Corporate Report

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DATE: June 4, 2013

TO: Chair and Members of Planning and Development Committee
Meeting Date: June 24, 2013

FROM: Edward R. Sajecki
Commissioner of Planning and Building

SUBJECT: **Mississauga Parking Strategy – Phase II: Port Credit and Lakeview**

RECOMMENDATION:

1. That the report titled *Mississauga Parking Strategy – Phase II: Port Credit and Lakeview* dated June 4, 2013, from the Commissioner of Planning and Building, be circulated to stakeholders within the Port Credit and Lakeview communities for comment.

2. That the Transportation and Works Department undertake feasibility studies to confirm future public parking garage locations in Port Credit.

3. That the Transportation and Works Department initiate the development of a business plan for existing and future parking development and operations; including a capitalization, financial and implementation plan, for Port Credit and Lakeview.

REPORT HIGHLIGHTS:

- Phase II of the Mississauga Parking Strategy was completed for Port Credit and the Lakeshore Road East corridor in Lakeview. Phase II builds upon the results of Phase I and supports the City's parking goals of good urban design, economic development and sustainable transportation;

- A key component in both the Phase I and II Strategies is to create economic value for the use of parking facilities, by establishing a pay for parking environment. A self-sustaining parking management system, whereby capital costs and operating costs are covered by the fees collected, is the long term goal;

- For Port Credit, the strategy recommends providing an additional 100-200 parking spaces with the logical first garage location on the Port Credit Public Library site. The study identifies potential for a new public garage in the eastern area and consideration for public parking on the Imperial Oil site. Changes to the parking management and operational system are also recommended;

- For the Lakeshore Road East corridor, the strategy recommends the City take on a more active role in providing future commercial parking supply to foster the emerging mainstreet. A reasonable long term goal is to achieve 40% of the future commercial parking supply as public parking or approximately 660 spaces (on-street and off-street spaces);

- To provide a parking garage in Port Credit and take a more active role in the provision of public parking in Lakeview, there will be significant financial impacts to the City. In order to proactively plan for these undertakings, the City will need to undertake feasibility studies and increase parking revenues (e.g. the introduction of paid parking in municipal off-street lots in Port Credit and an increase to on-street parking fees) and use other tools (i.e. utilizing PIL funds to purchase properties; partnering with the private sector as part of development requirements; and through Section 37 Bonusing provisions) to achieve additional municipal parking;

- Reduced Zoning By-law parking requirements are recommended for mainstreet type commercial uses in Port Credit and Lakeview, and for apartments around the Port Credit GO station. New bicycle, shower and change room provisions are also recommended;

- To encourage the adaptive reuse of historic buildings, it is recommended that buildings on properties designated historically significant under the *Ontario Heritage Act*, be exempt from parking requirements, if certain criteria are met. In addition, reduced Zoning By-law requirements for cultural uses such as art galleries, museums and offices for cultural organizations are recommended;

- The strategy outlines recommendations related to the effective planning and delivery of parking services such as modifying existing City practices to ensure more proactive financial planning and ensuring all off-street paid parking lots are under the management of the Transportation and Works Department.

BACKGROUND:

Mississauga recognizes that parking policy and management can help shape communities and achieve a variety of city-building objectives. Phase I of the Mississauga Parking Strategy, adopted by City Council in early 2009, explained how parking policy can contribute to creating a 21st Century City and established the following goals:

- To support good urban design by contributing to the creation of a walkable environment with a compact urban form;
- To foster economic development through strategic public investment; and
- To implement Transportation Demand Management (TDM) policies and techniques which influence commuter mode choice and support existing and future transit investment.

In addition, based on recommendations in Phase I, new policies were incorporated into Mississauga Official Plan to set the context for the city's parking philosophy, transitioning from a suburban to an urban parking paradigm. A key component of this paradigm shift is to create economic value for the use of parking facilities by establishing a pay for parking environment. A self-sustaining parking management system, whereby capital costs and operating costs are covered by the fees collected, is the long term goal.

Although Phase I focused on the Downtown area, the new policies and management solutions also set a framework for parking policy to

ensure the continued success and creation of vibrant, mixed-use pedestrian-oriented mainstreet areas such as Port Credit and Lakeview.

Mississauga Parking Strategy – Phase II: Port Credit and Lakeview (attached under separate cover) continues to implement the new parking policies and management solutions, including pay for parking, established in Phase I.

The purpose of Phase II is as follows:

- To bring forward a detailed parking management plan for Port Credit that recognizes the area's unique characteristics and contributes to realizing the "Evolving Urban Village" vision developed through the draft Local Area Plan;
- To provide strategic parking policies that will set the parking framework and help to foster the emerging mainstreet for the Lakeshore Road East corridor; and
- Address an action item identified in the *Mississauga Culture Master Plan* "to understand the barriers to cultural development created by parking and how they can be addressed by more flexible parking strategies".

BA Group was retained to undertake Phase II. Various community stakeholder groups were consulted early in the process to explain the purpose and objectives of the strategy, gather preliminary information, and to identify key parking concerns. These groups included the Port Credit Business Improvement Association, Port Credit and Lakeview Local Advisory Panels, and cultural groups with representation from Mississauga Arts Council, Mississauga Waterfront Festivals, Visual Arts Mississauga, Mississauga Choral Society, various artists, architects and ratepayer groups.

In addition, cross-departmental working and steering committees were established.

Staff are requesting permission to:

- formally circulate the strategy to stakeholders within the Port Credit and Lakeview communities for comment;
- initiate feasibility studies to evaluate the potential to construct parking garages and lots at specific locations; and
- initiate a business plan for the entire Port Credit and Lakeview parking program including existing and future parking and operations.

COMMENTS:

Summary of Conclusions and Recommendations

This report presents the key conclusions and recommendations of the *Mississauga Parking Strategy – Phase II: Port Credit and Lakeview,* prepared by BA Group. Appendix A provides a detailed list of the conclusions and recommendations.

Port Credit

The existing public parking supply in Port Credit is sufficient to meet the current daily parking demand in the area, however, due to a variety of initiatives and redevelopment proposal, there is a potential need to provide an additional 100 - 200 public parking spaces. The strategy identifies potential public parking garage locations for consideration, with the first logical location on the Port Credit Library parking lot. Feasibility studies need to be undertaken to confirm future parking garage locations.

The strategy also recommends introducing on-street paid parking on additional streets and in existing public parking lots to better manage the existing supply and to generate additional revenue to fund future parking improvements. The implementation of this recommendation should be considered immediately to ensure the City is financially prepared to address future parking needs.

Lakeview

There is minimal public parking within the Lakeshore Road East corridor. To foster the emerging mainstreet, the City should take on a more active role in providing future commercial parking supply. A

reasonable long term goal is to achieve 40% (roughly the equivalent of the proportion in Port Credit) of the future commercial parking supply as public parking. This can be achieved by implementing on-street parking along Lakeshore Road East in the short term and in the long term acquiring two to three strategically located sites for public parking lots.

Zoning By-law Considerations

Parking surveys undertaken by BA Group in the Port Credit commercial area confirm that the existing Zoning By-law parking requirements are excessive. The strategy recommends reducing existing parking standards for mainstreet type commercial uses in Port Credit and Lakeview (see Appendix A for a detailed list). The strategy also recommends a reduction in the parking standards for apartments within the vicinity of the Port Credit GO station and a revised shared parking schedule.

Cultural Use Considerations

To help encourage cultural development and the location of cultural uses, the strategy recommends reduced parking standards for art galleries, museums and offices for cultural organizations. In addition, to support the adaptive reuse of historic buildings, it is recommended that buildings on designated heritage properties be exempt from parking requirements, subject to certain criteria.

Bicycle Parking Considerations

To encourage the use of other modes of transportation, bicycle parking standards and shower and change room requirements should be added to the Zoning By-law for Port Credit and Lakeview.

Financial Considerations for Port Credit

The approximate cost of a 200 space parking structure in Port Credit is $7.0 million, assuming it is an above grade garage with grade level commercial space. Given the capital budget does not include funding for a parking structure, and the balance in the Port Credit PIL account will not cover this cost, the strategy recommends increasing parking

revenues. These increased revenues will also help in funding future capital repair and operating costs for existing parking facilities and support TDM initiatives.

Payment-in-Lieu of Off-Street Parking Considerations

To foster and provide municipal parking, additional revenue generated through the recommended increases in the paid parking program should be deposited in the Port Credit PIL account. A separate PIL account should be established for the Lakeview area given the expected increase in development in the Lakeshore Road East corridor.

General Management and Parking Operation Considerations

The strategy suggests short and long term recommendations to improve the management and delivery of municipal parking. For example, in the short term, practices should be modified to ensure more proactive financial planning and confirm all off-street paid parking lots are under the management of the Transportation and Works Department. In the longer term, an organizational structure such as a Transportation Management Association (TMA) may become desirable. TMAs not only own, develop and operate parking facilities but also develop and implement TDM strategies and programs.

Action Plan

An Action Plan has been prepared outlining the timing for the various recommendations to assist in the implementation (Appendix B: *Figure 14, Action Plan*).

Coordination With Other Studies

There are a number of other studies, such as the Waterfront Parks Strategy, Inspiration Lakeview, Inspiration Port Credit and the Hurontario-Main Street Light Rail Transit Project that will be reviewed as part of the implementation of the recommendations.

Next Steps

Stakeholder Consultation

A meeting will be arranged with the Port Credit BIA, Port Credit and Lakeview Advisory Panels and the culture groups, where BA Group will present the strategy and answer questions. An open house will also be organized for the general Port Credit and Lakeview communities. The public engagement is anticipated in September, 2013. Stakeholders will also be directed to the following web site to view the full parking strategy:

http://www.mississauga.ca/portal/residents/planningreports2013

After public input is obtained and reviewed, a report on comments and the final strategy will be presented to City Council for endorsement.

Feasibility Studies and Business Plan

The recommendations will be validated through site specific feasibility studies and the development of business plans for parking operations in Port Credit and Lakeview. The target for completion of the feasibility studies and business plan is the end of 2014 as indicated in the Action Plan (Appendix B).

The Transportation and Works Department will provide a preliminary cost estimate for the construction of site specific parking facilities, at the conclusion of stakeholder consultations.

Mississauga Parking Strategy – Phase III

Phase III of the *Mississauga Parking Strategy: Zoning By-law Parking Standards Review* is accommodated in the 2013 budget approved by City Council and is scheduled to commence in the Fall of 2013. The purpose of Phase III is twofold: to move to a more urban context with respect to parking requirements by aligning required parking with the new urban hierarchy in Mississauga Official Plan; and to implement a gradual reduction in parking supply requirements as transit increases in areas such as Nodes and Intensification Corridors.

STRATEGIC PLAN: The conclusions and recommendations of the *Mississauga Parking Strategy – Phase II: Port Credit and Lakeview* are consistent with and respond to four of the Strategic Pillars for Change in the City's Strategic Plan: namely, Developing a Transit-Orientated City; Completing Our Neighbourhoods; Cultivating Creative and Innovative Businesses; and, Living Green.

FINANCIAL IMPACT: Recommendations resulting from Phase II of the *Parking Strategy: Port Credit and Lakeview* could have a significant financial impact, depending on future City Council decisions.

The strategy presents two key recommendations for financing the Port Credit parking operation. The first is to set a monetary goal to fund a future parking garage; and, second to increase parking revenues to help finance existing and future parking and TDM initiatives. Immediate consideration should be given to implementing the revenue generating recommendations, most importantly, the introduction of paid parking in all municipal off-street lots that service the main commercial area. Given that the capital budget does not include funding for a parking structure in Port Credit, this proactive approach will help to ensure the City is financially prepared to address future parking needs.

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

The feasibility studies and business plan will be a component of this process and will validate the revenue and cost assumptions.

CONCLUSION:

Mississauga Parking Strategy – Phase II: Port Credit and Lakeview recommend new parking policies and management approaches for Port Credit and for Lakeshore Road East. In addition, there are recommendations for: Zoning By-law amendments related to parking standards including, cultural uses and bicycle parking; financial considerations; and general management and operational approaches. From a financial perspective, the strategy provides a basis for the creation of a business plan for implementing the recommendations related to Port Credit; and strategic guidance for the implementation of municipal shared parking resources in Lakeview.

Prior to finalizing the strategy, feedback from Planning and Development Committee and from community stakeholders will be obtained and reported on at a future meeting in early 2014. During the consultation period, the Transportation and Works Department will begin preparing detailed business plans for the creation of future parking, existing parking and operations. This will include capitalization, financial and implementation plans, for both Port Credit and Lakeview.

ATTACHMENTS:

Under separate cover: *Mississauga Parking Strategy – Phase II: Port Credit and Lakeview*, dated April, 2013, prepared by BA Group Transportation Consultants.

APPENDIX A: Key Conclusions and Recommendations - Phase II Parking Strategy for Port Credit and Lakeview

APPENDIX B: *Figure 14, Phase II Parking Strategy Action Plan*

APPENDIX C: *Figure 11, Potential Opportunities for New Municipal Parking*

APPENDIX D1 & D2: *Figures 6a and 6b, Municipal Off-Street Parking Supply*

Edward R. Sajecki
Commissioner of Planning and Building

Prepared By: Teresa Kerr, Policy Planner

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Key Conclusions and Recommendations - Phase II Parking Strategy for Port Credit and Lakeview	
Subject Area	**Conclusions and Recommendations**
Port Credit – Parking Supply	• Currently, the existing public parking supply in Port Credit is sufficient to meet the regular peak demand in the area; • In the longer term, due to a variety of initiatives and redevelopment proposals, some public parking spaces may be eliminated and new parking demand added. The City should proactively plan to provide additional public parking and establish an initial goal of 100-200 new public spaces in the Port Credit Primary Node Commercial Area to offset future changes to the parking supply; • The first and most crucial step in developing the plan is to review the feasibility of new public parking garages and lots. Potential locations (Appendix C: Figure 11, Potential Opportunities 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; • A logical first garage location is on the Port Credit Public Library parking lot. The City already owns the property, the site is well located in the centre of the node, and the location can provide the required number of spaces and grade-related commercial space along Lakeshore Road;

Key Conclusions and Recommendations - Phase II Parking Strategy for Port Credit and Lakeview	
Subject Area	**Conclusions and Recommendations**
	• Minimal change is expected to the parking situation east of Rosewood Avenue in the short to medium term. If public parking is lost in this area, the City should investigate opportunities to replace it to maintain a good level of service. A new public parking garage could be constructed on the Elmwood surface lot and adjacent LCBO store site in conjunction with new grade-related commercial space; • The City should consider developing a new surface lot on the Imperial Oil lands in the vicinity of Port Street and Mississauga Road to provide parking for Clarke Hall and J.C. Saddington Park and provide land for a potential future garage; and • The City should convert the following existing free on-street parking areas into paid parking: - the high-density area north of Lakeshore Road East; - along Front Street north and south; - along Queen Street in the vicinity of Mentor College; and - along Rosewood Avenue.
Lakeview - Parking Supply	• The City should seek to play a significant role in the provision of shared public parking resources in the Lakeshore Road corridor. A reasonable long-term goal for Lakeview would be to achieve a 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 (275 on-street and 385 off-street) in the area; • A short term goal should be to implement on-street parking along Lakeshore Road East and on side streets; • Two to three strategically located sites should be identified along the Lakeshore Road East corridor that could provide at least 100 surface parking spaces but also have the potential to expand to include future above or below grade garages with grade-related commercial space;

Key Conclusions and Recommendations - Phase II Parking Strategy for Port Credit and Lakeview	
Subject Area	**Conclusions and Recommendations**
	• To achieve the off-street parking, use the payment-in-lieu (PIL) of off-street parking funds, partner with the private sector and utilize Section 37; and • In the Inspiration Lakeview area, ensure all new public streets are carefully assessed to optimize on-street parking.
Zoning By-law Considerations	• Observed peak commercial parking demand is below current Zoning By-law requirements. It is recommended that the City reduce parking standards in the Zoning By-law for mainstreet type commercial uses in "C4 zones" in Port Credit and Lakeview as follows: - 3.0 spaces/100 m2 GFA for retail, personal service, repair establishments, art galleries and museums; - 4.85 spaces/100 m2 GFA for financial institutions, real estate offices and medical offices; and - 3.0 spaces/100 m2 GFA for office uses; • Reduced Zoning By-law parking requirements are recommended for apartments near the Port Credit Mobility Hub within an approximate 500 metre (1,640 ft.) radius or ten-minute walking distance from the GO Station. The reduced requirements should match those used in Downtown Mississauga: a minimum 1.0 space/unit for residents; and 0.15 space/unit for visitors. The reduced parking supply rate zone should be extended in the future once the LRT is in operation; and • A revised shared parking schedule in the Zoning By-law is recommended to better reflect the variations in demand found in mainstreet areas at different times of the day.
Cultural Use Considerations	• Reduced Zoning By-law requirements are recommended for art galleries, museums and offices for cultural organizations (see Zoning By-law Considerations);

Key Conclusions and Recommendations - Phase II Parking Strategy for Port Credit and Lakeview	
Subject Area	**Conclusions and Recommendations**
	• The reuse of heritage buildings is currently supported by allowing PIL to be utilized. To further encourage the adaptive reuse of heritage sites, a parking and PIL exemption could be implemented for buildings that are on properties designated historically significant under the *Ontario Heritage Act*, with certain restrictions e.g. new floor area added through an addition, alteration or extension; or if the existing floor area is replaced, would not be considered for an exemption to parking; • Special events should continue to be supported by effectively managing the parking supply outside of the Primary Node Commercial Area. To promote the use of periphery lots, the City or BIA, could offer a free shuttle to/from these lots in order to ensure access is convenient; and • The Transformative On-street Parking Space project should continue to be supported, allowing the conversion of on-street parking spaces to be used for alternative uses, such as; patios, public art and bicycle parking, in the summer months.
Bicycle Parking Considerations	• Bicycle parking standards should be added to the Zoning By-law for Port Credit and Lakeview as follows: - Office Uses – 0.17 spaces/100 m2 GFA for staff parking plus 0.03 spaces/100 m2 GFA for visitor parking; - Retail Uses – 0.085 spaces/100 m2 GFA for staff parking plus 0.25 spaces/100 m2 GFA for visitor parking; - Other Uses – 4% for staff and 4% for visitors; and - Apartments – 0.60 resident spaces/unit and 0.15 visitor spaces/unit; • For smaller renovations and redevelopments (offices less than 2,500 m2 (26, 910 sq.ft.) and retail developments less than 1,500 m2 (16,150 sq.ft.)), a bicycle parking exemption is recommended;

Key Conclusions and Recommendations - Phase II Parking Strategy for Port Credit and Lakeview	
Subject Area	**Conclusions and Recommendations**
	• For smaller developments, a cash payment option for visitor bicycle parking should be permitted. This will allow the City to deploy visitor bicycle parking in strategic areas, rather than having each development provide a small number of spaces in an uncoordinated fashion; • Shower and change room requirements for non-residential uses should be added to the Zoning By-law for Port Credit and Lakeview. The recommended standard relates to the number of employee bicycle spaces required. e.g. if less than 4 employee bicycle spaces are required no shower stall is required, if 5-29 employee bicycle spaces are required, 2 shower stalls are required; and • In order to provide bicycle parking facilities for existing development in Port Credit, approximately 180 spaces should be provided by the City, including an initial allocation of 120 visitor spaces and 60 staff spaces.
Financial Considerations for Port Credit	• A review of both the revenues and expenses associated with municipal public parking in Port Credit indicates that the City's on-street parking operates at a surplus of approximately $145,000/year while the off-street parking operates at a deficiency of approximately $125,000/year. These figures do not account for the initial capital investment; • 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, assuming it is an above grade garage with grade level commercial space at a cost of $35,000/space. (This figure does not include potential additional costs associated with the site requirements of specific locations.) The Port Credit PIL account balance ($2.5 million) is not sufficient to cover this cost. A feasibility plan and business case should be developed to finance the portion of the garage (approximately $4.5 million) that cannot be covered by the PIL account;

Key Conclusions and Recommendations - Phase II Parking Strategy for Port Credit and Lakeview	
Subject Area	**Conclusions and Recommendations**
	• The current net surplus generated by the municipal 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. Therefore, parking revenues in Port Credit will need to increase in order to fund the future garage on a break even basis; • To plan for future parking facilities, generate revenue to fund future capital repair costs for existing parking facilities and fund Transportation Demand Management initiatives in Port Credit, the following should be implemented as soon as possible: - increase existing on-street parking rates from $1.00 to $1.50/hour; - implement paid parking in off-street lots serving the main commercial area, at a rate of $1.00/hour (Appendix D1 and D2: Figures 6a and 6b, Municipal Off-Street Parking Supply); - implement monthly parking in the off-street lots at $120/month; - add more on-street pay for parking zones as previously described; - introduce paid parking, at a rate of $2.00/day, on the City-owned unopened road allowance adjacent to the Port Credit GO Station, when the lease of this land to Metrolinx expires in 2016; and - expand the time periods for paid parking to include weekday evenings to 9 pm and Sundays from 10 am to 6 pm; and • A revenue analysis undertaken by BA Group suggests that approximately $400,000/year can be raised by the above noted recommendations. This estimate will need to be confirmed through the development of a business plan for the Port Credit parking program.
Payment-in-Lieu of Off-Street Parking Considerations	• The additional revenue noted above should be deposited into the Port Credit payment-in-lieu (PIL) of off-street parking account;

Key Conclusions and Recommendations - Phase II Parking Strategy for Port Credit and Lakeview	
Subject Area	**Conclusions and Recommendations**
	• It is recommended that the PIL program continue to be supported and encouraged in Port Credit and Lakeview in order to foster and provide municipal parking. Given the expected increase in development in the Lakeshore Road East corridor, it is recommended that a separate PIL account be established for Lakeview; and • PIL values should reflect the estimated cost incurred by the City to provide shared public parking resources including surface, above and below grade spaces.
General Management and Parking Operation Considerations	• If pay for parking is introduced at the Port Credit Library parking lot, as per the Corporate Policy on Employee Paid Parking and Commuter Options, the City should implement paid parking for the Port Credit Library staff; • 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 where there are public parking resources; - ensure all off-street paid parking lots are under the management of the Transportation and Works Department; - develop a regular communications and marketing program for each area; and - develop a business plan for future parking development and operations, including a capitalization and financial plan; and • In the long term, a distinct organizational structure, such as a Transportation Management Association (TMA), may become desirable to manage the City's public parking operation. More sophisticated TMAs not only own, develop and operate parking facilities (functions typically associated with a Parking Authority), but also develop and implement TDM strategies and programs.

Key Conclusions and Recommendations - Phase II Parking Strategy for Port Credit and Lakeview	
Subject Area	**Conclusions and Recommendations**
Action Plan	• An Action Plan has been prepared outlining the timing for the various recommendations to assist the City in implementation. (Appendix B: Figure 14, Action Plan)

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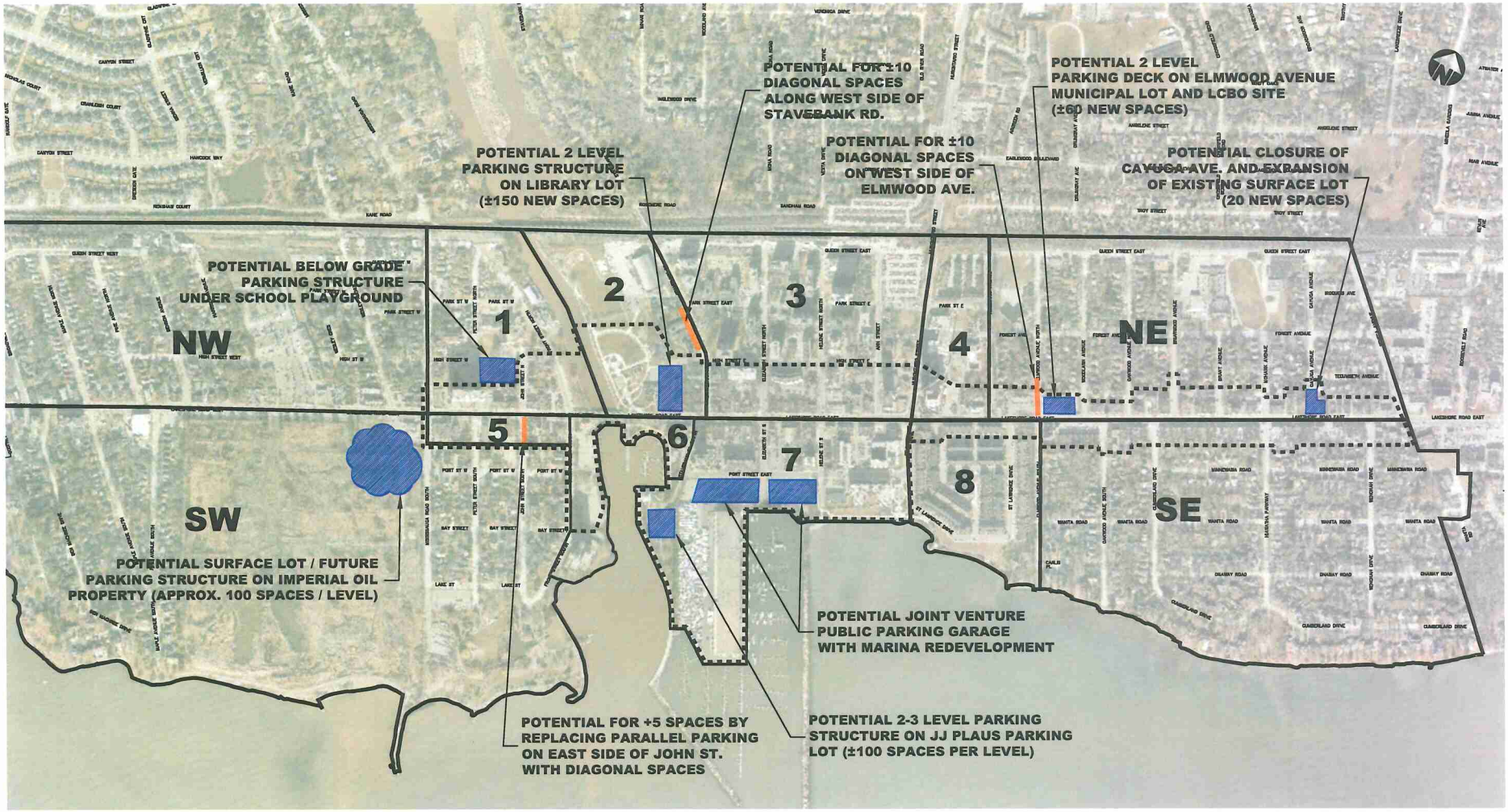
FIGURE 14: PHASE II PARKING STRATEGY ACTION PLAN

APPENDIX B

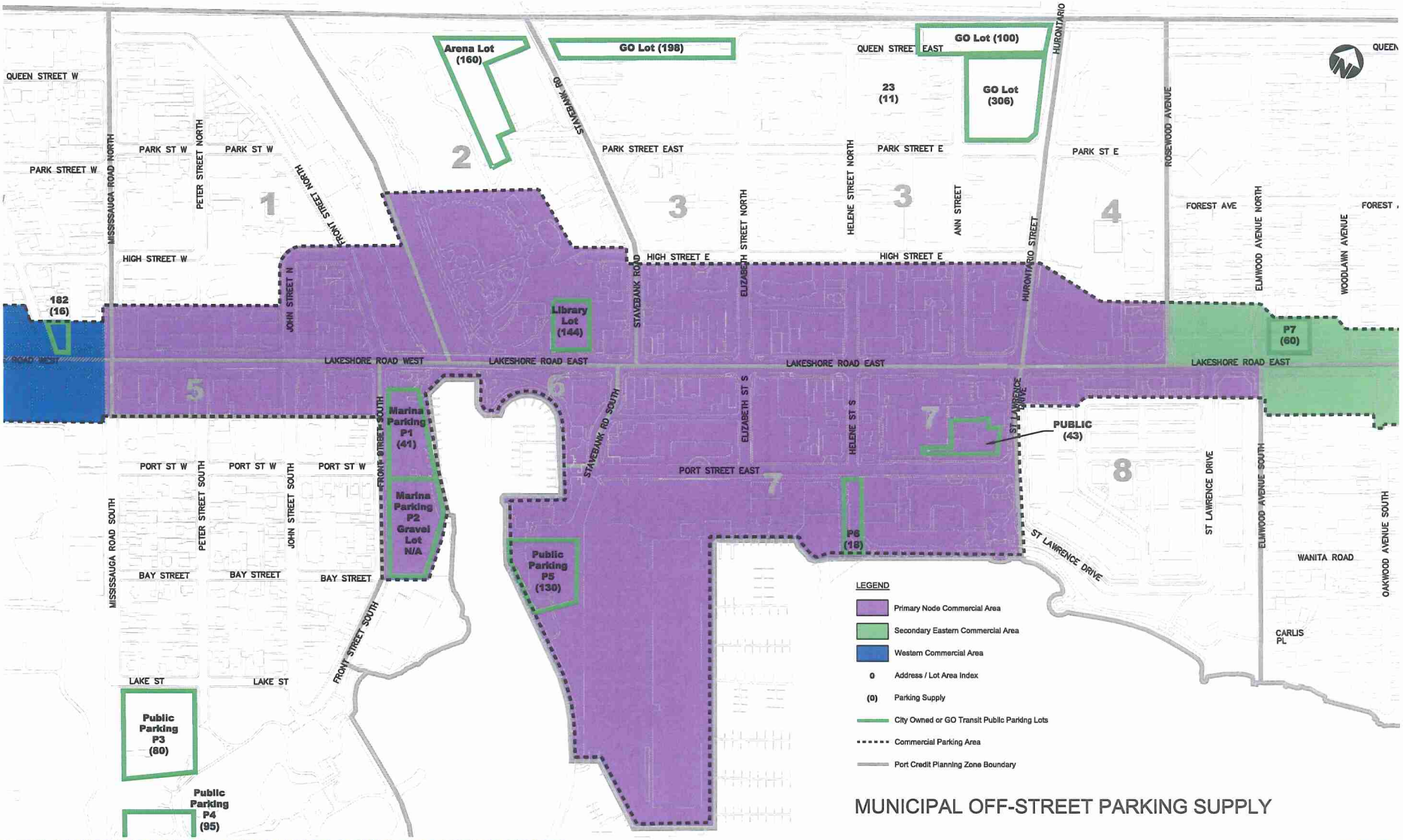
		2013	2014	2015	2016	2017+
1.	**Port Credit Parking Strategy**					
1.1	Implement additional on-street paid parking.	PLAN	IMPLEMENT			
1.2	Develop a plan to provide additional new municipal parking in the Primary Port Credit Commerical Area to support future development.	PLAN		ON-GOING IMPLEMENTATION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



POTENTIAL OPPORTUNITIES FOR NEW MUNICIPAL PARKING

Potential Locations for New Off-Street Parking Lots or Structures

Potential Locations to Increase On-Street Parking Supply



MUNICIPAL OFF-STREET PARKING SUPPLY

CITY OF MISSISSAUGA - PHASE II PARKING STRATEGY STUDY

MAY 2013

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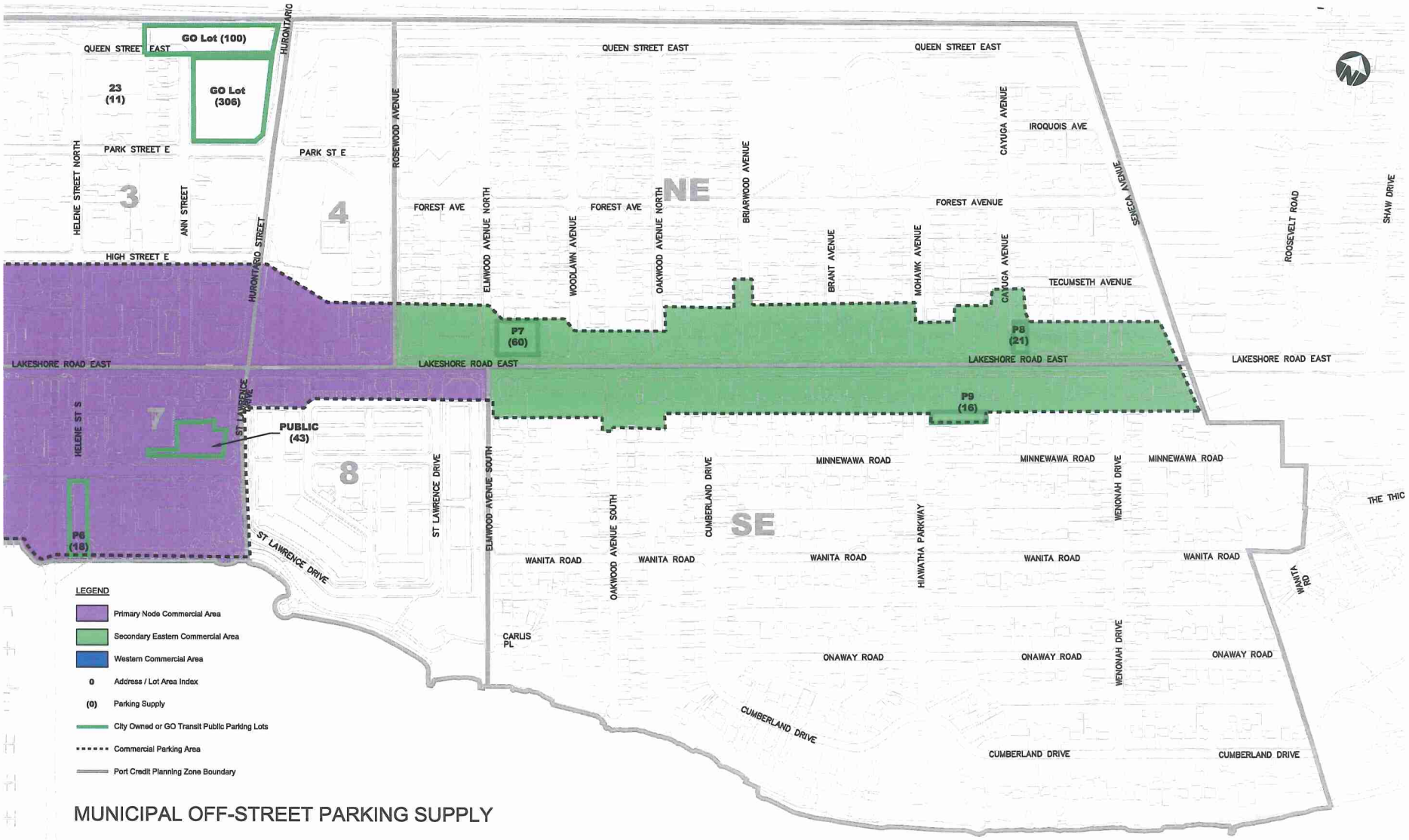
Figure 6a

APPENDIX D-1



MUNICIPAL OFF-STREET PARKING SUPPLY

CITY OF MISSISSAUGA - PHASE II PARKING STRATEGY STUDY

MAY 2013

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Figure 6b

APPENDIX D-2