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April 8th, 2020

Reference Number: 18005/220

Ms. Lorie Sterritt
Planner
City of Mississauga
Email: lorie.sterritt@mississauga.ca
Telephone: 905-615-3200 ext. 5403

RE: Transportation Update Addendum
Proposed Residential Development
1750 Bloor Street & 3315 Fieldgate Drive, City of Mississauga

Dear Ms. Sterritt:

LEA Consulting Ltd. (LEA) was retained by Timbercreek Asset Management Inc. to complete various transportation and parking studies in support of a proposed residential development at 1750 Bloor Street & 3315 Fieldgate Drive in the City of Mississauga. The previous documents prepared by LEA in support of the proposed development include:

- Transportation Impact Study (October 31, 2017);
- Transportation Impact Study Update (April 19, 2018);
- Transportation Impact Study Update (October 19, 2018);
- Parking Justification (October 19, 2018);
- Parking Justification Update Draft (December 7, 2018); and
- Parking Justification Update (April 24, 2019).

Based on discussion with City staff during a meeting on February 14, 2019, City staff has requested for additional parking surveys to be conducted in support of the reduced parking provisions. Accordingly, LEA has completed additional parking surveys which has been documented in this letter. This letter also provides an update on the proposed site plan.

COMPARISON OF SITE STATISTICS

The October 2018 site plan and statistics proposed the addition of 292 units to the existing 302 units on the subject site. The updated site plan, dated October 2019, proposes an additional 258 units to the existing 302 units. A comparison of the October 2018 and current submission is provided in **Table 1**.

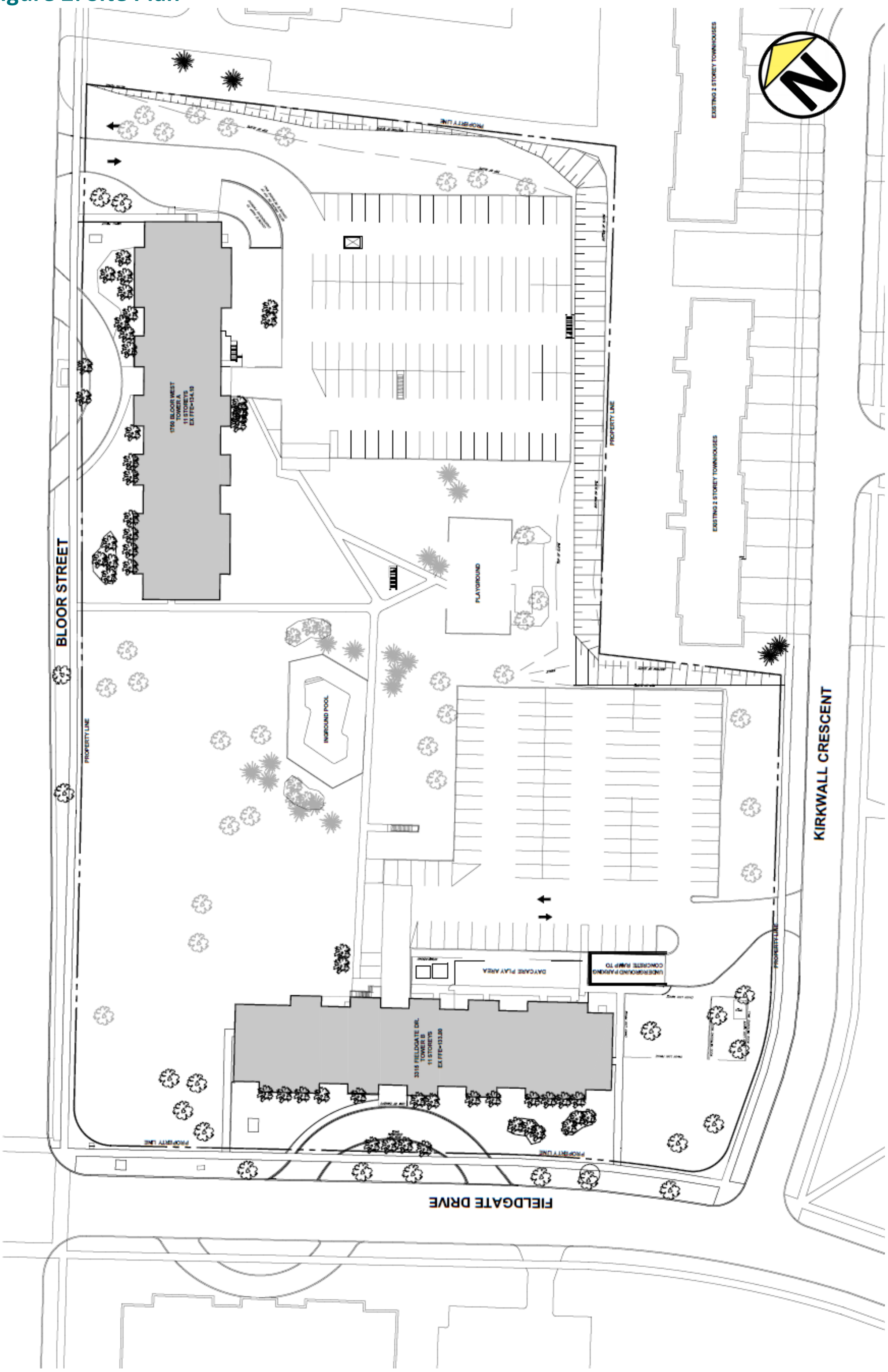
Table 1: Site Statistics Comparison

	October 2018 Submission	Current Submission	Difference
Existing	302 units		
Proposed	292 units	258 units	-34 units
Vehicular Parking	385 Residential spaces + 80 Visitor spaces = 465 spaces (0.78 spaces/unit)	363 Residential spaces + 2 Car Share spaces + 85 Visitor spaces = 450 spaces (0.80 spaces/unit)	-15 spaces

As the site statistics are decreased from the October 2018 site plan, the updated site statistics will have a minor impact on the October 2018 TIS Update in the Trip Generation, Future Total Traffic Conditions and Parking Review. The location of the subject site is shown in **Figure 1**, and the site plan for the current submission is illustrated in **Figure 2**. The subject site remains accessible from an access on Kirkwall Crescent and the relocated signalized access on Bloor Street.

Figure 1: Site Location

Figure 2: Site Plan



Source: WZMH Architects (Dated October 2019)

TRIP GENERATION

For the purpose of this review, the trip generation rate used in the October 2018 TIS Update will be maintained. It is noted that, as per the October 2018 TIS Update, the rates from the ITE Trip Generation Manual 10th Edition was found to generate more trips in comparison with the existing site's trip generation. As such, the ITE-based trip generation projection was utilized in the analysis to present a conservative analysis. The revised peak hour trip generation associated with the proposed development is summarized in **Table 2**.

Table 2: Change in Vehicle Trip Generation

Site Plan	AM Peak Hour			PM Peak Hour		
	In	Out	Total	In	Out	Total
Multifamily High Rise (LUC 222)						
Rate	0.08	0.25	0.33	0.24	0.13	0.37
October 2018 (269 units)	21	67	88	65	35	100
Current Submission (224 units)	20	65	85	62	34	96
Difference	*-1*	*-2*	*-3*	*-3*	*-1*	*-4*
Multifamily Mid-Rise (LUC 22)						
Rate	0.09	0.27	0.36	0.27	0.17	0.44
October 2018 (23 units)	2	6	8	6	4	10
Current Submission (0 units)	-2	-6	-8	-6	-4	-10
Difference	*-2*	*-6*	*-8*	*-6*	*-4*	*-10*
Total Difference	**-3**	**-8**	**-11**	**-9**	**-5**	**-14**

Due to the decrease in site statistics, a maximum decrease of 14 trips is expected compared to the October 2018 TIS Update. Since the September 2018 submission indicated residual capacity for all movements, it can be expected that the Future Total Traffic Condition will not deteriorate from the decrease in trip generation by the revised site statistics. The conclusions of the October 2018 TIS Update will remain valid. A revised analysis for the Future Total Traffic Conditions will not be conducted for the updated statistics as a result.

PARKING

ZONING BY-LAW REQUIREMENT

The subject site is currently governed by the parking standards outlined in the City of Mississauga Zoning By-law 0225-2007. The vehicle parking requirements for the entire development is calculated based on the proposed unit mix and applying the parking rates provided in the Zoning By-law for rental apartments and the 11 street townhouses. The parking requirements and supply for the entire development is summarized in **Table 3**.

Table 3: Recommended Parking Requirements and Proposed Parking Supply

Unit Type	Units	Parking Rate (spaces/unit)	Spaces Required
1-Bedroom	302	1.18	356
2-Bedroom	238	1.36	324
3-Bedroom	20	1.5	30
		Total Resident	**712**
Visitor	560	0.20	112
		Total	**824**
		OVERALL RATE	*1.47*

According to the City's Zoning By-law, the subject development is required to provide a total of 824 parking spaces consisting of 712 resident and 112 visitor spaces. Currently, the development is proposing a total of 575 physical parking spaces (1.027 spaces/unit), which is 249 spaces short of the By-law requirement.

EXISTING PARKING DEMAND

In order to understand the existing parking demand at the subject site, the parking rental information from early 2019, provided by the Owner, was reviewed for the two existing residential towers – 1750 Bloor Street (Tower A) and 3315 Fieldgate Drive (Tower B). This information details the number of resident parking permits that are currently leased by the tenants. The overall number of units, occupied units, parking supply, rented parking spaces, and the existing parking demand rates for Towers A and B are summarized in **Table 4**.

Table 4: Existing Parking Permits

Building	Units	Occupied Units	Residential			Visitor	
			Supply	Rented Spaces	Demand Rate	Supply	Supply Rate
Tower A	153	150	173	104	0.69	18	0.12
Tower B	149	147	172	88	0.60	15	0.10
TOTAL	**302**	**297**	**345**	**192**	**0.65**	**33**	**0.11**

Based on the parking rental information, there are currently 297 occupied units and a total of 192 resident parking permits leased for both buildings. Therefore, it is our understanding that the residential parking demand should not exceed these values. Based on the occupied units, the combined resident parking demand for the subject site is currently **0.65 spaces/unit**, while the combined visitor supply rate is 0.11 spaces/unit, resulting in an overall parking rate of 0.76 spaces/unit. In comparison to our previous Parking Justification Update (December 2018), there were 299 occupied units and 170 leased spaces, yielding a permit rate of 0.57 spaces/unit.

PARKING DEMAND SURVEY

As confirmed with City staff, LEA conducted additional on-site parking demand surveys of both residential buildings over four (4) days from Thursday, February 28, 2019 to Sunday March 3, 2019 between 6:00pm and 1:00am. Correspondence with City staff is provided in **Attachment 1**. The results of the parking surveys are summarized in **Table 5** below, with detailed survey results provided in **Attachment 2**. It is noted that the "Combined Peak Demand" is the peak of the combined demand observed for both buildings at each interval and is not the sum of the peak demand observed individually at each building. **Figure 3** and **Figure 4** illustrate the combined resident and visitor parking demand observed during the surveys.

Table 5: Parking Survey Summary

Survey Date	Resident				Visitor			
	Tower A Peak Demand	Tower B Peak Demand	Combined Peak Demand	Peak Demand Rate	Tower A Peak Demand	Tower B Peak Demand	Combined Peak Demand	Peak Demand Rate
THURS FEB 28	118	115	**233**	0.78	8	6	**14**	0.05
FRI MAR 1	112	111	**223**	0.75	15	11	**26**	0.09
SAT MAR 2	111	119	**229**	0.77	15	12	**24**	0.08
SUN MAR 3	120	121	**241**	0.81	16	13	**27**	0.09
PEAK			**241**	**0.81**			**27**	**0.09**

Figure 3: Combined Resident Parking Demand

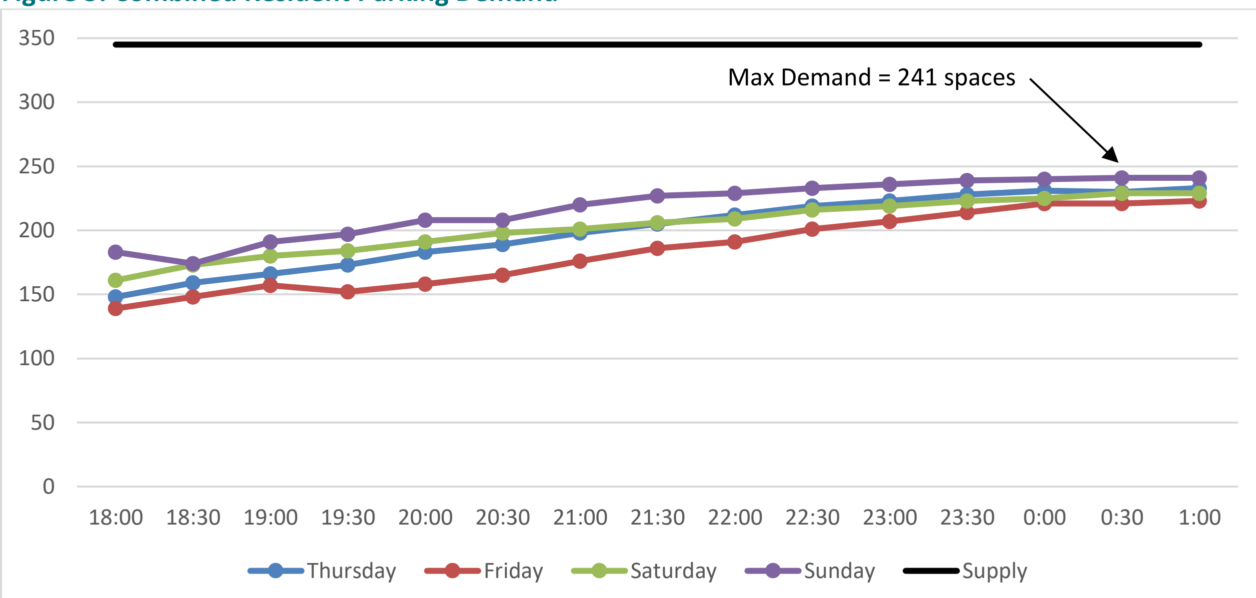
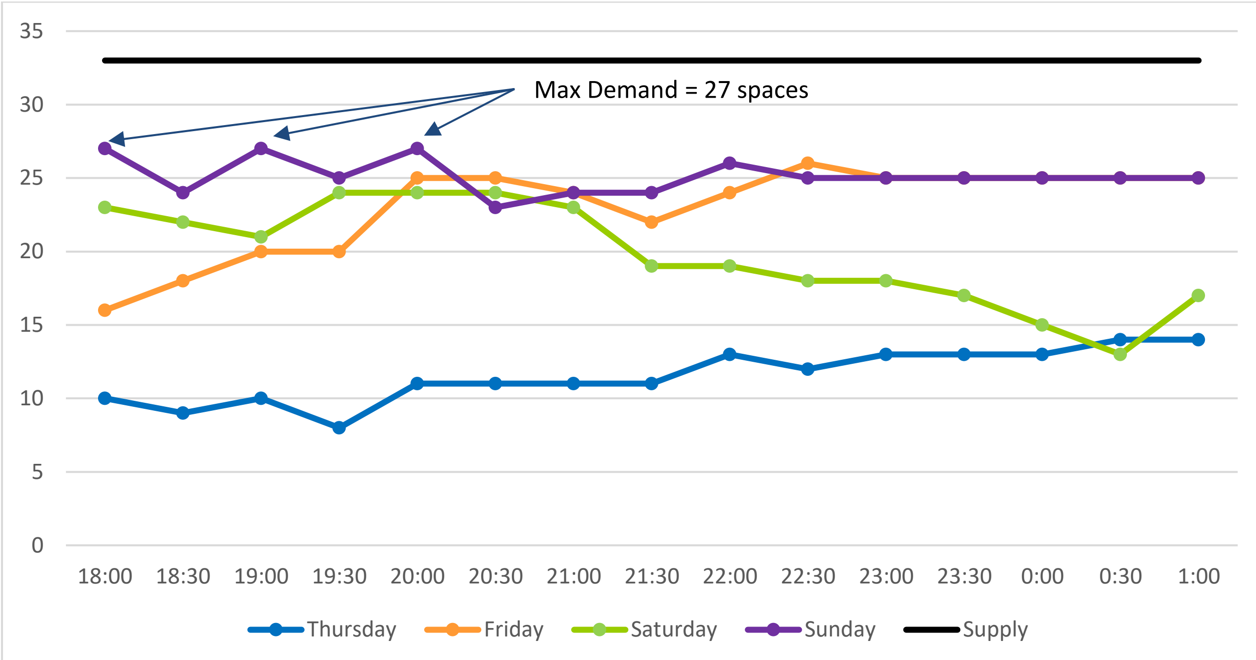


Figure 4: Combined Visitor Parking Demand



As shown above, the combined peak resident demand occurred at 12:30am with 241 spaces occupied on the Sunday, returning a parking demand rate of 0.81 spaces/unit. Similarly, peak visitor demand also occurred on Sunday with 27 spaces occupied at three intervals, returning a parking demand rate of 0.09 spaces/unit. It should be noted that peak resident and visitor demand occurred at different intervals; at any given time during the survey, the overall peak parking demand for both resident and visitor parking was 266 spaces (**0.90 spaces/unit**) which included 241 resident and 25 visitor spaces occupied.

In comparison, *the previous parking demand survey conducted in December 2018 indicated a higher peak resident parking demand of 259 spaces (0.87 spaces/unit) also observed on the Sunday*, while visitor parking was observed to be fully retained at various intervals throughout the survey for both buildings.

The 2019 results indicate that the resident demand observed during the survey exceeded the number of residential parking permits leased for both buildings. As mentioned previously, only 192 permits are leased between both buildings, while a peak of 241 vehicles were parked in a resident space during the survey resulting in an **excess demand of 49 vehicles**. Further, it should be noted that out of the 241 parked vehicles, only 141 vehicles had a permit, while 100 vehicles did not have a permit. Given the discrepancy between the number of parking permits leased and the parking demand observed with and without a permit, it is likely that some these parked vehicles have a permit but did not display it. As such, the resident parking rate should be consistent with the permit rate of 0.65 spaces/unit. Accordingly, the resident parking demand (192 spaces) combined with the peak visitor demand (27 spaces) will result in an overall peak parking demand of 219 spaces (0.74 spaces/unit). However, when accounting for the 49 unknown vehicles that were parked in a resident space without a valid permit, the overall peak parking demand increases to 268 spaces (0.90 spaces/unit). Therefore, the overall parking supply should range between **0.74 to 0.90 spaces/unit**.

It is unclear whether the 49 vehicles were residents, visitors to the site or illegal vehicles from the neighbourhood. However, it is our understanding that the property owner will enforce parking management on tenants to monitor and reduce the number of illegally parked vehicles on-site in the future. Currently, resident parking is also available on the surface lots above ground with no physical barriers to separate and prevent illegal resident and visitor parking. It is recognized that with the future redevelopment of the site, improved parking management will be implemented to manage both resident and visitor parking onsite. This includes relocating all resident spaces to the underground level which would be protected via gated entrances, while visitors will also be required to register and obtain a permit to be displayed. Therefore, parking management will improve significantly in the future and reduce the number of illegally parked vehicles onsite.

Given the uncertainty surrounding the illegal demand and the measures to mitigate and improve parking management in the future, it is recommended to take an average between 0.74 and 0.90 spaces/unit. This equates to an overall parking rate of **0.82 spaces/unit**. It is recognized that the Zoning By-law requirement for visitor parking is 0.20 spaces/unit, wherein City staff has indicated a reduction for visitor parking to 0.15 spaces/unit. Although the visitor peak was actually surveyed at 0.09 spaces/unit, LEA has no objection to providing visitor parking at the staff recommended rate of 0.15 spaces/unit, while providing residential parking based on the permit demand rate of 0.65 spaces/unit. Please keep in mind that there could be residual capacity of 0.06 spaces/unit based on the survey results. Overall, this results in a parking supply rate of **0.80 spaces/unit**, which is consistent with the findings of the survey presented above.

ON-STREET PARKING

In our previous Parking Justification Update (December 2018), the City requested for an additional on-street parking survey to be conducted. The survey was completed on Sunday, December 2, 2918 from 6:00pm to 1:00am; the survey hours and study area were confirmed with City staff. Please refer to the previous Parking Justification Update for more details regarding the on-street parking survey.

Based on the results, there were a total of 13 vehicles parked on-street throughout the duration of the survey. Of these vehicles, only six (6) were destined for the subject site, with the peak demand of four (4) vehicles occurring for one 30-minute interval. All vehicles related to the subject site were observed to be parked along Kirkwall Crescent. It is understood that on-street parking is permitted on both sides of Kirkwall Crescent, resulting in a capacity of approximately 20 and 26 vehicles along the north and south sides of road, respectively. Given that the peak demand related to the site was only four vehicles, the combined on-street parking capacity of 46 vehicles significantly exceeds the peak demand. Accounting for the on-street parking capacity on Fieldgate Drive, there is abundant residual on-street parking available within the area of the subject site.

AUTO OWNERSHIP RATES

To further support the proposed parking reduction, a review of automobile ownership rates based on Transportation Tomorrow Survey (TTS) data was completed. The TTS data was extracted for apartment households in the area of the subject site (TTS Zones 3670 & 3675) as well as for the City of Mississauga (Planning District 36). Please refer to **Attachment 3** for the location of the TTS zones. The percentage of apartment households that do not own a vehicle is summarized in **Table 8** below.

Table 6: Apartment Households with Zero Vehicles

Year	Subject Site Area	Mississauga
1991	6.5%	6.0%
1996	9.6%	9.4%
2001	8.5%	8.5%
2006	12.1%	11.3%
2011	7.5%	8.8%
2016	10.6%	11.0%
Growth/Year	**2.6%**	**3.3%**

It is evident that there is an increasing trend in the number of apartment households that do not own a vehicle. The data for the area of the subject site is consistent with the rest of Mississauga. Comparing the 2016 and 1991 results, there is an annual growth of approximately 2.6% in apartments without vehicles in the area of the subject site, while a 3.3% annual growth is observed for the entire City as indicated in **Attachment 3**. It is expected that as public transit improves and transportation demand management initiatives are implemented, the proportion of apartment households that do not own a vehicle will continue to increase in the future. It is recognized that as the City continues to redevelop into more dense and compact urban forms, the non-auto modal split will increase accordingly, thereby requiring fewer parking spaces.

Additionally, LEA reviewed the parking rates as specified in the Former City of Mississauga Zoning By-law 5550 (approved in 1966, updated 1997). It should be noted that the parking rates for apartments have not changed since Zoning By-law 5550 and are still applicable in the current City-wide Zoning By-law 0225-2007 (updated 2017), as summarized in **Table 7**. It is evident that vehicle ownership has decreased over the last two decades, while the zoning by-law remained stagnant. Based on the TTS data presented above, it is anticipated that the number of apartment households choosing not to own a vehicle will continue to grow and should be reflected accordingly in the City's zoning by-law. Therefore, it is our opinion that a parking reduction from the minimum rates of Zoning By-law 0225-2007 is appropriate for the subject site.

Table 7: Comparison of Parking Rates for Rental Apartments

Unit Type	Parking Rate (spaces/unit)	
	Zoning By-law 5550	Zoning By-law 0225-2007
Studio	1.00	1.00
1-Bedroom	1.18	1.18
2-Bedroom	1.36	1.36
3-Bedroom	1.50	1.50
Street Townhouse	2.00	2.00
Visitor	0.20	0.20

RECOMMENDED PARKING SUPPLY

In support of the proposed parking supply, we recommend provision of car share spaces to reduce the amount of residential parking demand. There has been a recent increase in the provision of car share spaces in new residential developments within the Greater Toronto Area (GTA) including the City of Mississauga. As per the *"Parking Standards Review: Examination of Potential Options and Impacts of Car Share Programs on Parking Standards"* report prepared by IBI Group in March 2009 for the City of Toronto, one car share space is recommended for every 60 units and each car share space can replace the demand of up to four resident spaces. Given the 560 units proposed, nine (9) car share spaces are recommended for the proposed development. However, following discussions with City staff, it is understood that the City will permit a maximum of two (2) car share spaces onsite resulting a net gain of six additional resident spaces. The applicant will ensure that arrangements are made to enroll in a car share program.

Applying the recommended visitor parking rate from the City and the current resident parking rental rate to the proposed expansion will result in the following parking provisions as summarized in **Table 6**.

Table 8: Recommended Parking Provisions

<table>
<tr><th rowspan="2">Type</th><th rowspan="2">Units</th><th colspan="2">Minimum Requirement</th><th colspan="2">Proposed Supply (Rate in spaces/unit)</th></tr>
<tr><th>Rate</th><th>Spaces Required</th><th>Physical Supply</th><th>Effective Supply</th></tr>
<tr><td>Resident</td><td rowspan="3">560</td><td>0.65</td><td>364</td><td>363 (0.648)</td><td rowspan="2">371 (0.663)</td></tr>
<tr><td>Car Share</td><td></td><td></td><td>2 (0.004)</td></tr>
<tr><td>Visitor</td><td>0.15</td><td>84</td><td>85 (0.152)</td><td>85 (0.152)</td></tr>
<tr><td colspan="2">Total</td><td>0.80</td><td>448</td><td>450 (0.804)</td><td>456 (0.814)</td></tr>
</table>

Based on the parking rental information obtained for both buildings, a resident parking supply rate of 0.65 spaces/unit is recommended, along with the visitor parking rate of 0.15 spaces/unit as recommended by the City (peak surveyed rate was 0.09 spaces/unit) for an overall parking supply rate of 0.80 spaces/unit. This equates to a requirement of 364 resident spaces and 84 visitor spaces for a total of 448 spaces for the proposed development. This is consistent with the results of the parking demand survey discussed above. The proposed parking supply of 363 resident spaces and 2 car share spaces is equivalent to providing a supply of 371 resident spaces (0.663 spaces/unit), which will exceed the resident requirements, while the provision of 85 visitor spaces (0.152 spaces/unit) will satisfy the visitor parking requirements. Overall, the proposed effective parking supply of 450 spaces (0.804 spaces/unit) will meet the parking requirements for the subject site.

CONCLUSIONS

The October 2019 site plan, indicates a decrease in the proposed site statistics from the September 2018 Submission. This resulted in a decrease of 11 to 14 two-way trips during the studied peak hours. The Future Total Traffic Condition is expected to remain operating with residual capacity as per the analysis presented in the September 2018 TIS Update.

As requested by the City, additional parking surveys have been completed. A parking supply rate of 0.80 spaces/unit is recommended based on the parking surveys. The proposed physical parking supply of 0.804 spaces/unit was found to meet the recommended requirement. Conclusions reached in the October 2018 TIS will thus be maintained with this current submitted site plan.

We trust that this update addendum addresses the transportation issues related to the updated site plan at 1750 Bloor Street and 3315 Fieldgate Drive in the City of Mississauga. Should you have any questions or comments regarding the presented information, please do not hesitate to contact the undersigned.

Yours truly,

LEA CONSULTING LTD.

Nixon Chan, M.A.Sc., P.Eng., PTOE, PMP
Manager, Transportation Engineering

Natalie Tsui, B.A.Sc., EIT
Transportation Analyst

Encl. Attachment 1 – Correspondence with City
Attachment 2 – Parking Survey Results
Attachment 3 – TTS Auto Ownership Data

ATTACHMENT 1

Correspondence with City

Iris Chan

From:	Farad Wahab <farad.wahab@mississauga.ca>
Sent:	Tuesday, February 26, 2019 3:26 PM
To:	Iris Chan
Cc:	Nixon Chan
Subject:	RE: 1750 Bloor - Parking Surveys

Hi Iris,

Thank you for your email. Everything looks good. However, we would like to suggest the following changes:

- On Thursday, please survey the site from 6:00pm to 1:00am – this will help with consistency;
- Please provide us with updated numbers on the parking permits issued;
- Please provide us and reconfirm the number of occupied units; and
- Please provide us with a copy of IBI Group's car sharing report that you mentioned in the parking study (*i.e. Parking Standards Review: Examination of Potential Options and Impacts of Car Share Programs on Parking Standards, 2009).* Our TDM Coordinator would like to review it.

If you have any questions, please let me know.

Thanks,
Farad W

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City of Mississauga | Planning and Building Department,
City Planning Strategies Division

Please consider the environment before printing.

From: Iris Chan [mailto:IChan@lea.ca]
Sent: 2019/02/25 4:30 PM
To: Farad Wahab
Cc: Nixon Chan
Subject: 1750 Bloor - Parking Surveys

Hi Farad,

We would like to confirm the scope of work for the parking demand surveys at 1750 Bloor/3315 Fieldgate. We will be conducting the parking surveys at the two residential buildings this weekend on the following days:

- Thursday February 28 – 11:00pm to 1:00am
- Friday March 1 – 6:00pm to 1:00am
- Saturday March 2 – 6:00pm to 1:00am
- Sunday March 3 – 6:00pm to 1:00am

We will record the number of resident and visitor spaces occupied at 30-minute intervals. We will also record any illegally parked vehicles (without permits) observed during the survey. Please let us know if you have any comments regarding our work plan.

Regards,

Iris Chan
Transportation Planner

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ATTACHMENT 2

Parking Survey Results

2019 PARKING DEMAND SURVEY SUMMARY

1750 Bloor Street

Time	Thurs. February 28							Fri. March 1						
	Visitor	Leased Resident Space		Unleased Resident Space		Total Resident	TOTAL	Visitor	Leased Resident Space		Unleased Resident Space		Total Resident	TOTAL
		Yes Permit	No Permit	Yes Permit	No Permit				Yes Permit	No Permit	Yes Permit	No Permit		
Supply	**18**	**104**		**69**		**173**	**191**	**18**	**104**		**69**		**173**	**191**
18:00	4	16	53	2	9	80	**84**	9	27	30	3	3	63	**72**
18:30	4	16	54	3	9	82	**86**	11	28	36	3	5	72	**83**
19:00	6	19	57	3	9	88	**94**	12	30	37	3	6	76	**88**
19:30	5	19	60	3	8	90	**95**	11	29	37	0	8	74	**85**
20:00	5	21	60	3	8	92	**97**	14	30	41	0	8	79	**93**
20:30	5	23	59	3	10	95	**100**	14	31	42	1	7	81	**95**
21:00	5	24	62	3	10	99	**104**	14	33	46	1	7	87	**101**
21:30	6	26	64	3	10	103	**109**	12	36	47	2	7	92	**104**
22:00	7	26	67	3	12	108	**115**	13	36	50	3	7	96	**109**
22:30	6	27	70	3	12	112	**118**	15	38	53	4	6	101	**116**
23:00	7	27	72	3	12	114	**121**	14	38	55	4	7	104	**118**
23:30	7	26	74	3	12	115	**122**	14	39	57	4	9	109	**123**
0:00	7	28	75	3	12	118	**125**	14	40	57	5	10	112	**126**
0:30	8	28	75	3	11	117	**125**	14	40	56	5	10	111	**125**
1:00	8	28	76	3	11	118	**126**	15	41	57	5	9	112	**127**

Time	Sat. March 2							Sun March 3						
	Visitor	Leased Resident Space		Unleased Resident Space		Total Resident	TOTAL	Visitor	Leased Resident Space		Unleased Resident Space		Total Resident	TOTAL
		Yes Permit	No Permit	Yes Permit	No Permit				Yes Permit	No Permit	Yes Permit	No Permit		
Supply	**18**	**104**		**69**		**173**	**191**	**18**	**104**		**69**		**173**	**191**
18:00	15	30	41	2	5	78	**93**	16	35	46	5	2	88	**104**
18:30	15	31	44	3	5	83	**98**	13	34	41	6	2	83	**96**
19:00	14	33	45	2	7	87	**101**	14	39	47	6	4	96	**110**
19:30	13	33	45	3	8	89	**102**	12	40	47	6	5	98	**110**
20:00	13	35	46	3	9	93	**106**	14	41	53	6	5	105	**119**
20:30	13	35	45	4	10	94	**107**	13	40	55	6	5	106	**119**
21:00	13	36	45	4	10	95	**108**	13	41	56	6	7	110	**123**
21:30	7	36	46	4	9	95	**102**	12	41	56	6	7	110	**122**
22:00	7	36	48	4	9	97	**104**	14	40	61	6	7	114	**128**
22:30	6	37	52	4	9	102	**108**	15	42	61	6	7	116	**131**
23:00	8	36	54	5	8	103	**111**	15	42	62	6	7	117	**132**
23:30	8	37	54	5	8	104	**112**	15	42	63	6	7	118	**133**
0:00	9	38	55	5	8	106	**115**	15	42	64	6	7	119	**134**
0:30	7	39	57	5	10	111	**118**	15	42	64	6	8	120	**135**
1:00	11	39	56	5	10	110	**121**	15	42	64	6	8	120	**135**

Total Units: 153
Occupied: 150

1355 Fieldgate

Time	Thurs. February 28							Fri. March 1						
	Visitor	Leased Resident Space		Unleased Resident Space		Total Resident	TOTAL	Visitor	Leased Resident Space		Unleased Resident Space		Total Resident	TOTAL
		Yes Permit	No Permit	Yes Permit	No Permit				Yes Permit	No Permit	Yes Permit	No Permit		
Supply	**15**	**88**		**84**		**172**	**187**	**15**	**88**		**84**		**172**	**187**
18:00	6	38	9	12	9	68	**74**	7	50	9	12	5	76	**83**
18:30	5	39	17	12	9	77	**82**	7	50	9	12	5	76	**83**
19:00	4	39	19	12	8	78	**82**	8	50	11	15	5	81	**89**
19:30	3	43	21	9	10	83	**86**	9	51	8	14	5	78	**87**
20:00	6	46	22	10	13	91	**97**	11	51	11	12	5	79	**90**
20:30	6	51	23	9	11	94	**100**	11	52	12	14	6	84	**95**
21:00	6	53	24	12	10	99	**105**	10	51	15	15	8	89	**99**
21:30	5	56	23	14	9	102	**107**	10	54	16	16	8	94	**104**
22:00	6	60	22	14	8	104	**110**	11	56	15	15	9	95	**106**
22:30	6	61	23	15	8	107	**113**	11	58	19	15	8	100	**111**
23:00	6	61	24	15	9	109	**115**	11	61	19	15	8	103	**114**
23:30	6	65	24	15	9	113	**119**	11	61	20	16	8	105	**116**
0:00	6	65	24	15	9	113	**119**	11	62	22	17	8	109	**120**
0:30	6	65	25	15	8	113	**119**	11	62	23	17	8	110	**121**
1:00	6	66	25	16	8	115	**121**	10	63	23	17	8	111	**121**

Time	Sat. March 2							Sun March 3						
	Visitor	Leased Resident Space		Unleased Resident Space		Total Resident	TOTAL	Visitor	Leased Resident Space		Unleased Resident Space		Total Resident	TOTAL
		Yes Permit	No Permit	Yes Permit	No Permit				Yes Permit	No Permit	Yes Permit	No Permit		
Supply	**15**	**88**		**84**		**172**	**187**	**15**	**88**		**84**		**172**	**187**
18:00	8	45	16	16	6	83	**91**	11	52	18	16	9	95	**106**
18:30	7	52	17	15	6	90	**97**	11	51	17	16	7	91	**102**
19:00	7	53	18	17	5	93	**100**	13	54	17	17	7	95	**108**
19:30	11	54	17	17	7	95	**106**	13	55	17	18	9	99	**112**
20:00	11	54	19	17	8	98	**109**	13	58	18	18	9	103	**116**
20:30	11	55	21	19	9	104	**115**	10	56	18	19	9	102	**112**
21:00	10	56	22	20	8	106	**116**	11	63	20	18	9	110	**121**
21:30	12	58	23	20	10	111	**123**	12	66	21	20	10	117	**129**
22:00	12	59	22	23	8	112	**124**	12	65	21	20	9	115	**127**
22:30	12	61	23	23	7	114	**126**	10	69	21	20	7	117	**127**
23:00	10	63	23	23	7	116	**126**	10	71	21	20	7	119	**129**
23:30	9	65	24	23	7	119	**128**	10	73	21	20	7	121	**131**
0:00	6	66	23	23	7	119	**125**	10	72	21	21	7	121	**131**
0:30	6	66	22	23	7	118	**124**	10	72	21	21	7	121	**131**
1:00	6	67	22	23	7	119	**125**	10	72	21	21	7	121	**131**

Total Units: 149
Occupied: 147

COMBINED

Time	Thurs. February 28							Fri. March 1						
	Visitor	Leased Resident Space		Unleased Resident Space		Total Resident	TOTAL	Visitor	Leased Resident Space		Unleased Resident Space		Total Resident	TOTAL
		Yes Permit	No Permit	Yes Permit	No Permit				Yes Permit	No Permit	Yes Permit	No Permit		
Supply	**33**	**192**		**153**		**345**	**378**	**33**	**192**		**153**		**345**	**378**
18:00	10	54	62	14	18	148	**158**	16	77	39	15	8	139	**155**
18:30	9	55	71	15	18	159	**168**	18	78	45	15	10	148	**166**
19:00	10	58	76	15	17	166	**176**	20	80	48	18	11	157	**177**
19:30	8	62	81	12	18	173	**181**	20	80	45	14	13	152	**172**
20:00	11	67	82	13	21	183	**194**	25	81	52	12	13	158	**183**
20:30	11	74	82	12	21	189	**200**	25	83	54	15	13	165	**190**
21:00	11	77	86	15	20	198	**209**	24	84	61	16	15	176	**200**
21:30	11	82	87	17	19	205	**216**	22	90	63	18	15	186	**208**
22:00	13	86	89	17	20	212	**225**	24	92	65	18	16	191	**215**
22:30	12	88	93	18	20	219	**231**	26	96	72	19	14	201	**227**
23:00	13	88	96	18	21	223	**236**	25	99	74	19	15	207	**232**
23:30	13	91	98	18	21	228	**241**	25	100	77	20	17	214	**239**
0:00	13	93	99	18	21	231	**244**	25	102	79	22	18	221	**246**
0:30	14	93	100	18	19	230	**244**	25	102	79	22	18	221	**246**
1:00	14	94	101	19	19	233	**247**	25	104	80	22	17	223	**248**

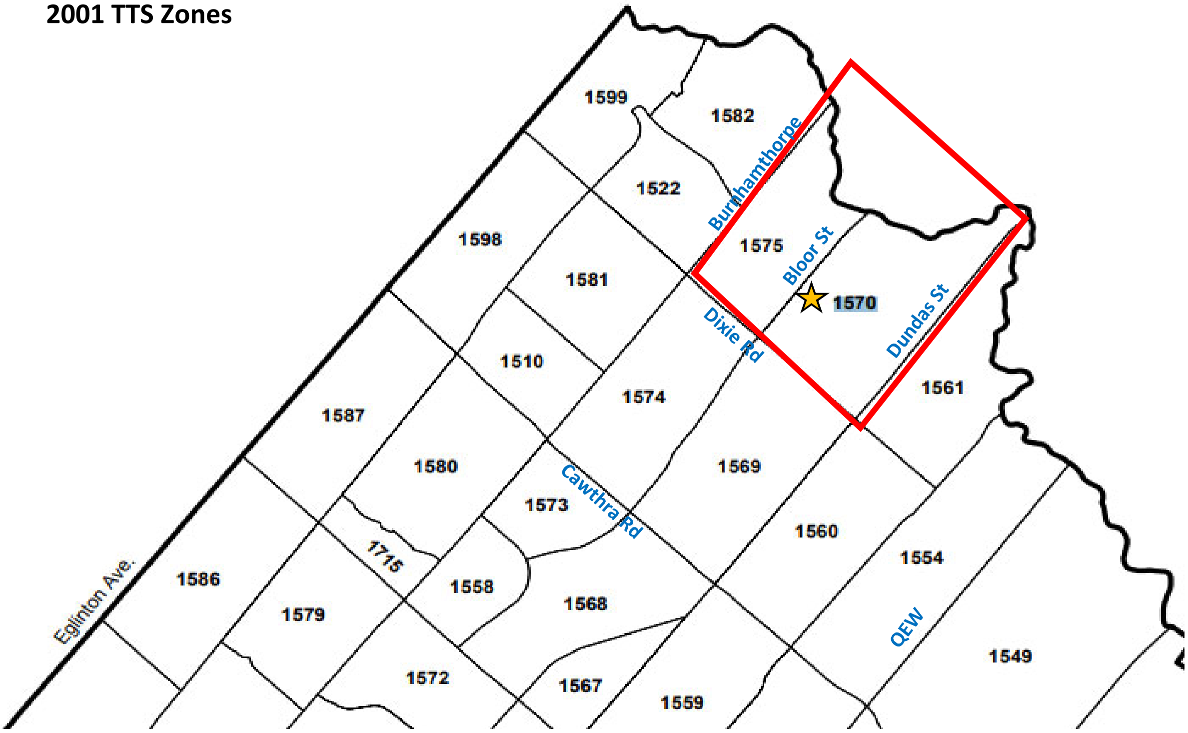
Time	Sat. March 2							Sun March 3						
	Visitor	Leased Resident Space		Unleased Resident Space		Total Resident	TOTAL	Visitor	Leased Resident Space		Unleased Resident Space		Total Resident	TOTAL
		Yes Permit	No Permit	Yes Permit	No Permit				Yes Permit	No Permit	Yes Permit	No Permit		
Supply	**33**	**192**		**153**		**345**	**378**	**33**	**192**		**153**		**345**	**378**
18:00	23	75	57	18	11	161	**184**	27	87	64	21	11	183	**210**
18:30	22	83	61	18	11	173	**195**	24	85	58	22	9	174	**198**
19:00	21	86	63	19	12	180	**201**	27	93	64	23	11	191	**218**
19:30	24	87	62	20	15	184	**208**	25	95	64	24	14	197	**222**
20:00	24	89	65	20	17	191	**215**	27	99	71	24	14	208	**235**
20:30	24	90	66	23	19	198	**222**	23	96	73	25	14	208	**231**
21:00	23	92	67	24	18	201	**224**	24	104	76	24	16	220	**244**
21:30	19	94	69	24	19	206	**225**	24	107	77	26	17	227	**251**
22:00	19	95	70	27	17	209	**228**	26	105	82	26	16	229	**255**
22:30	18	98	75	27	16	216	**234**	25	111	82	26	14	233	**258**
23:00	18	99	77	28	15	219	**237**	25	113	83	26	14	236	**261**
23:30	17	102	78	28	15	223	**240**	25	115	84	26	14	239	**264**
0:00	15	104	78	28	15	225	**240**	25	114	85	27	14	240	**265**
0:30	13	105	79	28	17	229	**242**	25	114	85	27	15	241	**266**
1:00	17	106	78	28	17	229	**246**	25	114	85	27	15	241	**266**

Total Units: 302
Occupied: 297

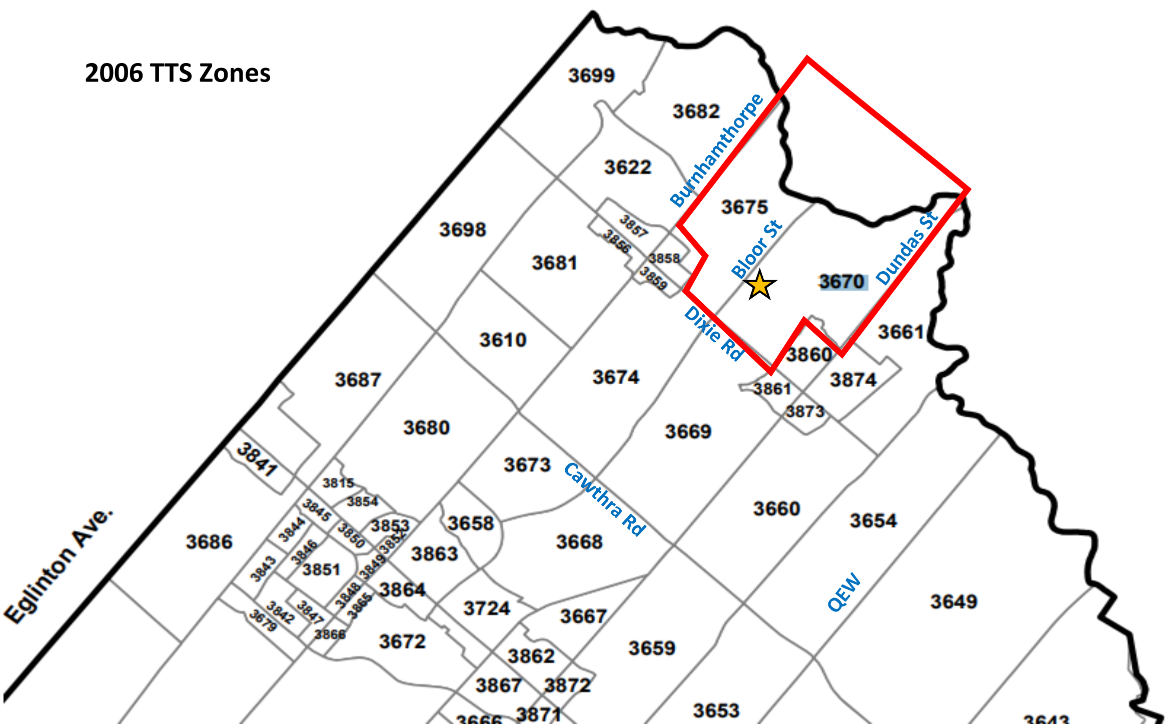
ATTACHMENT 3

TTS Auto Ownership Data

2001 TTS Zones



2006 TTS Zones



Auto Ownership Rates in Mississauga

Apartment Households with 0 Cars

Year	Subject Site Area	Mississauga
1991	6.5%	6.0%
1996	9.6%	9.4%
2001	8.5%	8.5%
2006	12.1%	11.3%
2011	7.5%	8.8%
2016	10.6%	11.0%

Total growth	65%	83%
Growth/year	2.6%	3.3%

2021	12.1%	13.0%
2026	13.7%	15.3%