

MEMORANDUM

DATE	August 27, 2020
TO	David Breveglieri, Development Planner, City of Mississauga
CC	Lakeview Community Partners Ltd.
SUBJECT	Lakeview Village Zoning By-law Parking Rate Reductions Justification
FROM	The Municipal Infrastructure Group Ltd. (TMIG)
PROJECT NUMBER	17201

Introduction

A Transportation Demand Management and Parking Strategy Report was prepared by TMIG, dated March 18, 2019, and was submitted in support of the proposed Official Plan and Rezoning applications for the future development of Lakeview Village. The site is proposed to contain approximately 8,050 residential units, and considerable office, institutional, retail, commercial, civic and green space. The Serson Innovation Corridor, along the eastern edge of the site, is planned to include approximately 148,209 m² of office and institutional space, plus a 3,340 m² Innovation hub and 5,323 m² Sustainability Centre. Lakeview Square is proposed to feature a vibrant mix of retail and restaurant spaces, plus ground-floor retail space is proposed to be incorporated into the residential blocks along Lakeview Square, Waterway Common, and The Marina character areas.

The City of Mississauga reviewed a proposed reduction in parking rates for residential and non-residential uses, as per Zoning By-law 0225-2007 and shared staff-supported rates in a memorandum, dated May 28, 2019. Glen Schnarr & Associates Inc. (GSAI) subsequently prepared a By-law to amend By-law Number 0225-2007, as amended. Reduced parking rates have been proposed for other land uses in Lakeview Village, such as around Lakeview Square, in order to support the goals of the Lakeview Village Development Master Plan (DMP), to create a comprehensive transportation framework which promotes multi-modal alternatives to reduce automobile dependency in a stable and sustainable way while promoting the creation of strong, clean, and healthy communities. The City of Mississauga reviewed the revised Zoning By-law and provided comments on the proposed parking rate reductions in a memo dated May 7, 2020, supporting additional reductions for office, residential apartment and visitor parking rates, possible reductions for commercial uses in Lakeview Square and opened discussions for accommodating surplus parking in a municipal structure. The proposed reductions were discussed in detail during a conference call with LCPL and City staff on June 26, 2020, with the City suggesting they may be supportive of additional parking rate reductions beyond those requested.

In view of the above, and to support the proposed parking provisions, TMIG has prepared this memorandum for the City of Mississauga's review and acceptance of proposed reduced parking rates of:

- **2.1 spaces / 100 m² GFA for Office use** in the Serson Innovation Corridor & Cultural Blocks (see **Section 5.1**);
- **3.0 spaces / 100 m² GFA for Commercial uses** in Lakeview Square (see **Section 5.2**), and;
- **1.0 spaces per unit for all Condominium and Rental Apartments, Back to Back and Stacked Townhouse Residential units** within RA5 Residential blocks (see **Section 5.3**). Visitor parking is proposed to remain at the staff-supported rate of 0.15 spaces per unit.
- **A co-mingled rate based on sharing Residential Visitor (0.15 spaces per unit) and Commercial (3.0 spaces / 100 m² GFA) parking rates for ground-floor retail** within higher density Residential Zones (see **Section 5.3**).
*Note: parking is to be provided to the local ground-floor commercial uses on a **shared use** basis, with the commercial demands utilizing the 0.15 spaces per residential unit visitor parking supply (unless 3.0 spaces / 100 m² GFA exceeds the 0.15 spaces / unit supply). The greater of the two rates will be compared to determine the parking supply for each residential block.*

The proposed reductions are consistent with discussions with City staff, as per the City's memo dated May 7, 2020, and the conference call on June 26, 2020. This memo will provide justification for these reduced parking space requirements based on municipal strategies, comparable rates, available and proposed parking supply, and the impacts of alternative transportation options including innovative Transportation Demand Management (TDM) strategies for the future Lakeview Village community.

Executive Summary

As part of the comprehensive parking strategy and associated Zoning By-law proposed for the Lakeview Village district, reduced parking rates are recommended for non-residential / employment uses including the office space in the Serson Innovation Corridor, commercial spaces in Lakeview Square, and ground-floor retail within residential buildings. An Innovation District presentation, prepared by Sasaki and dated May 4, 2020, presented parking scenarios at a rate of 2.1 car parking spaces per 100 m² Gross Floor Area (GFA) of office space in the Serson Innovation Corridor. The proposed Zoning By-law for Lakeview Village proposes a rate of 3.0 spaces per 100 m² GFA for Lakeview Square, reduced residential apartment rates, and a co-mingled rate based on the greater of either the commercial or residential visitor parking supply requirement for ground-floor commercial spaces in the RA5 higher density residential zones.

A review of municipal parking strategies in the City of Mississauga and surrounding comparable municipalities presented cases of parking rates being reduced in city centres, mixed-use developments, and in areas with high-quality transit available within a 500m walking distance. It is recommended that the City re-evaluate the designation of Lakeview Major Node from a 'Precinct 3' to 'Precinct 1' policy area as it exceeds the six criteria identified in the City's Parking Master Plan which supports reduced parking rates based on the (1) availability of transit, (2) walkability, (3) mixed-use areas, (4) high residential densities and lower than average vehicle ownership rates, (5) supply of public parking, and (6) established Transportation Demand Management (TDM) measures. Each factor contributes towards a justifiable reduction in parking rates in Lakeview Village.

The parking supply in Lakeview Village will be provided in the form of underground and above ground parking garages and podium parking within residential, commercial and office developments. A foundational element of the parking strategy rests on a proposed six-storey municipal parking garage within Block 20, in the southeast corner of the Lakeview Village community. The City's involvement in the provision of the parking facility is supported in the Port Credit and Lakeview Parking Strategy Report, prepared by BA Group for the City of Mississauga, dated June 2014, which recommends that the City aim to provide 40% of the overall commercial parking supply in a publicly available facility, similar to the Port Credit area. In addition to the public parking facility, approximately 288 on-street parking spaces will be provided across Lakeview Village.

Similar to the rest of Lakeview Village, the Serson Innovation Corridor's parking demand will be self-contained within the 2,597 parking spaces proposed within the individual office blocks. Parking is proposed within two podium and two underground parking levels in each building, at a rate of 2.1 spaces per 100 m² Gross Floor Area (GFA), which when considering the total office GFA of 148,209 m² would require 3,112 parking spaces to be provided. However, it is noted that the total office GFA includes ancillary (non-leasable) areas such as the ground floor atriums and connector spaces / common areas intended to provide for circulation and to connect the buildings along the corridor, as well as service spaces for elevators, maintenance rooms, etc. Accordingly, allowing for deductions of approximately 10% for such areas, the resulting Gross Leasable Area (GLA), which is what drives the demand for parking, equates to 118,560 m². At the proposed rate of 2.1 spaces per 100 m² GLA, a revised total of 2,490 parking spaces would then be required, which would be self-contained within the corridor's supply.

It is estimated that the peak demand from all commercial uses in Lakeview Square would require 252 parking spaces, at a blended rate of 3.0 spaces per 100 m² GFA for retail and restaurant spaces, with the rate applicable to all commercial spaces within the Square. As per the City's aforementioned Port Credit and Lakeview Parking Strategy Report, approximately 40%, or 101 spaces, may be provided by a municipal parking facility, reducing the on-site parking requirement within Lakeview Square to 151 parking spaces. However, as per the latest concept plan and in accordance with the proposed Zoning By-law, all Lakeview Square non-residential parking demand will be self-contained on-site at the proposed blended rate of 3.0 spaces per 100 m² commercial GFA.

Residential parking requirements for Condominium and Rental Apartments, Back to Back and Stacked Townhouses are proposed to be reduced to 1.0 spaces per unit, for all sized units, in consideration of the availability of transit, cycling and pedestrian networks, shared mobility solutions, and supported by a suite of innovative Transportation Demand Management (TDM) measures. Residential visitor parking rates will be similarly reduced to 0.15 spaces per unit and are proposed to be shared in a co-mingled rate accommodating ground-floor commercial demands that would otherwise require 3.0 spaces per 100 m² GFA. Within each respective RA5 block, the parking supply to be provided would be based on the greater of the two parking requirements.

It is understood that the public waterfront programming will generate potentially substantial amount of parking demands. TMIG estimates that the public waterfront parking demand could be approximately 717 spaces (depending on final City programming), which could be accommodated within a future municipal parking facility towards the southeast corner of the Lakeview site. Further information and consultation is required regarding public waterfront programming in order to determine the demand for parking spaces in the municipal facility which could, in turn, also be utilized by additional office and commercial uses, potentially supporting further reductions to on-site parking rates in Lakeview Village and the Serson corridor.

1 Development Plan

Serson Innovation Corridor & Waterfront

As per the latest proposed draft site plan, the Serson Innovation Corridor and Waterfront lands are heavily mixed use. The Serson Innovation Corridor features a series of non-residential programs, primarily Office and Institutional land uses. Civic space is also included, on either side of Street "I" along with the proposed parking garage. The Waterfront block features a mixed use of hotel and mid/high rise towers on top of mid-rise blocks, with ground floor retail uses. Civic spaces such as Lakeview Square act as a buffer between the Waterfront and the Serson Innovation Corridor.

The Development Master Plan (DMP) 4.0 states that “while the district overall is designed to maximize active transportation, the plan does provide parking throughout the district for residents and visitors. For visitors, the main concentration of parking is within the two parking garages in the southeast corner...The parking for the residential block and Innovation Corridor are accommodated in garages with levels underground and above ground.”

A draft Lakeview Village Traffic Considerations Report, prepared by TMIG, dated April 24, 2020, states that “Lakeview Village is being planned to mitigate external and internal traffic impacts by controlling the supply of parking in the public realm as well as the site-specific parking supply. Visitor parking will be located within specific developments...parking will also be provided on many internal collector and local streets.”

Following this direction, a comprehensive parking strategy is being planned for Lakeview Village which combines an intricately designed network of on-street, podium, under- and above-ground parking facilities, with reduced parking rates for several major land uses, supported by a robust transportation network. **Figure 1-1**, prepared by Sasaki and dated June 25th, 2020, presents the Lakeview Village Parking Strategy.

Figure 1-1 Lakeview Village Urban Design Study, Parking Diagram



As shown in Figure 1-1, the Lakeview Village district provides parking throughout for residents and visitors. For visitors, parking is concentrated in the proposed six-storey parking facility in the southeast corner, located adjacent to Lakeview Square and the highest concentration of cultural, recreational and retail space. There are also substantial on-street parking facilities planned on all major roads in the Village, to help accommodate additional visitors in the residential blocks and support ground-floor retail spaces. Residential and office parking facilities are located in garages with underground and aboveground levels, with the latter hidden from view from the public realm. The tops of courtyard parking facilities in residential blocks will be utilized as open space amenity areas, and the podium parking in the Serson Innovation Corridor will have amenity and office spaces rising above.

Lakeview Waterfront

The City of Mississauga Official Plan (MOP) states that parking will be provided within the Lakeview Waterfront Major Node Character Area (Lakeview Waterfront) and confirms the following:

Policy 13.3.7.1.8: Development applications will be accompanied by traffic impact studies and/or parking utilization studies that will address, among other things, strategies for limiting impacts on the transportation network such as reduced parking standards.

Policy 13.3.7.3.2: Reduced and/or maximum parking standards may be considered throughout the area, in conjunction with the provision of mixed-use developments, enhanced transit and active transportation facilities. The extent of the reduction may be considered through a parking utilization study.

Parking requirements for Lakeview Waterfront will seek to reduce the parking standards in order to encourage a shift toward non-auto modes of transportation. Facilities shall be designed to accommodate bicycle parking, and reserved spaces for car-share, car-pool, and electric cars. “Shared parking is also encouraged between adjacent developments, where feasible”, according to the draft Traffic Considerations Report. Development adjacent to the Waterfront includes the Serson Innovation Corridor, Lakeview Square, and residential zones in the southwest corner and adjacent to Lakeview Square.

The following sections of this memorandum will review the municipal parking strategies and elements which support reductions to minimum parking standards in Lakeview Village, specifically in relation to the Serson Innovation Corridor and Lakeview Square, as well as within the RA5 blocks for residential, visitor and ground-floor retail parking.

1.1 The By-law

As per the By-law to amend By-law Number 0225-2007, as amended, the proposed non-residential vehicle parking standards and rates for the Serson Innovation Corridor (“Schedule A” lot codes E2-XX and I-XX), are consistent with those standards supported by City of Mississauga staff in their memo, dated May 2019, and at **a rate of 3.0 spaces per 100 m² Gross Floor Area (GFA)**.

As it pertains to parking in the Serson Innovation Corridor, permitted uses and applicable regulations are provided in the By-law to amend By-law Number 0225-2007, as follows:

Exception E2-XX

- 8.2.3.XX.1 (9) Parking for lands zoned I-XX, RA5-XX, and C4-XX3
8.2.3.XX.16 Maximum reduction in parking permitted for any office that allows a co-working office based on GFA-non-residential calculation: **0.3 spaces per 100 m²**

Exception I-XX

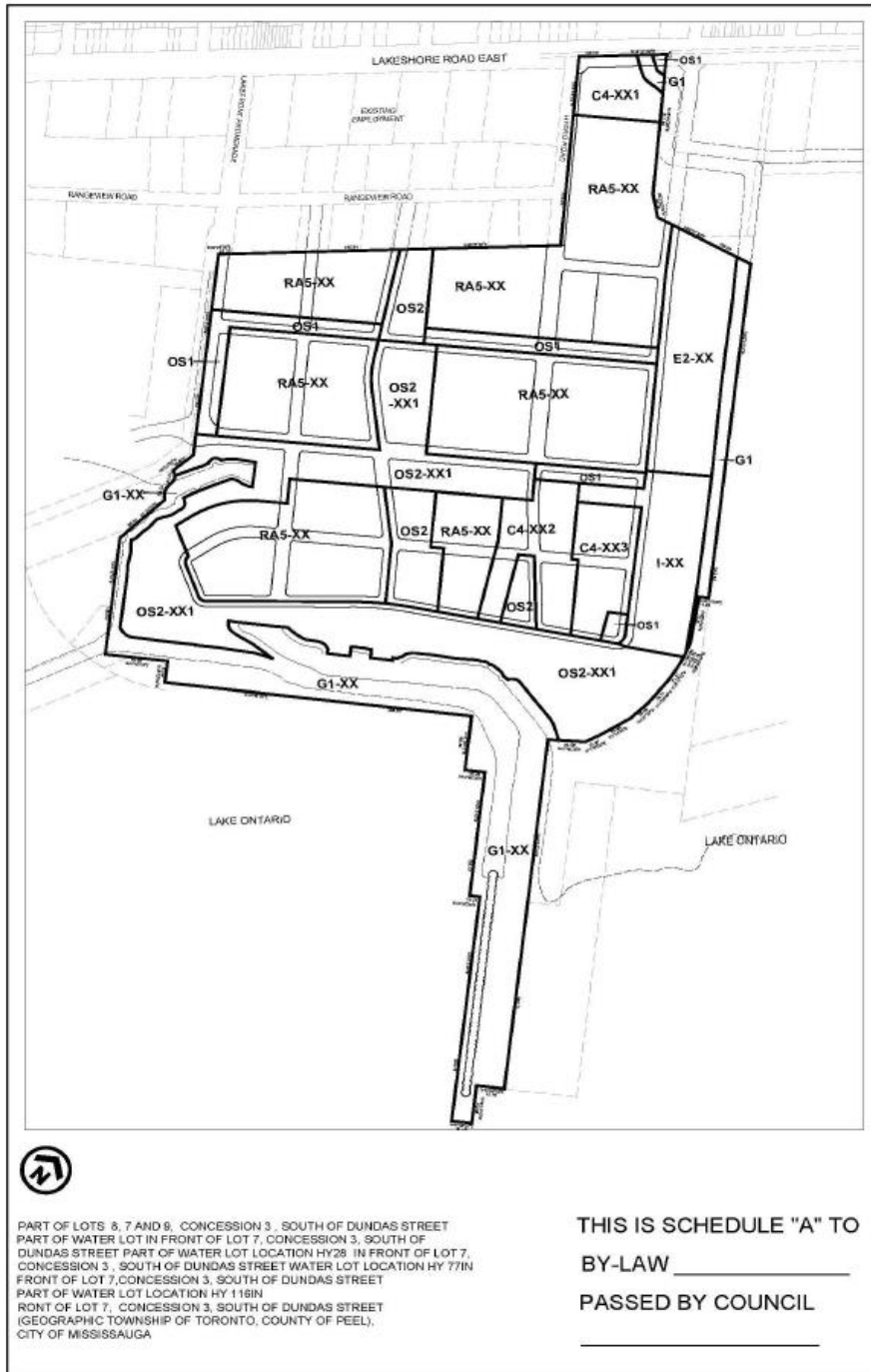
- 12.2.3.XX.21 Driveways, aisles, and visitor parking may be shared with abutting lands zoned C4-XX3
12.2.3.XX.22 Maximum reduction in parking permitted for any building that allows a co-working office:
0.3 spaces per 100 m²

As per the above exceptions, the Zoning By-law permits the lands adjacent to the Serson Innovation Corridor to provide parking in the E2-XX zone, and the I-XX zone permits parking for other City lands. Opportunities to explore shared parking formulas and commercial, employment and recreational parking solutions to unlock parking rate reductions may be considered in later stages of this development plan. Accordingly, the proposed Zoning By-law may include additional provisions to permit a scenario with shared and off-street parking.

As per the above exceptions, by encouraging and supporting co-working offices in the Serson corridor, as a preferred innovative office style, the existing parking rate may be reduced to 2.7 spaces per 100 m² GFA (3.0 minus 0.3 spaces per 100 m²). While this is a significant reduction, all other reductions and measures included within this memo build on this exception and support the total reduction towards the preferred proposed rate of **2.1 car parking spaces per 100 m² GFA** of office space.

Each Exception above refers to a zoning area lot code identified in **Figure 1-2**, "Schedule A" of the proposed by-law to amend Zoning By-law Number 0225-2007.

Figure 1-2 Development Lot Codes - "Schedule A" of the by-law to amend Zoning By-law Number 0225-2007



2 Municipal Parking Strategy

2.1 City of Mississauga Parking Strategy

The City of Mississauga's Zoning By-law requires minimum off-street parking regulations including 3.2 parking spaces per 100 m² GFA-non-residential of Office space. However, this By-law is subject to change based on a number of factors as per the City of Mississauga Parking Master Plan & Implementation Strategy (May 2019).

The City's Parking Master Plan states that *"a precinct approach to parking management in the City of Mississauga was considered by examining the following six criteria: transit accessibility and service frequency; vehicle ownership; availability of alternate travel modes; public parking facilities; land use; and walkability."*

Four (4) parking precinct areas are recommended for the City, with the Lakeview Major Node proposed to fall under Precinct 3, which follows a phased approach to reducing parking requirements in proposed transit corridors. The parking management principle for Precinct 3 takes *"a site-focused approach that optimizes parking at appropriate sites and within the City's parking goals."* In the Parking Master Plan, it is noted that the Lakeview Major Node is "car-dependant" when considering walkability, however this consideration includes all of the lands along Lakeshore Road from Cawthra Road to the city's eastern boundary. The Lakeview Village community, *within* the Lakeview Major Node, is proposed to have higher densities, walkable mixed-use blocks, transit service, and aggressive Transportation Demand Management (TDM) measures making it akin to an area like Port Credit designated as Precinct 1.

Based on the latest Development Master Plan (DMP 4.0), Lakeview Village surpasses the minimum expectations for a Precinct 3, and when fully realized, will meet the requirements of a Precinct 1 policy area with respect to parking. Parking rates in this major node can be reduced further in accordance with the policy objectives of Precincts 1 which are centred on transit, have a large supply of public parking facilities, mixed use areas, high walk scores, established TDM measures, high residential densities and lower than average vehicle ownership rates. In particular, the provision of a public parking facility is essential for the success of a Major Node, like Lakeview Village, as this flexible and accessible parking supply is needed to support a robust parking strategy for all private and public land uses, such as Lakeview's public waterfront facilities. A parking strategy for Lakeview Village will review these six criteria to establish appropriate parking rates in a new Zoning By-law for the site. It is recommended that the City re-evaluate the Lakeview Major Node based on the six aforementioned criteria and consider re-classifying the area as a Precinct 1 policy area in the next update to the municipal Parking Study.

2.1.1 City Centre Parking Rates

Parking rates in Mississauga's City Centre have been steadily reducing based on data obtained from development applications for residential and mixed-use developments in and around the City centre. Improved transit service, walkability to essential services and amenities, and increased density and supply of residential units in the core have led to a greater ability to live without a car in the city, and accordingly a lower parking demand.

In the 2009 Parking Strategy for Mississauga City Centre Report, the parking requirement for office uses is recommended to be reduced **from 3.2 spaces per 100 m² GFA to 2.7 spaces per 100 m² GFA**. This was rationalized by comparing the existing mode split of auto drivers of 75%, which supported the existing rate, and the target of reducing this demand to 62.5% in the future, which would support the recommended reduction. The existing mode split related to a 13% transit mode share, and the future goal of 62.5% auto related to a goal of increasing the transit split to 20%. The report further noted that if the Metrolinx Mobility Hub transit mode split reached the projected 30%, the targeted office parking rate could be lowered to **2.31 spaces per 100 m² GFA**. The 2001 Transportation Tomorrow Survey shows that the Mississauga East Corridor reached a 16.9% transit mode split, surpassing the City as a whole. According to the Region of Peel's Long Range Transportation Plan (2019), the City of Mississauga will reach an 18% transit mode split by 2031, and will continue to rise considering the annual growth in transit use. Considering the aggressive transportation demand management measures being planned for Lakeview Village, as detailed in the Transportation Considerations Report prepared by TMIG dated June 2020, modal splits around or above 30% would be realistic and fall in alignment with Metrolinx targets supporting reduced parking rates of 2.31 spaces per 100 m² GFA for the office land uses in the Serson Innovation Corridor.

New developments in and around City Centre continue to support this trend and push for reduced parking supply to meet the changing demand. For example, a proposed mixed-use development by Edenshaw Fairview Developments Ltd located at 1 Fairview Road East proposed a parking supply of 359 spaces for 460 residential units and retail space, a rate of 0.68 spaces per unit for residents and 0.1 spaces per unit for visitors, representing a shortfall of 345 spaces from the required 704 according to Zoning By-law 0225-2007. This significantly reduced rate was justified based on the desire to provide Transit Oriented Development (TOD) along the corridor to support the future Hurontario LRT, as stated in the Hurontario Master Plan Report, as follows:

“Mixed-use, compact, intensified TOD is directed along the corridor, customized to suit the varying and distinct nature of each existing community and sensitive to the presence of adjacent stable neighbourhoods.”; and

“The corridor will transition from being auto-dominated to one that promotes active transportation and transit use, while balancing the unique characteristics and purposes served in different areas.”

Accordingly, the City approved a development at the southwest corner of Hurontario Street and Elm Street with a reduced parking provision of 0.9 spaces per unit for 1-bedroom units, 1.0 spaces per unit for 2-bedroom units, and 0.15 spaces per unit for visitors. Following this, even lower parking standards are being proposed and reviewed by the Committee of Adjustment for a proposed development at Rathburn Road and Confederation Parkway, at the northwest corner of Mississauga City Centre.

It should be noted that while Lakeview Village does not connect to the future Hurontario LRT, as developments around City Centre, the community will be well-supplied by transit via the future Lakeshore BRT and a potential expansion of the TTC Streetcar along Lakeshore Road beyond the 2041 horizon as recommended in the Lakeshore TMP. Similar to City Centre, Lakeview is a Major Node targeted for transit-oriented development and Lakeview Village is accordingly planned to be a site heavily connected to transit and supportive of future transit infrastructure in the area.

City Centre Transforming

Building on the evolution of the Hurontario Street corridor, and the city itself, Mississauga's City Centre is now set to dramatically transform, much like Lakeview Village, thanks to a mega-investment by Oxford Properties, owners of the Square One Lands. “The Square One District” is a multi-decade project that will develop the parking and open lots surrounding the Square One shopping mall, with 18,000 residential units, thousands of square feet of office, retail and entertainment space across 37 towers.

The Square One Properties form a Shared Parking Zone which will include the lots of 97, 100, 101 City Centre Drive; 99, 189, 199, 209, 219, 299, 309 Rathburn Road West; 4220 Living Arts Drive; and 35, 55, 65, 95, 155 Square One Drive. These Oxford Lands have been submitted for rezoning, and the Minor Variance application was recently approved by the Committee of Adjustment, reflecting the City's support for its parking strategy and reduced rates. The plan lays out a reduced parking rate for office uses of **2.1 spaces per 100 m² of GFA**, in addition to extensive shared parking provisions for the entire subject area. The community scale and particularly the mixed-use nature of this destination community development is comparable to Lakeview Village, which is being planned as a Major Node within the city and can effectively support similar rates.

Overall, Lakeview Village meets the six criteria for Precinct One parking rates as outlined in the City's Parking Master Plan. In addition, the City is planning to implement Bus Rapid Transit (BRT) along Lakeshore Road, with the potential for long-term Light Rail Transit (LRT) along the corridor, based on a future Metrolinx review and the Region of Peel's Major Transit Station Area (MTSA) review. Therefore, Lakeview Village is planned to be in alignment with Metrolinx's transit mode split, and as it is distinctively mixed use and aligned with the six criteria for Precinct One areas, it is justifiable to propose the same reduced parking rate as Square One of 2.1 spaces per 100 m² GFA for office uses in the Serson Innovation Corridor, and to target further reductions for residential, commercial and recreational spaces within the mixed use zone of Lakeview Square.

2.2 Town of Newmarket

Town of Newmarket Parking Standards Background Study (October 2016)

The Town of Newmarket provides a recommended parking rate for non-residential land uses in its area-specific Zoning By-laws for the Urban Centres Secondary Plan. The recommended minimum parking rate for Office uses is 1 space per 40 m² of GFA (2.5 spaces per 100 m² GFA), with a maximum of 2x the minimum rate.

Due to the transit-oriented nature of the Secondary Plan area, parking rate reductions reflecting the accessibility to transit are recommended for both minimum and maximum parking supplies. Due to the proximity of two GO Transit stations, the study recommends that the reductions be applied as follows:

A 30% reduction in parking requirements may be applied to both the minimum and maximum calculated parking supplies, for residential and non-residential land uses where it is demonstrated that:

- 1. The proposed development main entrance is within 500m walking distance of either the GO Rail Station of Bus Terminal main entrances; and,*
- 2. Adequate Travel Demand Management infrastructure and programs will be in place to the satisfaction of reviewing agencies, in accordance with Town's Urban Centres Secondary Plan policies and York Region Mobility Plan Guidelines for Development Applications.*

As in Lakeview Village, neighbourhood walkability from the Serson Innovation Corridor to the Lakeshore Bus Rapid Transit (BRT) and internal transit routes provide residents with transit options for both longer and shorter trips, and therefore the potential for residents to not own a car is much higher in these communities.

The Town's study also recommends parking rate reductions for the inclusion of shared parking strategies (rates vary based on land uses), bonusing, cash-in-lieu, carpool parking for employment uses (minimum of 5% of total required parking supply), car-share parking (reduction by up to 3 spaces for each car-share stall), and for a broad array of Transportation Demand Management (TDM) strategies. Many of these reductions may be awarded *in addition* to the transit priority reductions, cited above.

The overall impact on parking is such that the previously 2.5 spaces per 100 m² GFA could be reduced by 30% to 1.75 spaces per 100 m² GFA due to proximity to transit, and reduced further with shared parking, car-pool, car-share and the inclusion of TDM measures.

In Lakeview Village, the parking rate per the proposed Zoning By-law, of 3.0 spaces per 100 m² GFA for future office uses may be comparably reduced by 30% to 2.0 spaces per 100 m² GFA, due to the availability of local transit along the Serson Corridor, in addition to the direct access to frequent and reliable higher order transit at and via the Lakeshore BRT. The 30% parking rate reduction in the Town of Newmarket applies to residential and non-residential uses, and so the same may be sought after for residential parking rate reductions for smaller studio and 1-bedroom units, as well as for reduced commercial parking rates in Lakeview Square, either through direct reductions as proposed, or by implementing a blended parking rate which supports an overall reduction in parking requirements.

2.3 City of Richmond Hill

A parking rate reduction is supported by the City of Richmond Hill's Parking Strategy (2010) which target specific areas for transit use and its anticipated reduction in auto ownership and use, particularly around Rapid Transit Corridors. According to the strategy, areas within 400m walking distance of a Viva rapid transit stop on Yonge Street, Highway 7, Major Mackenzie or the Richmond Hill GO Station are all designated parking strategy target areas. This does not include areas designated as Downtown, Key Development Areas, or Richmond Hill Regional Centre, all of which are well serviced by local and regional transit.

The parking strategies employed by the Strategy as it pertains to Rapid Transit Corridors include: reduced on-site parking supply requirements; maximize use of on-street and/or off-site public parking; implement shared parking formula for mixed-use developments; parking charges for non-residential development; and travel demand management. The recommended minimum parking standards for the Rapid Transit Corridors are 20% lower than the current parking requirements for the Town, and developments within 400m are recommended to be subject to maximum parking supply rates, as defined by the Strategy.

2.4 City of Kitchener

The City of Kitchener's 2018 updated by-law identifies lower parking requirements for planning around Rapid Transit Stations, Urban Growth Centres (including City Centre) and for Mixed Use Zones, than for other areas of the city. Accordingly, due to the transit-oriented development of Lakeview Village, with connectivity within acceptable walking zones throughout the community, parking rates for office, commercial, and ground-floor retail spaces are supported by regional precedence in the City of Kitchener and other municipalities.

2.5 Town of Oakville

The Town of Oakville has lower parking requirements in Mixed-Use Zones and Growth Areas, including the downtown Oakville business area along Lakeshore Road, which is similar to the proposed mixed-use plan for the Lakeview Square area. Downtown commercial developments in the Town of Oakville do not have to provide additional parking.

This parking strategy supports the proposed parking rate reductions for commercial uses in Lakeview Square and in RA5-XX residential blocks around Lakeview Village. As in the Town of Oakville's downtown growth areas, Lakeview is a mixed-use major node with Lakeview Square providing a comparable, yet smaller scaled, 'downtown commercial' environment. Providing on-site commercial parking in Lakeview Square at the proposed hybrid rates of 3.0 spaces per 100 m² commercial GFA, or less, for retail and restaurant spaces, would support the walkable, pedestrian and local community-oriented space being proposed, much like downtown Oakville. In addition, there is sufficient local private residential parking supply in Lakeview to support local ground-floor retail commercial units within RA5 residential blocks, much like the localized community of downtown Oakville. Accordingly, the proposed Zoning By-law for Lakeview Village does not require commercial parking spaces within the RA5-XX higher density residential zones.

3 Elements that Reduce Parking Demand

As per the City of Mississauga's Parking Strategy, there are six public realm elements which reduce parking demand and accordingly support lower parking rates in alignment with 'Precinct 1' policy areas across the city. The availability of transit, walkability, mixed land use, high residential densities and lower than average vehicle ownership rates, a large supply of public parking facilities, and established Transportation Demand Management (TDM) measures all work together to reduce the demand for parking spaces.

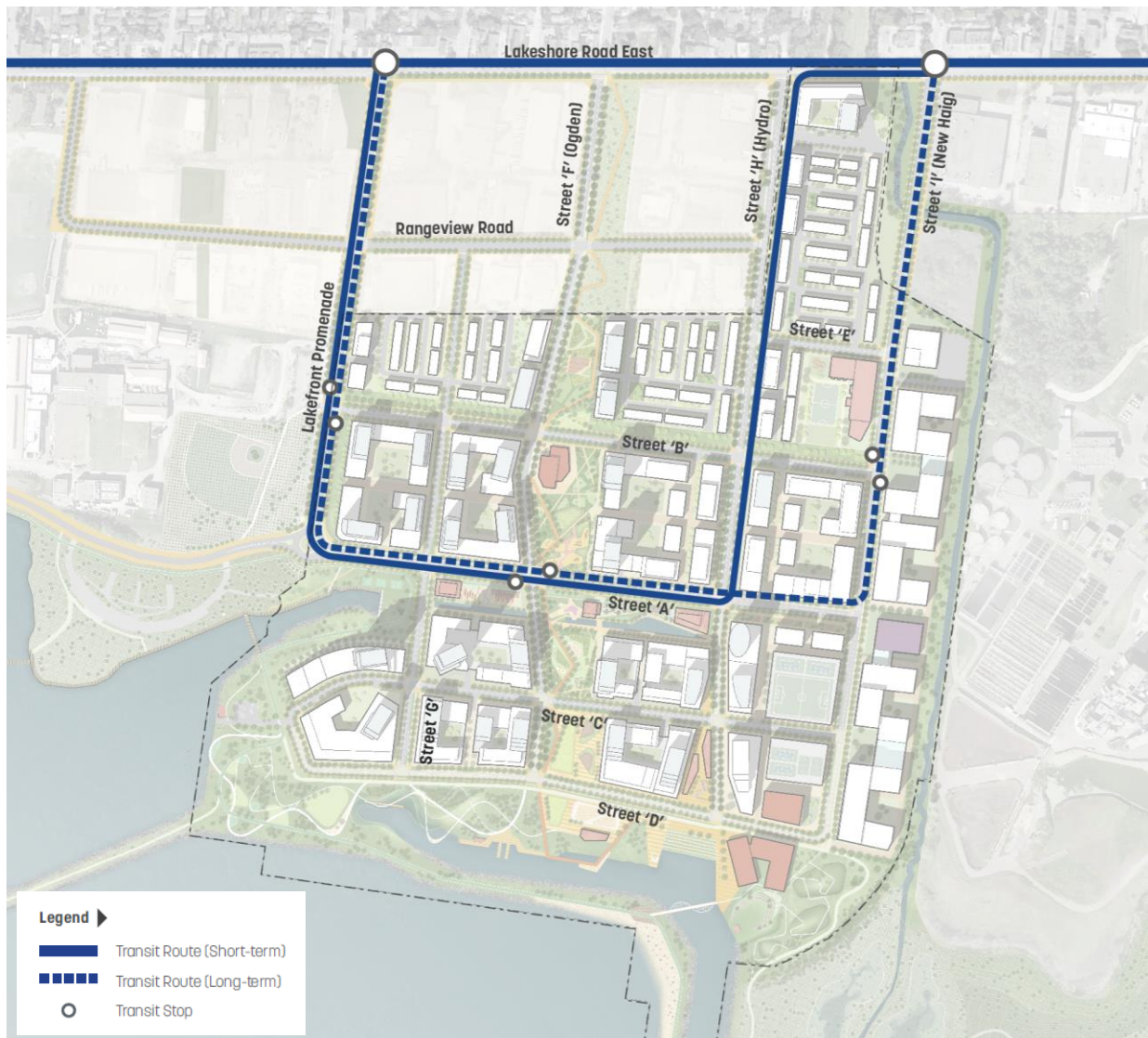
As detailed in this section, the Lakeview Village district aligns with all six criteria and meets the objectives of a Precinct 1 parking policy area; therefore supporting a reduced non-residential / employment vehicle parking rates from the proposed (and city supported) rate of 3.0 spaces per 100 m² GFA, to a rate of 2.1 spaces per 100 m² GFA in the Serson Innovation Corridor, a 3.0 spaces per 100 m² GFA hybrid rate for the mix of retail and restaurant uses in Lakeview Square, reduced residential parking rates, and the elimination of parking requirements for ground floor retail within RA5 higher density residential blocks.

3.1 Availability of Transit

The north office buildings in "Parcel 24" (see Sasaki model) of the Serson Innovation Corridor will be located within 500m walking distance of Lakeshore Boulevard. According to the City of Mississauga's 2009 Action Plan: Move, 500m (a 10-minute walk) is considered a reasonable walking distance to access work and amenities from mass public transit. The Province of Ontario's "*A Place to Grow – Growth Plan for the Greater Golden Horseshoe*" long term plan, dated May 2019, states that "*an area including and around any existing or planned 'higher order transit' station or stop within a 'settlement area'*" is considered to be a "Major Transit Station Area" (MTSA). An MTS is generally defined as the area within an approximate 500 to 800 metre radius of a transit station, representing an average 10-minute walk length. As a result, as a major employment and residential district, Lakeview Village, or a portion thereof, is considered to be a Major Transit Station Area with destinations located within an acceptable walking distance of a mass transit stop. This policy is currently being further developed by the Region of Peel as part of its MTSA Review including the Lakeshore MTSA's which include Dixie (MTSA #88), Haig (MTSA #89) and Lakefront Promenade (MTSA #90) within the larger Lakeview Major Node area.

The location of the Region's Lakeshore corridor MTSAs and the proximity of the Lakeshore Rapid Transit Corridor is projected to reduce the demand for vehicle parking for employment uses in Lakeshore Village. The future Lakeshore Bus Rapid Transit (BRT) would feature express bus stops along the north boundary of the subject area, with the closest stop to the Serson Corridor being at Haig Boulevard. With Haig Boulevard being extended south into Lakeview as 'Street I', riders on the BRT would have an un-impeded 500m walk south (to Street 'B') into the Serson Innovation Corridor, the length of which is considered appropriate for a transit walking arc, according to *The Growth Plan*. The future BRT stops are also within 500m of many of the RA5 residential blocks, the proximity of which supports the proposed reductions in residential and visitor parking rates for Condominium and Rental Apartments, Back to Back and Stacked Townhouses.

Figure 3-1 Proposed Lakeview Village Transit Routing



Source: Development Master Plan 4.0 (October, 2019)

As shown in **Figure 3-1**, the short-term and long-term local transit plan for Lakeview Village proposes the re-alignment of MiWay's Route 23 through the Lakeview site utilizing the planned major collector road network in the north-south and east-west directions. These roads will form part of circuitous route accessing Lakeshore Road East between Lakefront Promenade and New Haig Boulevard (north-south), with an internal east-west connection via Street 'A', to make travel by transit as attractive as possible to new residents, employees and visitors of Lakeview Village. Within

the short-term, the Lakeview transit connection is designed to utilize Lakefront Promenade, Street 'A', and Hydro Road, as shown in **Figure 3-1**. The dotted line indicates the potential location for an autonomous shuttle route in the long-term scenario. The transit routing plan is designed to be flexible, so that transit can be incorporated as the development is phased and as regional transit plans are implemented along Lakeshore Road East.

Figure 3-2 illustrates the expanse of the pedestrian walkshed within Lakeview Village around each of the proposed Lakeshore corridor and internal transit stops. Lakeview Village has been designed with a fine grain road network that provides a high level of pedestrian connectivity throughout the development, and the permeability of the network is enhanced by off-street pedestrian paths and pedestrian mews that will cut through development blocks. As a result, pedestrian facilities will provide direct walking connections to the proposed transit stops within Lakeview Village and to the express bus stops located at Lakefront Promenade and Haig Boulevard. Despite the Figure's identified stop locations having shifted in the latest version of the Lakeview Composite Plan, the overall wider sidewalks and closing of gaps in the network helps Lakeview promote local and regional transit use and expand the 400-metre (5-minute walk) pedestrian walkshed shown in **Figure 3-2**.

Figure 3-2 Lakeview Village Pedestrian Catchment Area



The “first-mile/last-mile” challenge is a major factor in commuters choosing to drive; therefore this planned ease of access via the Lakeshore BRT and the proposed internal MiWay transit route will transform the challenge into an opportunity by closing the gaps between the “first blocks” and “last blocks” of every commuter’s journey. As a result, the proximity and connectedness of transit for the “last mile” will encourage a greater modal split towards transit and away from single-occupancy vehicles. Local transit services within Lakeview Village will support the increased usage of transit options, supporting people in accessing local destinations and easily connecting riders to/from the Lakeshore Road BRT facilities and the southern half of the community, connecting all residential zones, Lakeview Square and the Serson Innovation Corridor.

Considering the municipal parking strategies outlined in Section 2, the future level of transit service and accessibility within Lakeview Village, and its connection to higher order transit along the Lakeshore corridor with proximity to commuter rail, meets the expectations and objectives of a Precinct 1 parking area. Accordingly, a lower non-residential / employment vehicle parking rate for office use in the Serson Innovation Corridor and commercial uses in and around Lakeview Square, as well as residential apartment parking rate reductions would be supported by the presence of the proposed accessible local and regional public transit.

3.2 Walkability

Lakeview Village is designed with a fine grain road network which provides a high level of pedestrian connectivity throughout the development, and specifically in and around the Serson Innovation Corridor. The network of sidewalks and off-road trails and paths is enhanced by an active connector along the street-facing edge of the Serson Corridor, providing a tree-lined, accessible route for cycling outside and walking through connected arcades, atriums and pavilions through the corridor. The Connector space ensures seamless walkability from north to south throughout all season and weather conditions, acting as a unifying element at the ground level.

The Serson Innovation Corridor pedestrian connector has multiple exit points to connect with the community pedestrian network and to express bus stops located at Haig Boulevard, providing access to local and regional transit networks. Wide sidewalks and a completed network help ensure the entire corridor is within a 5-minute walk of transit stops. Surrounding residential spaces in the Lakeview Village community are equally accessible to and from the employment corridor through the active transportation network.

Additionally, all residential blocks are designed to be walkable communities with ground-floor retail spaces included in many blocks, planned to serve local area residents. This will allow residents to eliminate the need for vehicles and encourage active transportation within communities. Accordingly, with ground-floor retail being utilized by local residents, additional parking outside of the residential parking spaces is not required. Any short-term parking demand by visitors to the ground-floor commercial and personal services spaces from outside the neighbourhood can be comfortably accommodated in on-street parking bays or in the visitor parking facilities of the residential developments.

Overall, the entire Lakeview Village community is designed to be pedestrian-oriented and extremely walkable, with pedestrianized zones highlighting the importance of pedestrian comfort along the waterfront lands and in and around commercial areas like Lakeview Village. The walkability and connectedness of the Serson Innovation Corridor, Lakeview Square, and the residential zones in Lakeview Village is a key element in reducing the reliance on vehicle travel and parking demand within the community. Further reductions to the non-residential / employment parking rate in the Serson corridor, Lakeview Square, residential apartment and ground-floor retail spaces should be supported in accordance with the ease of pedestrian access from local residential and regional transit around the district.

3.3 Mixed Land Use

A key component in supporting Precinct 1 parking rates is a mixed land use which fosters the ability to live, work and play in the same area through residential, commercial and office land uses. The Lakeview Village Development Master Plan 4.0 approximately proposes approximately 8,050 residential units, 26,012 square metres of retail and hotel space, 27,449 of civic and school space, and approximately 148,209 square metres of office space, with the office space designated along the Serson Innovation Corridor. This mixed land use is a key strategy in supporting reduced vehicular demand and, as per the Parking Master Plan, supports reduced parking rates throughout the community as people can live and work in the Lakeview Village community.

As outlined in Section 3.2, the design of Lakeview Village is planned to allow local residents to live, work and play within the community. Ground-floor retail in the residential zones will provide essential services, access to groceries and other amenities for residents of the neighbourhood. The array of commercial, cultural, recreational and residential land uses in and around Lakeview Square and the Waterfront areas will help ensure that the community is vibrant at all hours. Accordingly, planning for shared parking rates such as between residential visitor and ground-floor commercial spaces in residential blocks, or the proposed hybrid rate for both retail and restaurant in Lakeview Square, will allow for a higher utilization of parking spaces. The mixed use environment brings with it a range of peak parking periods (demand is higher for restaurants while low for office, and vice versa), which provides the opportunity to utilize the same parking space for different uses throughout the day/week. Accordingly, the mixed land use supports reduced parking rates for the Serson Innovation Corridor, Lakeview Square, and residential zones in Lakeview Village.

3.4 Vehicle Ownership

The combination of transit, walkability and a mixed land use can result in a lower level of vehicle ownership rates per household than in other neighbourhoods across the City. This is seen in other Precinct 1 communities such as Port Credit and City Centre, which have some of the lowest vehicle ownership rates, lower than the City's average of 1.6 vehicles per household. The aforementioned characteristics and aggressive TDM measures are anticipated to reduce individual vehicle ownership due to the convenience of public or private services and the elimination of vehicle capital costs from individuals who engage in various mobility services.

The City's Parking Master Plan states that vehicle ownership has been declining in Mississauga over the past 5 years, particularly dropping in areas with high frequency transit services, with the lowest rates of ownership in the Downtown and community nodes where there is less demand for parking. Accordingly, parking rates similar to City Centre should be applied to accurately reflect the demand for residential and office parking from residents and employees in the Lakeview Village community, and in line with general trends across the city.

3.5 Public Parking

The availability of public parking facilities in areas such as City Centre and Port Credit help reduce the requirement for additional office parking. Municipal parking supply, whether on-street or off-street, is utilized by various groups in a week through a shared parking method. Parking spaces are typically occupied by office employees during peak business hours, and then the vehicles are replaced in off-peak hours by visitors to surrounding commercial, retail, and cultural amenities. As a result, municipally provided parking spaces have a higher utilization when compared to privately-owned parking lots, as discussed in "City of Mississauga Parking Strategy – Phase II Port Credit and Lakeview, Final Report" prepared by BA Group for the City of Mississauga, dated June 2014.

In Lakeview Village, the proposed municipal parking garage at the south end of the Serson Innovation Corridor is planned to provide flexibility for strategic use as both office and public parking space, thereby reducing the stress and demand for additional parking to be provided within the office blocks for employment use, in particular for the I-XX zoned city-owned block. Accordingly, the non-residential / employment parking rates should be reduced to consider the impact of available public parking within immediate proximity of the Serson Innovation Corridor office blocks. While the final design, height and subsequent capacity of this proposed public parking facility is to be determined based on design requirements specified by the City, a rate of 2.1 spaces per 100 m² would be realistic when considering the same arrangement is provided at Mississauga Civic Centre and is approved for future office developments.

3.6 Transportation Demand Management

The final strategy of Precinct 1 parking areas is the implementation of numerous Transportation Demand Management (TDM) measures. In existing nodes such as Port Credit, these include convenient and frequent transit service, car-share locations, taxi stands, and car rental locations, mix of on- and off-road transportation facilities, bicycle parking and active transportation connections. The City's TDM Strategy and Implementation Plan (2018) recommends the addition of initiatives for residents and employees including the provision of transit passes, transportation information brochures, and more aggressive active transportation infrastructure plans.

As expanded in Section 3.7, the proposed development plan for Lakeview Village proposes a package of aggressive TDM measures for implementation, far exceeding what is currently provided in existing Precinct 1 communities in the city. The range of physical, operational, financial and organizational TDM strategies will significantly reduce the demand for vehicle parking for all uses, including along the Serson Innovation Corridor, while supporting city and regional sustainability strategies and increased transportation alternatives for all users. As a result, reductions to non-residential / employment parking rates to 2.1 spaces per 100 m² for office spaces, 3.0 spaces per 100 m² GFA for commercial uses in Lakeview Square, lower residential apartment parking rates, and a co-mingled rate for ground floor retail within RA5 higher density residential blocks would be supported by the Transportation Demand Management measures in the Lakeview Village community.

3.7 Alternative Transportation Opportunities

Parking demand can continue to be reduced through investments in Transportation Demand Management (TDM) measures and alternative modes of transportation. This includes, but is not limited to car-share, bike-share, e-bike, e-scooter, and autonomous shuttle mobility technologies. Investments in the provision and expansion of these transportation options allows people the choice to opt-out of using a single-occupancy vehicle in favour of shared transportation, transit, and future modes. As ridership increases in these areas, vehicle ownership and parking demand will reduce, thereby reducing the parking supply required.

3.7.1 Transportation Demand Management (TDM) Measures

The Lakeview Village Draft Transportation Considerations Report, prepared by TMIG, dated April 2020, proposes a comprehensive Transportation Demand Management (TDM) Plan to guide the provision of alternative transportation options beyond single-occupant vehicles (SOV), in line with the Region of Peel and City of Mississauga Official Plans. The TDM Plan outlines the following array of measures and strategies to respond to the mobility needs of employees, residents and patrons, and promote the use of more active and sustainable transportation modes. The strategies include physical, operational, financial, and organization measures to reduce auto-dependency and support a host of health and environmental benefits.

The mix of public and open spaces that connect precincts, including the Serson Innovation Corridor, provide an opportunity for TDM connections through integrated cycling networks, frequent and accessible local transit services, access to regional transit through Bus Rapid Transit (BRT) connections at Lakeshore Road, trails plans along the Waterfront and green spaces, and established sidewalk connectivity in a modified grid pattern “*designed to facilitate seamless movement and permeability throughout the pedestrian-scaled village*”.

The following hard and soft TDM measures, cited from the Transportation Considerations Report dated April 2020, were proposed to meet the objectives and targets of the Lakeview Village DMP and are supportive of lowering vehicle parking rates to 2.1 spaces per 100 m² Office GFA, due to the induced reduction in auto-travel to and from the Village.

Active Transportation

Lakeview Village will be a healthy community with pedestrian friendly streets and neighbourhood amenities within walking distance. An active lifestyle will be encouraged through bike lanes, trails, parks, waterfront facilities, as well as a detailed retail program and associated cultural amenities.

Pre-construction

The developer(s) to consider providing content and materials for inclusion into marketing material to distribute to prospective residents on available travel options (i.e. walking, cycling, carpooling and transit).

Information Distribution

City of Mississauga and Metrolinx in collaboration with the developers to provide contents and materials for inclusion into an information package for all new residents on available pedestrian trails, cycling, and transit facilities and carpool options including community map, regional and municipal transit (MiWay) route maps, GO Transit route map and schedules, and information on the City of Mississauga Smart Commute organization and its programs.

The distribution of information may also extend beyond the reach of individual residents and businesses to the broader public via a public Wi-Fi network. The publically available internet could provide residents, employees, and visitors to the community with accurate and real-time transit schedules, the location and availability of ride-sharing vehicles, taxis, shared bikes, e-bikes and e-scooters, and directional information for active transportation facilities throughout the Lakeview Village community.

Commuter Options Brochure

The developer(s) to consider a customized commuter options brochure for new residents. This brochure will contain details on a variety of travel options such as: local and regional transit, parking information, cycling routes and bicycle parking, micro-mobility alternatives, and the location of HOV lanes in the region.

Transit Incentives

Given the location of the site is adjacent to reliable regional transit options, and further serviced by the proposed internal local transit link via a diverted MiWay Route 23 through the site, the developer(s) are to consider providing each residential dwelling unit with a pre-loaded PRESTO card (value to be determined) as an incentive to promote transit usage.

Shuttle to/from GO Stations

Local public transit within the vicinity of the Lakeview Village site is currently operating at satisfactory service levels. Additional service from Lakeview Village to Port Credit and Long Branch GO Stations would support and promote the use of local transit services for short and long-distance travel by residents, employees and visitors. The developer(s) shall consider a shuttle service loop operating between the development and nearby GO Stations which would assist in discouraging car usage and ownership.

Parking

Reduced Parking Provisions

Obtaining zoning by-law permissions to permit reduced parking rates and/or adopt maximum parking standards should and will be considered throughout the development at the Draft Plan of Subdivision and/or Site Plan Application stage, in conjunction with the provision of enhanced transit and active transportation facilities. Mixed-use developments that blend/share parking supply strategies should also be encouraged/situated where appropriate throughout the development. The extent of the parking reductions shall be considered through specific zoning applications and site-specific parking demand proposals but should also consider the 'destination' effect of the proposed Lakeshore community facilities.

Public Parking

Parking TDM strategies include reducing the available supply of public parking and increasing the cost of the same. Parking fees are a disincentive TDM strategy implemented to discourage the use of single occupancy vehicles in the area. Limiting the amount of free parking may encourage individuals to take transit, walk, cycle or carpool with friends or co-workers.

Employee Parking Cash Out

Employers offering free or subsidized parking to employees can implement parking cash out. Under a parking cash out program, an employer gives employees a choice to keep a parking space at work, or to accept a cash payment and give up the parking space. Parking cash out programs are one of the most effective means to encourage employees not to drive alone to work. Cash out programs are an effective means of allocating scarce parking or managing a growing demand for more parking. Parking cash out programs benefit employees because they allow employees to choose whether or not to continue driving alone. Employees perceive these programs as fair since nobody is forced to stop driving or give up free parking, but those who do are rewarded financially.

Technology Trends

Beyond traditional transit methods, new micro-transit options, shared private services (such as UberPool or Lyft), and even autonomous vehicle services are presenting alternatives that focus on first-mile/last-mile issues.

Ride-share / Carpooling / Smart Commute

The transportation system for Lakeview Village will be designed to encourage Smart Commute, Ride-share, and carpooling to reduce vehicle trip generation, traffic delays, energy consumption and emissions, and to alleviate congestion.

Smart Commute is a carpool option available in the Greater Toronto and Hamilton Area that helps local employers and commuters explore different commuting choices like carpooling, cycling and transit. It provides incentives allowing carpools registered with Smart Commute reserved parking spaces provided at some business, offices and other institutions.

Ride-sharing programs should be encouraged and explored within Lakeview Village. Operation and management of a ride-share program on-site could include providing information and communication items that outline the availability of the on-site ride-share services as well as broader taxi / Uber / Lyft / other ride provider service networks.

Car-share Program

Car-share services allow members to make use of a vehicle on a daily / hourly basis as required and offers such access without the need for residents / tenants to own a vehicle themselves. This, in turn, reduces the need for residents / tenants to own a private vehicle which lowers parking space needs and also contributes to a reduction in automobile use for day-to-day commuting activity.

The provision of car-share services, as proposed in the RA5 residential zones, would justify a reduced parking rate as these models reduce individual vehicle ownership due to their convenience and elimination of vehicle capital costs from individuals. Specific rates would vary based on the supply of units, but existing pilot programs suggest an average of 1 designated car-share vehicle space for 5 private auto parking spaces. The impact of these parking rate reductions may not be directly included within the proposed Zoning By-law, however the provision of car-share services in public spaces, whether on-street or in public facilities, would support reductions on a block-by-block basis during the Site Plan Approval stage of development.

To avoid an over-supply or under-supply of parking, the potential vehicle reduction effect within a building must account for both the on-site car share vehicle and the availability of nearby car share vehicles, whether in other apartment sites or on nearby streets.

Electric Vehicle Charging

A portion of parking spaces throughout Lakeview Village should be outfitted with electric vehicle charging capabilities. Providing electric vehicle charging stations / parking spaces will assist in promoting the use of electric vehicles and falls in line with the sustainability goals outlined in the Lakeview Village Development Master Plan.

Cycling

Pedestrian and Bicycle Network Facility Network Map/Exhibits

Short-distance commuters could be targeted with messages focusing on the convenience, cost and health benefits of walking or cycling to work. In addition, practical advice regarding route selection, bike parking, and remaining active in cold or wet weather would be useful and effective.

Bicycle Parking

The provision of bicycle parking throughout Lakeview Village will encourage the use of bicycles as an alternative travel mode beyond the private automobile. The supply of both long-term and short-term bicycle parking will be strongly encouraged to serve the needs of both residents, employees and visitors to Lakeview Village.

The short-term and long-term bicycle parking requirements for both residential and non-residential land uses will be detailed during the Site Plan Application stage of the development process, specifically tailored for each individual block in Lakeview Village. The calculation of the specific number and the type of bicycle parking spaces required for each phase (or block, or building) of development is considered more appropriate at the individual site plan application stage in order to appropriately consider the presence of bike share and other TDM measures at the time of construction..

Any bicycle parking provided off-site within the Lakeview Major Node would have no direct impact on bicycle parking rates or the Zoning By-law for Lakeview Village. The presence of bicycle parking facilities integrated as part of the street furniture around any future Lakeshore BRT stops, or at the Port Credit or Long Branch GO Stations would simply strengthen the larger cycling network and support the success of cycling to and from the Lakeview Village site.

Bike Repair Stations

Public bike repair stations will be located throughout the site to allow cyclists to perform repairs should the need arise and will provide items such as common tools and an air pump. These public bicycle repair stations would be best located adjacent to main bicycle parking areas.

Shower and Change Facilities

Provisional upon operational feasibility, to encourage tenants / employees to cycle for their commute, employees could be provided with a place to shower, change and/or store clothes (commuters who cycle may often arrive wet, dirty, or sweaty).

Bike Share Systems / E-bikes / E-scooters

Metrolinx's 2016 GO Rail Station Access Plan suggested the Inspiration Lakeview planning area as a potential bike share location to work in conjunction with those located at nearby Long Branch and Port Credit GO Stations.

Bike share programs provide residents and employees of a city or downtown area access to bicycles without the responsibility of owning, maintaining, and storing a bicycle themselves. The City of Mississauga's Cycling Master Plan, which aims to make the city safer for and more appealing to cyclists, called for the creation of bike-share systems and the City's Transportation Master Plan recommended creating a shared system of bikes, e-bikes or e-scooters.

City of Mississauga staff are currently starting a study to determine available options and models including publicly owned and operated, privately owned and operated as well as mixed publicly and privately owned and operated. This will include a review of bikes, e-bikes and e-scooters that operate within a docked (devices are picked up and dropped off at specific locations) and dockless (users can park the device within certain zones) style.

Currently, the Ontario Highway Traffic Act doesn't allow e-scooters on roads and sidewalks. The Government of Ontario is in the process of reviewing that Act. Active, shared mobility is certainly coming to Mississauga, with questions only surrounding how it will be regulated.

For Lakeview Village, the reduction of vehicle parking spaces for the provision of special bicycle-share parking spaces may be considered on a block-by-block basis during the Site Plan Approval stage of development, as a step towards promoting bike share and active mobility. Specific reductions will not be included in the proposed Zoning By-law.

4 Parking Supply

4.1 Office

Based on the most recent parking and massing scenario for the Serson Innovation Corridor and the Cultural Blocks, prepared by Sasaki and dated July 8, 2020, there will be a total of **2,597 vehicle parking spaces provided** in the office blocks along the entire corridor (Parcels 20, 21, 22, and 24), providing a self-contained parking supply at a rate of 2.1 spaces per 100 m² GFA for the total office Gross Floor Area (GFA) of 148,209 m². This parking is planned to be provided in two levels of underground parking (basement) and two levels of podium parking (partial basement) in each office block. Access to the parking levels will be provided via a two-lane service road running north-south between the buildings and waterway along the eastern boundary of the site.

It was noted that at the proposed rate of 2.1 spaces per 100 m² GFA of office space, the total office GFA of 148,209 m² would require 3,112 parking spaces be provided. The total office GFA includes service spaces such as elevators, stairways, maintenance rooms and shared hallways, as well as ancillary (non-leasable) areas such as the ground floor atriums and connector spaces which are common areas provided for circulation between buildings and not used as office space, therefore not attracting additional people to the space. Therefore, following deductions of 10% for ancillary spaces and 10% for service areas, as per the City's Zoning By-law Section 3.1.1.9, the total *Gross Leasable Area* (GLA) (or Assignable Square Feet (ASF)) equates to 118,560 m², with a revised total of **2,490 vehicle parking spaces required** at the proposed rate of **2.1 spaces per 100 m² GFA**, which represents a self-contained parking supply within each of the respective office blocks along the Serson Innovation Corridor.

4.2 Commercial

Based on the Lakeview Village Development Master Plan 4.0, approximately 26,012 m² of commercial space (retail and hotel) and 27,449 m² of civic and school space will be provided in Lakeview Village, totalling 53,461 m². Specifically, there will be approximately 4,915.0 m² of retail space, and 4,396.0 m² of restaurant space in Lakeview Square, representing a 53% and 47% split, respectively. In total, 9,311 m² GFA of commercial space will be provided in Lakeview Square, with an additional 22,800 m² GFA within the adjacent Mixed Use Cultural Blocks.

Vehicle parking spaces will be provided for all of the commercial land uses in Lakeview Square at a proposed blended rate of **3.0 spaces per 100 m² GFA**. This hybrid rate considers the lower 1.0 spaces per 100 m² GFA for retail units and the higher 9.0 spaces per 100 m² GFA for restaurants, as per reduced parking rates supported by city staff, and in line with those recommended in the Port Credit and Lakeview Parking Strategy Report, prepared by BA Group for the City of Mississauga, dated 2014. The number of parking spaces is subject to further refinement of the commercial GFA, and does not include parking for the cultural or civic uses in the Lakeview Square area. It is anticipated that the cultural uses will provide parking within their own buildings and the public school will provide its own parking underground.

Based upon the proposed blended rate of 3.0 spaces per 100 m² GFA for retail and restaurant spaces, approximately **252 commercial parking spaces** would be required on site for non-residential (commercial) uses within Lakeview Square. While there is an opportunity for 101, or 40% of the spaces to be provided by the City in a municipal parking structure, which would require only 151 spaces to be provided within Lakeview Square itself, the currently proposed Zoning By-law will ensure that all of the 252-space site-specific parking demand is self-contained on-site. On-street parking provided across Lakeview Village will also help support any surplus parking demand experienced by the commercial spaces in Lakeview Square.

In summary, the latest plan ensures that all of the 252 non-residential parking spaces required, at the blended rate of 3.0 spaces per 100 m² GFA, are provided on-site within Lakeview Square.

The opportunity to explore additional reductions to on-site parking requirements and shared opportunities with the proposed 989-space municipal parking facility will continue to be discussed and explored between Lakeview Community Partners Ltd. and the City of Mississauga to determine acceptable rates, agree upon peak hour demands, and discuss potential arrangements for the provision of the parking facility.

4.3 Residential

The Lakeview Village Development Master Plan 4.0 approximately proposes approximately 8,050 residential units within the RA5 blocks. The Village is envisioned to be a complete community for people to live, work and play and it is therefore realistic to suggest that individuals working in the Serson Innovation Corridor may also be attracted to live in Lakeview Village. For the percentage of creative workers who choose to live in the community, driving to work will not be necessary with a multitude of quick transportation options including cycle, scooter or local transit at their disposal. In addition, a large portion of the Lakeview Village residential development will be located within a 10-minute walk of the Serson Innovation Corridor and to most amenities within the community, eliminating the need for office parking on-site for residents with internal community trips and reducing the overall need for residential parking within the future residential developments.

According to the City of Mississauga's memo dated May 7, 2020, with comments on the proposed parking rate reductions in the revised Zoning By-law, the City expressed support for additional reductions to residential apartment and visitor parking rates within the draft By-law for RA5-XX exception areas. This was further supported during a conference call with LCPL and City staff on June 26, 2020, where additional reductions were discussed for specific residential unit types.

Following this consultation, residential parking requirements are proposed to be reduced to **1.0 spaces per unit** for all Condominium Apartment, Rental Apartment, Condominium and Rental Back to Back and Stacked Townhouse units, uniformly for units of all sizes. This consistent parking rate reduction is proposed in consideration of the availability of transit, cycling and pedestrian networks, and shared mobility solutions for residents, and is additionally supported by a suite of innovative Transportation Demand Management (TDM) measures. The proposed rate of 1.0 spaces per unit is consistent with staff-supported rates for Condominium and Rental Apartments, for all unit sizes. For Condominium and

Rental Back to Back and Stacked Townhouse units, the proposed rate is consistent with the direction of the built form which encompasses townhouse units constructed as part of mid-rise condo buildings with shared underground parking facilities. Despite the style difference in the built form between townhouse and apartment units, the buildings are functionally the same and connected within the block itself. Therefore it is agreed that with mid-rise apartments and their connected ground-floor townhouse units sharing an underground parking facility, the consistent parking rate of 1.0 space per unit will ensure that parking is supplied for all units, regardless of unit design style or height, in a balanced manner and in consideration of the anticipated demand from units of varying sizes.

Similarly, the proposed rate of 2.0 spaces per Condominium and Rental Townhouse units is calculated in consistency with the direction of the built form, and will be applicable to those townhouse units with a garage and driveway configuration which will naturally accommodate 2 parking spaces per unit, by design. Finally, the proposed reductions and retirement building units are based on staff-supported reductions in the memo dated May 7, 2020. **Table 4-1** provides a breakdown of proposed parking rates for residential units within Lakeview Village.

Residential visitor parking rates will be similarly reduced to 0.15 spaces per unit and are proposed to be shared in a co-mingled rate with ground-floor commercial spaces (at a rate of 3.0 spaces per 100 m² GFA) within each respective RA5 block, with the parking supply to be provided based on the greater of the two parking requirements.

Table 4-1: Residential Parking Rates

Unit Type		Zoning By-law 225-2007 (spaces/unit)	Staff Supported (spaces/unit)	Proposed Parking Rates
Condominium Apartment	Studio	1.0	1.0	1.0
	1-Bedroom	1.25	1.0	1.0
	2-Bedroom	1.4	1.0	1.0
	3-Bedroom	1.75	1.0	1.0
	Visitor	0.2	0.15	0.15
Rental Apartment	Studio	1.0	1.0	1.0
	1-Bedroom	1.18	1.0	1.0
	2-Bedroom	1.36	1.0	1.0
	3-Bedroom	1.5	1.0	1.0
	Visitor	0.20	0.15	0.15
Condominium Back to Back and Stacked Townhouse	Studio	1.1	1.4	1.0
	1-Bedroom	1.1	1.4	1.0
	2-Bedroom	1.5	1.4	1.0
	3-Bedroom	1.75	1.4	1.0
	4-Bedroom	2.0	1.4	1.0
	Visitor	0.25	0.15	0.15
Rental Back to Back and Stacked Townhouse	Studio	1.1	1.4	1.0
	1-Bedroom	1.1	1.4	1.0
	2-Bedroom	1.25	1.4	1.0
	3-Bed	1.41	1.4	1.0
	4-Bedroom	1.95	1.4	1.0
	Visitor	0.25	0.15	0.15
Condominium Townhouse	All Unit Types	2.0	1.4	2.0*
	Visitor	0.25	0.15	0.15

Unit Type		Zoning By-law 225-2007 (spaces/unit)	Staff Supported (spaces/unit)	Proposed Parking Rates
(not including Street Townhouse)				
Rental Townhouse (not including Street Townhouse)	All Unit Types	2.0	1.4	2.0*
	Visitor	0.25	0.15	0.15
Retirement Building	Per Unit	0.5	0.4	0.4

*Rate applicable to Townhouse units with a garage-driveway configuration.

As shown in Figure 1-1, parking spaces will be provided in all residential zones in Lakeview Village through a mix of underground garages and above-ground podium parking topped with open space amenity area. The rates of residential parking supply are outlined in the proposed Zoning By-law, largely supported by the City, and include a combination of two base rates dependent upon the unit size and type of residential dwelling. Additional visitor parking spaces are planned to be provided at rates consistent with City Centre standards in all residential blocks.

It is anticipated that ground-floor commercial spaces within the RA5 residential blocks will be comprised of local retail and personal service amenities to support local residents. The ground-floor spaces are not planned to be destination retail locations. As such, the expected vehicle parking demand for this residential commercial uses is considerably low, due to the large active transportation modal split. It is proposed that the residential visitor parking spaces, with additional surplus parking supply from the planned on-street parking spaces, will be more than sufficient to meet the parking demand from visitors to the site.

The Lakeview Village parking strategy proposes that the residential visitor parking spaces are shared with ground-floor retail uses in the residential blocks, with the parking supply equal to the greater of the two parking rates within each RA5 block. It is assumed and accepted that the parking demand from the moderate residential commercial spaces, marked for local convenience uses and not destination retail spaces, would not meet or exceed the visitor parking supply (at a rate of 0.15 spaces per unit) within the respective residential developments. In the case the minimum commercial supply is greater, comparing at a rate of 3.0 spaces per 100 m² GFA, the excess number of spaces shall be provided within the block. In addition, on-street parking is widely available, as detailed in Section 4.4, to serve visitors to the area as an overflow option, with the residential visitor parking supply being utilized as the primary parking space. As a result, a **co-mingled parking rate based on a shared parking strategy with the commercial demands utilizing the greater of either the residential visitor (0.15 spaces / unit) and commercial (3.0 spaces / 100 m² GFA)** is proposed for retail uses within RA5 residential buildings.

4.4 On-Street Parking

The City of Mississauga Official Plan (MOP) Policy 13.3.7.3.1 (a) states that on-street parking will be provided within the Lakeview Waterfront Major Node Character Area (Lakeview Waterfront) *“as appropriate and integrated into the streetscape design, balancing the needs of all modes of transportation and the public realm that share the right-of-way”*.

Currently, **288 on-street parking spaces** will be provided across the community. As shown in Figure 1-1, one-sided street parking will be provided along the entire Serson Innovation Corridor, through Lakeview Square on Hydro Road, and along the Waterfront on Street 'D'. These destinations are woven into a network of one-sided street parking on all east-west and north-south links connecting to the corridor, and two-sided street parking along Street 'B' and a portion of Street 'A'.

An estimated total of approximately 750 on-street parking spaces (subject to detailed road network design) could be provided across the entire Lakeview Major Node, extending beyond the draft plan, with a range of between 190 and

413 considered within reasonable walking distance of the lakefront park lands and the Lakeview Square commercial uses, according to the Parking Strategy Report, dated March 2019.

The City of Mississauga's Parking Master Plan (2019) states that *"parking is allowed on City roads for a maximum of 5 hours unless otherwise posted. Parking on-street is not permitted overnight between 2 am and 6am. Vehicles with accessible parking permits can park on-street for a maximum of 24 hours. In certain locations, 15-hour on-street parking is permitted including overnight hours."* The plan continues to recommend the City to continue to allow on-street parking between 8 am and midnight beyond the 5 hour limit.

4.5 Public Parking Supply

As per the Lakeview Village Land Use Plan, prepared by Gerrard Design, dated October 3 2019, and included on page 28 of the Transportation Considerations Report, dated June 2020, a total of 36.22 acres (14.66 hectares) of Public Open Space (including water feature) are provided in Lakeview Village. In addition to public open space along the Lakeview Village waterfront and in the Jim Tovey Lakeview Conservation Area, a landmark Waterfront Cultural Centre, Waterfront Pavilion, Innovation Hub, Concert Space, Kayak Boat Launch and more are proposed to be provided to attract the public and tourists to Lakeview Village.

According to the Port Credit and Lakeview Parking Strategy Report, prepared by BA Group for the City of Mississauga, dated June 2014, the City has a 'negligible' role in public parking in the Lakeview area, as public parking in a development node or downtown area can range from 25% to 60% of the total commercial parking supply, depending on the municipality. The report suggests that the City initially aim for 40% of the overall commercial parking supply in Lakeview to be publicly available, similar to the amount the City supplies in the Port Credit area.

As per the parking calculation in Section 4.2, if 40% of the currently estimated 252 required commercial spaces (at a blended rate of 3.0 spaces per 100 m² GFA for retail and restaurant spaces) were to be provided by the City as part of the parking structure, 101 public parking spaces would need to be supplied.

In addition to the commercial space around Lakeview Square, public parking would be required for the City-owned lands and the cultural and recreational uses proposed along the waterfront. Based on parking rates provided by ITE Parking Generation, an estimated 717 parking spaces (depending on the final City programming) would need to be supplied to support open park space (43 spaces), the proposed Cultural Centre (397 spaces), Innovation Hub (200 spaces), and the Jim Tovey Lakeview Conservation Area (77 spaces). The proposed kayak boat launch area may accommodate an additional 20 spaces, self-contained for its own use. Additional consultation with the City on expected programming and utilization of the public areas is required to better determine the anticipated public parking demand.

Municipal studies and plans recommend the provision of public parking to be centralized off-site, ideally using a parking facility as identified in Lakeview Village. Consequently, when considering the shared public parking supply, it is important to consider the various peak hour demands from each land use. In this case, we can confidently assume that the peak parking demand for Lakeview Square commercial spaces and the public waterfront cultural and recreational areas will overlap during weekday evening and weekend periods (i.e. not during typical office business hours). Therefore, the total public parking demand is estimated to be at least 818 spaces (inclusive of 101 commercial and 717 park), and is expected to fluctuate as detailed parking rates are determined for the public waterfront programming. The estimated parking demand of 818 vehicle spaces, for commercial and open park land uses, within the off-street parking garage could be further reduced through the provision of on-street parking and shared parking strategies.

4.6 Parking Garage Facilities

A single multi-storey municipal parking facility is proposed to be built at the south end of the Serson Innovation Corridor, adjacent to Lakeview Square and the Waterfront. The proposed parking garage is planned as an integral element of the Lakeview Village parking strategy and is centrally located in order to provide surplus vehicle parking spaces for usage by visitors to Lakeview Square, visitors to the public parks and recreational facilities, and for the cultural and institutional uses along the Serson corridor.

Considering the multi-year phased approach to the construction and occupancy of the Lakeview Village community, it can be assumed that a full multi-story parking structure may not be required immediately. Based on the area of the parking facility block, a number of surface parking spaces could be provided in the interim, serving the early residents, employees and visitors of the site. To estimate the number of parking spaces that could be provided, the size of the block would need to be finalized and a parking layout developed. Typically, a parking space requires approximately 350 square feet of space, including the area required for the parking stall and drive aisles. In Mississauga, a minimum width of 2.6 m, length of 5.2 m, and aisle width of 3.5m (per side for a two-lane double loaded parking aisle) is required for adequate vehicle storage and movement. As part of the concept design process for the parking garage spaces, a total of 40 m² (430.56 ft²) of space is required, in order to accommodate all required infrastructure including drive aisles, ramps, etc, for each parking stall.

When developed, and based on the current design, a total of **989 parking spaces** are proposed to be provided in this six-storey parking garage, meeting the needs to visitors and workers to Lakeview Square, the Serson Innovation Corridor, and surrounding cultural and recreational uses along the Waterfront. The capacity of the parking facility is dependent on the future design of the facility, to be determined based on forthcoming requirements from the City. As with most public parking facilities, it is envisioned that the parking garage would serve the parking demands of mix of uses, as outlined. This in turn improves the utilization of each parking space, with multiple vehicles using the space over the course of a day or week. In contrast, private parking structures tend to sit empty when the intended occupant is not using the space, such as with office parking on weekends.

While the current plan for Lakeview Village indicates the integration of a single municipal parking facility, as discussed, there exists the possibility of adding underground parking facilities under Ogden Park, Lakeview Square, and in the west side of the Lakeview lands, to potentially allow public parking to be spread out across Lakeview Village. There is also an opportunity to expand public parking within the proposed municipal building to be located north of Street B. It should be noted that any parking structure, outside of the primary parking facility, would be for public use and not required by LCPL for any private land uses. All parking associated with residential, office, commercial, or institutional uses, with the potential exception of Lakeview Square, will be accommodated on-site, and be specifically determined at the Site Plan Application stage on a building by building basis.

4.7 Paid Parking

The City of Mississauga currently has some free City public parking facilities located close to paid City public parking facilities, which, as the City manages its supply, are becoming examples of the need to manage supply consistently and logically. In Port Credit, for example, municipal parking is free at the Library, Arena, and Waterfront Parks, while there is under-utilized paid parking lots in the immediate area. The inconsistency leads to users of a paid facility, such as Port Credit GO Station, to park in free facilities such as the Port Credit Memorial Arena, and leave spaces unavailable to the patrons of that facility.

As outlined in the City's Parking Master Plan, solutions include the construction of new off-street municipal parking (such as the garage in Lakeview Village) as well as extending permissions and times for on-street parking to expand the capacity while being reasonably priced. On the contrary, while City Centre has paid parking on-site, the low rate of just \$1/hour does not deter drivers to instead use available free parking, as those lots are heavily utilized. Higher public parking pricing, along with elimination of free parking where appropriate (and/or tighter controls on its use) would reduce demand and also dwell time, encouraging a faster turnover of vehicles, which increases the capacity for vehicles to enter and exit an area such as Lakeview Village, while reducing the parking supply.

Consistent and logically provided paid parking is a TDM strategy implemented to discourage the use of single-occupant vehicles in the area, which is in line with the goals and vision for the Lakeview Village community. By reducing the demand and diverting trips towards sustainable modes of transportation, fewer parking spaces are required in the area. Accordingly, reducing the non-residential / employment parking rate to 2.1 spaces per 100 m² office GFA in the Serson Innovation Corridor, and 3.0 spaces per 100 m² commercial GFA in Lakeview Square, combined with paid parking would sufficiently reduce overall demand and allow for a shared parking strategy to be feasibly implemented to accommodate the public waterfront parking demand in the municipal garage.

5 Summary of Parking Rate Reductions

5.1 Serson Innovation Corridor

The proposed Zoning By-law initially proposed a staff supported rate of 3.2 spaces per 100 m² office GFA along the Serson corridor. The parking strategies for the City of Mississauga and surrounding municipalities support aggressive reductions in minimum parking rates for office uses in urban cores and major nodes, like Lakeview.

The 2009 Parking Strategy for Mississauga City Centre Report, recommends a rate reduction from 3.2 spaces per 100 m² GFA to 2.7 spaces per 100 m² GFA. The report further supports reductions to 2.31 spaces per 100 m² GFA, if the Metrolinx Mobility Hub transit mode split reached the projected 30%, which Lakeview Village is well-positioned to meet. In line with this trend, the Square One Properties mixed-use development has achieved an approved rate of 2.1 spaces per 100 m² GFA through a series of shared parking provisions.

The Town of Newmarket supports a 30% reduction in the parking requirements for residential and non-residential land uses within 500 m walking distance of rapid transit, and with adequate TDM measures, both of which are achieved for the Serson corridor due to the proximity of transit stops internally and along Lakeshore Boulevard to connect to the Lakeshore BRT.

In addition, the proposed Zoning By-law includes an exception to reduce parking permitted for any office with a co-working space by 0.3 spaces per 100 m² GFA. Considering the Serson Innovation Corridor is expected to bring innovative work environments to Lakeview Village, including co-working spaces, this reduction can be applied.

Furthermore, the corridor's parking demand is expected to be self-contained within each of the respective office blocks, with a supply of 2,597 parking spaces, serving the total office Gross Floor Area (GFA) of 148,209 m² at a rate of 2.1 spaces per 100 m² GFA.

The cumulative impact of these available reductions and the ability to self-contain this parking demand on-site without negatively impacting other land uses supports the proposed reduced parking rate of 2.1 spaces per 100 m² GFA for the office spaces within the Serson Innovation Corridor.

5.2 Lakeview Square

In accordance with LCPL discussions with City staff, the proposed parking rate of 3.0 spaces per 100 m² GFA of commercial space in Lakeview Village is a blended rate considering the lower rate of 1.0 spaces per 100 m² GFA for retail units and the higher rate of 9.0 spaces per 100 m² GFA for restaurants. This reduced rate is supported by precedence set in places such as Mississauga City Centre where new developments have been repeatedly approved with reduced parking rates for office and commercial spaces due to the walkability, transit accessibility, and mixed-use nature of the areas. These elements, and in fact all six criteria for a 'Precinct 1' parking policy area per the City's Parking Master Plan, are achieved in Lakeview Village and in particular Lakeview Square.

The City of Richmond Hill supports parking rates which are 20% lower than existing for developments located within 400 m of a transit stop. The entire Lakeview district is accessible within a 400 m walk from an internal or external transit stop, including and specifically around Lakeview Square. Therefore the walkability and access to transit are two key criteria which support the reduction of the commercial parking rate in Lakeview Square.

5.3 Residential Zones

Following City comments on the proposed parking rate reductions in a memo dated May 7, 2020, and subsequent discussions with City staff, the revised Zoning By-law proposes further reductions to parking rates for residential apartment units and visitor parking spaces. In considering of the availability of transit, cycling and pedestrian networks, shared mobility solutions, and the suite of innovative Transportation Demand Management (TDM) measures, residential parking requirements for Condominium and Rental Apartments, Back to Back and Stacked Townhouses are proposed to be reduced to 1.0 spaces per unit, uniformly for units of all sizes. Residential visitor parking rates will be

similarly reduced to 0.15 spaces per unit, Condominium and Rental Townhouse units will be supplied at a rate of 2.0 spaces per unit by design, and reductions to retirement building units are based on staff-supported rates in the memo dated May 7, 2020.

The proposed Zoning By-law for Lakeview Village offers a co-mingled parking rate for ground-floor commercial spaces with residential visitor spaces within higher density residential buildings in the RA5 zone. The co-mingled rate proposes the use of the greater of either the ground-floor commercial minimum parking requirement at the rate of 3.0 spaces per 100 m² GFA, or the residential visitor parking at the rate of 0.15 spaces per unit. Essentially, parking is to be provided to the commercial uses within RA5 zones on a shared use basis utilizing the 0.15 spaces per residential unit visitor supply (unless 3.0 spaces per 100 m² GFA exceeds the 0.15 / unit supply).

This elimination of RA5 commercial parking minimums is due to the fact that the ground-floor retail is aimed to serve the residents of the RA5 blocks themselves with local convenience uses, and therefore are not meant to attract "external" visitors to destination retail locations in these blocks. Accordingly, trips would be made by foot or bike, rather than by car. Any parking demand from visitors is planned to be accommodated through on-street parking and the sharing of residential visitor parking spaces within the blocks.

In addition, the Town of Oakville has reduced parking requirements in mixed-use zones and growth areas such as Downtown Oakville, where developments do not have to provide parking for commercial uses. The elimination of minimum commercial parking rates is supported by pedestrian-oriented public spaces, which is the key element in the design of the Lakeview Village public realm.

6 Conclusion

In conclusion, based on comparable municipal parking strategies, the availability of transit and integration of numerous urban design elements, abundance of on-street parking, and the supply of a centrally located and sharable municipal parking facility for a mix of land uses with varying peak periods, it is justifiable to reduce minimum parking requirements for both residential and non-residential / employment uses across Lakeview Village. Specifically, rates of **2.1 spaces / 100 m² GFA for office use** in the Serson Innovation Corridor, **3.0 spaces / 100 m² GFA for commercial uses** in Lakeview Square, **1.0 spaces per unit** for Condominium Apartments, Rental Apartments, Back to Back and Stacked Townhouses within RA5 Residential blocks, and lastly **a co-mingled rate based on shared residential visitor (0.15 spaces per unit) and commercial (3.0 spaces per 100 m² GFA) parking rates, where the greater of the two determine the parking supply for ground-floor retail** within the higher density Residential Zones **are all supported** by this parking rates review, the comprehensive parking strategy and integration of a robust transportation network in Lakeview Village.