

PARKING JUSTIFICATION STUDY
1575 HURONTARIO STREET
CITY OF MISSISSAUGA, REGION OF PEEL

PREPARED FOR:
DREAM SUITES

PREPARED BY:
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Revision Number	Date	Comments
Rev. 0	October 2019	First Submission

1.0 Executive Summary

CF Crozier & Associates Inc. (Crozier) was retained by Dream Suites to complete a Parking Justification Study in support of a Zoning By-law Amendment (ZBA) for the proposed residential development located at 1575 Hurontario Street, City of Mississauga, Regional Municipality of Peel.

The purpose of the study is to forecast the peak parking demand associated with the proposed development and to determine the sufficiency of the proposed parking supply to meet the anticipated demand. The Terms of Reference for the study were confirmed with staff from the City of Mississauga, with correspondence included in **Appendix A**.

The Subject Property is bounded by existing office and commercial buildings to the north and to the south, existing residential subdivision and Maplewood Road to the east, and Hurontario Street to the west. The location of the proposed development is reflected in **Figure 1**.

The Subject Property is approximately 0.36 hectares (0.89 acres). The Site Plan for the proposed development consists of 42 stacked back-to-back townhouses and 56 underground parking spaces, 45 of which are allocated for residential, and 11 are allocated for visitor parking. The development also proposes the utilization of the existing full moves access to Hurontario Street, which is currently closed due to the vacant lot. The proposed Site Plan is reflected in **Figure 2**.

Per the City of Mississauga's Zoning By-Law Part 3, "Parking, Loading and Stacking Lane Regulations" requires that the proposed development provides a parking supply of 84 residential parking spaces and 11 visitor parking spaces, a total of 95 parking spaces. The development proposes a parking supply of 56 spaces. Therefore, although the visitor parking requirement is satisfied, the development proposes a residential parking supply deficit, as compared to the Zoning By-Law requirements by 39 spaces.

The peak parking demands associated with the Subject Development was forecasted using a surrogate site survey of a similarly sized stacked townhouse located in 4620 Guildwood Way in the City of Mississauga. This residential property is similar in size, less than 100 stacked townhouse units, located in an area with frequent transit services and has common parking facility in lieu of a private driveway and garage.

Per the surrogate site parking surveys of 4620 Guildwood Way, the maximum peak parking demand of the proposed development at 1575 Hurontario Street is approximately 47 parking spaces. As the proposed development supplies a total of 56 parking spaces, the proposed parking supply is more than adequate.

It is noted that this survey is considered conservative, as the Subject site's location is much closer to downtown Mississauga, in close proximity to Go-Transit station, with higher transit capacity offered by Hurontario-Main LRT.

Therefore, a parking supply of 56 spaces or more is supportable from a parking justification perspective.

The analysis contained within this report was prepared using the most recent Site Plan from Kirkor Architects & Planners. Any minor revisions to the Site Plan are not expected to affect the conclusions contained within this report.

In conclusion, the Official Plan Amendment, Zoning By-Law Amendment, and Site Plan Application can be supported from a parking justification perspective.

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2.0 Introduction

2.1 Background

Dream Suites has retained CF Crozier & Associates Inc. (Crozier) to complete a Parking Justification Study in support of a Zoning By-law Amendment (ZBA) for the proposed residential development located at 1575 Hurontario Street, City of Mississauga, and Regional Municipality of Peel.

The Terms of Reference for the study were confirmed with City of Mississauga staff, with correspondence included in **Appendix A**.

2.2 Development Proposal

The development proposal is outlined in **Table 1** below.

Table 1
Proposed Development Statistics

Townhouse Unit	Proposed Residential units
Building A	21
Building B	<u>21</u>
Total	42
Proposed Parking Supply	Units
Residential	45
Visitors	<u>11</u>
Total	56

The Subject Property proposes 42 back-to-back, stacked 2 to 3 storey townhomes, contained within two blocks. The development proposes 56 parking spaces, 11 of which are allocated for visitor parking, and the remaining 45 are allocated for residents.

The Site Plan dated October 3rd, 2019 proposes a full-moves access to form the fourth leg of the intersection of Hurontario Street and Pinetree Way. Due to the close proximity of the proposed site access to neighbouring private access at 1569 Hurontario Street drive way, it has been proposed to close and relocate the existing 1569 Hurontario Street driveway access to within the proposed townhouse site access.

The Site Location Plan has been included as **Figure 1** while the relevant development statistics and Site Plan prepared by Kirkor Architects & Planners has been included as **Figure 2**.

2.3 Purpose and Scope

The purpose of the study is to forecast the peak parking demand for the proposed development and to determine the sufficiency of the proposed parking supply to meet the anticipated demand.

The study reviews the following main aspects of the proposed residential development from a transportation engineering perspective:

- City of Mississauga Zoning By-Law Part 3 of the Minimum Parking Requirements; and,
- Forecasted peak parking demand based on information collected from surrogate sites;

The study has been completed in accordance with agreed-upon Terms of Reference with the City of Mississauga staff. Refer to **Appendix A** for correspondence.

3.0 Existing Conditions

3.1 Development Lands

The Subject Property is an approximate 0.36 hectare (0.89 acres) undeveloped lot located in a mixed-use neighbourhood of commercial and residential developments in the City of Mississauga, Region of Peel.

The Subject Lands are bounded by existing commercial buildings to the north and to the south, existing residential subdivision and Maplewood Road to the east, and Hurontario Street to the west. Currently, the Subject Lands are comprised of a vacant asphalt paved area and a vegetated area in the rear, east side of Hurontario Street. The Subject Property currently has an unused site access at the intersection of Hurontario Street and Pinetree Way.

3.2 Boundary Road Network

Hurontario Street is a north-south two-way arterial road under the jurisdiction of the City of Mississauga, with a posted speed limit of 50 km/h. The roadway consists of two approximate 3.5 to 3.7 metre lanes of travel per direction and an approximate 3.5 metre shared left turn lane. There exists an approximate 1.5 metre sidewalk on the west side of the roadway, separated from the roadway by a boulevard strip and an approximate five metre paved sidewalk on the east side of the roadway, separated from the roadway by curb and gutter. The paved asphalt sidewalk does not have delineation to separate pedestrians from cyclists.

Pinetree way is an east-west two-way roadway under the jurisdiction of the City of Mississauga with a posted speed limit of 20 km/h at the intersection of Hurontario Street and Pinetree Way due to the curvature of the roadway preceding the intersection. The roadway consists of one approximate 3.5 metre lane per direction. An approximate two metre paved sidewalk exists on the south side of the roadway, separated from the roadway by curb and gutter.

South Service Road is an east-west two-way major collector within the City of Mississauga, with a posted speed limit of 60 km/h. The posted speed may be temporarily reduced to 40 km/h during the weekday, consistent with hours of operations of a nearby school. The roadway features two lanes, approximately 3.5 metres width each, with dedicated left and right turn lanes in the west bound direction. There are 1.5 metre standard concrete sidewalks on both sides of the roadway, with the south side separated from the roadway by a curb, gutter and a paved asphalt maintenance strip.

South Service Road forms the fourth leg, in the east side, of the intersection at Hurontario Street and QEW Eastbound (EB) Off Ramp/South Service Road.

QEW Eastbound Off Ramp is an east-west highway off ramp within the City of Mississauga, however, under the jurisdiction of Ontario Ministry of Transportation (MTO). The off ramp has a recommended posted speed of 50 km/h. however, vehicles are often observed travelling at speed in excess of 80 km/h. The off-ramp features two lanes, both in the east-bound (EB) directions, which divides into three lanes at the intersection of QEW EB Off Ramp and Hurontario street. The three lanes are divided to form dual left turn lanes, as well as a shared through-right turn lane. The QEW EB Off Ramp forms the fourth leg, in the west side, of the intersection at Hurontario Street and QEW EB Off Ramp/South Service Road.

3.2.1 Hurontario Street and Pinetree Way Intersection

The intersection of Hurontario Street and Pinetree Way is currently a three-legged, signalized intersection under the City of Mississauga's jurisdiction. The north approach (Hurontario Street) consists of a through lane and a shared through/right-turn lane. The south approach (Hurontario Street) consists of two through lanes and a right turn lane with an approximate 180 metres of effective storage. The west approach (Pinetree Way) consists of a designated right turn lane and a designated left turn lane with an approximate 40 metres of effective storage. The proposed site access will form the fourth leg of the intersection, which makes use of the existing vacant site entrance in the east approach.

Per Hurontario-Main LRT Appendix A.1, LRT Infrastructure Design, after the LRT implementation in 2022, the roadway configurations will remain the same. Since there is no southbound left turn proposed, vehicles travelling southbound, wishing to enter the Subject Property, must continue southbound and conduct a U-Turn at the intersection of Hurontario Street and Indian Valley Trail/Pinewood Trail. Vehicles can then enter the site using the northbound right turn.

3.2.2 Hurontario Street and QEW EB Off Ramp/South Service Road Intersection

The intersection of Hurontario Street and QEW Off Ramp/South Service Road is currently a four-legged, signalized intersection under the Ontario Ministry of Transportation's jurisdiction.

The north approach (Hurontario Street) consists of two through lanes, and a shared through-right turn lane. The south approach (Hurontario Street) consists of two through lanes and a dedicated left turn lane.

The eastbound approach (QEW EB Off Ramp) has a dual left turn lane, and a shared through-right turn lane. The westbound approach (South Service Road) has a dedicated left turn lane and dedicated right turn lane. No westbound through movement is permitted.

Finally, an eastbound entrance ramp to QEW EB is located in the north-east of the intersection. Although during majority of the day, the entrance ramp is free flowing, during peak periods with extremely high traffic volumes, as well as during special circumstances, the entrance ramp may be closed or metered with a red traffic signal located at the end of the entrance ramp. During such time, an advance flashing warning signal is turned on, vehicles are no longer free flowing into the highway, and vehicles must stop at the stop bar until the traffic signal turns green.

3.3 Existing Pedestrian and Cycling Movements

The Subject Property is located in south central region of the City of Mississauga. As described above, Hurontario street is a north-south two-way street with an approximate 1.5 metres sidewalk on the west side of the roadway, separated from the roadway by a boulevard strip and an approximate five metre paved sidewalk on the east side of the roadway, separated from the roadway by curb and gutter. The paved asphalt does not have delineation to separate pedestrians from cyclists, thus there is no bicycle dedicated lanes provided on Hurontario Street.

Currently, Hurontario Street is served as a major arterial roadway with access to Port Credit GO Station, QEW, Highway 403, Highway 401 and Highway 407, connecting the City of Mississauga and City of Brampton to various regional networks. Although the existing study area is mainly residential with little commercial and entertainment attractions, the proposed Hurontario-Main LRT as well as other infrastructure improvements are anticipated to connect residents and visitors by rapid transit services. The LRT project is also expected to promote the use of alternate mode of transportation by the means of multi-use trails and attractive sceneries along Hurontario corridor. It is also expected to attract many commercial developments along Hurontario Street, transforming the corridor into an area similar to downtown Mississauga; with many commercial, entertainment and residential neighbourhood within walking distance.

3.4 Transit Operations

MiWay is a public transportation agency which operates local and express buses for the City of Mississauga.

GO Transit is a regional public transportation agency operated by Metrolinx, which operates regional buses and railway services within the Golden Horseshoe region of Ontario.

Table 2 below outlines the existing transit routes, direction, days of operation, peak hour headways, and the location of bus stops in the study area.

Table 2
Existing Transit Services

Route	Direction	Span	Days of Operation	Peak Hour Headways (min)	Bus Stops in Study Area
103	Two-Way (North-South)	Hurontario St. From Port Credit GO Station to Brampton Gateway Terminal	Monday to Sunday	11	Hurontario Street at North Service Road (550.0 metres from Subject Site)
19	Two-Way (North-South)	Hurontario St. From Port Credit GO Station to 407 Car Pool Lot	Monday to Sunday	10-12	Hurontario Street at Pinetree Way (30.0 metres from Subject Site)

MiWay Route 103 offers express connections along the same route as MiWay Route 19, however Route 19 operates daily local services between Port Credit GO Station and 407 Car Pool Lot, with additional stops in comparison to Route 103. There are three other Route 19 branches (19A, 19B and 19C) which operate the shortened route along Hurontario Street during selected periods of the day. These shortened routes while increase frequencies of the transit services in the denser areas of Mississauga, they do not make scheduled stops at the subject area.

Appendix B contains the relevant transit information.

Metrolinx is planning to implement a Light Rail Transit (LRT) corridor on Hurontario Street (Hurontario-Main LRT), spanning 20 kilometres from Port Credit GO Station at Park Street East to Brampton Gateway Terminal at Steeles Avenue East. The Hurontario-Main LRT corridor is part of Metrolinx's "Big Move" in various GTHA transit improvement projects and is scheduled for implementation in 2022.

As per the benefit case analysis conducted by Steer Davies Gleave, dated March 2016, the proposed LRT is likely to replace or re-route MiWay's express Route 103. The proposed Hurontario LRT provides the same route but at a faster, higher capacity and more frequent connectivity between City of Mississauga and City of Brampton. The proposed 22 LRT stops are located at various key locations of the cities which include:

- Port Credit GO Station
- Cooksville GO Station
- Trillium Health Centre
- Square One Shopping Centre / Transit Terminal
- Shoppers World Brampton (Shopping Center)
- 407 Hurontario Car Pool Lot (Transfer to GO-Transit regional bus services)

Based on the preliminary design provided in the Hurontario-Main LRT EA report, the nearest LRT transit stop will be approximately 550 metres away from the Subject Development, complimented by Port Credit GO-Station at two LRT transit stops away from the Subject Site.

It is expected that the new Hurontario-Main LRT would continue to provide "GO CO-Fare", a discounted fare for passengers transferring between the LRT and the GO-Transit. Currently, MiWay offers GO CO-Fare of \$0.80 if passengers transfer between MiWay and GO-Transit using PRESTO, a smart card fare payment system managed by Metrolinx. It can be anticipated that a similar co-fare discount would be offered for the future LRT as it will be operated by Metrolinx.

4.0 Parking Requirements

4.1 City of Mississauga Zoning By-Law

The City of Mississauga Zoning By-Law Part 3, "Parking, Loading, and Stacking Lane Regulations" were assessed in order to determine if the parking supply for the proposed development will result in a parking deficiency as compared to the Zoning By-Law requirements.

Type of use "Condominium Horizontal Multiple Dwelling," was selected for the proposed development. Although a garage and driveway are not provided by the Subject Development, as the current Site Plan does not provide the number of units based on bedroom size, a conservative parking rates were used.

The minimum parking requirements associated with the aforementioned land use were applied to the proposed development.

The minimum parking requirements per Zoning By-Law Part 3, Section 3.1.2.1 are outlined below in **Table 3**.

Table 3
City of Mississauga Zoning By-Law Minimum Parking Requirements

Type of Use	Number of Units		Min. Parking Rate (spaces/unit)	Parking Requirement	Proposed Parking	Surplus (Deficit)
10.0 Condominium Horizontal Multiple Dwelling	Residential	42	2.0	84	45	(-39)
	Visitor		<u>0.25</u>	<u>11</u>	<u>11</u>	<u>0</u>
	Total	42	2.25	95	56	(-39)

As outlined above, the City's Zoning By-Law requires the proposed development to provide a total parking supply of 95 parking spaces at a rate of 2.25 per residential unit; 84 residential spaces and 11 visitor spaces. The development proposes a parking supply of 56 spaces at a rate of 1.33 per residential unit. Therefore, the development proposes a parking supply deficit in comparison to the Zoning By-Law requirements by 39 spaces.

While the visitor parking requirement is satisfied, the proposed residential parking rate is lower than the requirement set out in the applicable Zoning By-Law. Nonetheless, the Zoning By-Law requirements may be overstated as the requirements do not account for the future setting of the neighbourhood and the Subject Site (i.e. Medium density and pedestrian friendly area in close proximity to a larger order transit). City of Mississauga and Metrolinx are in the process of transforming the City of Mississauga, specifically the Hurontario corridor, into a denser neighbourhood with a mixed-use residential, commercial and entertainment uses along Hurontario Street. With the new LRT and new transit implementations scheduled in the near future, the area surrounding Hurontario Street would be developed similar to those found in downtown core of an urban or suburban city, where the need for a vehicle and the required parking rates are much lower.

It is understood that the proponent will be informing residential tenants on the availability of parking spaces, transit services and active transportation opportunities in the area prior to the lease agreement. Therefore, it is believed that the proposed 56 parking spaces is supportable from an urban transportation point of view.

Appendix D contains City of Mississauga Zoning By-Law Part 3 excerpts.

Finally, per the City of Mississauga's Zoning By-Law Part 3, section 3.1.4.1, no loading space is required for a residential development.

5.0 Suitability of Parking Supply

5.1 Surrogate Site surveys

The peak parking demand associated with the proposed stacked townhouse was forecasted using a surrogate site survey of an existing stacked townhouse property, located at 4620 Guildwood Way, City of Mississauga.

This surrogate site is comparable to the proposed Subject Development as both stacked townhouses are similar in size of less than a hundred units, and are located on a major arterial roadway with frequent transit services. In addition, both properties offer a shared parking arrangement in lieu of a dedicated private driveway and garage.

Four parking surveys were conducted by Ontario Traffic Inc. staff, on Thursday November 1st, 2018, Saturday November 3rd, 2018, Thursday November 8th, 2018 and Saturday November 10th, 2018 in conformance with the City of Mississauga's agreed upon Terms of Reference.

The survey was conducted between 7:00 p.m. to 3:00 a.m. at 30 minutes interval in order to observe the peak parking operations of a residential stacked townhouse in the City of Mississauga.

To further facilitate the accuracy of the turning movement counts, onsite visitor parking, on-street parking and any illegal parking were also documented at 30 minutes interval by a surveyor.

Table 4 below outlines the peak parking demand for the surrogate site during each survey.

Table 4
Surrogate Site Peak Parking Demand

Peak Period	Survey Date	Peak Parking Demand ² (# of Veh / Spaces)		
		Residential	Visitor	Overall (Residential + Visitor)
Weekday (Thursday)	Nov 1 st , 2018	89 (0.97 residential spaces per unit)	9 (0.1 visitor spaces per unit)	95 (1.03 spaces per unit)
	Nov 8 th , 2018	81 (0.88 residential spaces per unit)	5 (0.05 visitor spaces per unit)	85 (0.92 spaces per unit)
Saturday	Nov 3 rd , 2018	91 (0.99 residential spaces per unit)	10 (0.11 visitor spaces per unit)	95 (1.03 spaces per unit)
	Nov 10 th , 2018	78 (0.85 residential spaces per unit)	12 (0.13 visitor spaces per unit)	86 (0.93 spaces per unit)

Note 1: Surrogate site surveys are conducted at 92 units stacked townhouse subdivision located in 4620 Guildwood Way, Mississauga.

Note 2: The peak parking demands shown (i.e. residential, visitor and overall) may occur during different peaks.

The results of the parking utilization surveys indicate that the maximum overall peak parking demand for the proposed residential stacked townhouses is approximately 44 spaces out of 56 total available spaces, resulting in a parking surplus of 12 spaces. The peak parking demand of the stacked townhouse generally occurs after 02:00 a.m. As expected, during this period, the parking demand for residents is highest, while the visitor parking demand is generally low to moderate. Based on the forecasted overall peak parking demand rate of 1.03 spaces per unit, the proposed reduced parking rate of 1.33 spaces per unit is supportable.

The absolute individual peak parking demand rates were separately calculated and compared. Based on the absolute peak parking demand of residents, a maximum of 42 spaces at a rate of one

space per stacked townhouse units, is forecasted at the Subject Property. This maximum residential peak period is expected to occur after 02:30 a.m. Similarly, the peak parking demand of visitors is expected to occur at 10:00 p.m., at a rate of 0.13 spaces per stacked townhouse units. Therefore, a maximum of five visitors are expected.

While the peak parking demand between residents and visitors may occur at different peak periods, the combined absolute peak parking demand of 47 spaces is still lower than the proposed parking supply of 56 spaces. As a result, the proposed reduced parking supply is supportable from the perspective of the surrogate site surveys.

Finally, it is noted that the surrogate site does not have the same proximity to downtown Mississauga, Go-Transit stations, nor Light Rail Transit (LRT), which has higher passenger capacity than traditional transit buses. Thus, it is generally expected that the residents at the surrogate site is much more dependant on private vehicles than transit. As a result, the surrogate site is considered conservative when compared to the Subject Property which will have higher order transit services. **Table 5** summarizes the forecasted and proposed parking supply for comparison.

Table 5
Surrogate Site Peak Parking Demand

Units	Parking Space		
	Type	Parking Demand	Parking Supply
42 Units	Resident	42 spaces	45 spaces (+3)
	Visitor	5 spaces	11 spaces (+6)
	Total	47 spaces	56 spaces (+9)

Appendix C contains the parking utilization survey data and the correspondence with the City staff for an approved site and survey methodology.

6.0 Other Factors

6.1 Existing Pedestrian and Transit Opportunities

Currently, there are limited Transportation Demand Management (TDM) measures in the study area to encourage the use of non-automobile modes of transportation and reduce single-occupancy vehicle (SOV) trips.

As outlined in **Section 3.2** and **Section 3.3**, there is an existing pedestrian connectivity from the Subject Property to the surrounding area using sidewalks available on both sides of the Hurontario corridor. However, at this time, there are no designated or marked bike lanes nor specific measures used to promote a pedestrian oriented corridor.

As outlined in **Section 3.4**, there are existing bus services in the study area to provide local and express connectivity to the wider Greater Toronto Area (GTA). The Subject Property is directly abutting a local transit stop at the intersection of Pinetree Way at Hurontario Street, as well as within 500 metres from

another transit stop with express MiWay transit services, thus providing quick connections to Port Credit GO-Transit station, as well as Square One Shopping Centre & Transit Terminal, making transit a viable mode of transportation.

The existing north-south direction transit services provide a good level of service with headways of approximately 10 minutes during majority of the day. However, transit services for the east-west directions are currently limited, as passengers require to transfer between buses in order to travel east or west using buses on Lakeshore road or Dundas Street.

6.2 Future Pedestrian and Transit Opportunities

As mentioned above, Metrolinx is planning to implement an LRT transit service on Hurontario Street from Port Credit GO station to Brampton's Gateway Transit Terminal. The planned LRT route is approximately 20 kilometres in length and is scheduled for implementation in 2021 to 2022. The LRT corridor is proposing a station stop at the current Express Route 103 bus stop, at the intersection of Hurontario Street and North Service Road, approximately 550 metres (or 8 minutes walk) from the Subject Property. The proposed LRT offers an improved transit opportunity for properties along Hurontario Street. As per Metrolinx's Hurontario-Main LRT Benefit Case Analysis (Steer Davies Gleave, March 2016), the design headway is assumed to be 5 minutes during peak hours and no greater than 10 minutes during off-peak hours.

MiWay's local bus Route 19 will be reconfigured to integrate with the LRT service, while MiWay's express bus Route 103 will likely be replaced as per the Benefit Case Analysis. Nevertheless, the overall transit capacity is expected to increase upon the LRT implementation.

As a result, it can be expected that the auto trip generation of the proposed development, as well as background traffic volumes would be reduced upon the implementation of the Hurontario-Main LRT. The LRT project would provide high frequency transit services, quicker travel times, complemented by pedestrian and cyclist friendly streetscape designs (i.e. multi-use trails and revitalization of the scenery along Hurontario), thus providing an attractive alternate method of transportation. As the City of Mississauga is in process of transferring areas around Hurontario Street into higher density zones with new commercial and employment attractions, it can be anticipated that the vehicle trip generations would further reduce and commensurate with an increase in pedestrian, cycling and transit trips.

Construction of the Hurontario-Main LRT is currently on-going, and is expected to complete in late 2021 or 2022, within the 5-year horizon of the proposed residential development.

6.3 Transportation Demand Management (TDM) Strategies

Transportation Demand Management measures are implemented in order to reduce the number of single-occupant automobile trips generated by the site. These strategies include providing safe and well-lit pedestrian walkways and sidewalks linking the building to nearby pedestrian facilities and bus stops. Additionally, improvements to the pedestrian realm including benches and garbage receptacles along the sidewalk encourage walking. Companies can also implement different strategies and incentives that encourage employees to walk and cycle to work including partnering with Smart Commute.

Smart Commute is a non-profit Transportation Management Association (TMA) committed to reducing traffic congestion, improving air quality and taking action on climate change. The Subject Property is located in the Smart Commute Mississauga region. Smart Commute Mississauga works with

many organizations and employers in the Greater Toronto and Hamilton Area (GTHA) by providing resources and tools which allow commuters to consider transportation alternatives. The Smart Commute Program has similar initiatives in 13 regions across the GTHA, which provides services for residents not working or residing in the Mississauga area.

More specifically, the following TDM strategies are provided by Smart Commute and have been historically shown to reduce SOV trips to and from developments similar to the proposed residential development:

- a. Carpooling: Smart Commute Mississauga promotes carpooling as a viable transportation mode choice. The Smart Commute online tool, which is available at the Smart Commute Mississauga website, helps commuters find and share carpool trips. Employers can also set up their own networks to assist their staff in finding carpool partners. Additionally, Smart Commute Mississauga highlights the benefits of carpooling such as cost savings, benefits to the environment, and stress reduction, while also providing information on several carpool parking lots located along major corridors within the City of Mississauga.
- b. Emergency Ride Home (ERH): The ERH program works in conjunction with any sustainable mode of transportation used by an employee during their commute to work, for ridership security. The program provides an allowance in the form of a \$75 reimbursement for all emergency transportation costs such as transit, taxi, or rental car, in the event of an unforeseen emergency – increasing employee confidence in suggested alternative modes of travel. The Smart Commute website provides instructions on how to submit an ERH claim online or by mail.
- c. Flexible Work Arrangements: Smart Commute Mississauga supports many alternative work arrangements as a means to reduce gridlock, clean the air and decrease stress levels for employees.
 - o **Flexible work hours** can include a range of work options including compressed work weeks, earned days off, flex time, staggered work hours, and reduced work hours. These options help to ease congestion by reducing the number of commuters on the road, improving traffic flow and reducing idling times.
 - o **Telework** allows employees to work from home by connecting to their employer's computer network and also conduct meetings remotely through conference calls. Telework allows employees to remain productive in spite of emergencies such as health issues, storms, natural disasters, transit strikes and road closures. Furthermore, telework reduces greenhouse gas emissions by decreasing the number of peak hour trips generated by the development.
- d. Cycling and Walking: Smart Commute Mississauga encourages increased walking and cycling by offering an online tool where residents can set goals and track active commuting habits and calories burned. Members can also earn rewards for walking and cycling to work. Smart Commute Mississauga provides information on the Carrot Rewards application which allows users to earn rewards for walking from several programs such as Aero plan and Scene Rewards. Smart Commute Mississauga also connects members to cycling tools such as Cycling Maps and Handbooks, Can-Bike Training Courses, and Bicycle User Groups to find bike buddies.
- e. Transit Pass Programs: Smart Commute Mississauga supports the use of PRESTO passes, which makes it easier for commuters to pay their fare while travelling within and between transit systems; PRESTO passes can be used across 11 transit systems in the GTA. Schools, colleges and workplaces in the City of Mississauga may offer discounted transit passes which can

increase the convenience of public transport use. Smart Commute Mississauga offers regular transit information which facilitates increased transit use. Residents attending school and/or working in the City of Mississauga, or other participating municipalities can take advantage of such opportunities.

- f. Corporate Shuttles: Shuttles open up transit to areas with limited accessibility, allowing more users to leave their vehicles at home. Employers may establish a shuttle services from their office to the nearest transit hub. Smart Commute Mississauga can guide organizations through the process by conducting feasibility studies on the possibility of establishing a shuttle service, and examine issues such as liability, fuel efficiency, routing information, cost and case studies. Smart Commute Mississauga can provide implementation guidelines and ongoing consulting on shuttle programs.

The Smart Commute Mississauga program is utilized city wide by many employers and organizations and will contribute to reduced SOV trips generated by the proposed development. As noted above, the Smart Commute Program has similar initiatives in 13 regions across the Greater Toronto and Hamilton Area (GTHA). This presents a collaborative opportunity for reduction in SOV trips and automobile dependency for the Subject Development through planned initiatives, infrastructure and programs throughout the GTHA.

Employers and building operators may also promote and implement these alternatives on their own, outside of the Smart Commute program. Employers can connect carpoolers within the office buildings in order to reduce vehicle trips to the site. Additionally, priority carpool parking may be provided in order to provide incentive for drivers to carpool. Employers and building operators may offer bus passes at a reduced rate, providing incentive for commuters to use transit. Corporate shuttles may be employed by the building operator or employers. These shuttles could provide connectivity to major transit terminals, shopping centres, or other predetermined locations in order to reduce the number of auto trips to the site. Employers should also accommodate and promote teleworking. This would allow eligible employees to work from home, or a more convenient location and reduce the number of trips to and from the site. Should active transportation facilities be improved, events such as "Bike-to-Work" Day or Months may be implemented to promote cycling and active transportation. Events like this also help commuters become more familiar with their cycling routes and options and would thus promote cycling outside of the planned events. These measures will benefit residents who also work in Mississauga.

7.0 Conclusions

The analysis contained within this report has resulted in the following key findings:

- The City's Zoning By-Law requires the proposed development to provide a parking supply of 84 residential parking spaces and 11 visitor parking spaces. The development proposes a parking supply of 45 residential parking spaces and 11 visitor parking spaces. Therefore, the development satisfies the visitor parking requirement but proposes a residential parking supply deficient compared to the Zoning By-Law requirements by 39 spaces.
- The maximum parking demand of the surrogate site survey at 4620 Guildwood Way is 95 spaces out of 133 total available spaces, or a rate of 1.03 parking spaces per stacked townhouse unit, resulting in a parking surplus of 38 spaces. The peak parking periods occurred generally after 02:00 a.m.

- Using the surrogate site's overall peak parking demand rate, a parking demand of 44 spaces is forecasted at the Subject Property. As the proposed development supplies a total of 56 parking spaces, an excess of 12 spaces are typically expected.
- Similarly, using the surrogate site's absolute parking demand rate of residential and visitor parking, a maximum of 42 resident and 5 visitor parking spaces are forecasted. As the proposed development supplies a total of 56 parking spaces, an excess of 7 spaces is typically anticipated.
- It is understood that the proponent will discuss parking availability to residential tenants prior to the leasing agreement, thus reducing the ambiguity of the parking availability.
- These forecasted peak parking demands indicate that the expected peak parking demand for the development is less than the minimum parking requirements per the City's Zoning By-Law.

Therefore, a parking supply of 56 spaces is supportable from a parking justification perspective.

The analysis contained within this report was prepared using the Site Plan from Kirkor Architects & Planners. Any minor revisions to the Site Plan are not expected to affect the conclusions contained with this report.

In conclusion, the Official Plan Amendment, Zoning By-Law Amendment, and Site Plan Application can be supported from a parking justification perspective.

Respectfully submitted by,

C.F. CROZIER & ASSOCIATES INC.



Michael A. Linton, M.A.Sc., P.Eng.
Associate, Transportation

C.F. CROZIER & ASSOCIATES INC.



Martin Chan, E.I.T.
EIT, Transportation

/MC

N:\1100\1110-Dream Suites\4677-1575 Hurontario St\Reports\Traffic\2018.12.03 1575 Hurontario Parking Justification Study Major Editing.docx

APPENDIX A

Correspondence

Martin Chan

From: Karin Phuong <Karin.Phuong@mississauga.ca>
Sent: October 1, 2018 10:12 AM
To: Martin Chan
Subject: RE: 1575 Hurontario Street; Terms of Reference: Parking Justification Study (Ref: 1110-4677)

Hello Martin,

No problem at all, glad to help. Surveying/parking counts during the long weekend would not be recommended as it may affect the survey results – I would recommend that you survey the weekend after Thanksgivings. Please note that if there are vehicles parked on the street, these must be counted and included in a separate column.

Regards,
Karin

From: Martin Chan [mailto:mchan@cfcrozier.ca]
Sent: 2018/09/28 4:36 PM
To: Karin Phuong
Subject: RE: 1575 Hurontario Street; Terms of Reference: Parking Justification Study (Ref: 1110-4677)

Good afternoon Karin,

Thank you for the information below. Both sites are great, we are leaning towards 4620 Guildwood Way, just because the parking lot is much more accessible by the surveyors. Would parking counts conducted next Friday Saturday not supported by the City because it's a long weekend?

Martin

| **MARTIN CHAN** E.I.T. | C.F. CROZIER & ASSOCIATES
| 211 Yonge Street, Suite 301 | Toronto, ON M5B 1M4
| cfcrozier.ca | mchan@cfcrozier.ca | tel 416 477 3392



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From: Karin Phuong <Karin.Phuong@mississauga.ca>
Sent: September 28, 2018 12:49 PM
To: Martin Chan <mchan@cfcrozier.ca>
Subject: RE: 1575 Hurontario Street; Terms of Reference: Parking Justification Study (Ref: 1110-4677)

Hi Martin,

This email is in response to your request on September 26th regarding suggestions for survey locations of stacked townhouse developments in Mississauga. Our Researcher has found several sites, including some that are large in scale (i.e. larger sites with hundreds of units). I have two sites that I think you may want to consider though:

- 1055 Dundas Street East, on Dundas Street East near Tomken Road. This is a condo with approx. 64 stacked townhouse units
- 4620 Guildwood Way, near Eglinton Avenue West and Mavis Road – condo with approx. 92 stacked townhouse units

Hope this helps!

Regards,
Karin



Karin Phuong, MCIP, RPP

Planner, City Planning Strategies Division
T 905-615-3200 ext.3806
karin.phuong@mississauga.ca

City of Mississauga | Planning and Building Department

From: Karin Phuong
Sent: 2018/09/18 1:00 PM
To: mchan@cfcrozier.ca
Cc: David Ferro; Karen Crouse
Subject: RE: 1575 Hurontario Street; Terms of Reference: Parking Justification Study (Ref: 1110-4677)

Hello Martin,

Thanks for our phone conversation this morning, it was nice speaking to you about the proposed terms of reference.

As mentioned earlier, the City has a Terms of Reference for Undertaking Parking Utilization Studies and it details all the components of a parking study. A copy of this document is available on-line at the following link: http://www7.mississauga.ca/documents/pb/planreports/2017/City_of_Mississauga_Parking_Studies_Terms_of_Reference_2017-09.pdf

Once you have the details of the development you should confirm the parking requirements with Zoning staff. Below are my comments (highlighted in the red text) on your proposed terms of reference:

To assess the reduced parking supply, we propose a Terms or Reference for the parking study per below:

1. Review recent development approvals for approved parking rates in close proximity to the subject property as well as in downtown Mississauga. **Please look at developments that are similar to your client's proposal – both the type of development and context to the surrounding area.**
2. Forecast peak parking demand rate based on a surrogate site survey with the following details
 - Due to the stacked back-to-back townhouse form with smaller units being similar to recently constructed condominiums in the area, the surrogate site may include condominium buildings.

The proxy site should be similar i.e. comparable to the 42 units that your client is proposing. I would also suggest that you choose a location in Mississauga that is in proximity to frequent transit. You can let us know which site you are planning to select before undertaking the parking surveys.

- We propose a survey to be conducted on a Weekday overnight (12:00 a.m. to 3:00 a.m.) to capture resident peak and the evening (7:00 p.m. to 12:00 a.m.) to reflect visitor peak demand. Please survey for at least 2 weekdays and 2 weekends. The survey hours proposed are fine (i.e. start time 7:00 p.m. to 3:00 a.m.). Please provide the raw data/parking counts for residents and visitors (in separate the columns). The information provided in the parking study should include site information such as address, number of units, unit types, number of vacant units, parking for residents and visitors, etc.
- Counts will be conducted at 15 minutes intervals and the peak/85th percentile of observed parking demand will be evaluated. This is okay.

3. Evaluate TDM opportunities for the site. This is fine – please refer to the City's Terms of Reference on TDM

Please let me know if you have any other questions. I may be reached by email or by phone.

Regards,
Karin



Karin Phuong, MCIP, RPP

Planner, City Planning Strategies Division
T 905-615-3200 ext.3806

karin.phuong@mississauga.ca

City of Mississauga | Planning and Building Department

From: Martin Chan [<mailto:mchan@cfcrozier.ca>]

Sent: 2018/09/17 12:59 PM

To: Karen Crouse

Cc: David Ferro; Felicia Wong

Subject: FW: 1575 Hurontario Street; Terms of Reference: Parking Justification Study (Ref: 1110-4677)

Good afternoon Karen,

My name is Martin, from C.F. Crozier and Associates. My client and I are working on a residential townhouse development at 1575 Hurontario Street and as part of the development application, a Parking Justification Study is required.

As you may have heard from your colleague, we initially contacted Paul for the below terms of reference. Since Paul is not the planner on this file and that David will be away until next week, we were wondering if another planner can review the terms of reference below and comment in the mean time.

If you have any questions or would like to discuss in further detail, please feel free to contact me through this email or phone number provided below. Thank you for your time,

Best Regards,

Martin

| **MARTIN CHAN** E.I.T. | C.F. CROZIER & ASSOCIATES

| 211 Yonge Street, Suite 301 | Toronto, ON M5B 1M4

| cfcrozier.ca | mchan@cfcrozier.ca | tel 416 477 3392



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From: Ben Phillips <Ben.Phillips@mississauga.ca>

Sent: September 17, 2018 11:36 AM

To: Martin Chan <mchan@cfcrozier.ca>

Cc: Karen Crouse <Karen.Crouse@mississauga.ca>; Paul Stewart <Paul.Stewart@mississauga.ca>; David Ferro <David.Ferro@mississauga.ca>

Subject: RE: 1575 Hurontario Street; Terms of Reference: Parking Justification Study (Ref: 1110-4677)

Hi Martin,

Further to our discussion today, please contact Karen Crouse, Manager of Planning Programs, City Planning Strategies who will be assigning the planner who will review the Planning Utilization Study when it is submitted to the City in support of OZ 17/021 W1. I have copied her on this email.

Regards,



Ben Phillips, BES, MCIP, RPP

Planner, Development South

T 905-615-3200 ext. 5881

ben.phillips@mississauga.ca

City of Mississauga | Planning and Building Department
Development and Design Division

From: Martin Chan

Sent: September 13, 2018 12:54 PM

To: 'paul.stewart@mississauga.ca' <paul.stewart@mississauga.ca>

Subject: 1575 Hurontario Street; Terms of Reference: Parking Justification Study (Ref: 1110-4677)

Good afternoon Paul,

My name is Martin, from C.F. Crozier & Associates. The following email is in regards to a Terms of Reference for a Parking Justification Study at 1575 Hurontario Street in the City of Mississauga.

We are working on a development proposing 42 stacked back-to-back townhouse units in the northeast quadrant of the intersection of Hurontario Street and Pinetree Way. The proposed development will consist

of 57 parking spaces provided underground with a planned site access forming the 4th leg of the existing 3 leg intersection. Please find attached the **preliminary** Concept Plan for reference.

Per the City's Zoning By-Law, a minimum of 95 parking spaces are required to be used by residents and visitors. As the property is fronting Hurontario Street where the upcoming Hurontario-Main LRT is expected to be completed by 2022, a reduced parking rate is supportable. Please note the property is directly fronting MiWay local transit stop and is approximately 550 metres away (8 minutes walk) from the upcoming North Service Road LRT stop.

To assess the reduced parking supply, we propose a Terms or Reference for the parking study per below:

1. Review recent development approvals for approved parking rates in close proximity to the subject property as well as in downtown Mississauga.
2. Forecast peak parking demand rate based on a surrogate site survey with the following details
 - Due to the stacked back-to-back townhouse form with smaller units being similar to recently constructed condominiums in the area, the surrogate site may include condominium buildings.
 - We propose a survey to be conducted on a Weekday overnight (12:00 a.m. to 3:00 a.m.) to capture resident peak and the evening (7:00 p.m. to 12:00 a.m.) to reflect visitor peak demand
 - Counts will be conducted at 15 minutes intervals and the peak/85th percentile of observed parking demand will be evaluated.
3. Evaluate TDM opportunities for the site.

Should you have any questions or concerns, please feel free to contact me through this email or phone number provided below. Thank you.

Best regards,

Martin

| **MARTIN CHAN** E.I.T. | C.F. CROZIER & ASSOCIATES

| 211 Yonge Street, Suite 301 | Toronto, ON M5B 1M4

| cfcrozier.ca | mchan@cfcrozier.ca | tel 416 477 3392



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APPENDIX B

Transit Information

19 Hurontario

Monday-Sunday Service

Effective: September 5, 2016



Legend

- | | | | |
|--|------------------------|------------------------------------|--------------------------|
| Islington
TTC Subway Station | Major Transit Terminal | Shopping Centre | Public Library |
| Clarkson
GO Train Station | Hospital | High School, University or College | Living Arts Centre |
| Transitway Station | Ice Rink | Recreation or Community Centre | Civic Centre (City Hall) |



Customer Service - We're here to help

@MiWayHelps miway.ca/feedback 905-615-INFO (4636)

miway.info@mississauga.ca TTY: 905-615-3886



Find a schedule or trip plan



m.miway.ca



miway.ca/planatrip



Call and enter a four-digit bus stop number.

19A Hurontario-Britannia



Monday-Friday Service

Effective: September 5, 2016



Legend

- | | | | |
|---------------------------|------------------------|------------------------------------|--------------------------|
| Islington Station | Major Transit Terminal | Shopping Centre | Public Library |
| Clarkson GO Train Station | Hospital | High School, University or College | Living Arts Centre |
| Transitway Station | Ice Rink | Recreation or Community Centre | Civic Centre (City Hall) |



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@MiWayHelps
 miway.ca/feedback
 905-615-INFO (4636)
 miway.info@mississauga.ca
 TTY: 905-615-3886



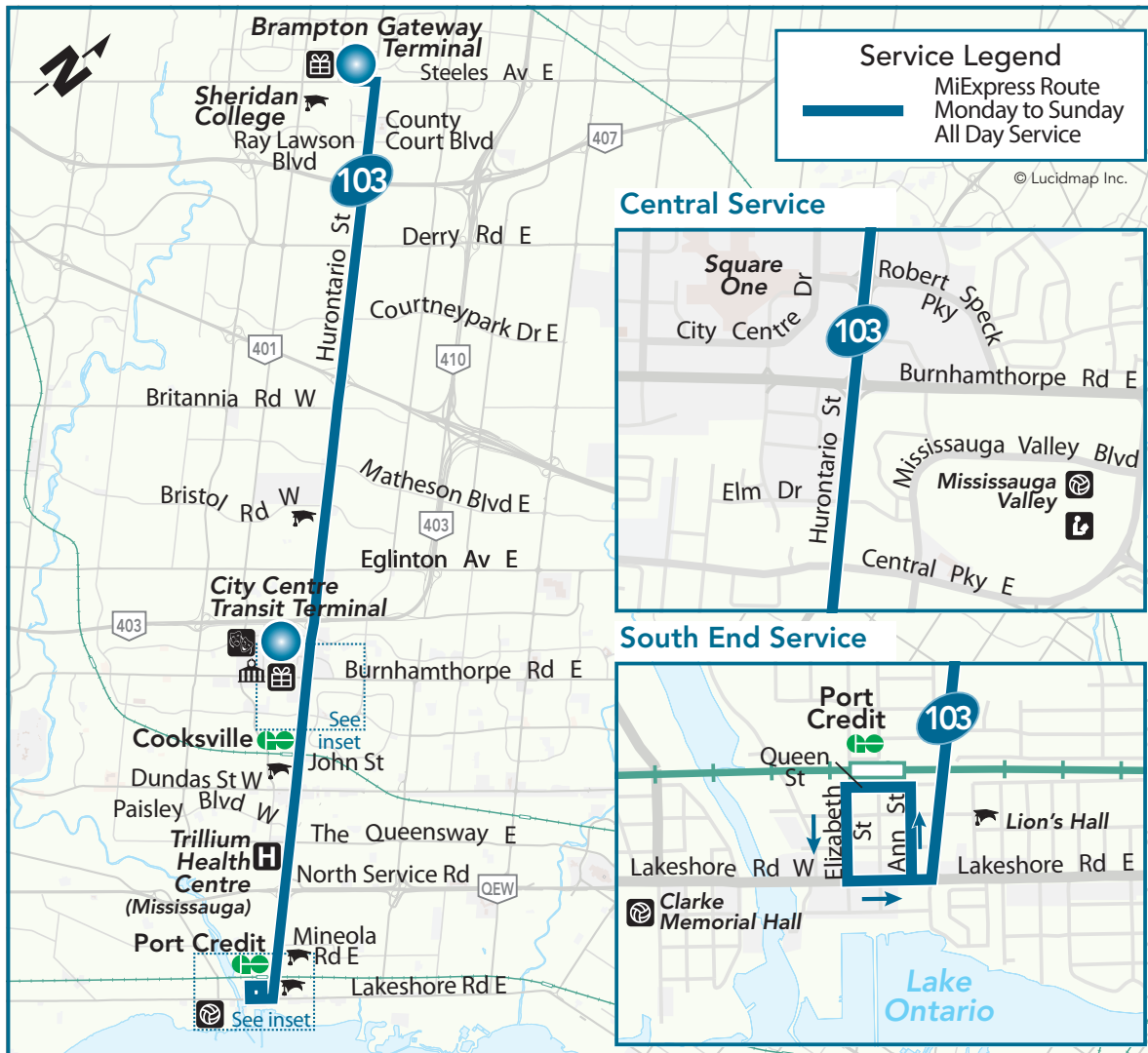
Find a schedule or trip plan

m.miway.ca
 miway.ca/planatrip
 citylink
 905-615-4BUS(4287)
 Call and enter a four-digit bus stop number.

103 Hurontario Express

Monday-Sunday Service

Effective: May 1, 2017



Legend

- | | | | |
|--------------------|------------------------|------------------------------------|--------------------------|
| TTC Subway Station | Major Transit Terminal | Shopping Centre | Public Library |
| GO Train Station | Hospital | High School, University or College | Living Arts Centre |
| Transitway Station | Ice Rink | Recreation or Community Centre | Civic Centre (City Hall) |

MiWay Customer Service

- | | |
|---|--|
| @MiWayHelps | TTY: 905-615-3886 |
| miway.ca/feedback | miway.info@mississauga.ca |
| 905-615-INFO (4636) | Customer Service Ambassadors
In person at various locations |

Trip Plans & Schedules

- | | | |
|--|--|---|
| m.miway.ca
Mobile Site | miway.ca/planatrip
Online Trip Planner | citylink
905-615-4BUS(4287)
Call and enter a four-digit bus stop number. |
|--|--|---|

Brampton

Mississauga

Gateway Terminal

Ray Lawson

Sir Lou

Highway 407

Derry

Courtneypark

Britannia

Matheson

Bristol

Eglinton

Rathburn

Duke of York

Robert Speck

Matthews Gate

Central Parkway

Cooksville GO Station

Dundas

Queensway

North Service

Port Credit GO Station

Mineola



HURONTARIO ALIGNMENT

INTERMODAL LRT STOP

MAINTENANCE & STORAGE FACILITY

STEELES AVE W

HWY 407

HWY 401

HWY 403

QEW

LAKESHORE RD E

HURONTARIO LRT FREQUENTLY ASKED QUESTIONS

When will construction begin and end?

Metrolinx is working with the cities of Mississauga and Brampton and the Region of Peel to ready the project for procurement. A detailed schedule will emerge through the project procurement process once a project team is selected. Construction is anticipated to begin in late 2018, with expected completion in late 2022.

Will Hurontario be widened?

The Hurontario LRT line will operate in a dedicated lane, separated from traffic. North of the QEW, two traffic lanes will become LRT lanes; and south of the QEW, the roadway will be widened to maintain today's traffic configuration.

What will the traffic be like during construction?

Safe and efficient travel will be the focus during the construction period. Metrolinx understands that construction of the LRT line will have an impact on people travelling along Hurontario Street. We are committed to working closely with many stakeholders (i.e. City Transportation, local MPPs and Councillors, Peel Police Services, traffic and parking enforcement, etc.) to monitor and understand the impacts of construction, and to mitigate the impacts, where practical.

Will bus service continue?

Local bus service between LRT stops will remain in operation along Hurontario. A modified bus service plan is being developed in coordination with local transit operators to consider alternative bus routes and adjusted bus frequencies to deliver an integrated and efficient transit system.

Why not build a subway?

LRT was found to be the best fit for the corridor over other forms of rapid transit. A subway option was looked at as part of the Hurontario-Main Master Plan. Project ridership volumes did not support the significant cost of subway development and it did not suit the overall corridor vision based on feedback from the public.

The Hurontario-Main Benefits Case Analysis (2010) evaluated three options: full Light Rail Transit (LRT), full Bus Rapid Transit (BRT) and an

option with LRT in the southern segment and BRT in the northern segment. Both the full LRT and mixed LRT/BRT options generate positive benefits for the region and will be capable of accommodating long-term travel demand growth along the corridor. The full BRT option would not be capable of meeting projected 2021 capacity requirements.

As planning on the Hurontario LRT project progressed, two additional Business Case Analyses were prepared, one in 2014 and another in 2016. Those documents can be found [here](#).

What kind of vehicles will be used?

Urban-style LRT is designed to be fully integrated with the surrounding streetscape. The vehicles will be accessible, with low-floor, street-level boarding. The specific type of vehicle, and vehicle vendor, has not yet been determined; that will be determined through the procurement process.

How much will it cost to ride?

Fare levels have not yet been determined, but they are expected to be consistent with fares charged elsewhere on the Mississauga and Brampton transit systems.

How frequently will the trains run?

Service plan details have not yet been finalized and will rely on input from the selected consortium that will be responsible for designing, building, financing, operating and maintaining the Hurontario LRT system. A fundamental focus of these service plans will be to meet the needs of transit users. A potential service plan may include weekday/Saturday service from 5:00 a.m. to 1:30 a.m. and on Sunday from 7:00 p.m. to midnight, with an operating frequency of every 5 minutes during the peak hours.

How will trains loop downtown Mississauga?

Stop locations are established; however, operational plans related to how the trains will travel north, south and through the Downtown Mississauga loop have not yet been finalized. These operational details will rely on input from the selected consortium that will be responsible for designing, building, financing, operating and maintaining the Hurontario LRT system. A fundamental focus of these service plans will be to meet the needs of transit users.

A potential option may involve Southbound trains travelling from the Brampton Gateway Terminal, and Northbound trains travelling from the Port Credit GO Station looping at Downtown Mississauga and returning back. This operating scenario would require passengers wishing to travel further south, or further north of the Downtown loop, to transfer between trains.

Will there be additional parking Hurontario LRT stops?

No. There are currently parking lots at Port Credit GO Station and Cooksville GO Station, two stops on the Hurontario LRT line.

How will cycling be integrated?

The Hurontario corridor is being designed to accommodate cycling to, from and within Mississauga and Brampton. The project team is working to include cycling where feasible along the corridor. A variety of formats are being used to suit the variety of settings found along the corridor. The priority is the safety and comfort of cyclists and other users of the corridor.

What are the next steps?

A Request for Qualifications (RFQ) was issued by Metrolinx and Infrastructure Ontario on October 18, 2016 to pre-qualify proponent teams to design, build, finance, operate and maintain the Hurontario LRT project. That RFQ closed in January 2017. A Request for Proposals will be issued later in 2017 to three prequalified bidding teams. After a comprehensive review, one of these teams will be awarded the contract in 2018, with construction expected to start later that year.

Why is an LRT necessary?

Hurontario is an important corridor for the future of Mississauga and Brampton. The LRT will transform Hurontario into a vibrant people-oriented corridor connecting communities and accommodating growth anticipated over the next 30 years. A reliable and convenient transit system through this corridor will be a means to effective, sustainable economic and residential growth. The project will mean a doubling of the corridor's capacity to move people, significantly improved transit travel times, and serve as a crucial link between many of the region's existing transit lines.

[illegible]



NOT FOR CONSTRUCTION

No.	REVISIONS		DATE	REFERENCE MATERIAL	Design Plans : HURLT - Alignment.dgn, HURLT - Roadway.dgn Sewer Plans : HURLT - Profile.dgn Water Plans : Bridge Plans : Bridge Elevation :
	INITIAL	DATE			
97.96	97.96A	97.92.1			
98.09	98.09B	98.05			
98.27	98.27B	98.06			
98.68	98.68B				
98.75	98.75B				
98.82	98.82B				
99.07	99.07B				
99.108					
99.31	99.31B				
99.39.1					
99.46					
99.59.1					
99.64					
99.79					
99.86					
99.934					
99.925	97.92.5	97.97.1			
97.942					
97.944					

[illegible]

[illegible]

APPENDIX C

Surrogate Site Survey Data

File: 1
Site: 1838100001
Facing: NORTH

[illegible]

File: 1
Site: 1838100001
Facing: NORTH

EAST APPROACH

[illegible]

File: 1
Site: 1838100001
Facing: NORTH

SOUTH APPROACH

[illegible]

File: 1
Site: 1838100001
Facing: NORTH

WEST APPROACH

[illegible]

File: 1
Site: 1838100002
Facing: WEST

NORTH APPROACH

[illegible]

File: 1
Site: 1838100002
Facing: WEST

EAST APPROACH

[illegible]

File: 1
Site: 1838100002
Facing: WEST

SOUTH APPROACH

[illegible]

WEST APPROACH

[illegible]

File: 1
Site: 1838100001
Facing: NORTH

NORTH APPROACH

[illegible]

File: 1
Site: 1838100001
Facing: NORTH

EAST APPROACH

[illegible]

File: 1
Site: 1838100001
Facing: NORTH

SOUTH APPROACH

[illegible]

File: 1
Site: 1838100001
Facing: NORTH

WEST APPROACH

Facing: **NORTH**

[illegible]

File: 1
Site: 1838100002
Facing: WEST

[illegible]

[illegible]

[illegible]

[illegible]

File: 1
Site: 1838100005
Facing: NORTH

[illegible]

File: 1
Site: 1838100005
Facing: NORTH

EAST APPROACH

[illegible]

File: 1
Site: 1838100005
Facing: NORTH

SOUTH APPROACH

[illegible]

WEST APPROACH

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

File: 1
Site: 1838100007
Facing: NORTH

NORTH

[illegible]

[illegible]

File: 1
Site: 1838100007
Facing: NORTH

SOUTH APPROACH

Facing: NORTH

[illegible]

File: 1
Site: 1838100007
Facing: NORTH

WEST APPROACH

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

ONTARIO TRAFFIC INC - PARKING SURVEY

Location: 4620 Guildwood Way, Mississauga

Time			Thursday, November 01, 2018					Saturday, November 03, 2018					Thursday, November 08, 2018					Saturday, November 10, 2018				
			Area 1 19		Area 2	Area 3	Area 4	Area 1 19		Area 2	Area 3	Area 4	Area 1 19		Area 2	Area 3	Area 4	Area 1 19		Area 2	Area 3	Area 4
			Parked	Available				Parked	Available				Parked	Available				Parked	Available			
19:00	to	19:30	3	16	0	0	0	10	9	1	0	0	3	16	0	0	1	6	13	3	1	0
19:30	to	20:00	5	14	0	0	0	10	9	2	0	1	4	15	0	0	1	6	13	2	1	0
20:00	to	20:30	6	13	1	0	0	10	9	2	0	1	4	15	0	0	1	10	9	3	1	0
20:30	to	21:00	6	13	1	0	0	8	11	1	0	1	5	14	0	0	1	11	8	3	1	0
21:00	to	21:30	6	13	1	0	0	7	12	1	0	1	5	14	1	0	2	11	8	2	1	0
21:30	to	22:00	6	13	0	0	0	6	13	1	0	1	5	14	1	0	1	10	9	2	0	0
22:00	to	22:30	6	13	0	0	0	5	14	1	0	1	4	15	1	0	1	12	7	1	0	0
22:30	to	23:00	6	13	0	0	0	6	13	1	0	1	5	14	2	0	1	11	8	1	0	0
23:00	to	23:30	6	13	1	0	0	6	13	1	0	1	5	14	2	0	1	12	7	1	0	0
23:30	to	00:00	5	14	1	0	0	4	15	1	0	1	5	14	2	0	1	11	8	1	0	0
00:00	to	00:30	5	14	1	0	0	4	15	1	0	1	5	14	2	0	1	9	10	0	1	0
00:30	to	01:00	9	10	1	0	0	4	15	1	0	1	5	14	2	0	1	8	11	0	0	0
01:00	to	01:30	7	12	1	0	0	4	15	1	0	1	5	14	2	0	1	7	12	0	0	0
01:30	to	02:00	6	13	1	0	0	4	15	1	0	1	4	15	1	0	1	8	11	0	0	0
02:00	to	02:30	6	13	1	0	0	4	15	1	0	1	5	14	1	0	1	8	11	0	0	0
02:30	to	03:00	6	13	1	0	0	4	15	1	0	1	4	15	1	0	1	8	11	0	0	0

10/24/2018

4620 Guildwood Way - Google Maps

Go -gle Maps 4620 Guildwood Way



- 7pm-3am
- 1 count @ beginning the total # of parked cars
 - Every 30 minutes, count # of visitors parked
 - observe & count (if required) # of on-street visitor parked

Parked Vehicles Prior to 19:00				
	01-Nov-18	03-Nov-18	08-Nov-18	10-Nov-18
Resident =	55	51	53	61
Visitor =	3	10	3	6

APPENDIX D

City of Mississauga Zoning By-Law Part 3 Excerpts

3.1.2 Required Number of Parking Spaces

3.1.2.1 Required Number of Parking Spaces for Residential Uses

Off-street **parking spaces** for residential **uses** shall be provided in accordance with Table 3.1.2.1 - Required Number of Parking Spaces for Residential Uses.

Table 3.1.2.1 - Required Number of Parking Spaces for Residential Uses

Column A		B
Line 1.0	TYPE OF USE	MINIMUM OFF-STREET PARKING REGULATIONS
2.0	Condominium Apartment (0207-2008), (0174-2017)	1.00 resident space per bachelor unit 1.25 resident spaces per one-bedroom unit 1.40 resident spaces per two-bedroom unit 1.75 resident spaces per three-bedroom unit 0.20 visitor spaces per unit
3.0	Rental Apartment (0207-2008), (0174-2017)	1.00 resident space per bachelor unit 1.18 resident spaces per one-bedroom unit 1.36 resident spaces per two-bedroom unit 1.50 resident spaces per three-bedroom unit 0.20 visitor spaces per unit
4.0	Apartment (within CC1 to CC4 zones) (0207-2008), (0174-2017)	1.0 resident space per unit 0.15 visitor spaces per unit ⁽¹⁾ For the visitor component, a shared parking arrangement may be used for the calculation of required visitor/non-residential parking in accordance with the following: the greater of 0.15 visitor spaces per unit ⁽¹⁾⁽²⁾ or Parking required for all non-residential uses , located in the same building or on the same lot as the residential use , except banquet hall/conference centre/convention centre, entertainment establishment, overnight accommodation, place of religious assembly, recreational establishment and restaurant. ^{(1) (2)} Parking for 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 applicable regulations contained in Table 3.1.2.2 of this By-law.
5.0	Detached Dwelling, Linked Dwelling, Semi-Detached, Street Townhouse Dwelling (0297-2013), (0174-2017)	2.0 spaces per unit
6.0	Condominium Detached Dwelling, Condominium Semi-Detached, Condominium Townhouse Dwelling, Detached Dwelling on a CEC - Private Road, Semi-Detached on a CEC - Private Road, Townhouse Dwelling on a CEC - Private Road (0174-2017)	2.0 resident spaces per unit 0.25 visitor spaces per unit
7.0	Duplex, Triplex (0174-2017)	1.25 spaces per unit
8.0	Dwelling units located above a commercial development with a maximum height of three storeys	1.25 spaces per unit
9.0	Group Home	2.0 spaces

Table 3.1.2.1 continued on next page

Column A		B
Line 1.0	TYPE OF USE	MINIMUM OFF-STREET PARKING REGULATIONS
Table 3.1.2.1 continued from previous page		
10.0	Condominium Horizontal Multiple Dwelling	Without exclusive use garage and driveway : 1.10 resident spaces per bachelor/one-bedroom unit 1.5 resident spaces per two-bedroom unit 1.75 resident spaces per three-bedroom unit 2.0 resident spaces per four-bedroom unit 0.25 visitor spaces per unit With exclusive use garage and driveway : 2.0 resident spaces per unit 0.25 visitor spaces per unit
11.0	Rental Horizontal Multiple Dwelling , Rental Townhouse Dwelling	Without exclusive use garage and driveway : 1.10 resident spaces per bachelor/one-bedroom unit 1.25 resident spaces per two-bedroom unit 1.41 resident spaces per three-bedroom unit 1.95 resident spaces per four-bedroom unit 0.25 visitor spaces per unit With exclusive use garage and driveway : 2.0 resident spaces per unit 0.25 visitor spaces per unit
12.0	Long-Term Care Building (0174-2017)	0.33 spaces per bed
13.0	Resident Physician, Dentist, Drugless Practitioner or Health Professional	5.0 spaces for office and detached dwelling , 4.0 of which may be tandem
14.0	Retirement Building (0174-2017)	0.50 spaces per unit
15.0	All other housing forms not identified above with more than two dwelling units	2.0 resident spaces per unit 0.25 visitor spaces per unit

NOTES: (1) Visitor **parking spaces** shall not be required for an **apartment** for which a building permit has been issued on or before May 29, 2009. (0207-2008), (0174-2017)

(2) All required **parking spaces** must be accessible to all users participating in the shared parking arrangements and may not be reserved for a particular use or occupant. (0207-2008)

FIGURES

NOTE:
THIS FIGURE IS SCHEMATIC ONLY
AND IS NOT TO BE SCALED.



DREAM SUITES
1575 HURONTARIO STREET
CITY OF MISSISSAUGA

SITE LOCATION PLAN

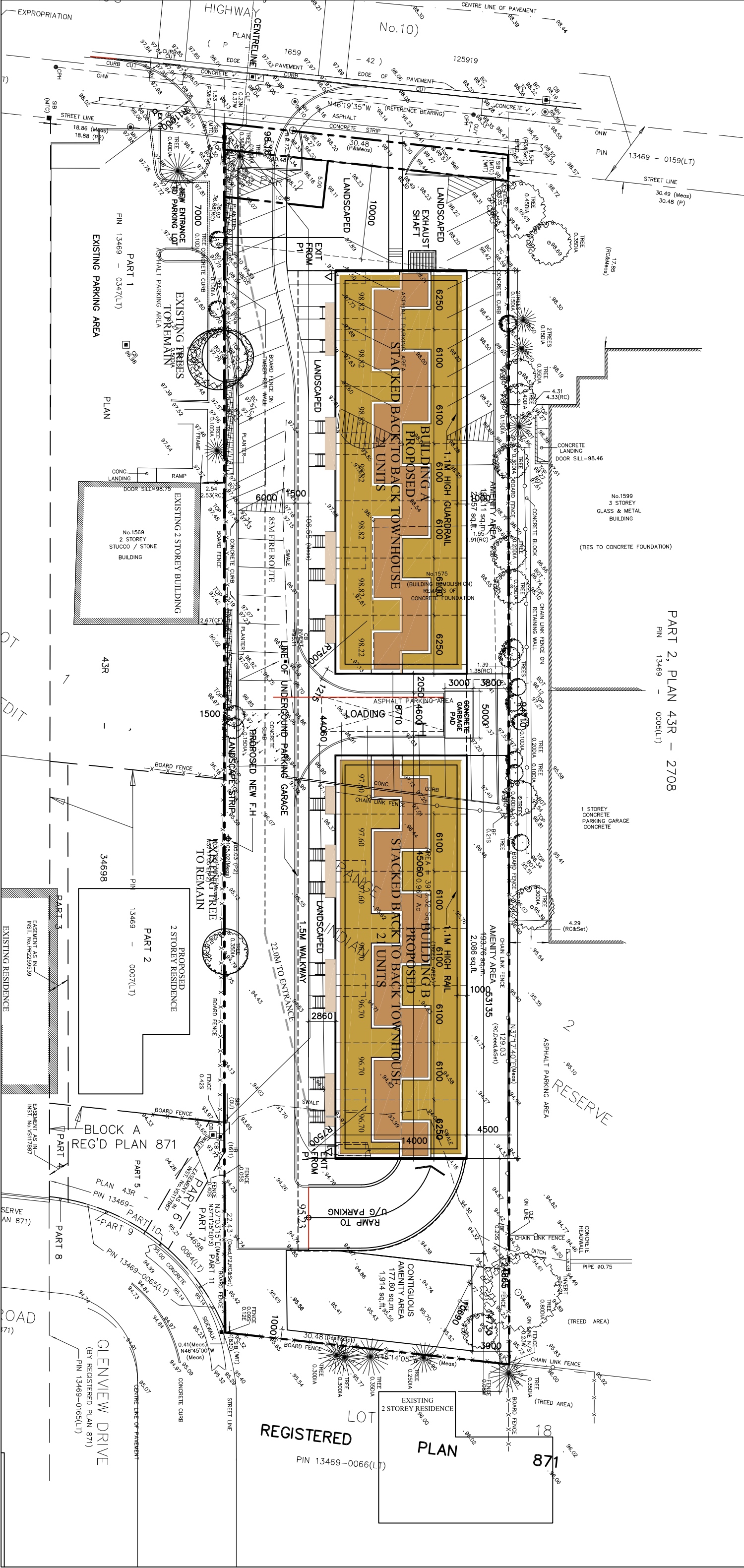


211 Yonge Street
Suite 301
Toronto, ON M5B 1M4
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www.cfcrozier.ca

Drawn	A.J.D.	Design	M.C.	Project No.	1110-4677
Check	M.C.	Check	M.L.	Scale	N.T.S.
				Dwg.	FIG. 1

RESIDENTIAL DEVELOPMENT

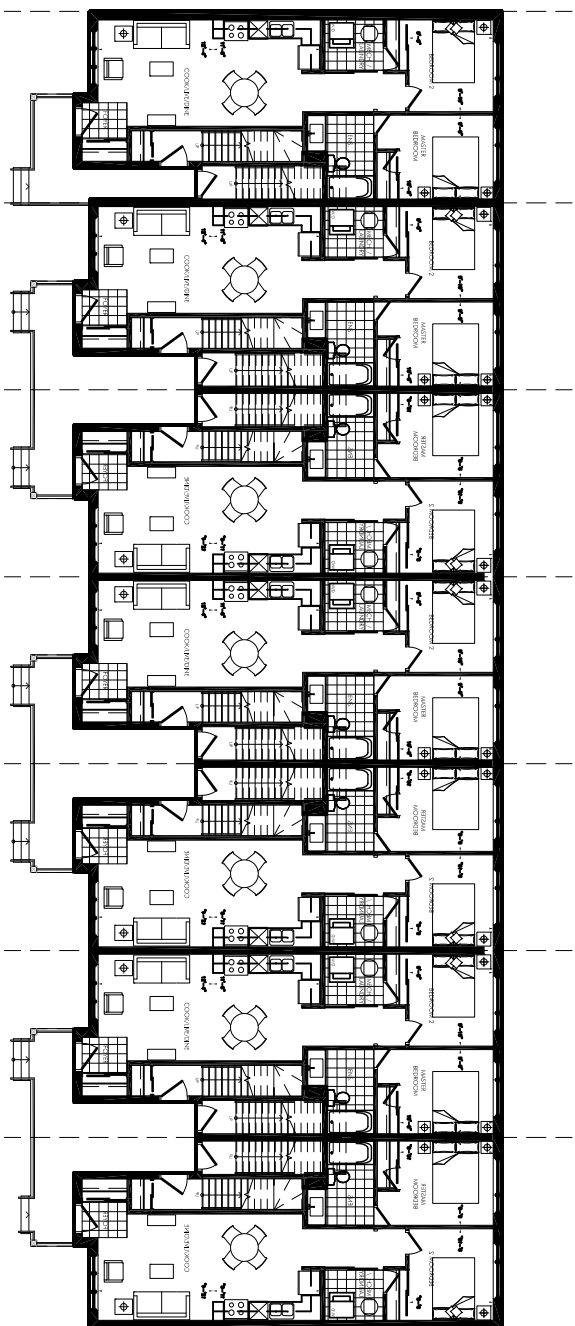
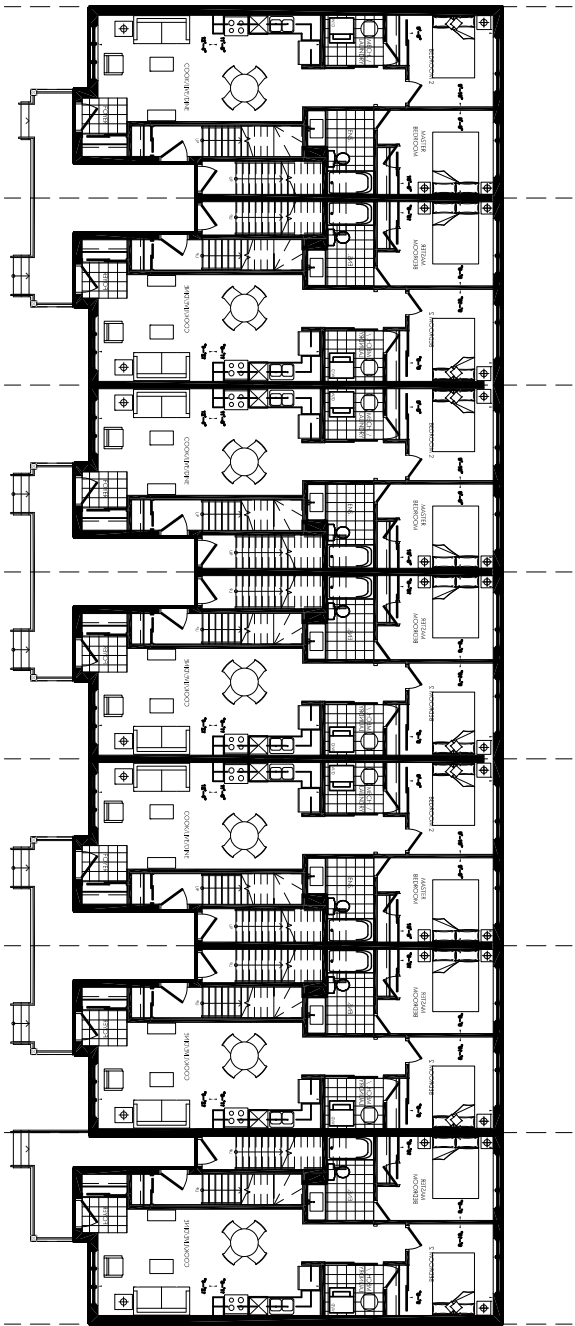
42 STACKED / BACK TO BACK TOWNHOUSE UNITS

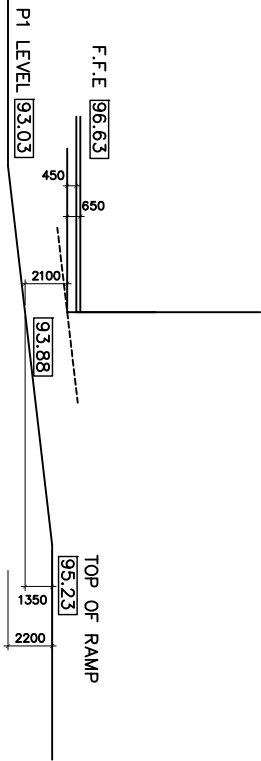


SITE STATISTICS

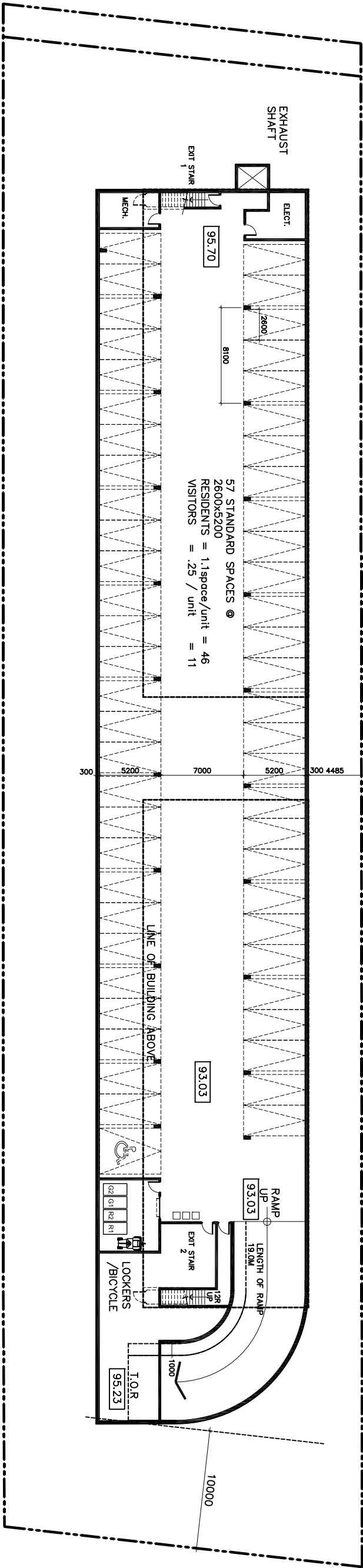
LOT AREA = 3,913.32 M2
UNIT COUNT = 42 UNITS
PARKING = 56 SPACES – RATIO 1.33/ PER UNIT

RESIDENTIAL DEVELOPMENT | DREAM MAKER
HURONTARIO STREET, MISSISSAUGA, ONTARIO.





SCHEMATIC SECTION



TOP OF RAMP = 95.23
P1 LEVEL = 93.03
LENGTH OF RAMP 19.0M
HEIGHT = 2.2M
% OF RAMP 11.5%