



April 27th, 2020

Reference Number: 19310/221

Mr. Bruce McCall-Richmond

Glenn Schnarr & Associates Inc.
700-100 Kingsbridge Garden Circle
Mississauga, ON
L5R 3K6

**RE: Transportation Update Addendum
Proposed Mixed-Use Development
6710 Hurontario Street, City of Mississauga**

Dear Mr. McCall-Richmond:

LEA Consulting Ltd. (LEA) was retained by Flato Developments Inc. to prepare Transportation Impact Study (TIS) for a proposed mixed-use development on 6710 Hurontario Street in the City of Mississauga (herein referred to as the “subject site”). This assessment was originally submitted in May 2019. Comments from the City’s Planning Strategies were received via email on August 6th, 2019 that requested an additional weekend of parking survey be conducted at the proxy site used in the original TIS submission.

Correspondence with the City is enclosed in **Appendix A** for reference. As well, the site plan and statistics has been updated and the May 2019 TIS requires updating. This addendum letter updates the parking section of the Original TIS based on the received comments as well as other relevant TIS sections based on the updated site plan and statistics.

UPDATED SITE STATISTICS

The May 2019 site plan and statistics proposes:

- ▶ 164 guest rooms;
- ▶ Approximately 630 m² of uses auxiliary to the overnight accommodation (e.g. restaurant & bar, pool, fitness room, and internet and media room);
- ▶ Approximately 760 m² of office uses; and
- ▶ Approximately 1,170 m² of banquet uses, including associated pre-function area.

The updated site plan, dated April 2020, proposes:

- ▶ 145 Hotel rooms and related auxiliary uses;
- ▶ Approximately 1,000 m² of uses auxiliary to the overnight accommodation (e.g. restaurant & bar, pool, fitness room, and conference room);
- ▶ Approximately 760 m² of office; and
- ▶ Approximately 1,060 m² of banquet uses, which includes the associated pre-function area.

A comparison of the May 2019 and current submission is provided in **Table 1**.



Table 1: Site Statistics Comparison

	May 2019 Submission	Current Submission	Difference
Size	Hotel: 164 guest rooms Auxiliary use: 630 m ² Office: 759 m ² Banquet: 1,170 m ²	Hotel: 145 guest rooms Auxiliary use: 1,010 m ² Office: 755 m ² Banquet: 1,063 m ²	Hotel: -19 guest rooms Auxiliary use: +380 m ² Office: -4m ² Banquet: -107 m ²
Vehicular Parking	250 spaces	265 spaces	+15 spaces
Loading Space	2 loading spaces	2 loading space	+0 space

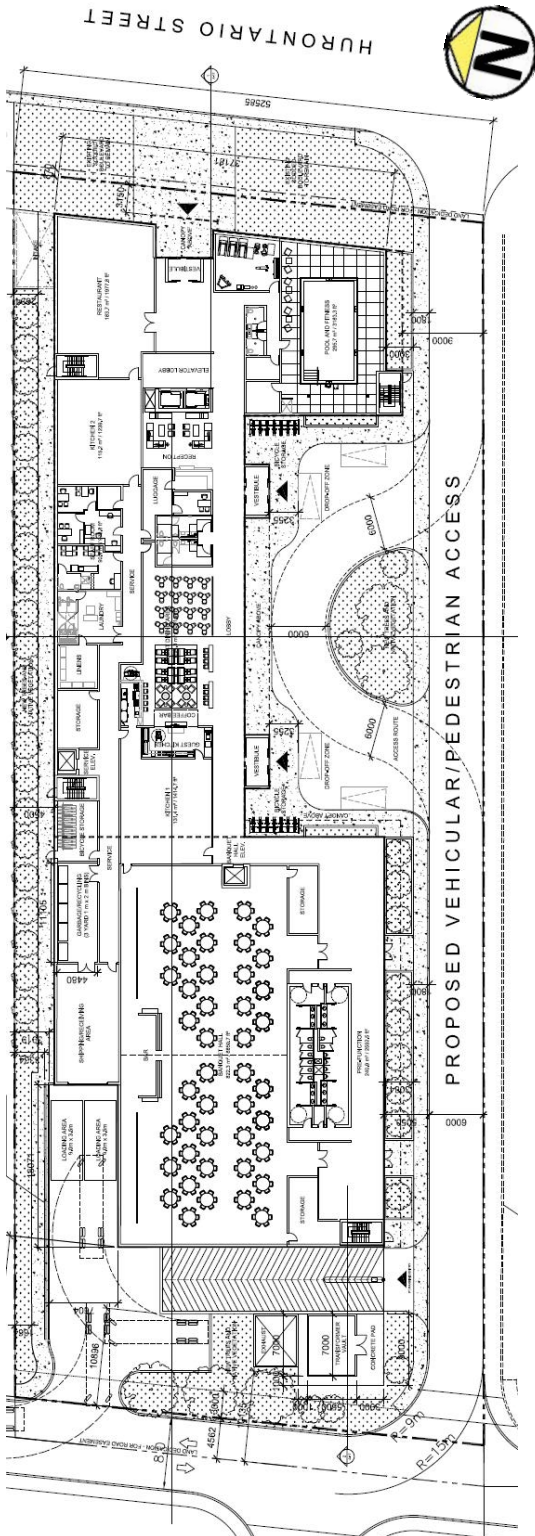
The updated site statistics will have a minor impact to the Trip Generation, Future Total Traffic Conditions, Parking and Loading sections of the May 2019 TIA. The subject site, as illustrated in **Figure 1**, is located on Hurontario St, just south of Skyway Dr, and the updated site plan is shown in **Figure 2**.

Figure 1: Site Context





Figure 2: Site Plan



Source: IBI Group Architects (April 2020)



TRAFFIC IMPACT ASSESSMENT

For the purposes of this review, the trip generation rate used in the May 2019 TIS will be maintained. **Table 2** summarizes the revised peak hour trip generation associated with the proposed uses.

Table 2: Vehicle Trip Generation Change

Site Plan	AM Peak Hour			PM Peak Hour			Saturday Peak Hour		
	In	Out	Total	In	Out	Total	In	Out	Total
Hotel (LUC 310)									
Rate	0.29	0.25	0.54	0.35	0.26	0.61	0.40	0.32	0.72
May 2019 (164 rooms)	48	41	89	57	43	100	66	52	118
March 2020 (145 rooms)	42	36	78	51	38	89	58	46	104
<i>Difference</i>	-6	-5	-11	-6	-5	-11	-8	-6	-14
Office (LUC 710)									
Rate	0.45	0.39	0.84	0.25	1.16	1.41	0.29	0.242	0.53
May 2019 (759 m ²)	4	3	7	2	9	11	2	2	4
March 2020 (755 m ²)	4	3	7	2	9	11	2	2	4
<i>Difference</i>	0	0	0	0	0	0	0	0	0
Total Difference	-5	-4	-9	-5	-4	-9	-6	-4	-10

The negative trip generation will result in an improved Future Total Intersection Capacity Analysis from the May 2019 study. Since the May 2019 Future Total Intersection Capacity Analysis indicated residual capacity for all movements, it can be expected that the revised site statistics will also indicate residual capacity for all movements. Therefore, an updated Future Total Intersection Capacity Analysis will not be conducted.

PARKING

Parking requirements for the subject site is governed by the currently in-force City of Mississauga Zoning By-law 0225-2007. A minimum parking supply of 265 spaces is required based on the propose uses on the subject site if the uses were free-standing buildings. However, the parking requirements for a mixed-use development may be determined using the shared parking formula in Section 3.1.2.3 of the City's By-law.

Table 3 summarizes the parking requirements of the proposed uses if the uses were free-standing buildings while **Table 4** summarizes parking requirements when considering the proposed uses as a mixed-use development in accordance with Section 3.1.2.3 of the City's By-law.



Table 3: Required and Proposed Parking Supply

Use	Size	City of Mississauga Zoning By-law 0225-2007		Proposed Parking
		Rate	# of Spaces	
Overnight Accommodations	145 guest rooms	0.8 space per guest room; plus	116	265
	1,246 m ² GFA non-residential Use	10.0 spaces per 100 m ² GFA – non-residential used for public use areas including meeting rooms, conference rooms, recreation facilities, dining and lounge areas and other commercial facilities, but excluding bedrooms, kitchens, laundry rooms, washrooms, lobbies, hallways, elevators, stairways and recreational facilities directly related to the function of the overnight accommodation	125	
Office	755 m ² GFA non-residential use	3.2 spaces per 100 m ² GFA – non-residential	24	
Total			265	265

Table 4: Mixed-Use Development Shared Parking

Use	Full Parking Requirement	Percentage of Peak Period (Weekday) [Saturday]			
		Morning	Noon	Afternoon	Evening
Overnight Accommodations	246	(70%) [70%]	(70%) [70%]	(70%) [70%]	(100%) [100%]
Office	24	(100%) [10%]	(90%) [10%]	(95%) [10%]	(10%) [10%]
Total		(193) [171] Spaces	(190) [171] Spaces	(192) [171] Spaces	(243) [243] Spaces

As evident by the presented tables, the proposed development will require 243 parking spaces after applying the shared parking formula. The proposed parking supply of 265 spaces will meet the minimum requirements. However, it is our view that the peak parking demand for guest rooms and non-residential uses of the overnight accommodations at the subject site is not expected to occur at the same time. There is an opportunity to determine whether the minimum requirement of 10.0 spaces per 100 m² non-residential GFA for the banquet hall use is an appropriate rate.

It is also noted that the proposed pool, fitness, and guest eating area on the ground floor are meant to be auxiliary to the proposed overnight accommodation use and is not intended for use by the general public. This area was excluded from the parking requirement calculations as a result.

BANQUET HALL PARKING JUSTIFICATION

As per the submitted TIS, literature was reviewed to determine the expected and realistic joint parking supply for the proposed banquet hall and hotel uses due to the unique nature of the proposed uses on the subject site. It was found that the recommended time-of-day factor reach a maximum of 100% between the hours of 5:00 PM to 9:00 PM for conference/banquet hall uses associated with hotel uses, before decreasing to 50% at 10:00 PM. For guest rooms in hotel uses, the maximum recommended time-of-day factor is from 11:00 PM onwards. The time periods for the maximum recommended time-of-day factor is



from 11:00 PM onwards. The time periods for the maximum recommended time-of-day factors are consistent between weekdays and weekends. As a result, it is our opinion that opportunities exist for shared parking to occur between the banquet hall and guest room uses.

An additional weekend of parking surveys was conducted in September 2019 at the proxy site located at 75 Derry Rd W, which is a convention centre located approximately 960 m north of the subject site. The approximate GFA of the proxy site is 5,400 m². **Figure 3** illustrates the proximity between the proxy and subject sites.

Figure 3: Location of Proxy Site in Comparison with the Subject Site



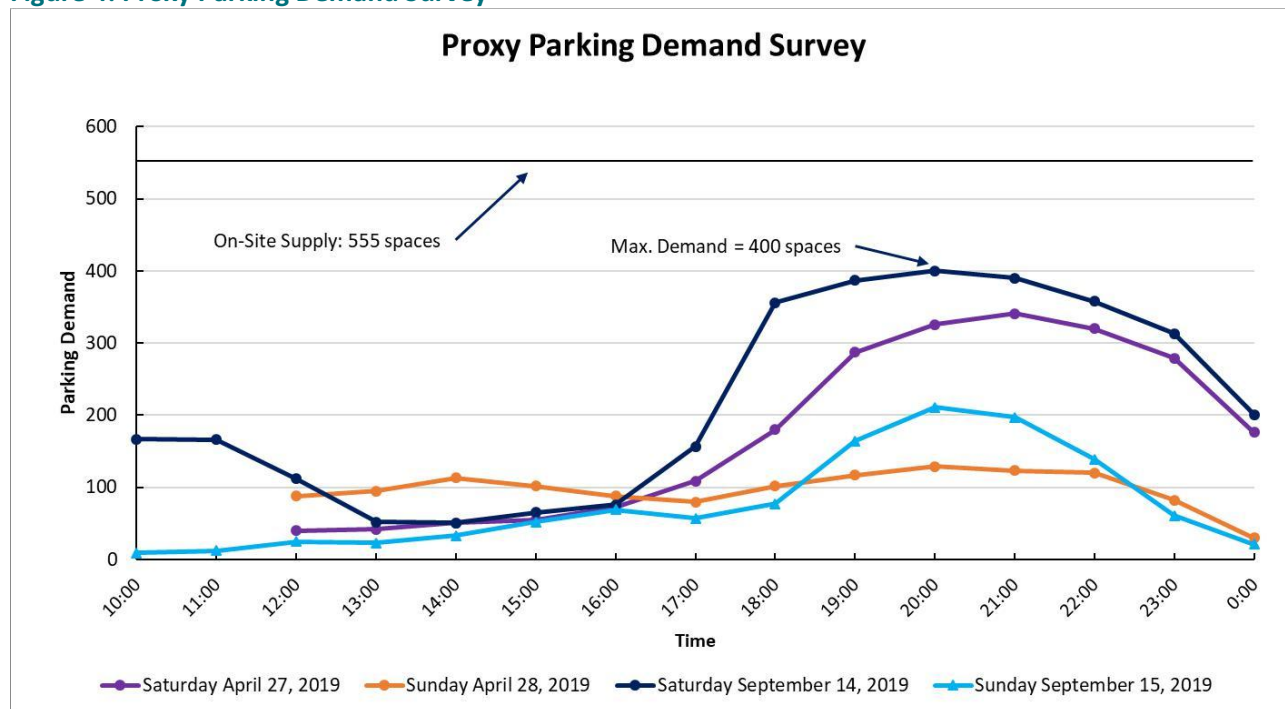
As mentioned previously, proxy parking surveys were conducted in April and September 2019. Parking demand was recorded at hourly intervals during the noted period. It was confirmed that the proxy site was fully occupied during the survey dates. The survey details and the results are summarized in Table 5, and **Figure 4** illustrates the observed parking demand. Detailed results of the proxy parking demand surveys are enclosed in **Appendix B**.

Table 5: Parking Demand at Proxy Site

	Sat, Apr 27	Sun, Apr 28	Sat, Sep 14	Sun, Sep 15
Approx. Size	5,400 m ²			
On-Site Supply	555 spaces			
Survey Time	12:00 PM – 12:00 AM		10:00 AM – 12:00 AM	
Peak Demand	341 spaces	129 spaces	400 spaces	211 spaces
Peak Demand Rate	6.31 sp/100 m ²	2.39 sp/100 m ²	7.41 sp/100 m ²	3.91 sp/100 m ²
Events Being Held	- Weddings	- Exhibition - Private Events	- Weddings - Private Celebrations	



Figure 4: Proxy Parking Demand Survey



A peak parking demand of 400 parking spaces was recorded at 8:00 PM on Saturday September 14, 2019, which equates to 7.41 sp/100 m². As a result, parking for the banquet hall use proposed on the subject site should be provided at a minimum of 7.41 sp/100 m².

RECOMMENDED PARKING SUPPLY

The parking supply for the proposed development was determined using a combination of the parking supply rate from By-law requirements as well as the proxy parking demand rate. The recommended time-of-day factor at 9PM for weekday, as per ULI’s Shared Parking, was also applied to obtain the maximum parking supply of 206 spaces, as summarized and compared with the proposed supply in **Table 6**. A minimum of 202 spaces is recommended for the subject site as a result. A parking supply of 265 is proposed at the subject site, which is sufficient to satisfy the minimum requirement of 202 spaces recommended for the subject site. The parking supply determined using the time-of-day factors for weekday and weekend are provided in **Appendix C**.



Table 6: Comparison Between Recommended and Proposed Parking Supply

Use	Size	Recommended				Proposed
		Rate	Full Demand	Time-of-Day Factor	Expected Demand	
Guest Room	145 Rooms	0.8 sp/room	116	95%	110	265
Restaurant	183 m ²	10.0 sp/100 m ²	18	67%	12	
Conference/Banquet	1,063 m ²	7.41 sp/100 m ²	79	100%	79	
Office	755 m ²	3.2 sp/100 m ²	24	3%	1	
Total			241	-	202	265

LOADING AND VEHICULAR MANEUVERING

As with the original submission, the subject site is required to provide loading spaces as per Section 3.1.4 of the City's By-law 0225-2007. As non-residential GFA of the subject site is approximately 2,000 m², one (1) loading space is required. Two (2) loading spaces are provided on the subject site, which meets the minimum requirements. Vehicle swept paths for the updated loading and parking layouts are enclosed in **Drawings 001 to 010** in **Appendix D**.

PRIVATE ROADWAY NETWORK

A publicly-accessible, private road network is intended for the development block bordered by Skyway Dr, Maritz Dr, Courtneypark Dr W and Hurontario St. Easements on the subject site to form portions of this network is maintained as per the May 2019 submission. It is our understanding that the City has requested that a 7 m wide pavement and 1.6 m wide sidewalk be provided for private roadways within the network.

The north-south easement, connecting to Skyway Dr, has been secured, with 4.5 m of this easement being provided from the subject site. As part of the development proposal, a east-west private road, extending from Hurontario St, is proposed along the southerly boundary of the subject site. This proposed private road is to have a 6 m-wide pavement along with a 1.8 m wide sidewalk, and is intended to be a westbound-only travel. The private road can be widened to the full 7 m pavement width and signed for two-way travel once the neighbour to the south develops.

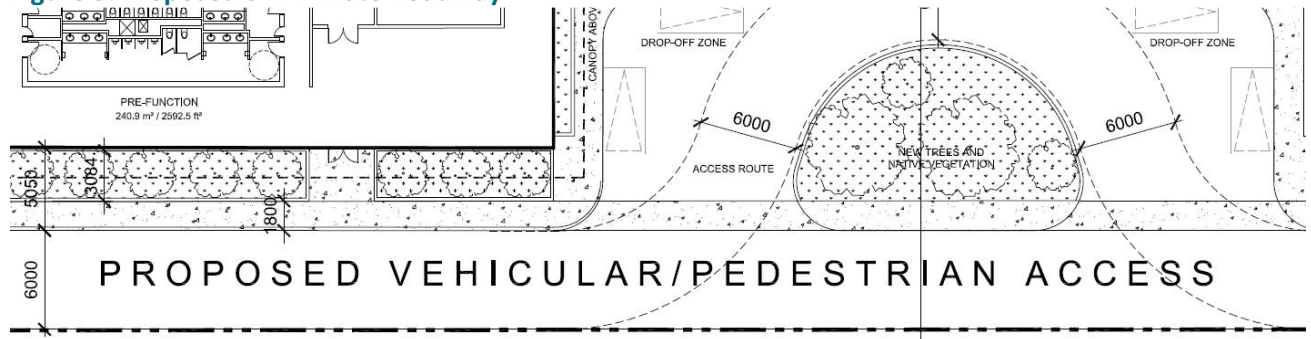
6 METRE PRIVATE ROADWAY CONDITION

As noted above, the proposed development also includes a westbound-only private roadway along the southern edge of the subject site. This roadway is proposed to have a 6 m wide pavement and a 1.8 m wide sidewalk on the north side of the pavement. It is our understanding that the City has preference of a 7 m wide pavement for two-way private roads; the current proposed private roadway is westbound only as a result.

It is noted that, typically, a 3 m wide pavement is sufficient for one-direction travel. Thus, the 6 m wide private roadway, with sufficient width to accommodate a fire route, is more than sufficient for one-way travel. This private roadway also provides a mid-block opportunity for pedestrians to traverse to the private

road network from Hurontario St. **Figure 5** illustrates the proposed east-west connection along the southern edge of the subject site, as per the proposed site plan.

Figure 5: Proposed 6 m Private Roadway

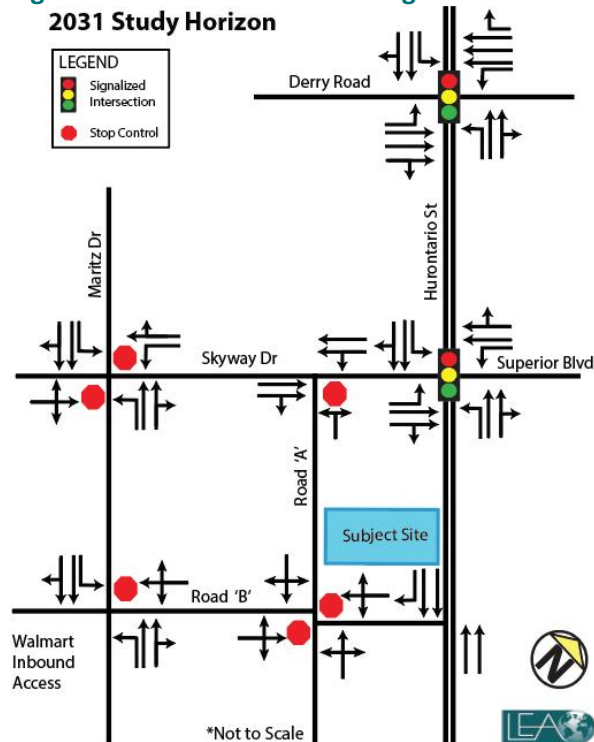


As a result, only one access is proposed at the westerly subject site limits is proposed. This access is meant to provide access solely for loading and service vehicles and separates the truck traffic from vehicular traffic.

7-METRE PRIVATE ROADWAY

The private roadway network within Skyway Dr, Maritz Dr, Courtneypark Dr W and Hurontario St will also be developed in conjunction with future developments within the block. The future lane configurations, consistent with Figure 4.2 of the May 2019 Study, is illustrated in **Figure 6**.

Figure 6: 2031 Future Lane Configuration





It is noted that a private westbound-only road with a 6 m-wide pavement is currently proposed from Hurontario St along the southern limits of the subject site. This private roadway can be widened to a width of 7 m as the property south of the subject site is developed in the future; two-way travel will then be permitted. The width of 7 m is required for the Mutual Roadway and Pedestrian easement, and is consistent with the surrounding private road network. The future of the private-public easement network abutting the subject site is enclosed in **Drawing 011 of Appendix D**.

It is noted that, due to site constraints, the proposed east-west connection will create an offset intersection in the continuation to Maritz Dr. As per the 2031 Future Total Traffic Volume Figure (Figure 4.6) of the May 2019 Study, less than 100 vehicles are expected to travel through this intersection. Given the current submission is proposing reduced site statistics in comparison to the May 2019 Submission, the traffic volumes traveling is expected to lower. The proposed stop-controlled offset intersection is thus not anticipated to significantly impact operations.

CONCLUSIONS

- ▶ Based on the current site statistics, the development proposal consists of a mixed-use building containing 145 hotel rooms, and approximately 180 m² of restaurant, 1,060 m² of conference/banquet hall and 760 m² of office use. A parking supply containing 265 spaces is proposed. This is decreased from the initial submission in May 2019.
- ▶ Considering the negative trip generation expected as a result of the decrease in site statistics, the traffic analyses in the May 2019 TIS is still valid.
- ▶ The proposed parking supply of 265 spaces was found to meet the minimum By-law requirement of 243 spaces when the subject site is considered as a mixed-use development.
- ▶ To address the City's comments, an additional weekend of parking demand survey was conducted at the proxy site selected for the May 2019 TIS. A peak parking demand of 7.41 sp/100 m² was observed through the two weekends of proxy parking surveys.
- ▶ A minimum parking supply of 202 spaces is recommended for the proposed uses, determined through time-of-day factor as per ULI's Shared Parking, the minimum parking requirement and proxy parking demand. The proposed parking supply of 265 will thus be sufficient.
- ▶ A private westbound-only road extending westward from Hurontario St is proposed along the southern limits of the subject site. The 6 m-pavement width currently proposed on the subject site is sufficient for one-way vehicular access and is also sufficient for the fire route. A 1.8 m wide sidewalk is proposed along the north side of the roadway, which provides connects pedestrians from the private roadway network to Hurontario St. Once the neighbouring lands south of the subject site is developed, the private road can be widened to 7 m wide and accommodate two-way traffic.



We trust that this update addendum addresses the transportation issues related to the updated site plan at 6710 Hurontario Street. 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.
Transportation Analyst

Encl: Appendix A – Correspondence with City
 Appendix B – Proxy Parking Survey Summaries
 Appendix C – Time-of-Day Parking Calculations
 Appendix D – Vehicle Swept Paths and Functional Design

APPENDIX A

Correspondence with City

Natalie Tsui

From: Brandon Williams <Brandon.Williams@mississauga.ca>
Sent: Thursday, August 22, 2019 3:46 PM
To: Natalie Tsui; Karin Phuong
Cc: Nixon Chan; Bruce McCall-Richmond
Subject: RE: 6710 Hurontario - Proxy Site Shortlist

Follow Up Flag: Follow up
Flag Status: Completed

Hello Natalie,

For the sake of consistency, we will accept two (2) more days of surveys at the original proxy site, Mississauga Convention Centre. Please survey on a Saturday and a Sunday.

1. Please ensure that you survey consistently with previous methods (normally, we require half hour counts, but we will accept hourly counts for this use) from 12:00pm to 12:00am (12 hours).
2. Please also thoroughly describe how you verify that the convention centre is fully booked to maximum capacity on both survey days.
3. In the updated submission, also be sure to describe how the proposed tandem spaces at grade near the entrance would be used, and whether you propose to count these towards the total required spaces.

Please note that we will only be considering this justification for the reduction of solely the banquet hall use (this survey will not be accepted to reduce parking requirements for office, restaurant, or overnight accommodation guest room uses).

I will be away from the office tomorrow until Tuesday (Aug. 27) but if you have any questions I will respond upon my return.

Regards,



Brandon Williams, BES, M.PL.

Planning Associate, City Planning Strategies
T 905-615-3200 ext.8753
brandon.williams@mississauga.ca

[City of Mississauga](#) | Planning and Building Department
City Planning Strategies Division

Please consider the environment before printing.

From: Natalie Tsui [mailto:NTsui@lea.ca]
Sent: 2019/08/21 6:06 PM
To: Brandon Williams; Karin Phuong
Cc: Nixon Chan; Bruce McCall-Richmond
Subject: 6710 Hurontario - Proxy Site Shortlist

Hi Brandon and Karin,

It was a pleasure to speak with both of you this morning at the conference call with Nixon and Bruce. Please see attached for the shortlist of parking proxies considered for the banquet use for 6710 Hurontario St, as well as a map showing the proxy sites with the subject site. In searching for proxies, the following were some of the characteristics we accounted for:

- ☐ Standalone building that will allow us to easily determine the approximate GFA of the banquet hall
- ☐ Own parking lot (i.e. parking lot is not shared with other uses) – much less complex to conduct than isolating the parking demand related to other uses on-site
- ☐ Proximity to Hurontario St – Due to the proposed HLRT on Hurontario St, we only considered proxy sites near the Hurontario St corridor, and especially within the neighbourhood of 6710 Hurontario St.

Thanks,

Natalie Tsui, B.A.Sc., EIT

Transportation Analyst

LEA Consulting Ltd.



625 Cochrane Drive, 9th Floor | Markham, ON | L3R 9R9

T: 905-470-0015 ext. 270 E: ntsui@lea.ca W: www.LEA.ca

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APPENDIX B

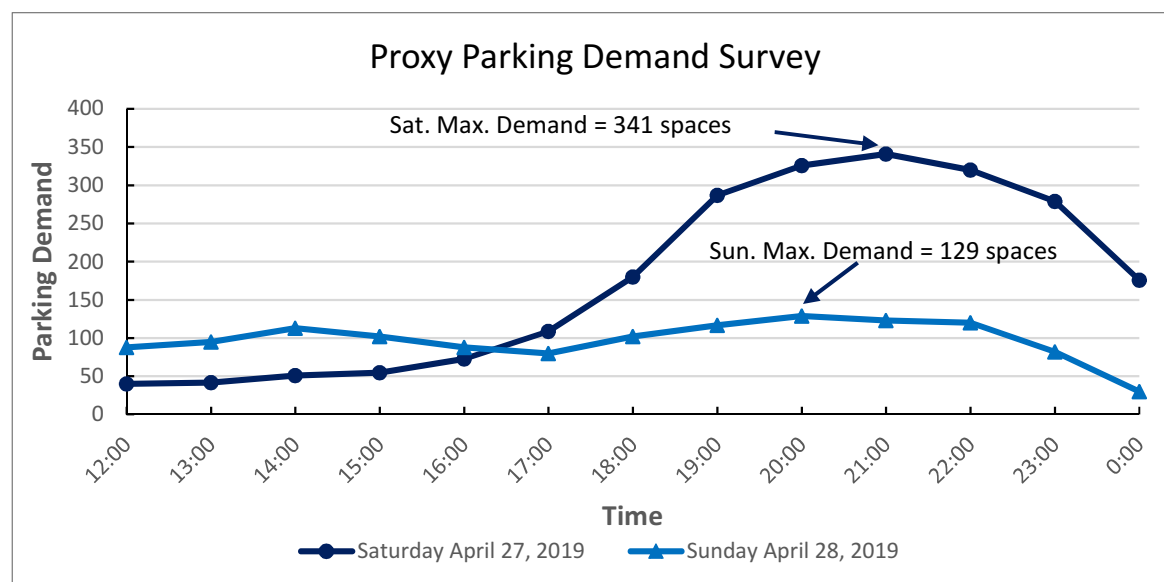
Proxy Parking Survey Summaries

19310.220 - 6710 Hurontario St Proxy Parking Survey

Proxy Location: Mississauga Convention Centre (75 Derry Rd W, Mississauga)
 Approx. GFA (m²): 5,400
 Max. Parking Demand: 341
 Max. Demand Ratio: 6.31
 Survey Date: Sat Apr 27 & Sun Apr 28, 2019
 Surveyor: Tim Sheng

Time Beginning	Saturday April 27, 2019		Sunday April 28, 2019	
	Parking Demand	Parking Demand Ratio (Spaces per 100m ²)	Parking Demand	Parking Demand Ratio (Spaces per 100m ²)
12:00	40	0.74	88	1.63
13:00	42	0.78	95	1.76
14:00	51	0.94	113	2.09
15:00	55	1.02	102	1.89
16:00	73	1.35	88	1.63
17:00	109	2.02	80	1.48
18:00	180	3.33	102	1.89
19:00	287	5.31	117	2.17
20:00	326	6.04	129	2.39
21:00	341	6.31	123	2.28
22:00	320	5.93	120	2.22
23:00	279	5.17	82	1.52
0:00	176	3.26	30	0.56

Note: Peak Demand Intervals for each survey day are shown in bold italic font

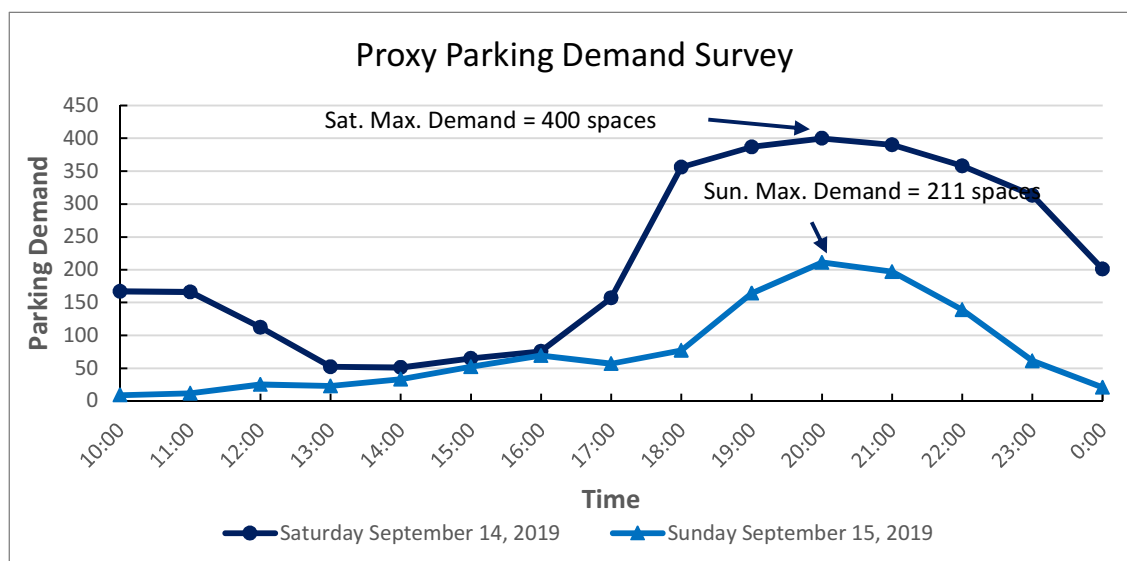


19310.220 - 6710 Hurontario St Proxy Parking Survey

Proxy Location: Mississauga Convention Centre (75 Derry Rd W, Mississauga)
 Approx. GFA (m²): 5,400
 Max. Parking Demand: 400
 Max.Demand Ratio: 7.41
 Survey Date: Sat Sept 14 & Sun Sept 15, 2019
 Surveyor: Justin Miu

Time Beginning	Saturday September 14, 2019		Sunday September 15, 2019	
	Parking Demand	Parking Demand Ratio (Spaces per 100m ²)	Parking Demand	Parking Demand Ratio (Spaces per 100m ²)
10:00	167	3.09	9	0.17
11:00	166	3.07	12	0.22
12:00	112	2.07	25	0.46
13:00	52	0.96	23	0.43
14:00	51	0.94	33	0.61
15:00	65	1.2	52	0.96
16:00	76	1.41	69	1.28
17:00	157	2.91	57	1.06
18:00	356	6.59	77	1.43
19:00	387	7.17	164	3.04
20:00	400	7.41	211	3.91
21:00	390	7.22	197	3.65
22:00	358	6.63	139	2.57
23:00	313	5.80	61	1.13
0:00	201	3.72	21	0.39

Note: Peak Demand Intervals for each survey day are shown in bold italic font



APPENDIX C

Time-of-Day Parking Calculations

6710 Hurontario St - Shared Parking Based on ULI Time-of-Day Factors

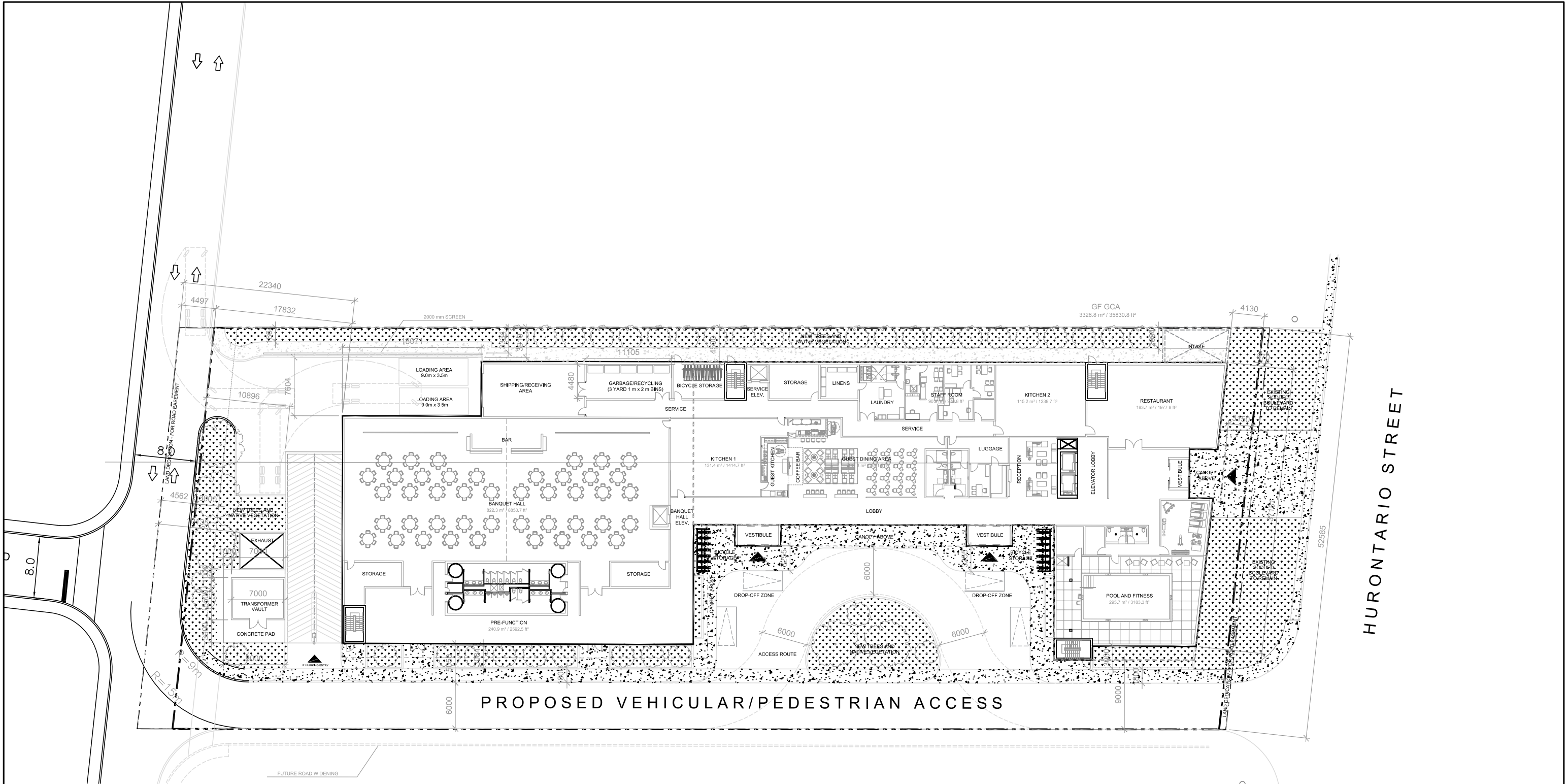
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				Requirement	# of Spaces	Weekday																		
	Proposed Use	Size	Rate			6:00 AM	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM	11:00 PM	12:00 AM
Overnight accomodationsn	Guest Room	145 Guest Rooms	0.8 space per guest room &; 10.0 spaces per 100 m² GFA non-residential used for public use areas including meeting rooms, conference rooms, recreation facilities, dining and lounge areas and other commerical facilities, but excluding bedrooms, kitchens, laundry rooms, washrooms, lobbies, hallways, elevators, stairways and recreational facilities directly related to the function of the overnight accomodation		116	95%	95%	90%	80%	70%	70%	65%	65%	70%	70%	75%	80%	85%	85%	90%	95%	95%	100%	100%
	Restaurant	183 m²			18	-	10%	30%	10%	10%	5%	100%	100%	33%	10%	10%	30%	55%	60%	70%	67%	60%	40%	30%
	Conference/Banquet	1063	7.41 space per 100 m² (Proxy Rate)		79	-	-	30%	60%	60%	60%	65%	65%	65%	65%	65%	100%	100%	100%	100%	100%	50%	-	-
	Office	755 m²	3.2 spaces per 100 m² GFA non-residential		24	3%	30%	75%	95%	100%	100%	90%	90%	100%	100%	90%	50%	25%	10%	7%	3%	1%	-	-
	Total				237	111	119	152	165	154	154	166	166	162	158	162	189	194	191	198	202 ↑ Max	161	123	121
					# of Spaces	Weekend																		
	Proposed Use	Size	Rate			6:00 AM	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM	11:00 PM	12:00 AM
Overnight accomodationsn	Guest Room	145 Guest Rooms	0.8 space per guest room &; 10.0 spaces per 100 m² GFA non-residential used for public use areas including meeting rooms, conference rooms, recreation facilities, dining and lounge areas and other commerical facilities, but excluding bedrooms, kitchens, laundry rooms, washrooms, lobbies, hallways, elevators, stairways and recreational facilities directly related to the function of the overnight accomodation		116	95%	95%	90%	80%	70%	70%	65%	65%	70%	70%	75%	80%	85%	85%	90%	95%	95%	100%	100%
	Restaurant	183 m²			18	-	10%	30%	10%	10%	5%	100%	100%	33%	10%	10%	30%	55%	60%	70%	67%	60%	40%	30%
	Conference/Banquet	1063	7.41 space per 100 m² (Proxy Rate)		79	-	-	30%	60%	60%	60%	65%	65%	65%	65%	65%	100%	100%	100%	100%	100%	50%	-	-
	Office	755 m²	3.2 spaces per 100 m² GFA non-residential		24	-	20%	60%	80%	90%	100%	90%	80%	60%	40%	20%	10%	5%	-	-	-	-	-	-
	Total				237	110	117	148	161	152	154	166	164	153	144	145	180	189	188	196	201 ↑ Max	161	123	121






APPENDIX D

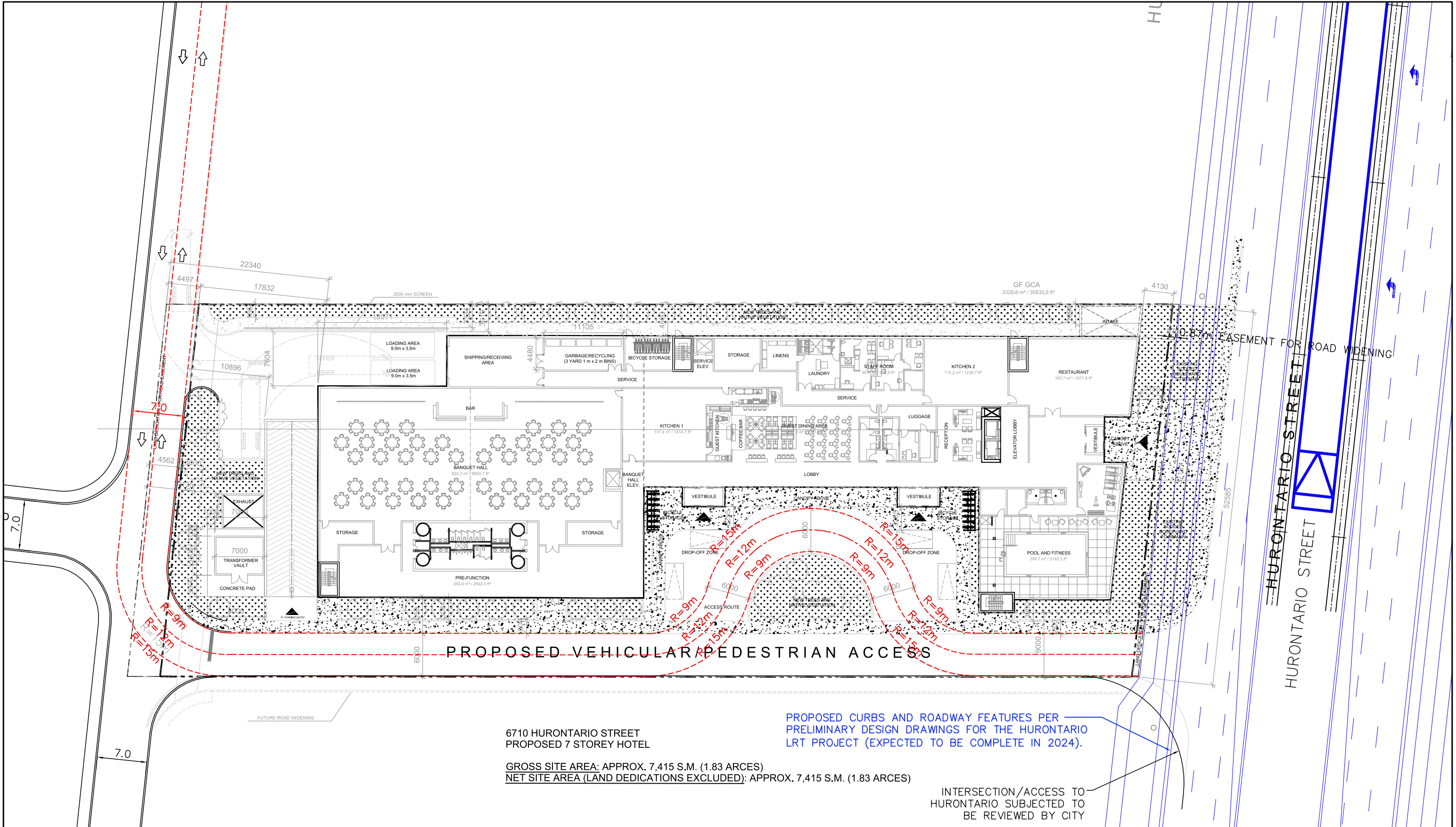
Vehicle Swept Paths and Functional Design Of Private Road Easement





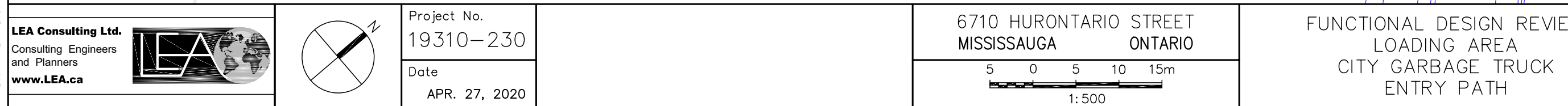
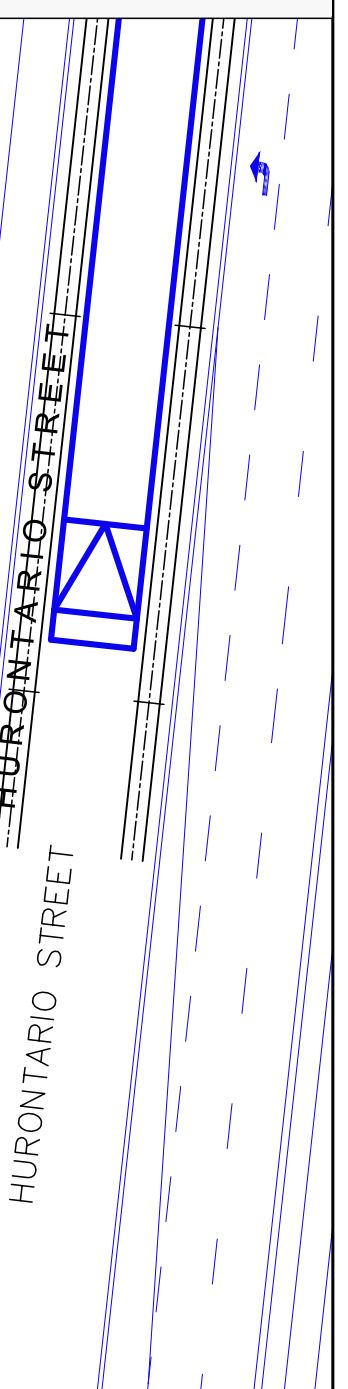
6710 HURONTARIO STREET
PROPOSED 7 STOREY HOTEL

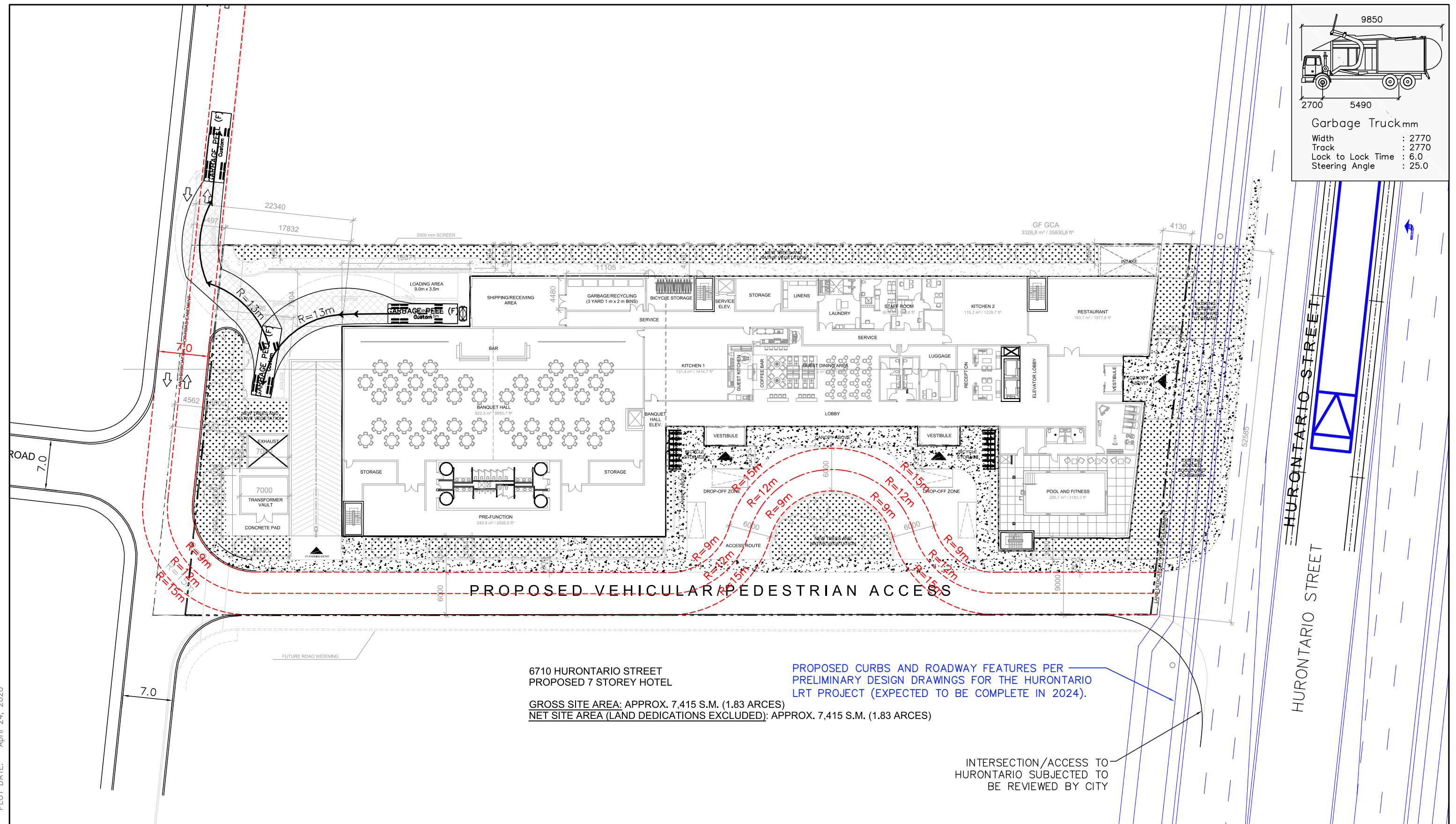
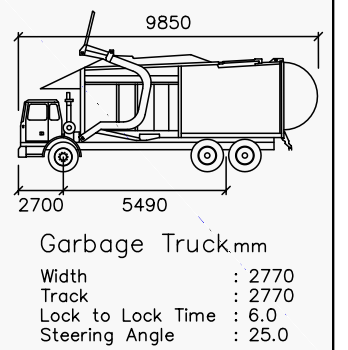
GROSS SITE AREA: APPROX. 7,415 S.M. (1.83 ACRES)
NET SITE AREA (LAND DEDICATIONS EXCLUDED): APPROX. 7,415 S.M. (1.83 ACRES)

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		Date APR. 27, 2020		<div>5 0 5 10 15m</div> <div> 1: 500</div>		001

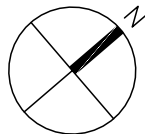


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		19310—230			<div>501001001001500</div> <div>1: 500</div>
Date					
APR. 27, 2020					



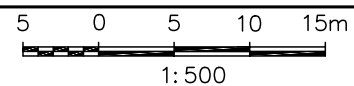


DRAWN BY: D.C. PLOT DATE: April 24, 2020



Project No.	19310-230
Date	APR. 27, 2020

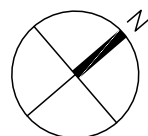
6710 HURONTARIO STREET
MISSISSAUGA ONTARIO



FUNCTIONAL DESIGN REVIEW
LOADING AREA
CITY GARBAGE TRUCK
EXIT PATH

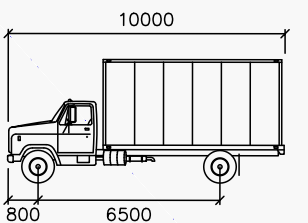
Drawing No.

004

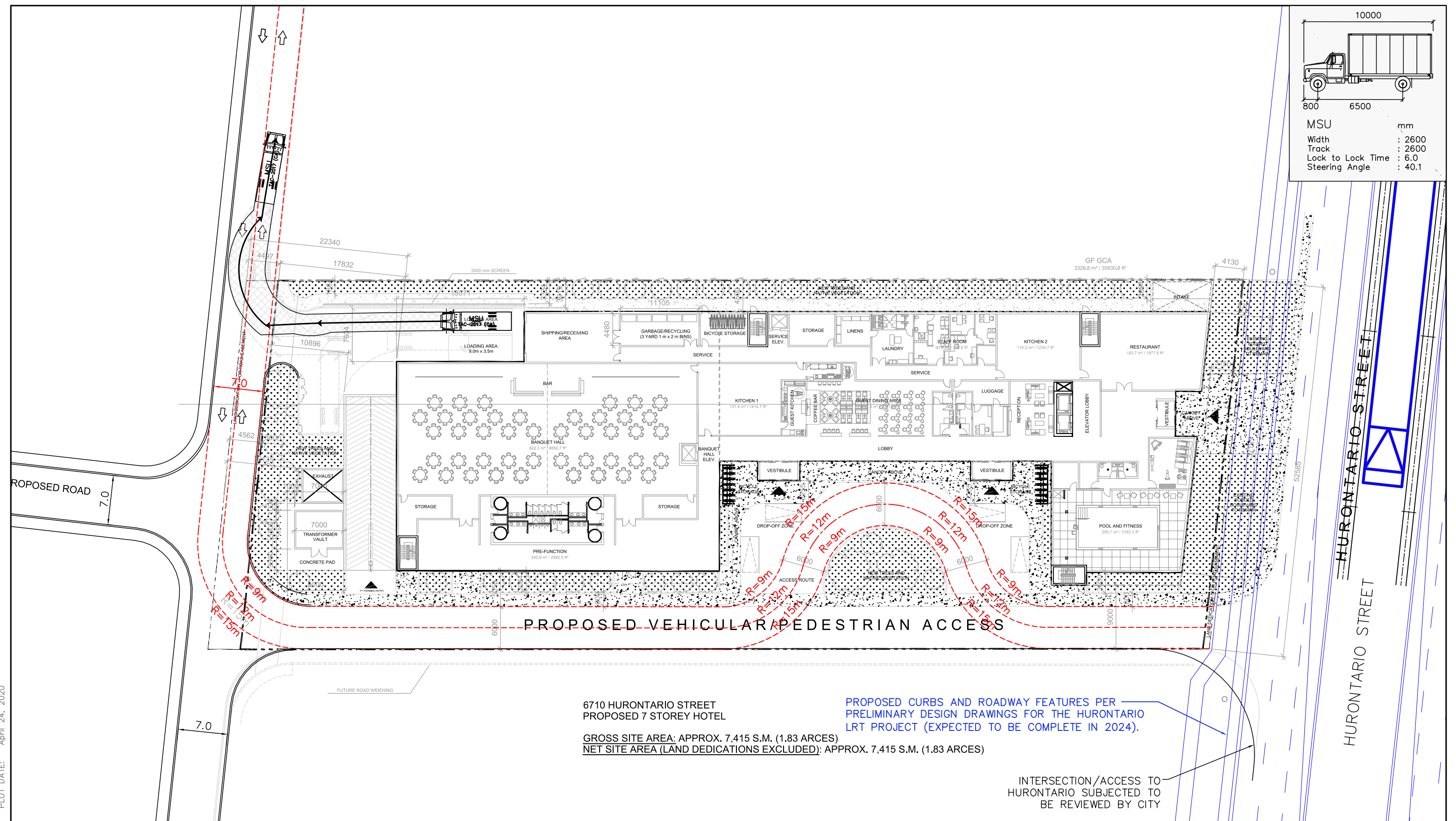


Drawing No.

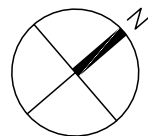
005



MSU	mm
Width	: 2600
Track	: 2600
Lock to Lock Time	: 6.0
Steering Angle	: 40.1

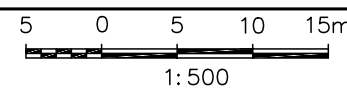


DRAWN BY: D.C. PLOT DATE: April 24, 2020



Project No.	19310-230
Date	APR. 27, 2020

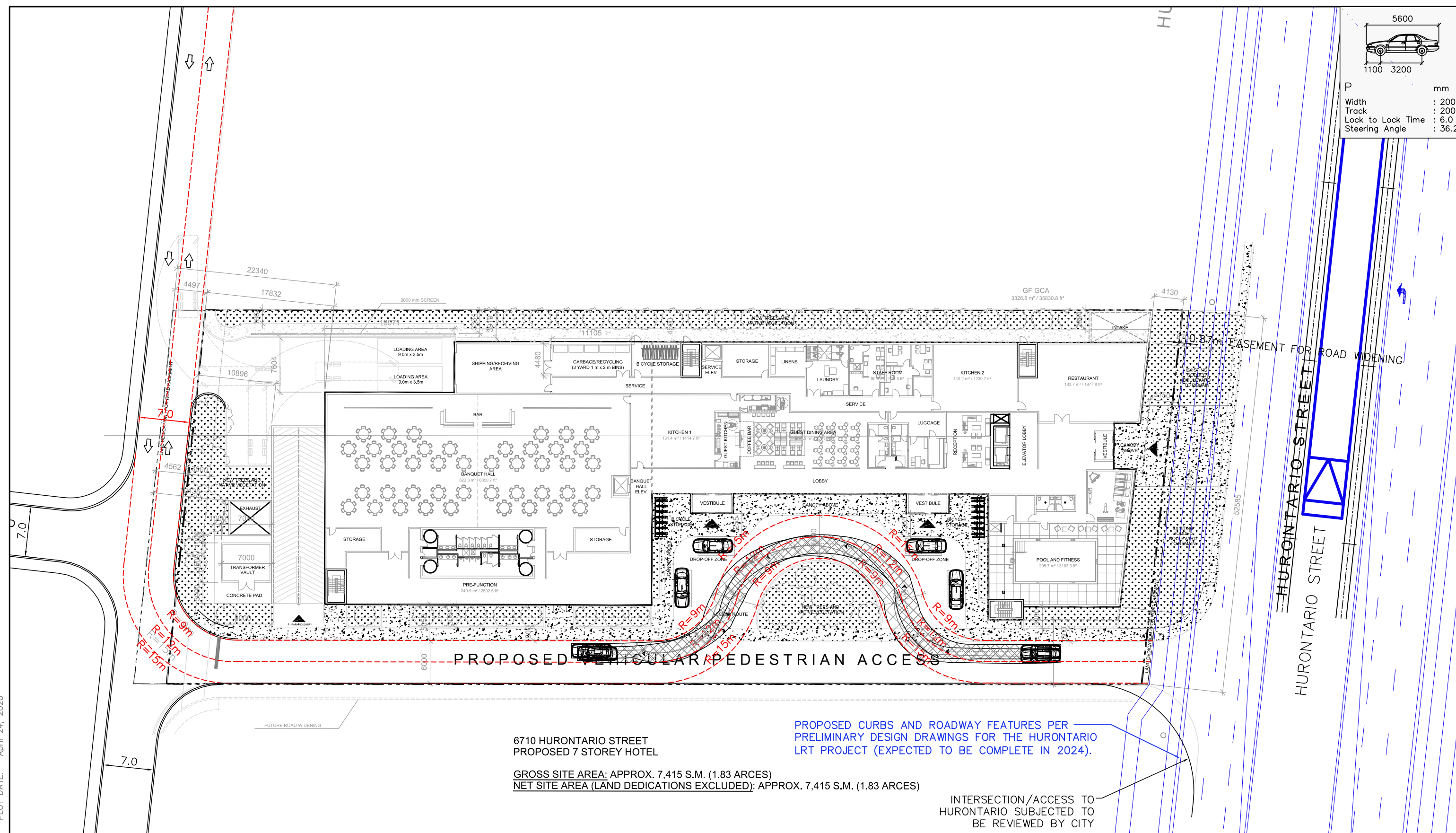
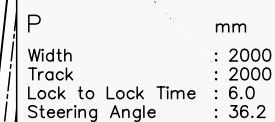
6710 HURONTARIO STREET
MISSISSAUGA ONTARIO



FUNCTIONAL DESIGN REVIEW
LOADING AREA
DELIVERY TRUCK
EXIT PATH

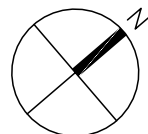
Drawing No.

006



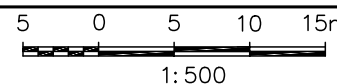
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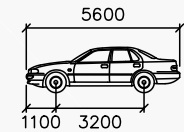
6710 HURONTARIO STREET
MISSISSAUGA ONTARIO



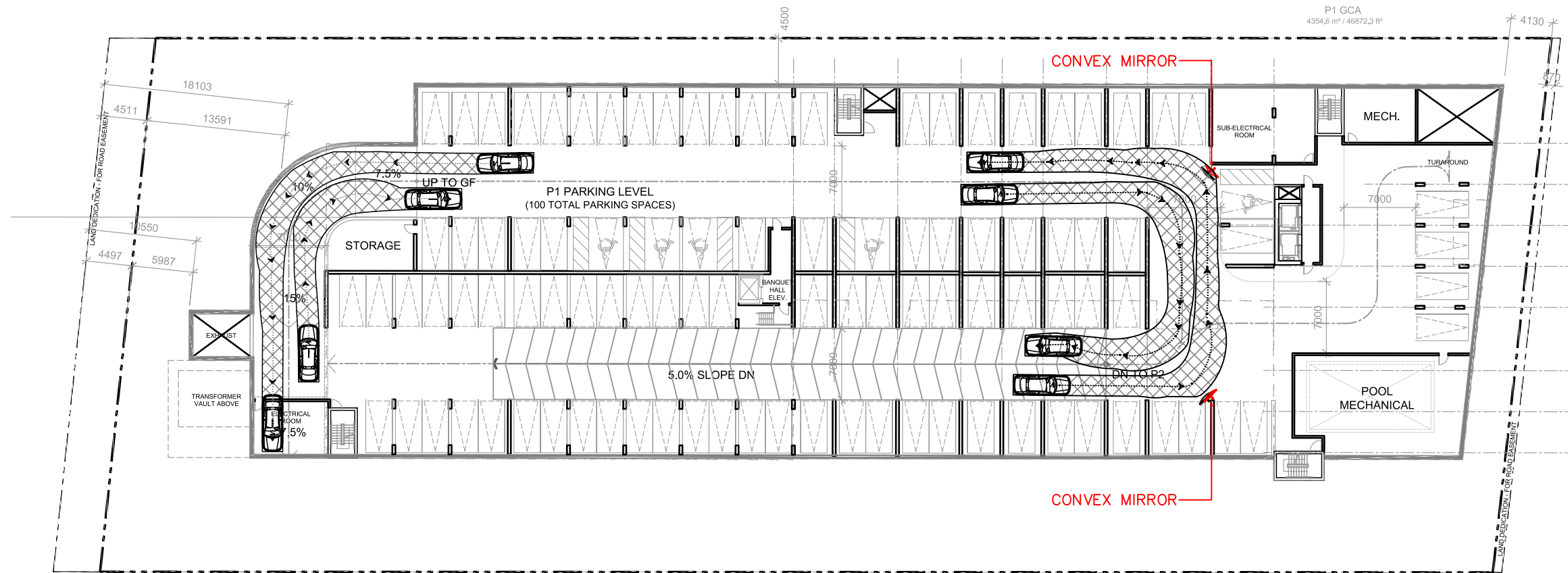
FUNCTIONAL DESIGN REVIEW
DROP-OFF AREA

Drawing No.

007

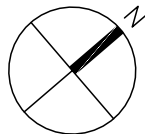


P	mm
Width	: 2000
Track	: 2000
Lock to Lock Time	: 6.0
Steering Angle	: 36.2



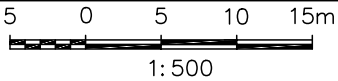
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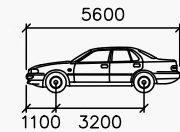
Project No.
19310-230
Date
APR. 27, 2020

6710 HURONTARIO STREET
MISSISSAUGA ONTARIO

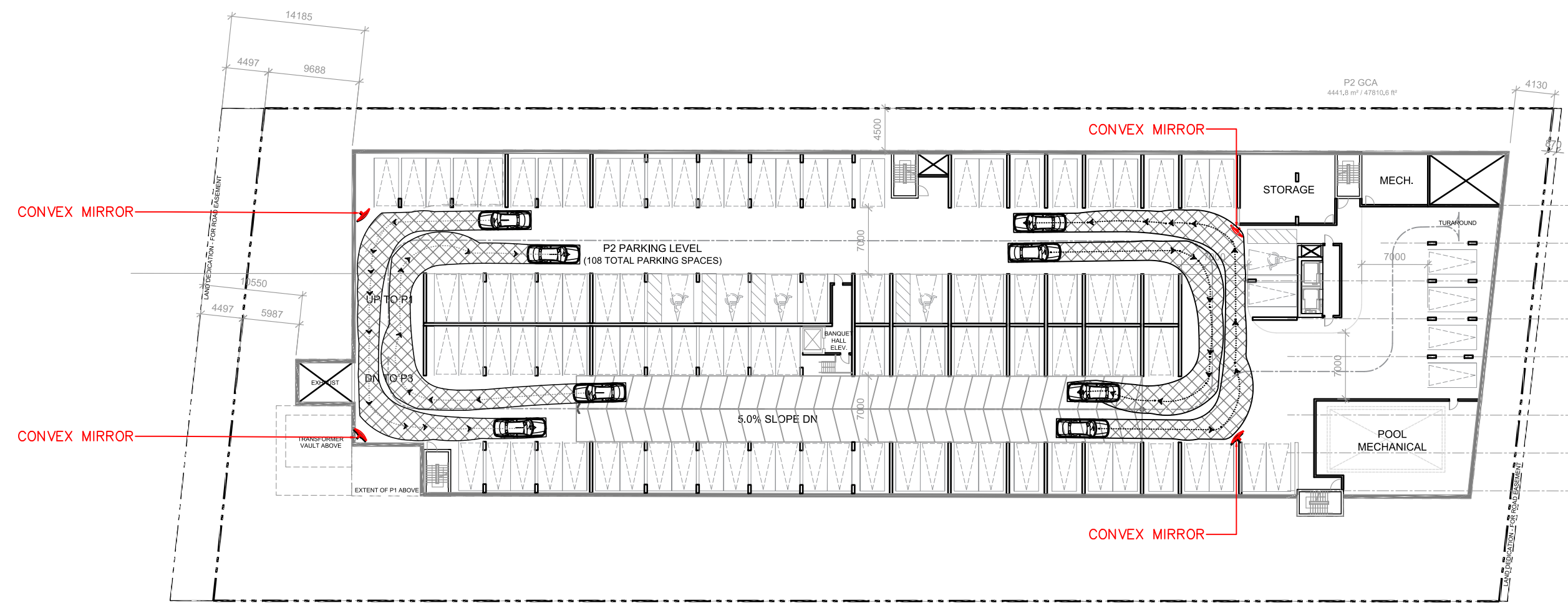


LEVEL P1 – PARKING REVIEW
PASSENGER VEHICLE
ENTRY AND EXIT PATH

Drawing No.
008



P	mm
Width	: 2000
Track	: 2000
Lock to Lock Time	: 6.0
Steering Angle	: 36.2

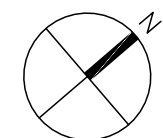


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Date	APR. 27, 2020

6710 HURONTARIO STREET
MISSISSAUGA
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0

5

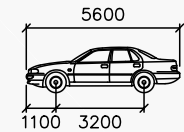
10

15m

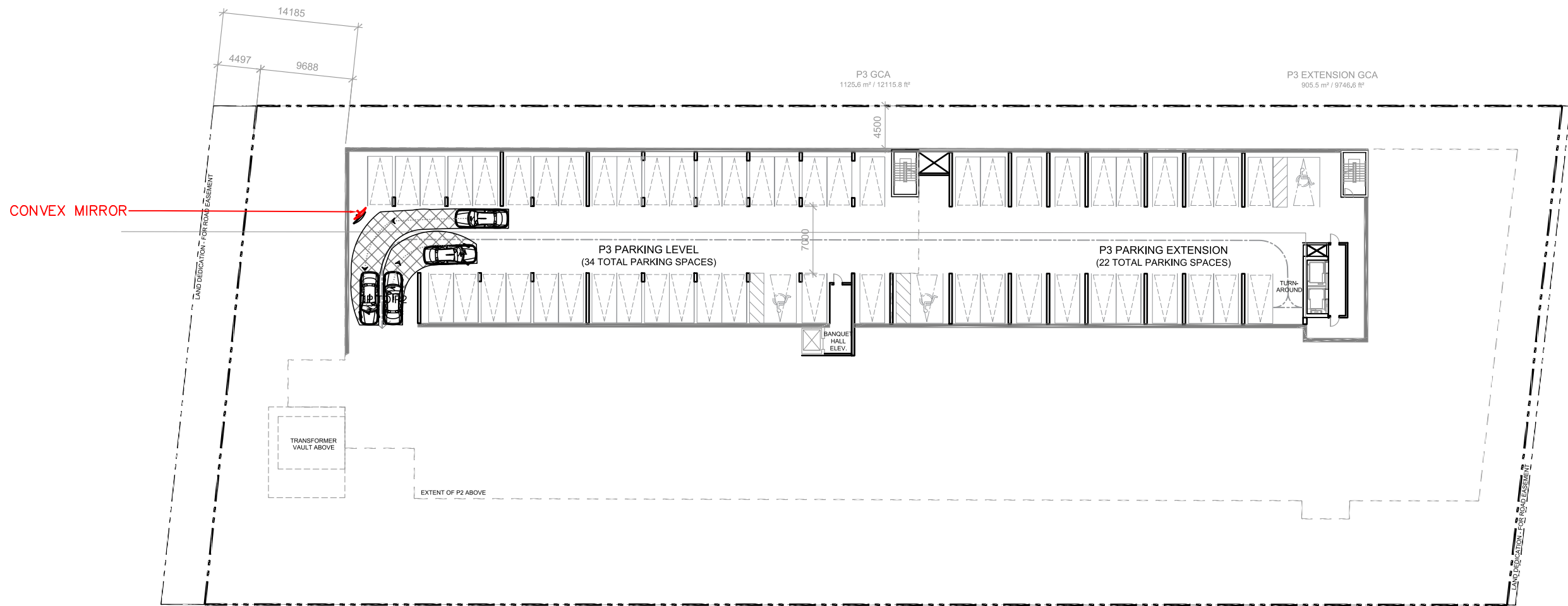
1: 500

LEVEL P2 – PARKING REVIEW
PASSENGER VEHICLE
ENTRY AND EXIT PATH

Drawing No.
009



P	mm
Width	: 2000
Track	: 2000
Lock to Lock Time	: 6.0
Steering Angle	: 36.2

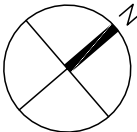


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Date	APR. 27, 2020

6710 HURONTARIO STREET
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5051015

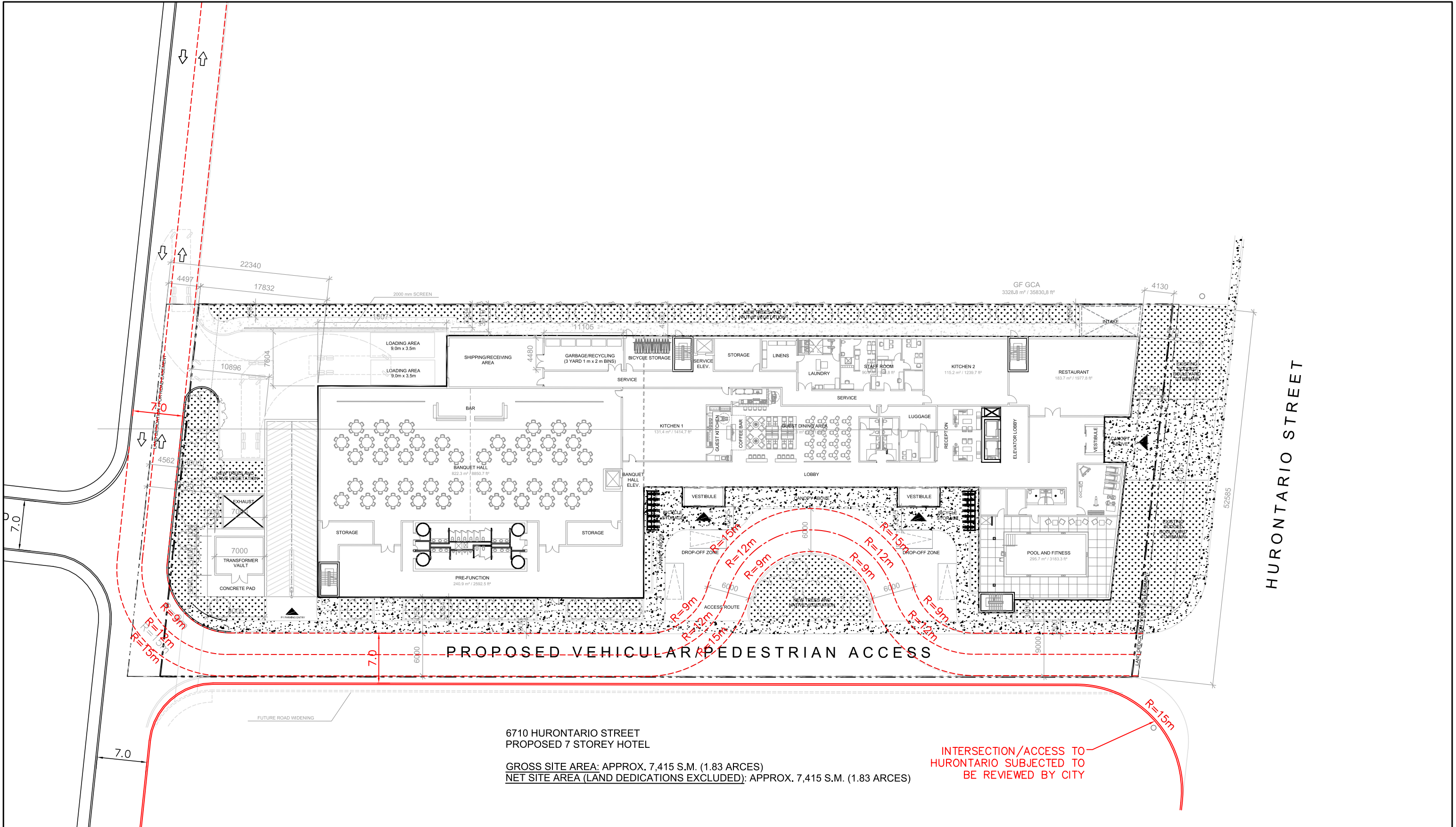
m

1: 500

LEVEL P3 – PARKING REVIEW
PASSENGER VEHICLE
ENTRY AND EXIT PATH

Drawing No.

010



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		Date				