

City of Mississauga Department Comments

Date Finalized: 2021-09-15	File(s): A355.21 Ward 4
To: Committee of Adjustment	
From: Committee of Adjustment Coordinator	Meeting date:2021-09-23 1:00:00 PM

Consolidated Recommendation

The City has no objections to variances 1 & 3, however recommends that variance 2 be refused. The applicant may wish to defer the application to ensure the accuracy of the requested variances and that additional variances are not required.

Application Details

The applicant requests the Committee to approve a minor variance to allow a reduction in required parking proposing:

1. A parking rate of 0.62 spaces per 1 bedroom unit (condo) whereas By-law 0225-2007, as amended, requires a minimum parking rate of 1 space per 1 bedroom unit (condo) in this instance;
2. A parking rate of 0.62 spaces per 1 bedroom unit (rental) whereas By-law 0225-2007, as amended, requires a minimum parking rate of 1 space per 1 bedroom unit (rental) in this instance; and
3. A parking rate of 0.72 spaces per 2 bedroom unit whereas By-law 0225-2007, as amended, requires a minimum parking rate of 1 space per 2 bedroom unit in this instance.

Recommended Conditions and Terms

1. Provide resident bicycle parking spaces at a rate of 0.80 spaces per unit
2. Confirmation of an executed agreement for a minimum of 2 years with a car share provider for four (4) car share spaces
3. Preloaded Presto card with \$1620 for each resident who did not purchase a parking space with documentation provided to Director of T&W
4. A bicycle voucher worth \$200 to each resident with documentation provided to Director of T&W

Background

Property Address: 151 City Centre Drive

Mississauga Official Plan

Character Area: Downtown Core

Designation: Mixed Use

Zoning By-law 0225-2007

Zoning: H-CC2(2) - Holding, City Centre

Other Applications: SP 20-113, SP 19-56, H-OZ 19-3

Site and Area Context

The subject lands are a vacant property located north-west of the Burnhamthorpe Road West and Hurontario Street intersection. The immediate neighbourhood is comprised primarily of multi-storey office and condominium structures, however commercial uses, primarily in the form of the Square One Shopping Centre, are located in close proximity as well. The subject lands possess a lot frontage of 132.72m (435.43ft) and a lot area of 13,090m² (140,899.58ft²).

The applicant is seeking a variance to permit a reduction in parking for the proposed residential uses on the subject property.



Comments

Planning

Section 45 of the *Planning Act* provides the Committee of Adjustment with the authority to grant relief from the requirements of a municipal zoning by-law. Approval of applications must meet the requirements set out under 45(1) and/or 45(2) (a) or (b) in the *Planning Act*.

Staff comments concerning the application of the four tests to this minor variance request are as follows:

The subject property is located in the Downtown Core Character Area. Section 8.4 of the Mississauga Official Plan (MOP) includes policies for the reduction of parking requirements based on vehicle usage and access to alternative methods of transportation, including higher order transit. The Zoning By-law regulates minimum parking requirements for various uses and dwelling types in order to ensure that sufficient parking can be provided on each property for its intended uses. CPS staff have reviewed the application and the submitted parking justification report and note as follows:

A report entitled *Urban Parking Supply Requirements* by BA Group, dated July 7, 2021 was submitted in support of this application. Staff have also met with the applicant, Camrost, and their agent, GSAI, on May 10, 2021 and August 24, 2021 to discuss this application. The proposal is to construct 4 high-rise apartment buildings over 3 phases (3 condo and 1 rental building), for a total of 1889 units (including 262 rental units).

The subject property was granted a previous minor variance for parking reductions in 2020 (A-294/20). The current request is a further reduction. Please see Table 1 below for a comparison of current approved parking requirements (A-294/20) and this request.

Table 1: Existing and Proposed Parking Requirements		
Use	Parking Supply Requirements With Variance "A" 294/20 (Approved 2020)	Current Variance A-355/21
1 bedroom	0.85 spaces/unit	0.62 spaces/unit
1 bedroom rental	0.72 spaces/unit	0.62 spaces/unit
2 bedroom	0.85 spaces/unit	0.72 spaces/unit
Apartment Visitors	0.15 spaces/unit	No change requested
CC1-CC4 Shared parking arrangement	The greater of 0.15 visitor spaces/unit, or parking required for all non-residential uses on the site except banquet hall, conference centre, convention centre, entertainment establishment, overnight accommodation, place of religious assembly, recreational establishment and restaurant shall not be included in the above shared parking arrangement and shall be provided in accordance with the zoning by-law and the varied rates described above	No change requested

Justification Provided

Sales Data Phases 1 & 2:

Data provided by Camrost indicates that 611 two bedroom units have been presold in Phase 1 and 2. Of those, 440 resident spaces were sold to two bedroom units. This equates to a rate of 0.72 spaces/unit.

In addition, 337 one-bedroom units have been presold, with 14 resident spaces being sold to one bedroom unit purchasers. This equates to a rate of 0.04 spaces/unit.

Sales Data Phase 3:

406 units have been sold (1- and 2-bedrooms). Of those, 162 spaces have been sold to 2-bedroom units, and 46 are waitlisted for 1-bedroom units, totalling 208 spaces. This equates to a rate of 0.51 spaces/unit.

Overall, the applicants have sold 1354 condo units out of 1630 being planned for all phases of the development (not including rental units). This equates to 83% of units being sold.

TDM measures proposed:

- Provide a pre-loaded PRESTO card with one years worth of monthly passes (value 12 x \$135 = \$1620) to first-time residents of each dwelling unit that do not purchase a parking space

- Provide a voucher valued at \$200 towards the purchase of a bicycle at such bicycle shop related to first-time residents of each dwelling unit as a one time provision
- Explore options for the provision of car share spaces on site with car share operators
- Provide transit information screens in the lobbies of each tower
- Distribute MiWay promotional materials to provide information on transit service to residents.
- Explore opportunities to lease retail space (at subsidized rents) on Burnhamthorpe frontage (adjacent to the cycle track) to a bicycle shop
- Provide resident bike parking spaces at the rate of 0.70 spaces per unit
- Provide opportunity for unit purchasers to own bike parking spaces to encourage use
- Provide on-site bike repair stations
- Provide information about camps and “CAN-Bike” education classes to residents

Parking Studies at Residential Proxy Sites

Parking study data was submitted from four residential condominium high-rise proxy sites in the Downtown Core (*Limelight, Chicago, One Park Tower, and Capital*). In light of the Covid-19 pandemic, staff are accepting parking studies from previous years. The average peak parking demand at the four sites was observed to be 0.90 spaces/unit, which is higher than the applicant's requested rates.

However, staff also reviewed in-house parking study data from other Downtown developments, and note that 4011 Brickstone Mews had an observed demand of 0.78 spaces/unit in 2020. In addition, the 151 City Centre site has a superior location within the downtown compared to the other proxy sites in terms of walkability and transit connectivity.

Appropriateness of Reduced Parking Requirements

City staff were initially concerned regarding the extremely low sales rate (0.04 spaces/unit) demonstrated for 1-bedroom sales in Phases 1 & 2. However, during subsequent meetings with staff, the applicant explained that the sales strategy was targeted toward larger units (690sq ft and over) initially, as those were the most difficult to sell and availability of parking was used as an incentive for purchasers to increase their unit size. Subsequently, all unit purchasers (regardless of size) were permitted to sign up for a waitlist of parking spaces and will be able to purchase a parking space if desired.

In addition, the applicant is proposing a significant buffer over the sales data rates. Please see Table 2 below for the calculation of the applicant's proposed buffer:

Unit Type	Number of Units Proposed	Requested Rate	Total Parking Spaces Proposed	Total Parking Spaces SOLD to-date	Proposed Buffer (spaces)
1-bedroom	547	0.62	339	60	279
2-bedroom	1,080	0.72	778	602	176
Total	1,627		1,117	662	455

As well, since the development proposal is skewed towards the larger, 2-bedroom units, the overall blended parking rate is calculated as below in Table 3:

Table 3: Blended Rate calculation – Condo Tenure				
Unit Size	Proposed Number of Units	Requested Rate	Proposed Spaces	Blended Rate (All)
1-bedroom	547	0.62	339	-
2-bedroom	1,080	0.72	778	-
Total	1,627	-	1,117	0.69

Staff note that paragraph 6 (g) of the Summary and Conclusions section of the report includes a provision to reduce resident parking supply requirements by 4 spaces for every car share space to be provided. However, no justification for the basis of the 4 spaces reduction has been provided. In addition, staff consider the provision of car share spaces to be justification for the overall reduced residential rates. Therefore, staff do not support this provision and it will not be included in the minor variance.

Additionally, recent parking review work by staff has indicated an ideal bicycle parking rate of 0.8 spaces/unit for condominium units in the City Centre. This is higher than the 0.7 spaces/unit proposed by the applicant.

Rental Unit Parking Rates

No justification was provided for reduction in rental parking rates. In a phone call to the applicant on Aug. 27, 2021, staff confirmed that justification is required, and until such time staff will not support a further reduction in rental parking rates.

Staff Recommendations

Given the above justifications, namely the buffer to be provided over the sales data numbers, the substantial TDM measures to be provided, the superior transit accessibility of the Downtown Core, and given regards to other, previously approved rates in Port Credit and elsewhere in the Downtown, staff can support the following parking rate reductions, subject to the following conditions:

- 0.62 spaces/unit for 1-bedroom Condominium apartment units
- 0.72 spaces/unit for 2-bedroom Condominium apartment units

Conditions:

1. Provide resident bicycle parking spaces at a rate of 0.80 spaces per unit
2. Confirmation of an executed agreement for a minimum of 2 years with a car share provider for four (4) car share spaces
3. Preloaded presto card with \$1620 for each resident who did not purchase a parking space with documentation provided to Director of T&W
4. A bicycle voucher worth \$200 to each resident with documentation provided to Director of T&W

Please note that above comments are based on the details submitted along with the applications and are subject to change should Zoning identify any additional variances or any changes to the variances with regards to above applications.

The subject property is well serviced by public transit and, based on the comments from CPS Staff, Planning Staff are satisfied that variances 1 & 3 provide sufficient parking for the intended

development and will not create negative impacts to the surrounding area. Due to the lack of justification for the reduction in parking for the rental units, CPS and Planning staff are unable to support variance 2.

Based on the above, staff are therefore of the opinion that variances 1 & 3 meet the four tests of a minor variance whereas variance 2 does not.

Comments Prepared by: Alexander Davies, Committee of Adjustment Planner

Appendices

Appendix 1 – Transportation and Works Comments

We are noting that any Transportation and Works Department concerns/requirements for the proposed development will be addressed through the Site Plan Application Process (SP19-56 & SP20-119) and Building Permit Process. We also note that there is currently an existing 'H' Holding Zone Category on the property (H-OZ 19-003) which will have to be lifted.

Comments Prepared by: Tony Iacobucci, Development Engineering Technologist

Appendix 2 – Zoning Comments

The Building Department is currently processing a Site Plan application and Building Permit under file BP 20-3988 & SP 20/113. Based on review of the information currently available in this permit application, we advise that more information is required in order to verify the accuracy of the requested variance(s) or determine whether additional variance(s) will be required.

Please note that comments reflect those provided through the above permit application and should there be any changes contained within this Committee of Adjustment application that have not been identified and submitted through the application file noted above, these comments may no longer be valid. Any changes and/or updates to information and/or drawings must be submitted, as per standard resubmission procedures, separately through the application process in order to receive updated comments.

Comments Prepared by: Marco Palerma