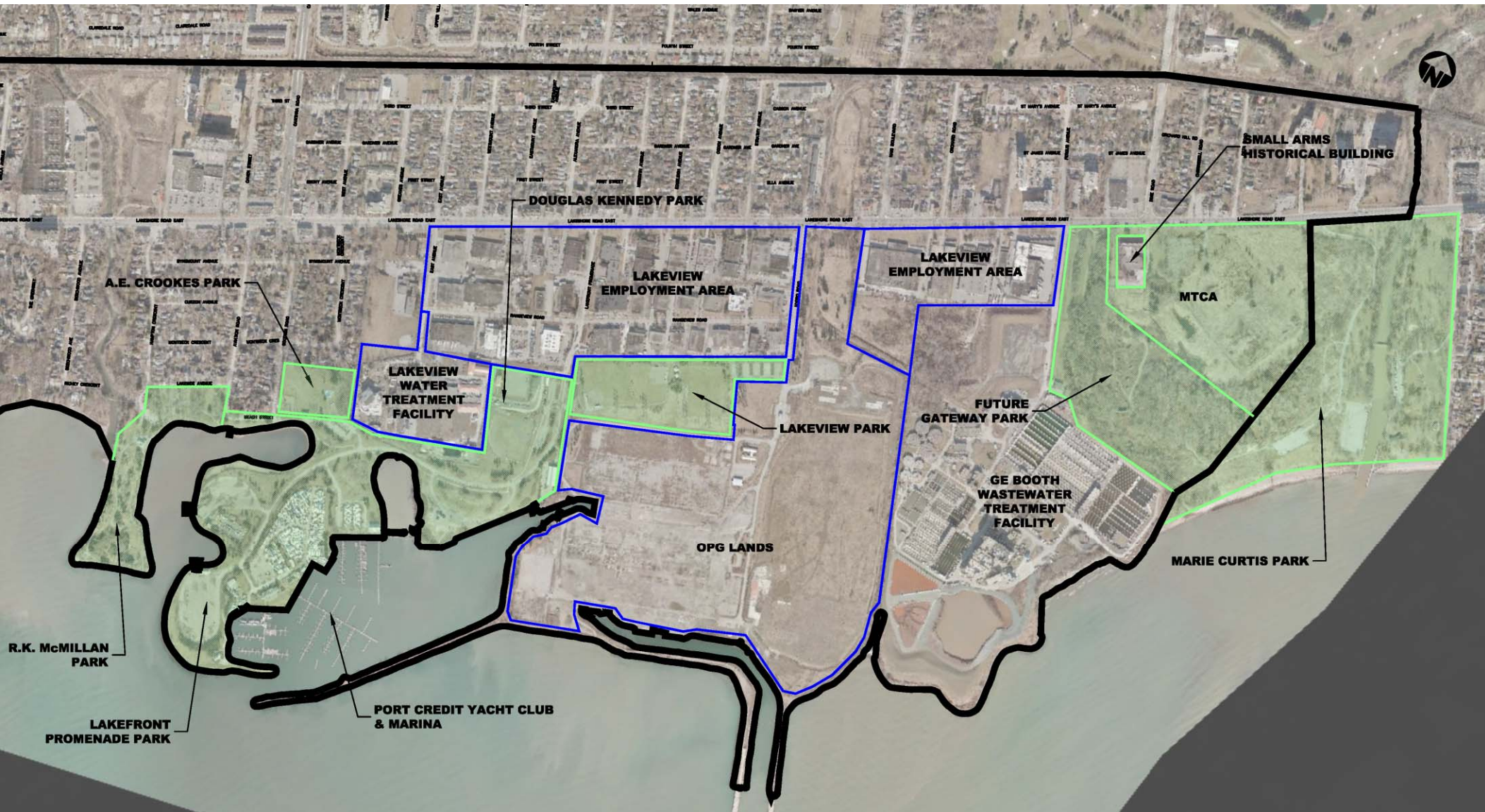
Municipal Facilities

GO Station

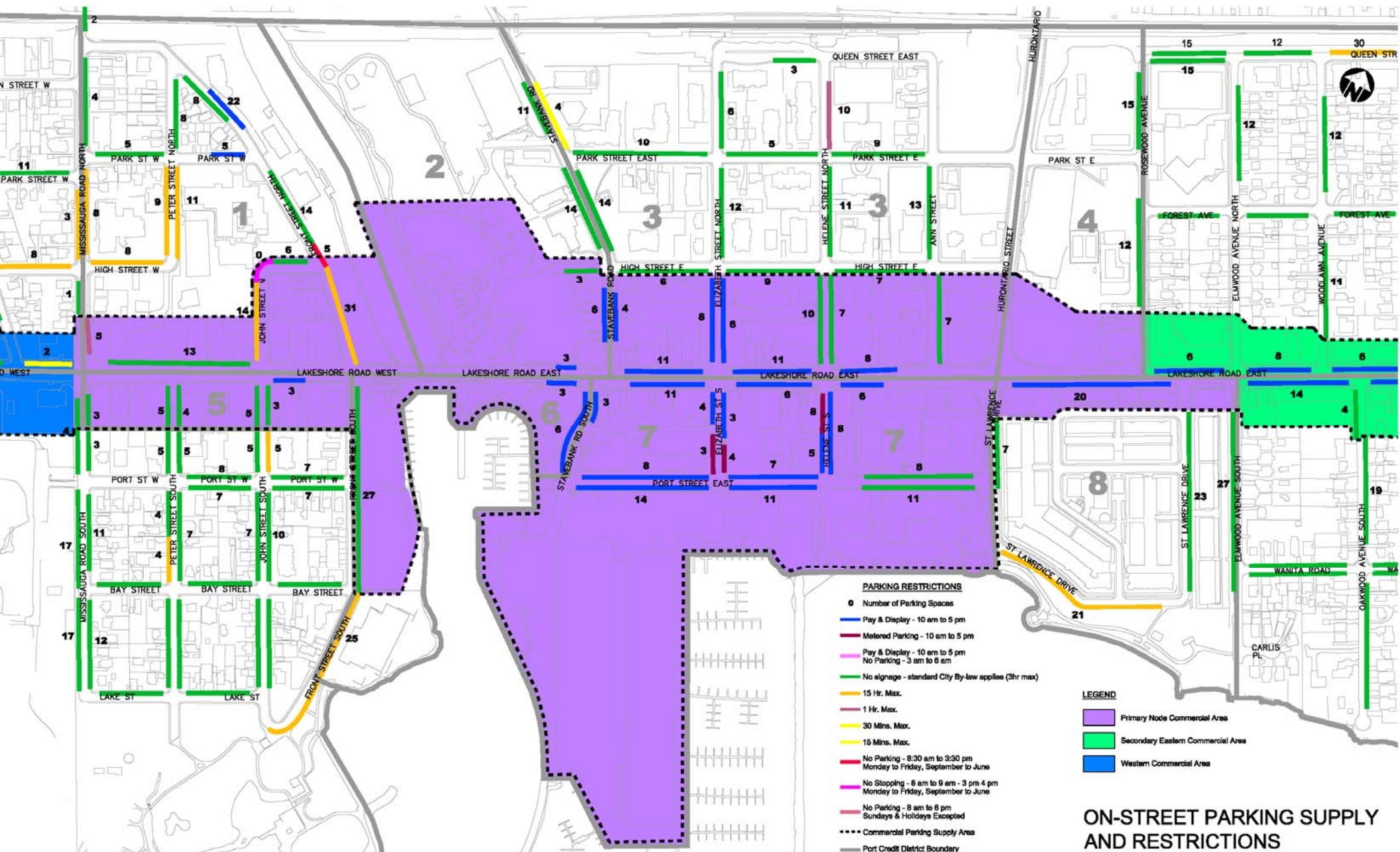
Phase II Parking Strategy – Port Credit & Lakeview | Planning & Development Committee | June 24, 2013

Lakeview - Existing Conditions

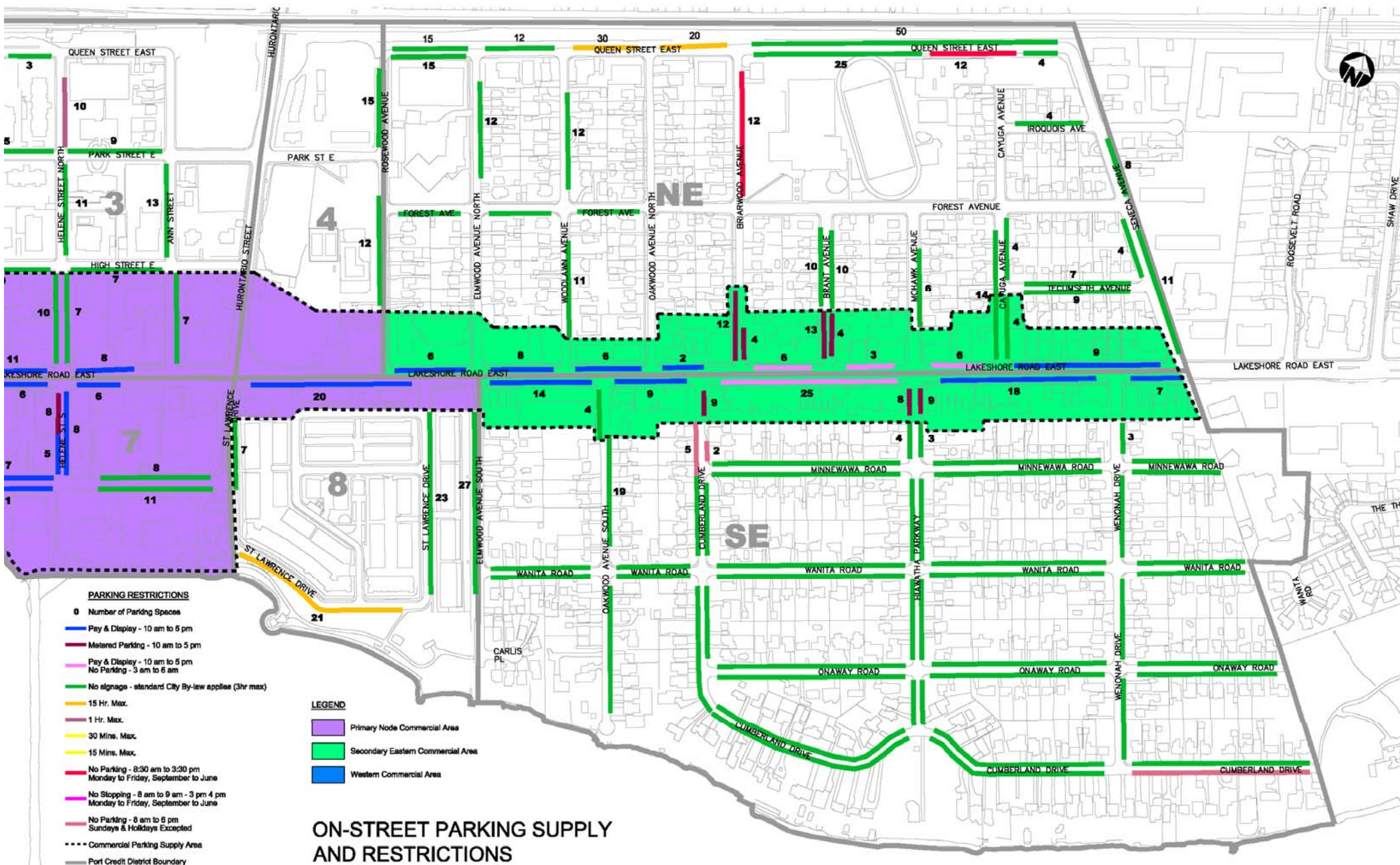
Area Context



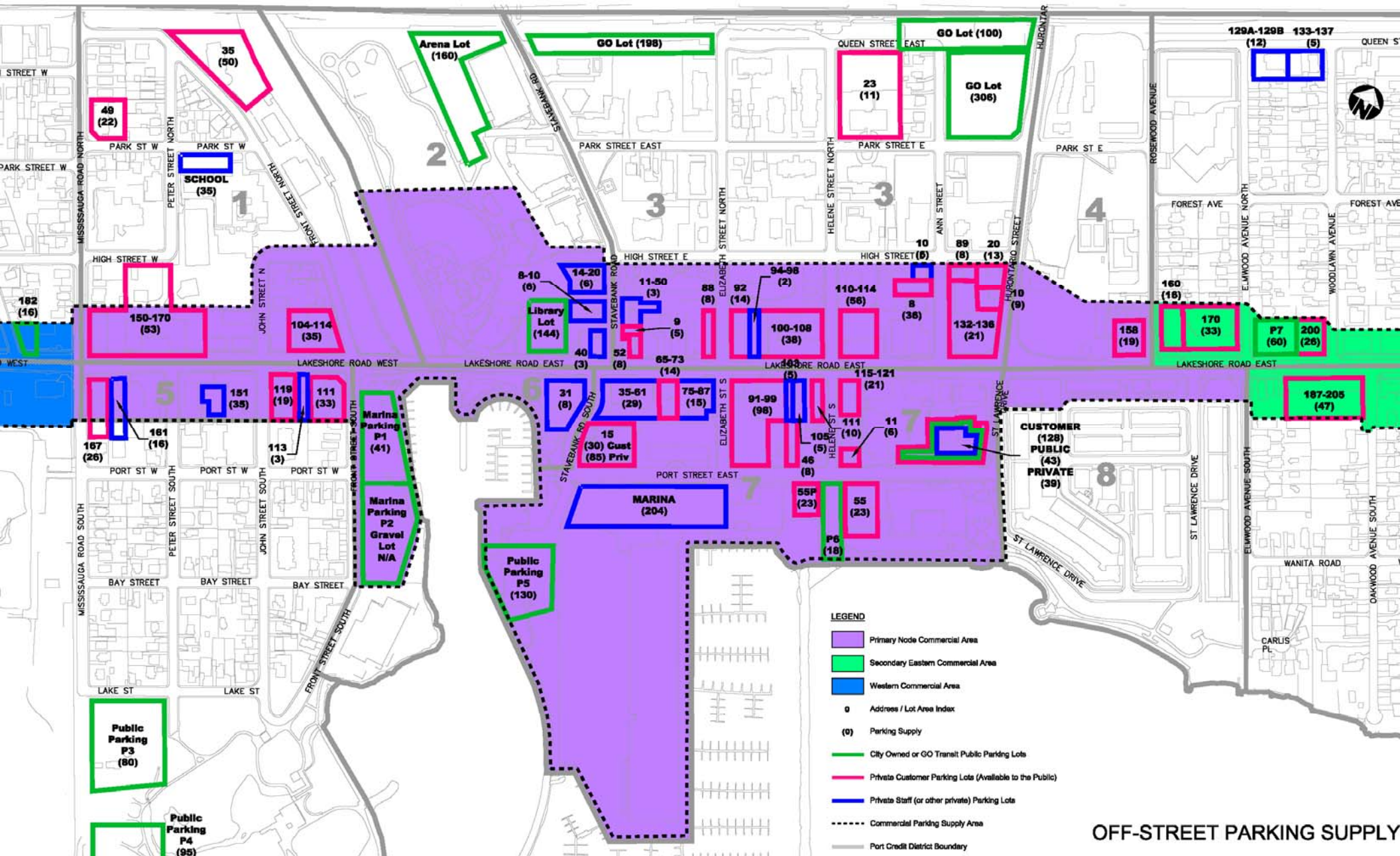
Parking Supply – On-Street



Parking Supply – On-Street

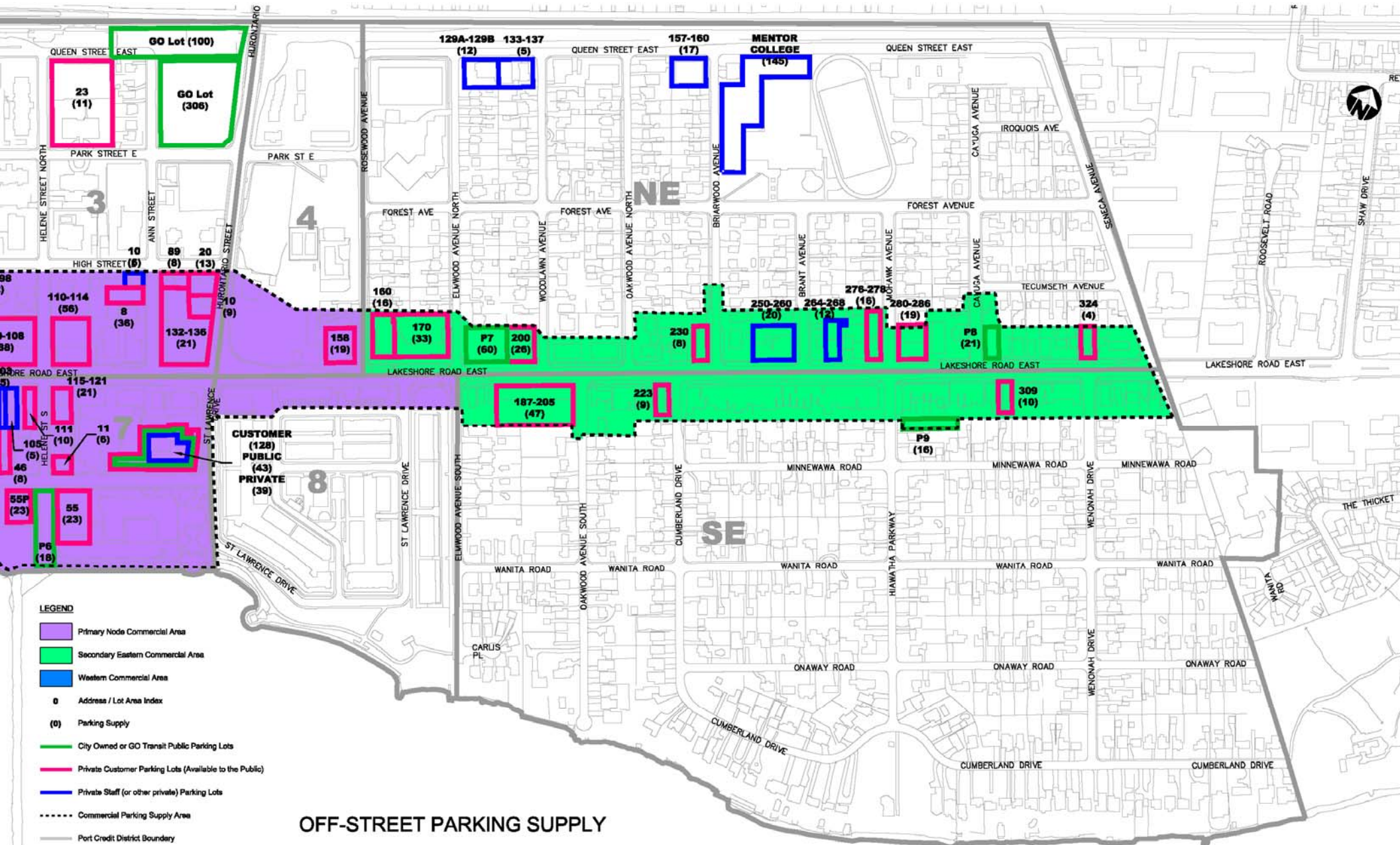


Parking Supply – Off-Street

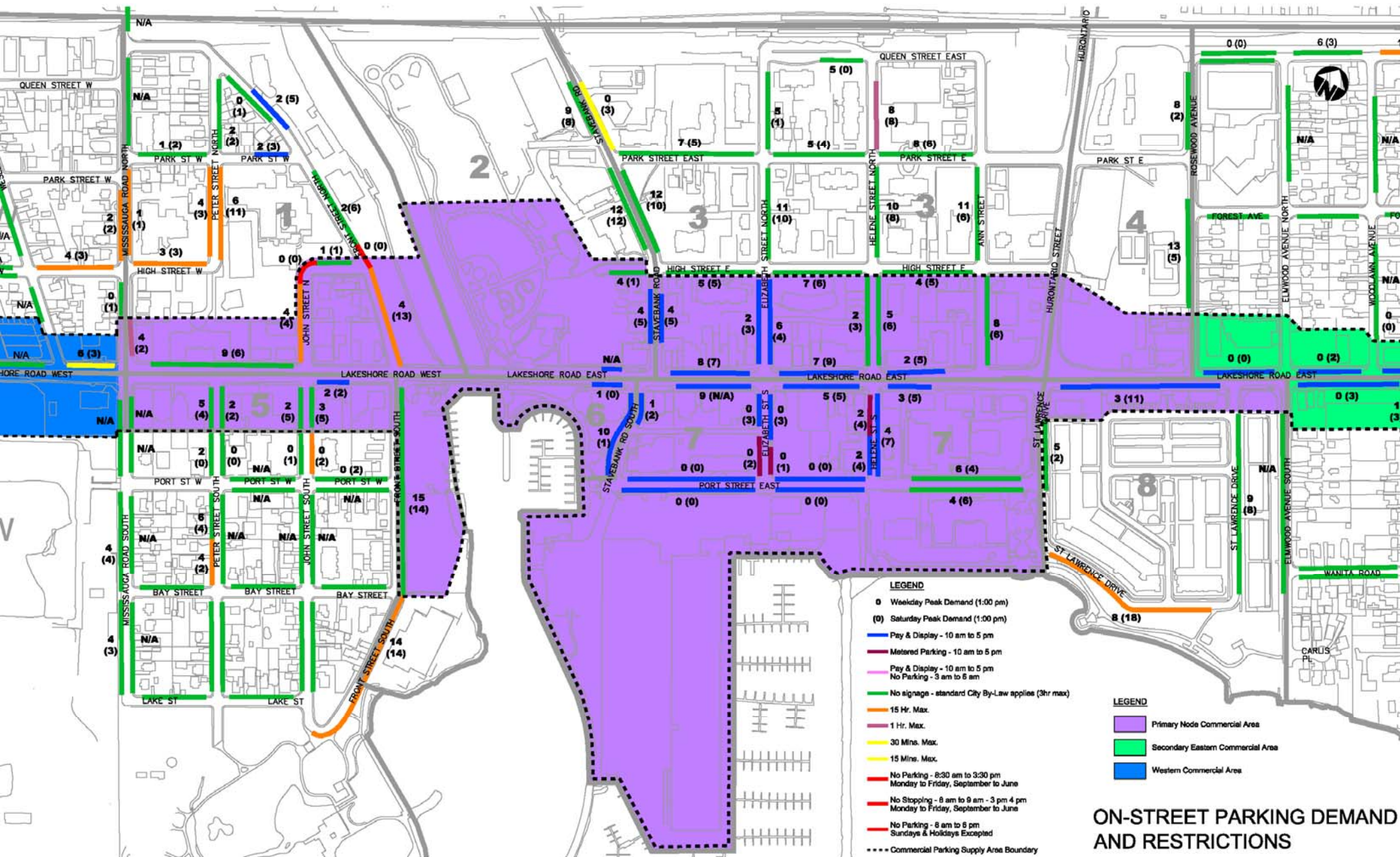


OFF-STREET PARKING SUPPLY

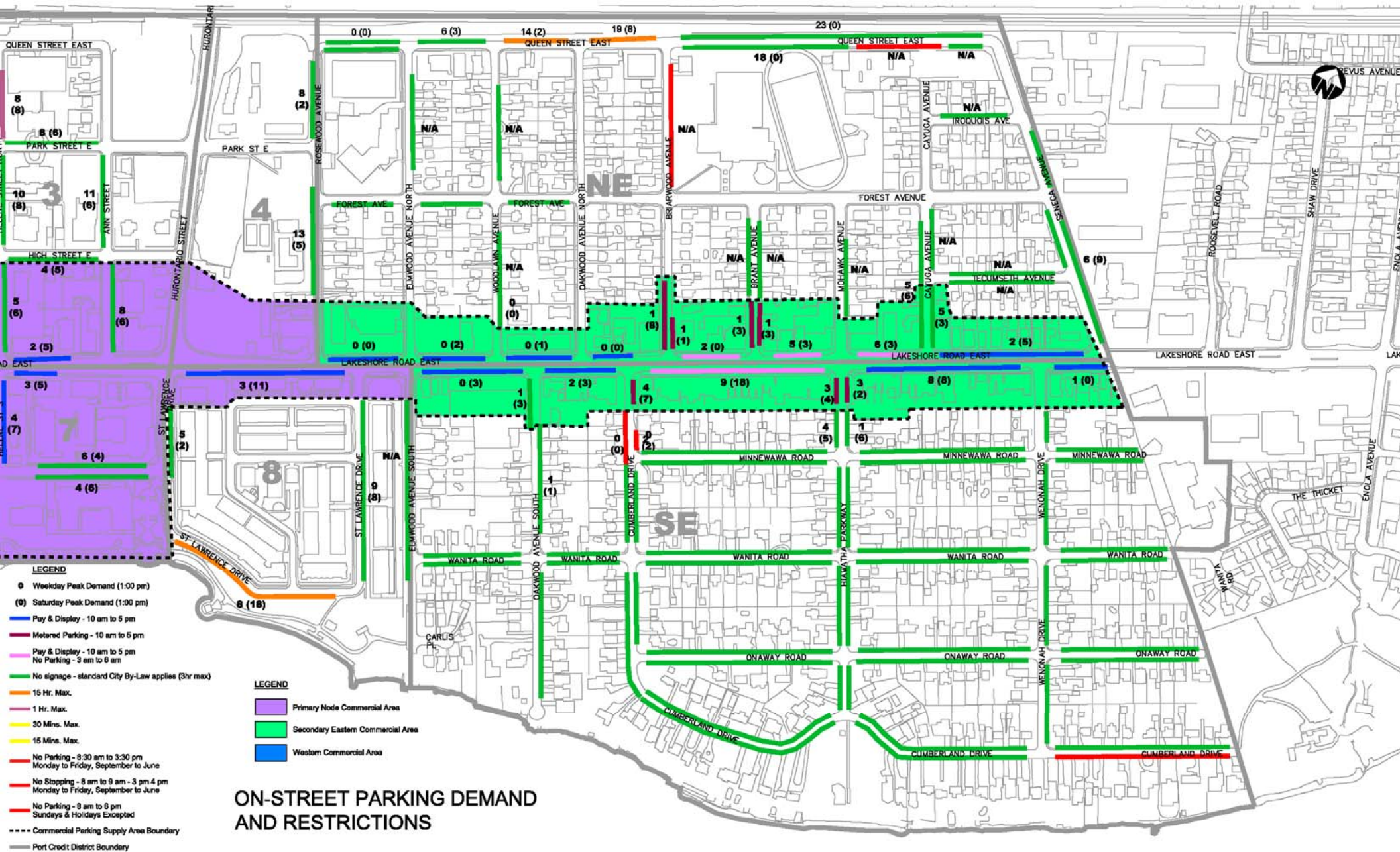
Parking Supply – Off-Street



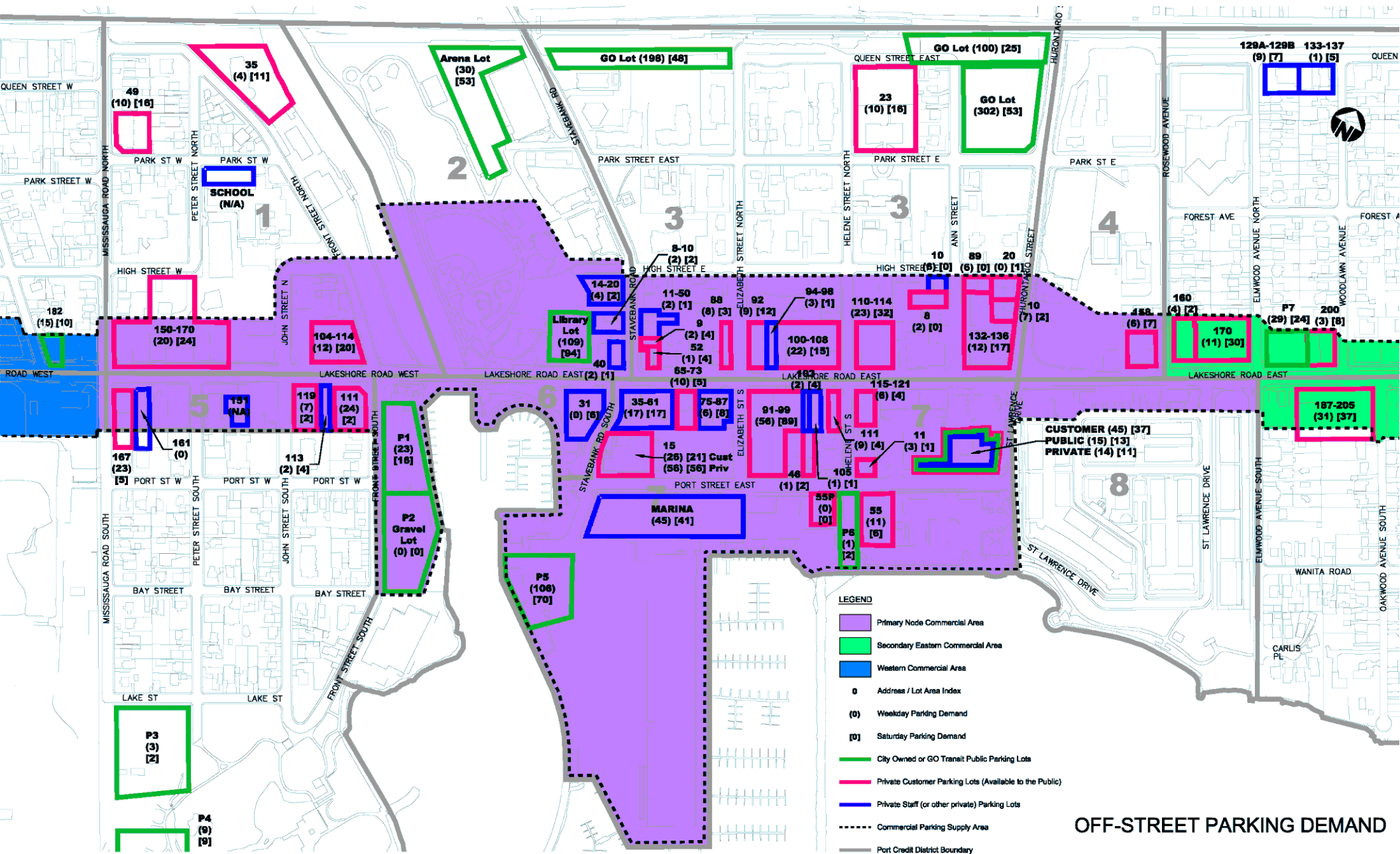
Parking Demand – On-Street



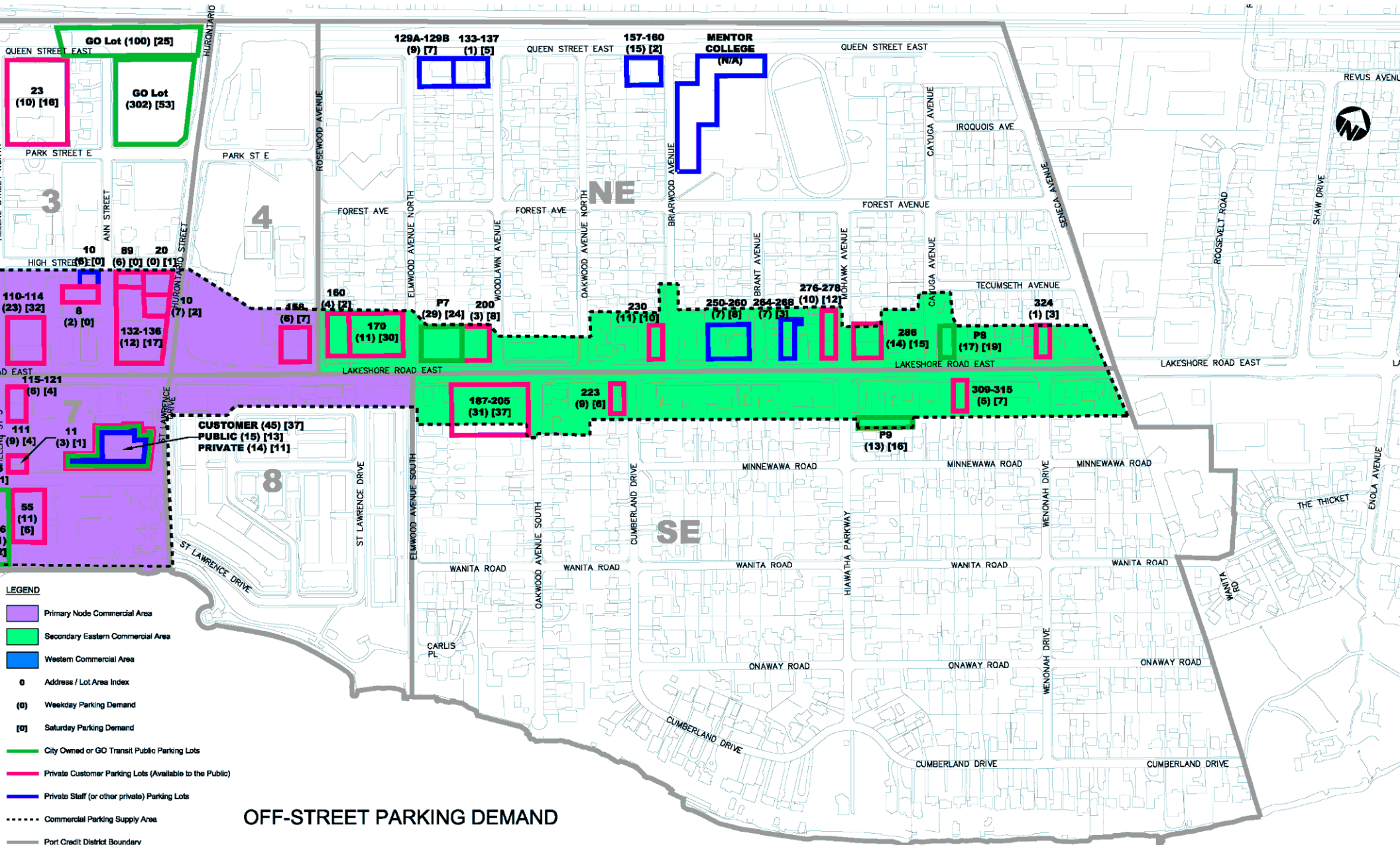
Parking Demand – On-Street



Parking Demand – Off-Street



Parking Demand – Off-Street



Existing Conditions – Zoning By Law Requirements

Use	Zoning Requirement
Condominium Apartment Dwelling	1.00 resident space per bachelor unit 1.25 resident spaces per one-bedroom unit 1.40 resident spaces per two-bedroom unit 1.75 resident spaces per three-bedroom unit 2.00 resident spaces per three-bedroom unit 0.20 visitor spaces per unit
Office	3.2 spaces per 100 m ² of GFA ¹
Medical Office	6.5 spaces per 100 m ² of GFA
Retail Store (in a C4 Zone)	4.0 spaces per 100 m ² of GFA
Restaurant (in a C4 Zone)	9.0 spaces per 100 m ² of GFA in a C4 zone
Warehousing (Single Occupancy Building)	1.1 spaces per 100 m ² of GFA up to 6975m ² 0.6 spaces per 100 m of GFA over 6975m ²
Marina	0.6 spaces per slip or berth
Art Gallery	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