



MEMORANDUM

TO

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FROM

Cora Freudenberg
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PROJECT

6126-23
4094 Tomken Road – Westminster United Church

DATE

May 28, 2024

RE: **4094 TOMKEN ROAD, MISSISSAUGA (WESTMINSTER UC) – PARKING MEMO**

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”.

1.1 Background

In October 2022, BA Group prepared a report titled “4095 Tomken Road, City of Mississauga – Westminster United Church – Urban Transportation Considerations – Zoning By-law Amendment Application” (herein referred to as “2022 TIS”) dated October 14, 2022, which was submitted to the City of Mississauga and the Region of Peel as part of the October 2022 Engineering Submission.

A subsequent re-submission was made for the subject site in August 2023 responding to city comments. As part of the re-submission. As part of the re-submission BA Group prepared a letter dated August 11, 2023, responding to transportation related comments received from City of Mississauga staff.

1.2 This Memo

This memorandum provides an update to the justification for the proposed parking rates using 2023 parking rental information provided by operators of the existing residential building located at 924 Rathburn Road East, as well as an overview of the current development program.






2.0 PROPOSED 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 project statistics are summarized in **Table 1**.

Table 1 Development Proposal Summary

	Use		Development Proposal		
Existing to Remain		Residential Units	68 purpose built rental units		
		Church GFA	345 sq. meters		
		Daycare GFA	385 sq. meters		
Newly Constructed Buildings		Residential Units ¹	Studio	0 units	
			1 Bedroom	158 units	
			2 Bedroom	62 units	
			3 Bedroom	30 units	
			Total	250 units¹	
Overall Proposed		Residential Units	309 units		
		Church GFA	345 sq. meters		
		Daycare GFA	385 sq. meters		
		Parking Spaces	Resident	Proposed Buildings: 201 Existing Buildings: 54	
			Resident Visitor	Proposed Buildings: 51 Existing Buildings: 14	
			Church	77	
			Day Care	Shared with Visitor parking	
			Total	397	
		Bicycle Parking Spaces	Total	202	

Notes:

1. Includes 30 percent affordable units and 70 percent of market rate units.

3.0 PARKING

3.1 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.

The proposed parking supply is summarized in **Table 2**.

Table 2 Proposed Parking Supply

Use	Units / GFA	Applied Parking Rate	Parking Spaces
Proposed Development			
Resident	241 units	0.80 spaces / unit	201 spaces
Visitor		0.20 spaces / unit	51 spaces
<i>Total</i>			<i>252 spaces</i>
Existing Apartment Building to Remain			
Resident	68 units	0.80 spaces / unit	54 spaces
Visitor		0.20 spaces / unit	14 spaces
<i>Total</i>			<i>68 spaces</i>
Existing Westminster Church & Daycare Facility to Remain			
Church	345 sq. meters	22.3 spaces / 100 sqm	77 spaces
Daycare	385 sq. meters	2.5 spaces / 100 sqm (Shared into Visitor Parking)	0 Dedicated Spaces (10 Shared into Visitor Parking)
TOTAL			397 spaces

3.2 Parking Space Rental Information

Parking rental information was provided by Tomken Grove Apartments to confirm the Site’s existing rental parking demands. Leasing data for 2023 resident parking summary was provided, indicating the tenant, unit number, unit type and type of parking space (surface or underground) which was rented. The resident parking space leasing data indicated a peak residential demand of 51 parking spaces (including 6 surface parking spaces and 45 underground parking spaces) in 2023. The existing building leasing demand for 2023 by month is summarized in **Table 3**.

Table 3 Existing Parking Demand (2023)

Month	Surface Lot	Underground Lot	Total Spaces	Parking Utilization
Supply	35	56	91	--
January	5	44	49	54%
February	5	44	49	54%
March	5	44	49	54%
April	5	44	49	54%
May	5	44	49	54%
June	5	44	49	54%
July	5	44	49	54%
August	5	45	50	55%
September	6	45	51	56%
October	5	46	51	56%
November	4	46	50	55%
December	4	45	49	54%

3.2.1 Leased Parking Utilization Study

As indicated in **Table 3**, the peak observed leasing demand was 51 spaces, recorded in September and October 2023, with typical demand being 49 spaces in 8 out of 12 months. We have conservatively used the peak months based on the September and October leasing demand. The residential leasing demand was analyzed further to establish a parking demand by unit type in **Table 4**.

The peak parking demand was 0.43 spaces per unit for 1-bedroom units, 0.88 spaces per unit for 2-bedroom units, and 1.20 spaces per unit for 3-bedroom unit. The peak existing leasing demand rate of 51 spaces can be accommodated within the proposed parking rate of 0.80 spaces per unit.

Table 4 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

The observed leasing rates by unit type have been applied to the proposed development program to anticipate the parking demand are demonstrated in **Table 5**. Application of the observed leasing rates to the proposed development program results in a total demand of 159 parking spaces equivalent to approximately **0.64 spaces per unit**. The anticipated parking demand rate of 0.64 spaces per unit is significantly below the proposed parking rate of 0.80 spaces per unit.

Table 5 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

4.0 CONCLUSION / RECOMMENDATION

In summary, from a parking perspective, the proposed parking supply rate of 0.80 spaces per unit can adequately accommodate the proposed development and Site needs.

The Site's existing leasing information demonstrate that the proposed resident parking supply of 252 spaces (0.80 spaces / unit) can accommodate the Site's parking demand and is considered appropriate.

Analysis of the parking rental information provided by Tomken Grove Apartments indicated a peak leasing demand of 51 parking spaces (56% utilization) during the busiest months of 2023. Application of the peak observed leasing rates to the proposed development program result in a total demand of 159 parking spaces equivalent to **0.64 spaces per unit**.

The parking rate of 0.64 spaces per unit is conservatively based on the peak observed leasing during the busiest months of the recorded year and is significantly below the proposed parking rate of 0.80 spaces per unit.

We trust the foregoing input is useful in your considerations. Please do not hesitate to contact us if you have any questions or comments.

Sincerely,

BA Consulting Group Ltd.