



December 1, 2021

Sent via email

Mississauga City Council  
c/o Planning and Building Department – 6<sup>th</sup> Floor  
300 City Centre Drive  
Mississauga, Ontario  
L5B 3C1

Attention: Development Assistant

**RE: City of Mississauga - Parking Regulations Study Public Information Meeting**

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Please accept this letter as our formal written comments pertaining to the Parking Regulations Study undertaken by the City and its Consultant.

We are part owners of the YMCA Mississauga property located at 325 Burnhamthorpe Road West in the Downtown Core (Precinct 1).

It is understood that staff are recommending a minimum resident parking rate of 0.80 per unit for Apartment (Condominiums) located within Precinct 1.

Although we commend the City for re-reviewing its off-street parking rates and regulations, we believe that the proposed resident parking rate is still too high.

As staff have acknowledged in their report November 12<sup>th</sup> Corporate Report, the City has received over 500 requests for parking reductions over the last 6 years. Many of these requests are due to a lack of demand for resident parking spaces as well as a continuous effort by the development community to create more affordable housing. Staff have also acknowledged in this report that the cost to construct an underground parking space is approximately \$80,000. This cost is passed on to the future unit owners which further worsens the affordability of new housing in the City.

We ask that staff and Council take into consideration what other municipalities, such as the City of Toronto, have recently recommended with respect to their own parking rates and standards in an effort to create affordable housing while putting more emphasis on the use of public transit.

Sincerely,

**HBNG HOLBORN GROUP**

A handwritten signature in blue ink, appearing to read "James Stevenson", is written over a large, stylized blue ink scribble that partially obscures the text below it.

James Stevenson  
Vice-President of Planning & Development

cc.



300 North Queen Street, Suite 101,  
Etobicoke, Ontario M9C 5K4

Best Phone is: 416-400-1967  
[Bhorosko@horoskoplanninglaw.com](mailto:Bhorosko@horoskoplanninglaw.com)

December 1, 2021

**Mayor Crombie and Members of Council**

c/o Krystal Christopher  
Legislative Coordinator, Legislative Services  
City of Mississauga  
City Hall  
300 City Centre Drive  
Mississauga, ON  
L5B 3C1

Sent by email: [krystal.christopher@mississauga.ca](mailto:krystal.christopher@mississauga.ca)

Dear Mayor Crombie and Members of Council:

**RE: Planning and Development Committee, December 6, 2021 Agenda Item  
5.4 - Off-street Parking Regulations Update and Report on Engagement.  
City File: BL.01-PAR**

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We are the solicitors for Liberty Development Corporation (“Liberty”).

Our client manages a number of development projects in the City of Mississauga, including but not limited to 91 Eglinton Avenue East and 5081 Hurontario Street. Our client has been involved with the ongoing parking review being undertaken by the City, having provided comments to Council on this matter on September 23, 2021 (attached for ease of reference). Our client’s commentary is that parking ratios, as proposed by City staff, while improved in terms of the existing requirements, are still too high given market realities. In our client’s experience, demand for parking is significantly less than even what City staff have recommended in the current draft Zoning By-law Amendment especially in areas there is proposed high order transit.

It is important to note that other municipalities in Ontario, including Brampton, Vaughan and Toronto have or are in the process of significantly reducing parking ratios. We request that City Council follow suit and further reduce parking requirements beyond those recommended by City staff. A further reduction in the requirement parking ratios beyond City staff's recommendation is requested for resident / tenant parking requirements and similarly for visitor parking. This type of reduction will assist in reducing costs for housing in the City in our client's opinion.

Depending on the disposition by Council on the parking ratios it could well be that other matters covered in the by-law (e.g. bicycle parking, EV space requirements, etc.) should be revisited.

We request formal notification of the decision of Council on this matter.

Thank you.

Yours truly,

**HOROSKO PLANNING LAW**



Barry A. Horosko, BES, JD.

cc. Clients  
David McKay



September 23, 2021

Mayor Crombie and Members of Council  
City of Mississauga  
300 City Centre Drive  
Mississauga, On L5B3C1

Dear Mayor and Council Members:

**Re: Request to Review of Parking Requirements for New Development**

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As a real estate developer and builder working in the GTA over the last 10+ years we have seen many changes in the residential housing market. We are writing to you today to give you our thoughts and perspective on residential parking standards and why they need to be changed.

Current high ratio parking encourages a dependency on the automobile and discourages public transit. In order to meet policy objectives, encourage public transit and reduce automobile dependency, put forward by all levels of government, parking standards need to be reduced by the municipalities. Today, we are seeing a reduction of 20% to 30% in the demand by customers for parking spaces in the marketplace. As such, statistically 3 out of 10 purchasers will not purchase a parking space. Yet, parking standards in the municipalities have not yet recognized this shift in demand and still require very high parking ratios. These high parking requirements create affordability challenges for new home buyers. For example, over the last 20 years we have seen incredibly high requirements for the provision of visitor parking space, ranging from 0.15 to 0.20 for each apartment unit. In our experience, many of the visitor parking spaces are never occupied, even at peak times during the week. Visitor parking comes with a cost to build and a cost to maintain, so then, why should it be free to visitors? Therefore, condo property management should charge a fee to cover the visitor parking cost. Nothing is Free.

The oversupply of parking spaces in a high-rise condominium also negatively impacts the government policies which encourage, and in some cases mandate, the provision of more housing that is affordable. The cost of one underground parking stall is in excess of \$100,000. In the GTA, the costs for these stalls are passed down to the purchaser and reflected in the purchase price of the individual condo unit. Developers find themselves building parking stalls they cannot use or sell, and condo owners are paying the increased price as a result. Additional HST, property taxes and maintenance for the underground parking stall also become the burden of the unit owner in perpetuity. These parking tax and maintenance costs range from \$60.00 to \$100.00 per month per stall for the

homeowners or renters. What becomes of these empty spaces in the next 10 to 20 years due to driverless cars production? Will they continue to sit empty? Can they be converted to self-storage or some other creative use? Unlikely.

The City of Toronto is conducting a major review of their parking standards, to recommend eliminating minimum parking space and limiting maximum parking requirements. Other municipalities are also conducting a similar review. Municipalities have been encouraging and promoting (including the City of Mississauga) the same forward thinking with a push to increase transit opportunities and to discourage automobile use. Accordingly, the time has now come for all municipalities to commence a review of parking standards with a view to lowering the standards to reflect the reality of the societal changes happening today and predicted for the future.

From experience, we believe the recommended parking standard rates for residential should be a maximum of 0.7 per apartment unit and 0.1 for visitors for any new high-rise apartments, and much lower parking standard rates can be used within Major Transit Station Areas (MTSAs) in the City of Mississauga. This will accommodate the current market demand in the City of Mississauga and supports the policies put forth by Members of Council to reduce auto dependency and **“break grid-lock and congestion”**, as stated in the Mayor Crombie’s recent open letter to all federal party leaders. These reductions can ultimately reduction of bigger ROW’s which will result in more green space with better sidewalk boulevards and streetscape for public transit.

We are attaching herewith, as an aside, two interesting articles. One from Benton White Insurance, entitled “Predictions” and the other by Dayna Evans, entitled “Why Free Parking is Killing Cities”. Many of the predictions support the premise that the use of automobiles (amongst many other things) will change drastically, confirming the need for parking standard reforms. Evans’ article speaks to the need to support paid parking.

Just imagine if Uber moves to driverless electric cars and as a result, the cost of using uber services could compete with using public transit! Car ownership will plummet! Furthermore, the world’s largest company, Apple, has announced plans to have all electric driverless cars on the road by 2025 and beyond.

We would encourage the City of Mississauga along with all other municipalities to look forward into the future when conducting its review of their parking standards. We would be pleased to participate in the process.

Yours truly,



Michael Uster  
Liberty Development Corporation

## Eniber Cabrera

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**From:** Eniber Cabrera  
**Sent:** Friday, December 3, 2021 9:20 AM  
**To:** 'Jim Levac'  
**Cc:** Mark Bradley; Katherine Morton (Katherine.Morton@mississauga.ca)  
**Subject:** RE: Dec 6 PDC Mtg: Re: Proposed Parking Regulations

Hello Jim,  
Thanks for your email and your question.

The draft By-law being presented on December 6<sup>th</sup> did not specify the date in the proposed clause 3.1.1.12.4 as the date will depend on the timing of the approval. In general, we are considering a grace period of up to 1 year after the By-law amendment comes into effect in order to accommodate developments that are in the building permit review process.

However, the City is being proactive and supporting EV adoption. We would encourage developers to consider including EV-ready parking spaces even if their projects are within the mentioned grace period.

Please let me know if you have further questions. Regards,

Eniber



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**From:** Jim Levac <jiml@gsai.ca>  
**Sent:** Thursday, December 2, 2021 10:59 AM  
**To:** Eniber Cabrera <Eniber.Cabrera@mississauga.ca>  
**Cc:** Mark Bradley <MBradley@morguard.com>  
**Subject:** Dec 6 PDC Mtg: Re: Proposed Parking Regulations

Hi Eniber:

There is a provision in the draft bylaw electric vehicle ready parking requirements which includes the following :

**3.1.1.12.4 Notwithstanding sentence 3.1.1.12.1, 3.1.1.12.2, and 3.1.1.12.3, electric vehicle ready parking spaces shall not be required for buildings, or portions thereof, for which a building permit has been issued on or before January 1, 202X**

Assuming a bylaw is adopted next year, I trust the date is January 1, 2022? Or would the City possibly consider a grace period (ie. 6 -8 months for example) from the date the bylaw comes into effect by Council or OLT Order to obtain a building permit first?

**Jim Levac, MCIP, RPP | Partner**  
700 - 10 Kingsbridge Garden Circle  
Mississauga, ON L5R 3K6  
T: 905-568-8888 x233 | C: 905-580-2854  
[www.gsai.ca](http://www.gsai.ca)



## Eniber Cabrera

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**From:** Malito, Lino <malitol@orlandocorp.com>  
**Sent:** Monday, December 6, 2021 2:45 PM  
**To:** Planning.Regis@mississauga.ca; Eniber Cabrera; Katherine Morton  
**Cc:** Rehkopf, Wyatt; Kramer, Gary  
**Subject:** Bicycle Parking - Zoning By-law Directions - Final Report and Draft By-law  
**Attachments:** Appendix\_2-MississaugaBikeParking\_Final\_2021-10-22.pdf; Appendix\_4\_Draft\_BicycleParkingBy-law.pdf

Good afternoon,

We have had an opportunity to review the Bicycle Parking - Zoning By-law Directions - Final Report and Draft By-law and would like to obtain further clarification on the proposed requirements for Class A and Class B Bicycle Parking, as well as End of Trip Facilities; specifically for Employment Uses (including warehouse and manufacturing facilities) and Commercial Uses (including restaurants, self-storage facilities, retail, offices, and medical offices).

The by-law is somewhat confusing and on the surface seems quite onerous.

Our concern is the number of indoor parking spaces and facilities that appear to be required under the provisions of this By-law, particularly as they would apply to large industrial buildings or even small restaurants and retail outlets.

We would like an opportunity to this matter further.

Thank you,



Lino Malito  
Development Manager

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