

MEMORANDUM

TO:

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FROM:

Cora Freudenberg
Vuk Uskokovic, P.Eng

PROJECT:

6126-23
4094 Tomken Road – Westminster United Church

DATE:

September 13, 2024

**RE: 4094 TOMKEN ROAD, MISSISSAUGA (WESTMINSTER UC) OPA/ZBA SUBMISSION #2
RESPONSE TO COMMENTS**

1.0 INTRODUCTION

BA Group is retained by KPMB Architects to provide urban transportation consulting services in relation to a Zoning By-law Amendment application being made to the City of Mississauga, for the construction of a residential infill development located at 4094 Tomken Road, herein referred to as the “Site”.

The Site is located in the south-west quadrant of the Tomken Road / Rathburn Road East intersection. The Site is bounded by Rathburn Road East to the north, Tomken Road to the east, and residential properties to the west and south.

1.1 This Memo

This memorandum provides a response to the parking-related comments received from the City of Mississauga spanning January 20, 2023, and March 23, 2023. Details related to these comments are discussed further in this letter.

1.2 Development Program

The development proposes to construct two (2) new residential buildings located within both the southern portion of the Site (where the surface parking lot is today) and within the north-eastern portion of the Site adjacent to the Tomken Road / Rathburn Road East intersection.

Following the redevelopment of the Site the existing residential building (located at 924 Rathburn Road East) and church building (located at 4094 Tomken Road) will remain in the current condition albeit the parking supply and church's pick-up / drop-off facilities will be adjusted following the redevelopment of the Site.

The development application includes:

- 318 residential units
 - 68 purpose built rental units (existing to remain)
 - 250 new residential units, of which 30% are targeted to be below market rate
- 345 m² of church uses (existing to remain)
- 385 m² of daycare uses (existing to remain)
- 397 parking spaces to accommodate both the existing to remain uses and the two newly constructed residential buildings

1.2.1 Proposed Parking Supply

A total of 397 parking spaces are proposed to accommodate both the existing to remain uses (i.e. existing residential, church and daycare uses) and the two newly constructed residential buildings. The proposed parking supply includes:

- 84 surface parking spaces to serve the visitor and non-resident for existing uses on the site that will remain;
- 54 existing to remain parking spaces provided within the 924 Rathburn Road East underground parking garage; and
- 259 parking spaces provided within 3-levels of underground parking garage below the newly constructed north and south buildings.

Application of the proposed parking rates results in the minimum requirement of 397 parking spaces, including 252 residential (0.80 spaces per unit), 68 visitor (0.20 spaces per unit) and 77 shared non-residential spaces.

2.0 RESPONSE TO COMMENTS

2.1 Parking – Evan Pu (November 14, 2023)

Comment 50 – Parking Utilization Study

Per the resubmitted materials, Municipal Parking staff advise that as the proposed parking deficiency exceeds 10%, a Parking Utilization Study (PUS) is required to be submitted per the city’s Parking Terms of Reference. Given the scale of the proposed development, proxy sites with similar building tenure, scale and context should be surveyed.

Comment 51 – Parking Terms of Reference

The applicant should refer to the City’s Parking Terms of Reference for parking justification requirements to be included with a formal submission. The Applicant should confirm the survey methodology with staff prior to conducting parking surveys.

Response

There is a limited availability of mixed market and rental buildings within City of Mississauga’s designated Precinct 4, that share similar characteristics to our proposed development. BA was unable to survey any comparable rental buildings within Precinct 4 that share the same characteristics, particularly in terms of transit accessibility, number of units, and the rental and affordable-market mixed nature of the project. Instead, a survey was conducted of the existing rental building located on the development site and a year’s worth of leasing data was provided.

BA recognizes the importance of adhering to the City’s Parking Terms of Reference. However, due to COVID-19 restrictions, it was not possible to conduct consecutive survey weeks as originally planned. Despite this limitation, eight survey days were conducted in March 2022 and July 2022, with four survey dates each week, collected at one-hour intervals. Both weekday and weekend surveys were included to capture residents, visitors, church, and day care parking demand. The parking data collected across these two periods showed relatively consistent parking demand. In addition, surveying during different months offered a more representative view of peak demand across a broader timeframe.

Following subsequent discussions with City staff, it was determined that additional parking surveys may not be necessary if subsequent information such as leasing data for the existing site was provided. Accordingly, we supplied leasing data covering the period from January 2023 to December 2023. This data showed that existing peak demand is 0.75 spaces per unit, which is below the proposed rate of 0.80 spaces per unit, as demonstrated in **Table 1**. Additionally, when applying the observed leasing rates to the proposed development plan, the total demand was calculated to be 159 spaces, equivalent to 0.64 spaces per unit, significantly lower than the proposed rate of 0.80 spaces per unit, as demonstrated in **Table 2**. We acknowledge that the proposed development plan’s affordability mix (targeted 30% below market) differs from the existing site. However, the existing site does represent a mix of residents and various uses within the same site.

Table 1 Observed Peak Parking Demand (September & October 2023)

Existing Units		Parking Demand	Parking Rate
1-bedroom	23 units	10 spaces	0.43 spaces / unit
2-bedroom	40 units	35 spaces	0.88 spaces / unit
3-bedroom	5 units	6 spaces	1.20 spaces / unit
TOTAL	68 units	51 spaces	0.75 spaces / unit

Table 2 Application of Leasing Rates to Proposed Development Program

Proposed Units		Applied Parking Rate	Parking Spaces
1-bedroom	158 units	0.43 spaces / unit	68 spaces
2-bedroom	62 units	0.88 spaces / unit	55 spaces
3-bedroom	30 units	1.20 spaces / unit	36 spaces
TOTAL	250 units	0.64 spaces / unit	159 spaces

Furthermore, the Site is located immediately adjacent to the Tomken Major Transit Station Area (MTSA). Vehicle parking minimums are being eliminated with MTSA's due to Bill 185, and the proposed residential parking supply of 0.8 spaces per unit greatly exceeds the zero-parking minimums now applicable in that area.

On April 10, 2024, the Province of Ontario government introduced "Bill 185: Cutting Red Tape to Build More Homes Act, 2024". This provincial Bill introduced a number of changes to Province of Ontario Acts, including the Planning Act. Included among these changes were changes to prohibit and/or limit the ability for municipal official plans and zoning by-laws to require that an owner provide parking facilities (other than for bicycle parking) in Protected Major Transit Station Areas and areas around transit stations. It is our understanding that any minimum parking requirements (except for bicycle parking) within Zoning By-laws are no longer in effect and are therefore no longer applicable to lands located within identified MTSA's or PMTSA's.

Bill 185 received Royal Assent on June 6, 2024 and is now in force and effect.

The subject Site is located less than 20-metres from the Tomken Protected Major Transit Station Area as approved by the Province on November 4, 2022. The delineated MTSA's and PMTSA's have been approved by Region of Peel and by the Province. As such, we understand that minimum vehicle parking requirements will no longer be applicable to the area immediately adjacent to the subject Site.

The subject Site, as shown in **Appendix A**, is situated on the periphery of the Tomken MTSA and approximately 860 meters from Tomken Station along the Highway 403 Mississauga Transitway. Additionally, the Site is approximately 100 meters west of the Cawthra MTSA and 980 meters from Cawthra Station. Although the Site is outside the typical 800-meter station radius used to define MTSA boundaries, it is important to note that the Tomken MTSA boundary itself extends beyond this buffer. In comparison, the adjacent Cawthra MTSA includes several areas that exceed the typical 800-meter buffer, with peripheral areas falling within a 1-kilometer radius of the station. The Site's proximity to both Tomken and Cawthra Stations underscores its strategic location within a transit-accessible area. The Site is located less than 20 meters from the Tomken MTSA boundary and enjoys the same transportation opportunities as directly across the street.

Our proposed parking rate of 0.8 spaces per unit represents a modest reduction relative to the now applicable zero-parking minimums applicable just across the street.

* * * * *

We trust the foregoing is in order and provides an appropriate presentation of updated information related to the revised application being made to the City of Mississauga.

Please do not hesitate to contact us if you have any questions or comments.

Sincerely,

BA Consulting Group Ltd.



Cora Freudenberg
Transportation Planning GIS Analyst



Vuk Uskokovic, P.Eng
Associate

**Appendix A:
MTSA Proximity**

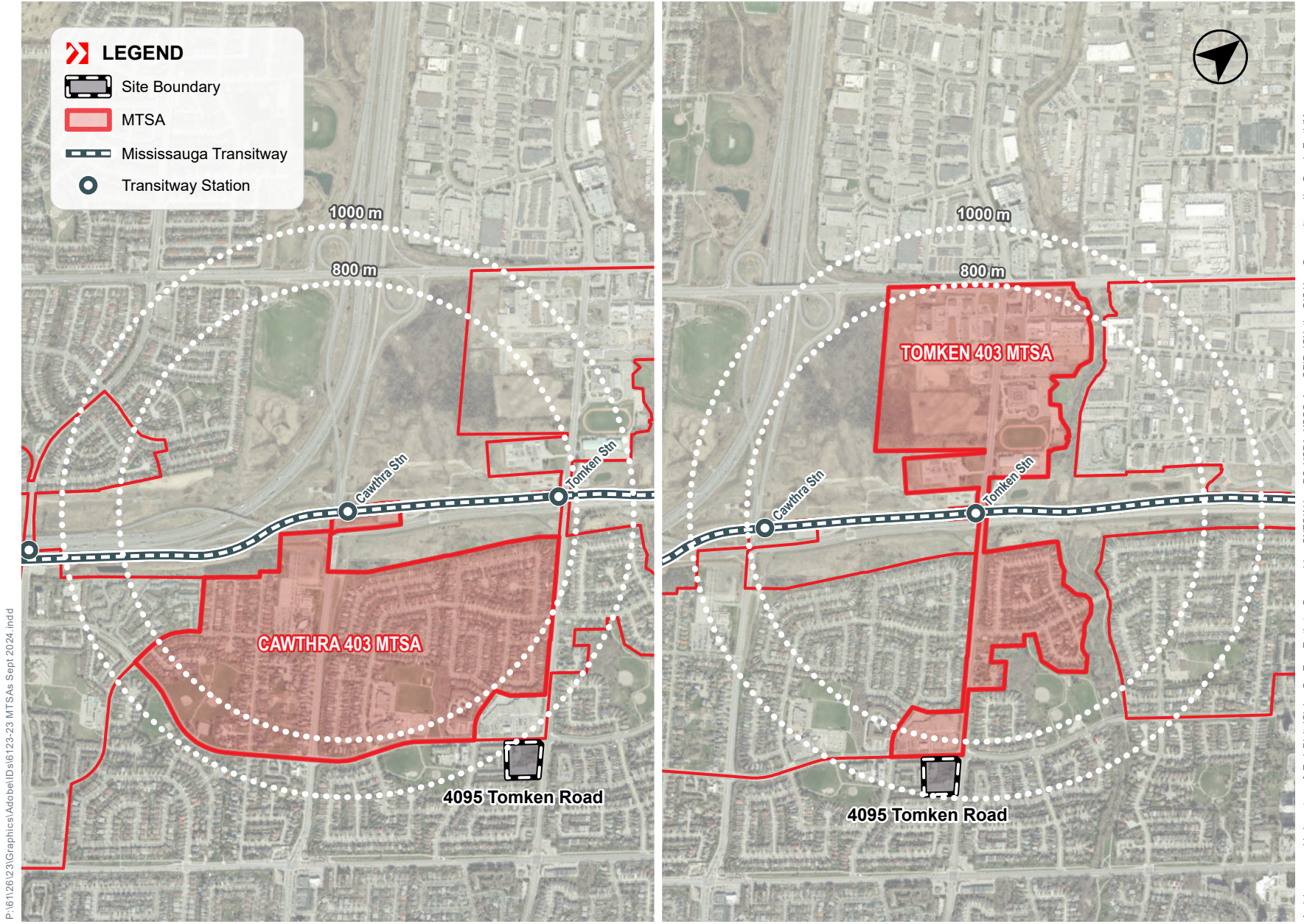


FIGURE 1 MTSA PROXIMITY