

**PARKING JUSTIFICATION STUDY**

**3855 DUNDAS STREET WEST  
COMMERCIAL DEVELOPMENT  
CITY OF MISSISSAUGA**

**PREPARED FOR:  
DYMON INVESTMENTS LTD.**

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Revision Number	Date	Comments
Rev. 0	November 2020	1 <sup>st</sup> Submission

## 1.0 Executive Summary

CF Crozier & Associates Inc. (Crozier) was retained by Dymon Investments Ltd. (Dymon) to undertake a Parking Justification Study in support of the development application for a proposed commercial development located at 3855 Dundas Street West in the City of Mississauga. The purpose of the study is to support the parking supply for the proposed development in lieu of the required parking supply per Zoning By-Law requirements.

The updated development proposal includes two two-storey buildings consisting of a total of 4,068 sq. m (41,800 sq. ft) of industrial condo use and one five-storey building consisting of a total of 16,388 sq. m (176,405 sq. ft) of self-storage space. There are 135 parking spaces proposed as a part of the development proposal. The development proposes a right-in/right-out (RI/RO) access to Dundas Street West and a full-moves access to Ninth Line opposite the Glen Oaks Funeral Home & Cemetery Access (herein referred to as the Glen Oaks Access).

Each industrial condo buildings will consist of ten individual units, totalling twenty units for the site. It is understood that each unit will be approximately the same size in GFA, thus averaging a GFA of 203.4 sq. m per unit. Therefore, the peak parking requirements for the industrial condo use were forecasted reflecting 20 individual units rather than one combined GFA.

The City's Zoning By-Law requires that the proposed development provides a total parking supply of 179 parking spaces. The development proposes a parking supply of 135 spaces. Therefore, the development proposes a parking supply deficient compared to Zoning By-Law requirements by 44 spaces. The deficiency is a result of the reduction in proposed parking spaces for the self-storage uses compared to Zoning By-Law requirements.

To justify the proposed parking supply for the proposed development, the peak parking demand associated with the proposed development was forecasted using the following methodologies:

- Published data from the Institute of Transportation Engineers (ITE) Parking Generation Handbook, 5<sup>th</sup> Edition; and
- Peak parking rates from available surrogate site data.

Per ITE data, the forecasted peak parking demand for the proposed development is approximately 58 spaces. As the development proposes 135 spaces, the proposed parking supply exceeds the forecasted peak parking demand by 77 spaces. Therefore, the proposed parking supply is justifiable using ITE data.

The maximum forecasted peak parking demand for the proposed development using surrogate site data for the self-storage component is 76 spaces. As the development proposes 135 spaces, the proposed parking supply exceeds the maximum forecasted peak parking demand by 59 spaces. Therefore, the proposed parking supply is justifiable per surrogate site data.

In addition to the parking justification outlined above, the following rationale can be used to support a reduction in parking requirements for the proposed development:

- Visits to self-storage units are typically short in duration as visitors are dropping off or picking up items.
- The peak parking demand for the self-storage units and the industrial condo use will not necessarily overlap. This separation in peak parking times for the proposed uses would reduce peak parking requirements.

When considering that each industrial condo unit will operate separately and consist of approximately 203.4 sq. m per unit, then no loading spaces would be required per the City's Zoning By-Law. However, the Site Plan illustrates designated future loading accesses on the north side of each industrial condo building. These future loading accesses could be provided in lieu of some passenger car parking spaces. Given the surplus in parking supply for the industrial condo uses (a surplus of 10 spaces per the Zoning By-Law requirements and a surplus of 50 spaces per ITE data), a reduction in industrial condo passenger car parking spaces to provide designated loading accesses is feasible from a parking justification perspective.

The analysis contained within this report was prepared using the Site Plan prepared by Nicholas Caragianis Architect Inc. (updated November 18, 2020). Any minor revisions to the Site Plan are not expected to affect the conclusions contained with this report.

In conclusion, the proposed development can be supported from a parking perspective.



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## **2.0 Introduction**

### **2.1 Background**

CF Crozier & Associates Inc. (Crozier) was retained by Dymon Investments Ltd. (Dymon) to undertake a Parking Justification Study in support of the development application for a proposed commercial development located at 3855 Dundas Street West in the City of Mississauga.

### **2.2 Development Proposal**

The updated development proposal includes two two-storey buildings consisting of a total of 4,068 sq. m (41,800 sq. ft) of industrial condo use and one five-storey building consisting of a total of 16,388 sq. m (176,405 sq. ft) of self-storage space. There are 135 parking spaces proposed as a part of the development proposal.

The development proposes a right-in/right-out (RI/RO) access to Dundas Street West and a full-moves access to Ninth Line opposite the Glen Oaks Funeral Home & Cemetery Access (herein referred to as the Glen Oaks Access).

The Site Plan, prepared by Nicholas Caragianis Architect Inc. (updated November 18, 2020) has been included as **Figure 1**.

### **2.3 Purpose and Scope**

The purpose of the study is to support the parking supply for the proposed development in lieu of the required parking supply per Zoning By-Law requirements.

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

- City of Mississauga Zoning By-Law 0225-2007 minimum parking requirements;
- Forecasted peak parking demand based on published industry data from the Institute of Transportation Engineers (ITE); and
- Forecasted peak parking demand based on available surrogate site data.

A Transportation Impact Study Update dated November 2020 has been prepared and submitted under a separate cover in support of the proposed development.

## **3.0 Existing Conditions**

### **3.1 Development Lands**

The subject property is located between a residential neighbourhood to the south and west in the Town of Oakville, and employment and commercial lands to the east in the City of Mississauga. The subject property is bound by Ninth Line Sports Park to the north, Dundas Street West to the south, vacant lands and Highway 403 to the east, and Ninth Line to the west. The subject property is currently vacant.

The subject property is currently zoned as E2-93 "Business Employment." **Appendix A** contains the Zoning By-Law excerpts.

**Figure 2** contains the Site Location Plan.

### 3.2 Boundary Road Network

The boundary road network near the site is described in **Table 1** below.

**Table 1: Boundary Road Network**

Feature	Roadway		
	Dundas Street West	Ninth Line	Highway 403
Direction	Two-way (East-West)	Two-way (North-South)	Two-way (North-South) <sup>1</sup>
Classification	Arterial - Regional Road 5 (Halton Region)	Arterial - Regional Road 13 (Halton Region)	Provincial Freeway
Jurisdiction	City of Mississauga & Region of Halton <sup>2</sup>	City of Mississauga & Region of Halton <sup>2</sup>	MTO
Speed Limit	60 km/h	60 km/h	100 km/h <i>Off-Ramp advisory speed is 60 km/h</i>
Number of lanes total	Six	Four – south of Glen Oaks Access  Two – north of Glen Oaks Access	Four
Median type	Raised centre median	Centre lane – south of Dundas Street West  None – north of Dundas Street West	Drainage channel (typical freeway separation)
Parking Allowance?	Prohibited	Prohibited	Prohibited

Note 1: While Highway 403 primarily spans east-west, the freeway spans north-south in the immediate study area.

Note 2: Dundas Street West and Ninth Line both act as the jurisdiction line between the Town of Oakville (Region of Halton) and City of Mississauga (Region of Peel).

### 3.3 Transit Operations

Oakville Transit operates bus Route 24 (South Common) in the immediate study area on Dundas Street West. The route is a two-way operation that spans from the GO Oakville station to the South Common Centre in Mississauga. The route operates from Monday to Friday from morning to evening (with peak hour headways of 15 minutes) and on Saturday and Sunday from morning to evening (with all-day headways of 30 minutes).

There are two existing bus stops in the immediate study area, located nearside at the north-east and south-west corners of the intersection of Dundas Street West and Ninth Line. These bus stops are serviced by Route 24.

City of Mississauga Transit System “Mi-Way” and GO Transit do not provide transit services within the immediate study area.

**Appendix B** contains relevant transit information.

### 3.4 Active Transportation Network

The existing active transportation facilities on the boundary road network are described in **Table 2** below.

**Table 2: Active Transportation Network**

Roadway	Pedestrian Facilities	Separation from Roadway	Cycling Facilities	Separation from Roadway
Dundas Street West	3.0 metre multi-use path (south side; west of Ninth Line)	2.5 metre concrete and grass boulevard	3.0 metre multi-use path (south side; west of Ninth Line)	2.5 metre concrete and grass boulevard
Ninth Line	3.0 metre multi-use path (west side; south of Dundas Street West)  1.5 metre concrete sidewalk (east side; south of Dundas Street West)	2.5 metre concrete and grass boulevard	3.0 metre multi-use path (west side; south of Dundas Street West)  1.5 metre on-street bike lanes (both sides; south of Dundas Street West)	2.5 metre concrete and grass boulevard (multi-use path)  No separation (bike lanes)
Highway 403	None	N/A	None	N/A

As outlined above, the only roadway segments in the immediate study area to feature active transportation facilities are Dundas Street West (west of Ninth Line) and Ninth Line (south of Dundas Street West). The other roadways on the boundary road network do not feature active transportation facilities.

### 4.0 Zoning By-Law Requirements

The City of Mississauga Zoning By-Law 0225-2007 minimum parking requirements were evaluated in order to determine if the proposed additional parking supply for the proposed development will result in a parking deficiency compared to Zoning By-Law requirements.

The "Self-Storage Facility" land use from the City's Zoning By-Law was applied to the self-storage uses. As there are no industrial condo land uses within the City's Zoning By-Law, the "Manufacturing Facility" land use was applied to the industrial condo uses as advised by the project team.

Each industrial condo buildings will consist of ten individual units, totalling twenty units for the site. It is understood that each unit will be approximately the same size in GFA, thus averaging a GFA of 203.4 sq. m per unit. Therefore, the peak parking requirements for the industrial condo use were forecasted reflecting 20 individual units rather than one combined GFA.

The peak parking requirements for the self-storage uses was forecasted based on the GFA of the proposed self-storage building.

The minimum parking requirements per Zoning By-Law 0225-2007 are outlined in **Table 3**.

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

Land Use	"X" variable	Zoning By-Law Requirements	Minimum Parking Required	Proposed Parking Supply
Self Storage Facility	16,388 sq. m	0.6 spaces per 100 sq. m	<b>99 spaces</b>	<b>45 spaces (-54)</b>
Manufacturing Facility (Single-Occupancy Building)	203.4 sq. m per unit (20 units total)	1.6 spaces per 100 sq. m up to 2,325 sq. m	4 spaces per unit * 20 units = <b>80 spaces</b>	<b>90 spaces (+10)</b>
<b>Total:</b>			<b>179 spaces</b>	<b>135 spaces (-44)</b>

As outlined above, the City's Zoning By-Law requires that the proposed development provides a total parking supply of 179 parking spaces. The development proposes a parking supply of 135 spaces. Therefore, the development proposes a parking supply deficient compared to Zoning By-Law requirements by 44 spaces. The deficiency is a result of the reduction in proposed parking spaces for the self-storage uses compared to Zoning By-Law requirements.

**Appendix A** contains Zoning By-Law 0225-2007 excerpts.

## 5.0 Parking Justification

To justify the proposed parking supply for the proposed development and specifically for the self-storage deficiency, the peak parking demand associated with the proposed development was forecasted using the following methodologies:

- Published data from the Institute of Transportation Engineers (ITE) Parking Generation Handbook, 5<sup>th</sup> Edition; and
- Peak parking rates from available surrogate site data.

### 5.1 ITE Parking Generation Rates

The peak parking demand for the commercial development was forecasted using published data from the ITE Parking Generation Handbook, 5<sup>th</sup> Edition. The ITE Parking Generation Handbook is a compendium of industry collected parking data across North America for a variety of land uses and is used industry wide as a source for parking demand forecasts.

Land Use Category (LUC) 151 "Mini-Warehouse" is defined as "... a building in which a number of storage units or vaults are rented for the storage of goods. They are typically referred to as 'self-storage' facilities." Therefore, LUC 151 was applied to the self-storage component of the proposed development during a typical weekday. Consistent with the Zoning By-Law analysis, the "Manufacturing" land use from ITE (LUC 140) was applied to the industrial condo uses during a typical weekday. The parking demand was forecasted for all 20 industrial condo units individually.

**Table 4** outlines the forecasted development peak parking demand for the proposed development.

**Table 4: Development Peak Parking Demand – ITE Parking Generation Handbook, 5<sup>th</sup> Edition**

Land Use	"X" variable	Average Rate	Forecasted Peak Parking Demand	Parking Supply
LUC 151 "Mini-Warehouse"	176,405 sq. ft	0.10 spaces per 1,000 sq. ft	<b>18 spaces</b>	<b>45 spaces (+27)</b>
LUC 140 "Manufacturing"	2,090 sq. ft per unit (20 units total)	0.92 spaces per 1,000 sq. ft	2 spaces per unit * 20 units = <b>40 spaces</b>	<b>90 spaces (+50)</b>
<b>Total:</b>			<b>58 spaces</b>	<b>135 spaces (+77)</b>

Per ITE data, the forecasted peak parking demand for the proposed development is approximately 58 spaces. As the development proposes 135 spaces, the proposed parking supply exceeds the forecasted peak parking demand by 77 spaces. Therefore, the proposed parking supply is justifiable using ITE data.

## 5.2 Surrogate Site Analysis

The peak parking demand for the self-storage component was forecasted using available surrogate site data from sites in the Greater Toronto Area (GTA). Sections 5.2.1 – 5.2.3 below outline the surrogate site review, and Section 5.2.4 contains the application of the surrogate site peak parking rates to the proposed self-storage facility.

### 5.2.1. 25 Crouse Road, City of Toronto

A self-storage surrogate site parking utilization survey was commissioned by Crozier in July 2019 and undertaken by Ontario Traffic Inc. (OTI) at 25 Crouse Road in the City of Toronto. The surveys were conducted on Saturday July 20<sup>th</sup>, 2019 and Tuesday July 23<sup>rd</sup>, 2019, between 9:00 a.m. to 6:00 p.m. Data was recorded in 30-minute intervals in order to observe the peak parking demand of the standalone self-storage facility.

This surrogate site consists of four existing one-storey self-storage buildings with a total GFA of 8,578 sq. m.

The maximum peak parking rate for the 25 Crouse Road self-storage facility was found to be 0.12 parking spaces per 100 sq. m. The survey data is included in **Appendix C**.

### 5.2.2. 180 Station Street, Town of Ajax

A self-storage surrogate site parking count was undertaken at the self-storage facility located at 180 Station Street in the Town of Ajax in order to establish peak parking rates in the "Parking Utilization Letter - 180 Station Street" (Crozier – April 7, 2015).

The parking rate obtained from the 180 Station Street self-storage facility parking surveys was applied to the proposed GFA. The 180 Station Street parking surveys were undertaken by Green Storage Staff between 9:00 a.m. to 11:00 a.m., and 3:00 p.m. to 5:00 p.m. from Wednesday March 11, 2015 to Thursday March 19, 2015 excluding Sunday March 15, 2015.

The maximum peak parking rate for the 180 Station Street self-storage facility was found to be 0.07 parking spaces per 100 sq. m. The survey data is included in **Appendix C**.

### 5.2.3. Additional Surrogate Site Data

Crozier conducted a literature review of self-storage facility peak parking rates at other surrogate sites across the Greater Toronto Area (GTA). **Table 5** outlines the observed self-storage peak parking rates at other sites.

**Table 5: Various Surrogate Self-Storage Peak Parking Rates**

Surrogate Site	Location	Size	Peak Parking Rate
425 Steeles Ave	Town of Milton	10,390 sq. m	0.10 space per 100 sq. m
Access Self Storage 37 John St	City of Mississauga	14,642.97 sq. m	0.15 space per 100 sq. m
Public Storage 3022 Winston Churchill Blvd	City of Mississauga	8,734.4 sq. m	0.22 space per 100 sq. m
Bluebird Self Storage 1230 Lakeshore Rd E	City of Mississauga	10,479.88 sq. m	0.21 space per 100 sq. m
478 Woody Rd	Town of Oakville	5,501 sq. m	0.11 space per 100 sq. m
135 Beechgrove Dr	City of Toronto	7,710 sq. m	0.08 space per 100 sq. m
530 Adelaide St	City of Toronto	12,688 sq. m	0.07 space per 100 sq. m
144 Norseman St	City of Toronto	8,076 sq. m	0.07 space per 100 sq. m
356 Eastern Ave	City of Toronto	12,263 sq. m	0.07 space per 100 sq. m
19 Esandar Dr	City of Toronto	15,624 sq. m	If fully occupied: 0.09 space per 100 sq. m

As outlined above, the maximum peak parking rate observed via literature review was 0.22 spaces per 100 sq. m of GFA. This literature review indicates that the observed peak parking rates at other surrogate sites is much less than the City's Zoning By-Law requirement of 0.6 spaces per 100 sq. m.

**Appendix D** contains surrogate site literature review information.

### 5.2.4. Forecasted Peak Parking Demand

The peak parking demand for the proposed buildings were forecasted using the observed peak parking rates at the surrogate sites outlined in Sections 5.2.1 – 5.2.3 above. **Table 6** outlines the development peak parking demand forecasts.



**Table 6: Development Peak Parking Demand – Surrogate Site Rates**

Land Use	GFA (sq. m)	25 Crouse Road 0.12 spaces per 100 sq. m	180 Station Street 0.07 spaces per 100 sq. m	Literature Review 0.22 spaces per 100 sq. m
Self-Storage	16,388 sq. m	20 spaces	11 spaces	36 spaces
Industrial Condo	4,068 sq. m	40 spaces <sup>1</sup>	40 spaces <sup>1</sup>	40 spaces <sup>1</sup>
<b>Total:</b>		60 spaces	51 spaces	76 spaces

Note 1: Forecasted peak parking demand per ITE data (see Table 4).

As outlined above, the maximum forecasted peak parking demand for the proposed development using surrogate site data for the self-storage component is 76 spaces. As the development proposes 135 spaces, the proposed parking supply exceeds the maximum forecasted peak parking demand by 59 spaces. Therefore, the proposed parking supply is justifiable per surrogate site data.

### 5.3 Other Justification

In addition to the parking justification outlined above, the following rationale can be used to support a reduction in parking requirements for the proposed development:

- Visits to self-storage units are typically short in duration as visitors are dropping off or picking up items.
- The peak parking demand for the self-storage units and the industrial condo use will not necessarily overlap. Per the ITE Parking Generation Handbook, the peak parking demand (100%) for LUC 151 (Mini-Warehouse) typically occurs between 4:00 p.m. – 6:00 p.m. on weekdays and Saturdays, whereas the peak parking demand for LUC 140 (Manufacturing) typically occurs between 1:00 p.m. – 3:00 p.m. on weekdays. This separation in peak parking times for the proposed uses would reduce peak parking requirements.

## 6.0 Loading Space Requirements

The City's Zoning By-Law was reviewed to determine if loading spaces are required for the industrial condo buildings. Per the City's Zoning By-Law, loading spaces are required for manufacturing facilities with a GFA greater than 250 sq. m. When considering that each industrial condo unit will operate separately and consist of approximately 203.4 sq. m per unit, then no loading spaces would be required per the City's Zoning By-Law.

The Site Plan does not propose any designated loading spaces for the industrial condo buildings. However, designated future loading accesses are shown on the north side of each building. These future loading accesses could be provided in lieu of some passenger car parking spaces. Given the surplus in parking supply for the industrial condo uses (a surplus of 10 spaces per the Zoning By-Law requirements and a surplus of 50 spaces per ITE data), a reduction in industrial condo passenger car parking spaces to provide designated loading accesses is feasible from a parking justification perspective.

## 7.0 Conclusions

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

- The City's Zoning By-Law requires that the proposed development provides a total parking supply of 179 parking spaces. The development proposes a parking supply of 135 spaces. Therefore, the development proposes a parking supply deficient compared to Zoning By-Law requirements by 44 spaces. The deficiency is a result of the reduction in proposed parking spaces for the self-storage uses compared to Zoning By-Law requirements.
- Per ITE data, the forecasted peak parking demand for the proposed development is approximately 58 spaces. As the development proposes 135 spaces, the proposed parking supply exceeds the forecasted peak parking demand by 77 spaces. Therefore, the proposed parking supply is justifiable using ITE data.
- The maximum forecasted peak parking demand for the proposed development using surrogate site data for the self-storage component is 76 spaces. As the development proposes 135 spaces, the proposed parking supply exceeds the maximum forecasted peak parking demand by 59 spaces. Therefore, the proposed parking supply is justifiable per surrogate site data.
- In addition to the parking justification outlined above, the following rationale can be used to support a reduction in parking requirements for the proposed development:
  - Visits to self-storage units are typically short in duration as visitors are dropping off or picking up items.
  - The peak parking demand for the self-storage units and the industrial condo use will not necessarily overlap. This separation in peak parking times for the proposed uses would reduce peak parking requirements.
- When considering that each industrial condo unit will operate separately and consist of approximately 203.4 sq. m per unit, then no loading spaces would be required per the City's Zoning By-Law. However, the Site Plan illustrates designated future loading accesses on the north side of each industrial condo building. These future loading accesses could be provided in lieu of some passenger car parking spaces. Given the surplus in parking supply for the industrial condo uses (a surplus of 10 spaces per the Zoning By-Law requirements and a surplus of 50 spaces per ITE data), a reduction in industrial condo passenger car parking spaces to provide designated loading accesses is feasible from a parking justification perspective.

The analysis contained within this report was prepared using the Site Plan prepared by Nicholas Caragianis Architect Inc. (updated November 18, 2020). Any minor revisions to the Site Plan are not expected to affect the conclusions contained within this report.

In conclusion, the proposed development can be supported from a parking perspective.

Respectfully submitted by,

**C.F. CROZIER & ASSOCIATES INC.**



Alexander J. W. Fleming, MBA, P.Eng.  
Associate

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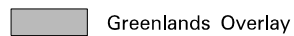
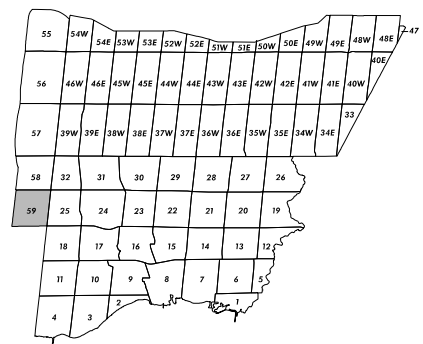
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# APPENDIX A

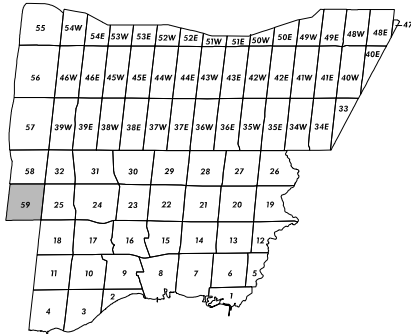
## Zoning By-Law Excerpts



**Zoning  
Map 59**

Schedule "B" To  
By-law No. 0225-2007

Revised: 2015 October 31



Greenlands Overlay

Zoning Notation Example:  
R4-12 = R4-Exception 12

# Zoning Map 59

Schedule "B" To  
By-law No. 0225-2007  
Revised: 2015 October 31

3.1 PARKING, LOADING AND STACKING LANE REGULATIONS

3.1.1 Parking Regulations

3.1.1.1 General Parking Regulations

- 3.1.1.1.1 No land, **building** or **structure** shall be erected or used in any Zone, unless off-street parking and loading is provided and maintained in accordance with the regulations contained in Part 3 - Parking, Loading and Stacking Lane Regulations.
- 3.1.1.1.2 Where required, **parking spaces** provided for persons with disabilities shall be included in the total number of required **parking spaces**.
- 3.1.1.1.3 Required **parking spaces** shall not include any **parking spaces** used or intended to be used for the storage or parking of **motor vehicles** for hire or gain, display or sale.
- 3.1.1.1.4 Where the number of non-residential **parking spaces** and/or **loading spaces** is calculated on the basis of a rate or ratio and results in a numeric fraction, fractions of less than 0.5 shall be rounded down to the nearest whole number and fractions equal to or greater than 0.5 shall be rounded up to the nearest whole number. For **accessible parking spaces**, all numeric fractions shall be rounded up to the nearest whole number. (0190-2014)
- 3.1.1.1.5 For the calculation of required residential parking, the appropriate resident and/or visitor rate or ratio shall be calculated for each component, then rounded. Fractions of less than 0.5 shall be rounded down to the nearest whole number. Fractions equal to or greater than 0.5 shall be rounded up to the nearest whole number. (0379-2009)
- 3.1.1.1.6 No **use** shall be located on any required **parking area** or obstruct any required **parking space**.

3.1.1.2 Location of Parking

- 3.1.1.2.1 All **parking** and **loading spaces** shall be provided, maintained and be clearly identified and marked by permanent lines and markings painted on the paved surface on the same **lot** for which the **parking** and **loading spaces** are required.
- 3.1.1.2.2 Visitor **parking spaces** shall be clearly indicated by a sign at the entrance to the **parking area** and clearly identified and marked by permanent lines and markings painted on the paved surface.

3.1.1.3 Required Parking in a Residential Zone

For a residential **use** in a Residential Zone: (0308-2011)

- 3.1.1.3.1 A **parking space** on a **driveway** serving as an access to a **parking space** within a **garage** may be included in the calculation of the number of **parking spaces** required.
- 3.1.1.3.2 Where visitor **parking spaces** are required, a **parking space** on a **driveway** shall not be used for calculating the required visitor parking.

3.1.1.4 Parking Space Dimensions

- 3.1.1.4.1 **Parking spaces** with a parking angle exceeding 15°, except those designated for persons with disabilities, shall have an unobstructed rectangular area with a minimum width of 2.6 m and a minimum length of 5.2 m, exclusive of any **aisle** or **driveway**. (See Illustration No. 8 - Section 1.3 - Illustrations).
- 3.1.1.4.2 **Parallel parking spaces** with a parking angle not exceeding 15°, shall have an unobstructed rectangular area with a minimum width of 2.6 m and a minimum length of 6.7 m, exclusive of any **aisle** or **driveway**. (See Illustration No. 8 - Section 1.3 - Illustrations).

Column A		B
Line 1.0	TYPE OF USE	MINIMUM OFF-STREET PARKING REGULATIONS
Table 3.1.2.2 continued from previous page		
20.0	<i>deleted by 0212-2015</i>	
21.0	Hospital	2.5 spaces per 100 m <sup>2</sup> <b>GFA - non-residential</b>
22.0	Library	3.2 spaces per 100 m <sup>2</sup> <b>GFA - non-residential</b>
23.0	Manufacturing Facility (Single-Occupancy Building) <sup>(6)</sup> (0308-2011)	1.6 spaces per 100 m <sup>2</sup> <b>GFA - non-residential</b> up to 2 325 m <sup>2</sup> <b>GFA - non-residential</b> ; and 1.1 spaces per 100 m <sup>2</sup> <b>GFA - non-residential</b> between 2 325 m <sup>2</sup> and 9 300 m <sup>2</sup> <b>GFA - non-residential</b> ; and 0.6 spaces per 100 m <sup>2</sup> <b>GFA - non-residential</b> over 9 300 m <sup>2</sup> <b>GFA - non-residential</b>
24.0	Manufacturing Facility (Multiple-Occupancy Mixed Use Building) <sup>(4)</sup>	1.6 spaces per 100 m <sup>2</sup> <b>GFA - non-residential</b> Parking for <b>restaurant, convenience restaurant, banquet hall/conference centre/convention centre, night club, and adult entertainment establishment</b> will be provided in accordance with the applicable regulations contained in Table 3.1.2.2 of this By-law.  Parking for individual manufacturing occupancies which exceed a <b>GFA - non-residential</b> of 2 325 m <sup>2</sup> shall be calculated in accordance with the provisions applicable to <b>manufacturing facility</b> (Single-Occupancy Building).  Parking for individual warehouse/distribution occupancies, and wholesaling occupancies which exceed a <b>GFA - non-residential</b> of 6 975 m <sup>2</sup> shall be calculated in accordance with the regulations applicable to <b>warehouse/distribution facilities, wholesaling facilities</b> (Single-Occupancy Building).
25.0	Marina	0.6 spaces per slip or berth
25A.0	Medicinal Product Manufacturing Facility (0055-2015)	1.6 spaces per 100 m <sup>2</sup> <b>GFA - non-residential</b> up to 2 325 m <sup>2</sup> <b>GFA - non-residential</b> ; and 1.1 spaces per 100 m <sup>2</sup> <b>GFA - non-residential</b> between 2 325 m <sup>2</sup> and 9 300 m <sup>2</sup> <b>GFA - non-residential</b> ; and 0.6 spaces per 100 m <sup>2</sup> <b>GFA - non-residential</b> over 9 300 m <sup>2</sup> <b>GFA - non-residential</b>
25B.0	Medicinal Product Manufacturing Facility - Restricted (0055-2015)	1.6 spaces per 100 m <sup>2</sup> <b>GFA - non-residential</b> up to 2 325 m <sup>2</sup> <b>GFA - non-residential</b> ; and 1.1 spaces per 100 m <sup>2</sup> <b>GFA - non-residential</b> between 2 325 m <sup>2</sup> and 9 300 m <sup>2</sup> <b>GFA - non-residential</b> ; and 0.6 spaces per 100 m <sup>2</sup> <b>GFA - non-residential</b> over 9 300 m <sup>2</sup> <b>GFA - non-residential</b>
26.0	Motor Vehicle Body Repair Facility, Motor Vehicle Repair Facility - Commercial Motor Vehicle, Motor Vehicle Repair Facility - Restricted (0379-2009)	4.3 spaces per 100 m <sup>2</sup> <b>GFA - non-residential</b> , of which 50% of the required spaces may be <b>tandem parking spaces</b>
27.0	Motor Vehicle Sales, Leasing and/or Rental Facility - Commercial Motor Vehicles; Motor Vehicle Sales, Leasing and/or Rental Facility - Restricted	4.3 spaces per 100 m <sup>2</sup> <b>GFA - non-residential</b> (exclusive of display and storage parking)
28.0	Motor Vehicle Service Station	5.4 spaces per 100 m <sup>2</sup> <b>GFA - non-residential</b>
29.0	Motor Vehicle Wash Facility - Commercial Motor Vehicle, Motor Vehicle Wash Facility - Restricted (0379-2009)	4.0 spaces per wash bay, of which 2.0 spaces can be located at vacuum stations, plus a stacking lane <sup>(2)</sup>
30.0	Night Club	25.2 spaces per 100 m <sup>2</sup> <b>GFA - non-residential</b>

Table 3.1.2.2 continued on next page



Column A		B
Line 1.0	TYPE OF USE	MINIMUM OFF-STREET PARKING REGULATIONS
Table 3.1.2.2 continued from previous page		
39.0	Repair:	
39.1	Repair Establishment	5.4 spaces per 100 m <sup>2</sup> GFA - non-residential
39.2	Repair Establishment (in a C4 zone)	4.0 spaces per 100 m <sup>2</sup> GFA - non-residential
40.0	Retail Centre:	
40.1	Retail Centre (Less than or equal to 2 000 m <sup>2</sup> GFA - non-residential) (0325-2008), (0379-2009)	4.3 spaces per 100 m <sup>2</sup> GFA - non-residential Parking for restaurant, convenience restaurant, place of religious assembly, funeral establishment, overnight accommodation, banquet hall/conference centre/convention centre and entertainment establishment uses will be provided in accordance with the applicable regulations contained in Table 3.1.2.2 of this By-law
40.2	Retail Centre (Greater than 2 000 m <sup>2</sup> GFA - non-residential) (0379-2009)	5.4 spaces per 100 m <sup>2</sup> GFA - non-residential
40.3	CC1 - Retail Core Commercial (lands bounded by City Centre Drive, Duke of York Boulevard and Rathburn Road West)	4.57 spaces per 100 m <sup>2</sup> GFA - non-residential
41.0	Retail:	
41.1	Retail Store	5.4 spaces per 100 m <sup>2</sup> GFA - non-residential
41.2	Retail Store (in a C4 zone)	4.0 spaces per 100 m <sup>2</sup> GFA - non-residential
41.3	Retail Store (in a CC2 to CC4 zones) (0207-2008)	4.3 spaces per 100 m <sup>2</sup> GFA - non-residential
42.0	Restaurants:	
42.1	Convenience Restaurant (0212-2015)	16.0 spaces per 100 m <sup>2</sup> GFA - non-residential plus a stacking lane <sup>(2)</sup>
42.2	Restaurant (0212-2015)	16.0 spaces per 100 m <sup>2</sup> GFA - non-residential
42.3	Take-out Restaurant (0212-2015)	6.0 spaces per 100 m <sup>2</sup> GFA - non-residential
42.4	Restaurant (in a C4 zone) (0308-2011), (0212-2015)	9.0 spaces per 100 m <sup>2</sup> GFA - non-residential
43.0	Schools:	
43.1	College, University	1.1 spaces per 100 m <sup>2</sup> GFA - non-residential used for academic purposes; plus 0.15 spaces per resident student and/or staff
43.2	Public/Private School (up to and including Grade 8)	1.0 space per 100 m <sup>2</sup> GFA - non-residential (excluding portables) plus 1.0 spaces per portable classroom <sup>(3)</sup>
43.3	Public/Private School (Grade 9 and above)	1.5 spaces per 100 m <sup>2</sup> GFA - non-residential (excluding portables) plus 1.0 spaces per portable classroom <sup>(3)</sup>
43A.0	Science and Technology Facility (0325-2008)	3.2 spaces per 100 m <sup>2</sup> GFA - non residential
43B.0	Self Storage Facility (0308-2011)	0.6 spaces per 100 m <sup>2</sup> GFA - non-residential (exclusive of storage parking)
44.0	Transit Terminal	1.0 space per staff on duty with a minimum of 2.0 spaces
45.0	Truck Terminal	3.2 spaces per 100 m <sup>2</sup> GFA - non-residential used for office purposes, and/or 1.1 spaces per 100 m <sup>2</sup> GFA - non-residential used for warehouse/distribution facility

Table 3.1.2.2 continued on next page

3.1.3 Accessible Parking Spaces

3.1.3.1 Required Number of Accessible Parking Spaces

3.1.3.1A Accessible parking spaces for non-residential uses shall be provided in compliance with Table 3.1.3.1 - Accessible Parking Regulations. (0144-2016)

3.1.3.1B Accessible parking spaces for residential uses shall only apply to the total number of visitor parking spaces required and shall be provided in compliance with Table 3.1.3.1 - Accessible Parking Regulations. (0144-2016)

Table 3.1.3.1 - Accessible Parking Regulations  
(0190-2014), (0144-2016)

Column A		B	C
Line 1.0	TOTAL NUMBER OF REQUIRED NON-RESIDENTIAL PARKING SPACES	TOTAL NUMBER OF REQUIRED VISITOR PARKING SPACES	MINIMUM NUMBER OF REQUIRED ACCESSIBLE PARKING SPACES <sup>(3)</sup>
2.0	1-12	1-12	1.0 space <sup>(1)</sup>
3.0	13-100	13-100	4% of the total <sup>(1)(2)</sup>
4.0	101-200	101-200	1.0 space plus 3% of the total <sup>(2)</sup>
5.0	201-1 000	201-1 000	2.0 spaces plus 2% of the total <sup>(2)</sup>
6.0	1 001 and greater	1 001 and greater	11.0 spaces plus 1% of the total <sup>(2)</sup>

NOTES: (1) Where only 1 accessible parking space is required, a Type A accessible parking space shall be provided.

(2) Where more than 1 accessible parking space is required:

(2.1) if an even number of accessible parking spaces are required, an equal number of Type A and Type B accessible parking spaces must be provided;

(2.2) if an odd number of accessible parking spaces are required, an equal number of Type A and Type B accessible parking spaces must be provided and the odd space may be a Type B accessible parking space.

(3) Where a shared parking arrangement is used for the calculation of required visitor/non-residential parking, the required accessible parking space requirement will be calculated on either the visitor component or non-residential component. (0144-2016)

3.1.3.2 Location of Accessible Parking Spaces

Accessible parking spaces shall be provided and maintained on the same lot in proximity to the main entrances to a building or structure.

3.1.3.3 C4 Zone Exception

Accessible parking spaces shall not be required in C4 zones where the required number of on-site parking spaces is 15 or less.

3.1.4 Loading Regulations

3.1.4.1 Loading Space Regulations

Loading spaces shall be required for the following uses:

- (1) Retail Store
- (2) Retail Centre (0379-2009)
- (3) Office
- (4) Medical Office
- (5) Overnight Accommodation
- (6) Restaurant
- (7) Convenience Restaurant
- (8) Manufacturing Facility
- (9) Warehouse/Distribution Facility
- (10) Wholesaling Facility

3.1.4.2 Required Number of Loading Spaces for Office and/or Medical Office Buildings

Where required for **office** and/or **medical office uses**, **loading spaces** shall be provided in accordance with Table 3.1.4.2 - Required Number of Loading Spaces for Office and/or Medical Office Buildings.

Table 3.1.4.2 - Required Number of Loading Spaces for Office and/or Medical Office Buildings

Column A		B
Line 1.0	GROSS FLOOR AREA - NON-RESIDENTIAL OF BUILDING (0297-2013)	MINIMUM NUMBER OF OFF-STREET LOADING SPACES
2.0	Less than or equal to 2 350 m <sup>2</sup>	None Required
3.0	Greater than 2 350 m <sup>2</sup> but less than or equal to 11 600 m <sup>2</sup>	1 space
4.0	Greater than 11 600 m <sup>2</sup>	1 space plus 1 additional space for each 9 300 m <sup>2</sup> <b>gross floor area - non-residential</b> or portion thereof

3.1.4.3 Required Number of Loading Spaces

Where required, **loading spaces** for **uses** other than **office** and/or **medical office uses**, shall be provided in accordance with Table 3.1.4.3 - Required Number of Loading Spaces.

Table 3.1.4.3 - Required Number of Loading Spaces

Column A		B
Line 1.0	GROSS FLOOR AREA - NON-RESIDENTIAL OF BUILDING (0297-2013)	MINIMUM NUMBER OF OFF-STREET LOADING SPACES
2.0	Less than or equal to 250 m <sup>2</sup>	None required
3.0	Greater than 250 m <sup>2</sup> but less than or equal to 2 350 m <sup>2</sup>	1 space
4.0	Greater than 2 350 m <sup>2</sup> but less than or equal to 7 500 m <sup>2</sup>	2 spaces
5.0	Greater than 7 500 m <sup>2</sup> but less than or equal to 14 000 m <sup>2</sup>	3 spaces
6.0	Greater than 14 000 m <sup>2</sup>	3 spaces plus 1 additional space for each 9 300 m <sup>2</sup> <b>GFA - non-residential</b> or portion thereof

3.1.4.4 Loading Space Dimensions

Required **loading spaces** shall have an unobstructed rectangular area with a minimum width of 3.5 m and a minimum length of 9.0 m.

3.1.4.5 Required Number of Loading Spaces for Apartment and/or Retirement Buildings

One **loading space** per **apartment** and/or **retirement building** containing a minimum of 30 **dwelling units**, shall be required. (0174-2017)

# APPENDIX B

## Transit Information

# OAKVILLE TRANSIT

## Weekday Route Map

Solid line indicates regular service route.

Dashed line indicates rush hour or limited service route, or change in routing pattern.

Please note that not all routes operate on Saturday, Sunday/Holidays.

### Saturday Routes:

3 4 5 5A 6 13 14 14A 15 17 18

### Sunday/Holidays Routes:

3 4 5 6 13 14 14A 15 17 18 19

20 24 28

- Centennial Pool
- Central Library
- Church and Dunn bus stop
- Echless Estates
- George's Square
- Oakville Arena
- Oakville Centre for the Performing Arts
- Oakville Museum
- Tannery Park
- Towne Square
- Trafalgar Park

### Downtown Oakville

Oakville Trafalgar Memorial Hospital

3 5 5A

Uptown Core

1 5 5A 19 20 24

Laird & Ridgeway

6 12 120

Dundas & Walkers 407 GO Carpool

5 5A

Appleby GO

14 14A

Bronte GO

3 4 6 10 13 18 28 33 34

Oakville GO

1 4 5 5A 10 11 13 14 14A 15 17 18 19 20 24 26 28 120 121 190

South Oakville Centre

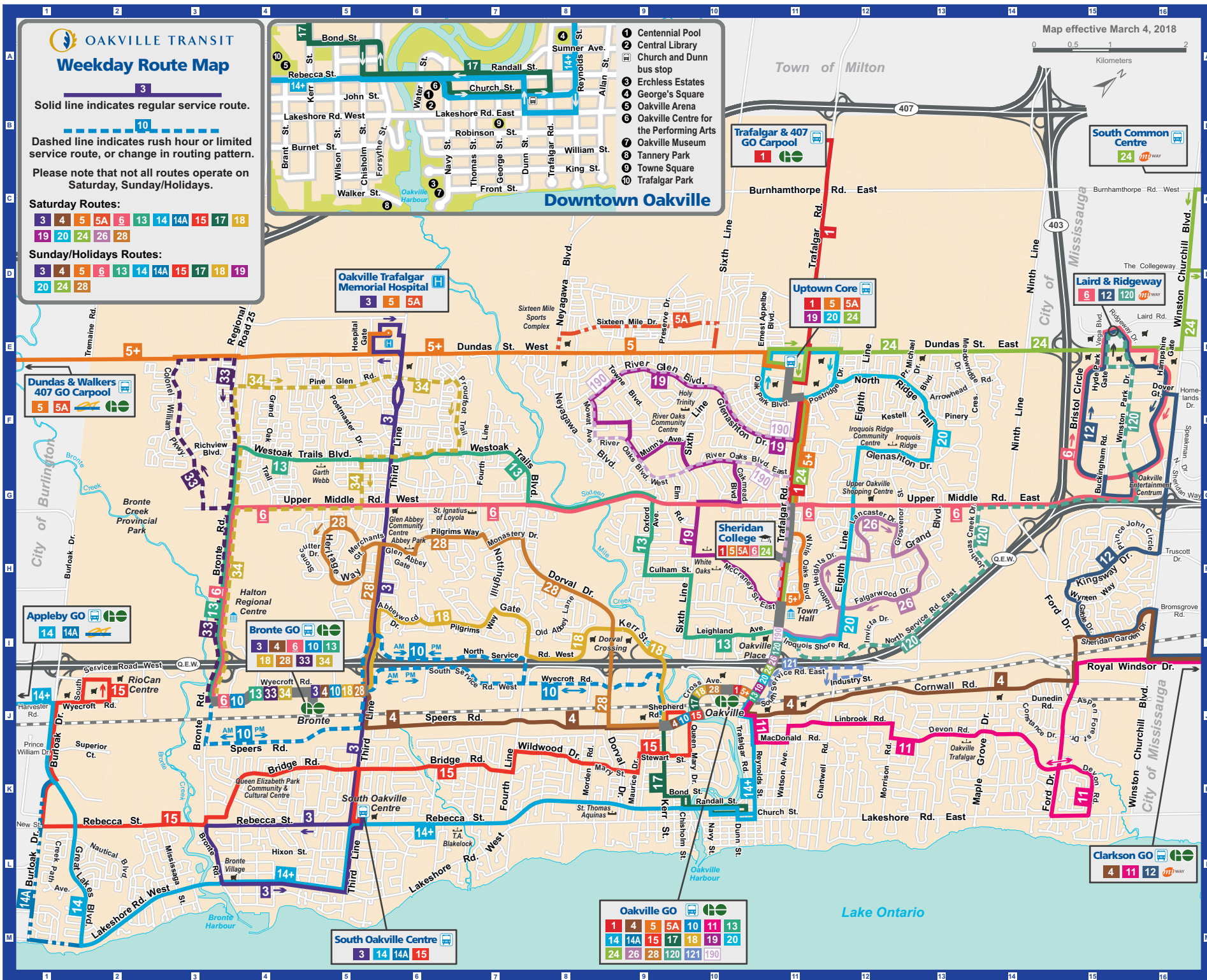
3 14 14A 15

Clarkson GO

4 11 12

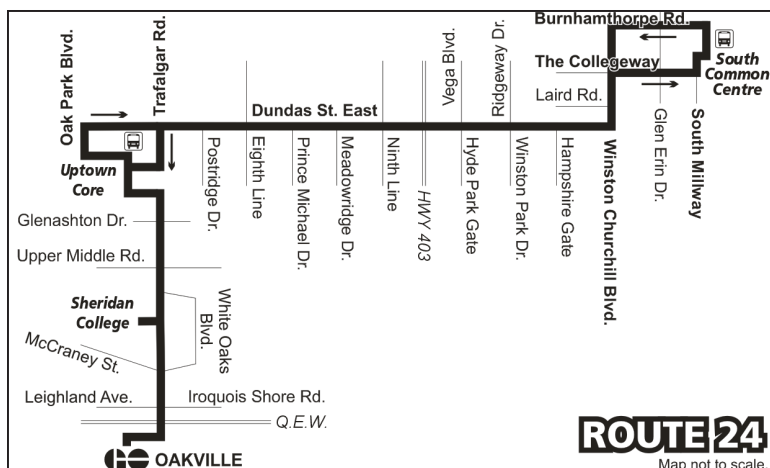
Map effective March 4, 2018

0 0.5 1 2 Kilometers





Timepoint	Oakville GO (Depart)	Sheridan College	Trafalgar & Upper Middle	Uptown Core	Dundas & Eighth Line	Dundas & Hampshire	South Common (Arrive)	South Common (Depart)	Dundas & Hampshire	Dundas & Eighth Line	Uptown Core	Trafalgar & Upper Middle	Sheridan College	Oakville GO (Arrive)
<b>Monday to Friday</b>														
<b>a.m.</b>	<b>To South Common</b>							<b>To Oakville GO</b>						
	--	--	--	--	--	--	--	6:25	6:35	6:42	6:48	6:54	6:57	7:06
	--	--	--	--	--	--	--	6:40	6:50	6:57	7:03	7:09	7:12	7:21
	6:10	6:19	6:22	6:30	6:35	6:42	6:51	6:55	7:05	7:12	7:18	7:24	7:27	7:36
	6:25	6:34	6:37	6:45	6:50	6:57	7:06	7:10	7:20	7:27	7:33	7:39	7:42	7:51
	6:40	6:49	6:52	7:00	7:05	7:12	7:21	7:25	7:35	7:42	7:48	7:54	7:57	8:06
	6:55	7:04	7:07	7:15	7:20	7:27	7:36	7:40	7:50	7:57	8:03	8:09	8:12	8:21
	7:10	7:19	7:22	7:30	7:35	7:42	7:51	7:55	8:05	8:12	8:18	8:24	8:27	8:36
	7:25	7:34	7:37	7:45	7:50	7:57	8:06	8:10	8:20	8:27	8:33	8:39	8:42	8:51
	7:40	7:49	7:52	8:00	8:05	8:12	8:21	8:25	8:35	8:42	8:48	8:54	8:57	9:06
	7:55	8:04	8:07	8:15	8:20	8:27	8:36	8:40	8:50	8:57	9:03	9:09	9:12	9:21
	8:10	8:19	8:22	8:30	8:35	8:42	8:51	8:55	9:05	9:12	9:18	9:24	9:27	9:36
	8:25	8:34	8:37	8:45	8:50	8:57	9:06	9:10	9:20	9:27	9:33	9:39	9:42	9:51
	8:40	8:49	8:52	9:00	9:05	9:12	9:21	9:25	9:35	9:42	9:48	9:54	9:57	10:06
	9:10	9:19	9:22	9:30	9:35	9:42	9:51	9:55	10:05	10:12	10:18	10:24	10:27	10:36
	<i>and every 30 minutes until</i>							<i>and every 30 minutes until</i>						
	3:10	3:19	3:22	3:30	3:35	3:42	3:51	3:55	4:05	4:12	4:18	4:24	4:27	4:36
	3:40	3:49	3:52	4:00	4:05	4:12	4:21	4:25	4:35	4:42	4:48	4:54	4:57	5:06
	4:10	4:19	4:22	4:30	4:35	4:42	4:51	4:55	5:05	5:12	5:18	5:24	5:27	5:36
	4:25	4:34	4:37	4:45	4:50	4:57	5:06	5:10	5:20	5:27	5:33	5:39	5:42	5:51
	4:40	4:49	4:52	5:00	5:05	5:12	5:21	5:25	5:35	5:42	5:48	5:54	5:57	6:06
	4:55	5:04	5:07	5:15	5:20	5:27	5:36	5:40	5:50	5:57	6:03	6:09	6:12	6:21
	5:10	5:19	5:22	5:30	5:35	5:42	5:51	5:55	6:05	6:12	6:18	6:24	6:27	6:36
	5:25	5:34	5:37	5:45	5:50	5:57	6:06	6:10	6:20	6:27	6:33	6:39	6:42	6:51
	5:40	5:49	5:52	6:00	6:05	6:12	6:21	6:25	6:35	6:42	6:48	6:54	6:57	7:06
	5:55	6:04	6:07	6:15	6:20	6:27	6:36	6:40	6:50	6:57	7:03	7:09	7:12	7:21
	6:10	6:19	6:22	6:30	6:35	6:42	6:51	6:55	7:05	7:12	7:18	7:24	7:27	7:36
	6:25	6:34	6:37	6:45	6:50	6:57	7:06	7:10	7:20	7:27	7:33	7:39	7:42	7:51
	6:40	6:49	6:52	7:00	7:05	7:12	7:21	7:25	7:35	7:42	7:48	7:54	7:57	8:06
	6:55	7:04	7:07	7:15	7:20	7:27	7:36	7:40	7:50	7:57	8:03	8:09	8:12	8:21
	7:10	7:19	7:22	7:30	7:35	7:42	7:51	7:55	8:05	8:12	8:18	8:24	8:27	8:36
	7:40	7:49	7:52	8:00	8:05	8:12	8:21	8:25	8:35	8:42	8:48	8:54	8:57	9:06
	8:10	8:19	8:22	8:30	8:35	8:42	8:51	8:55	9:05	9:12	9:18	9:24	9:27	9:36
	8:40	8:49	8:52	9:00	9:05	9:12	9:21	9:25	9:35	9:42	9:48	9:54	9:57	10:06
	9:10	9:19	9:22	9:30	9:35	9:42	9:51	9:55	10:05	10:12	10:18	10:24	10:27	10:36
	9:40	9:49	9:52	10:00	10:05	10:12	10:21	10:25	10:35	10:42	10:48	10:54	10:57	11:06
	10:10	10:19	10:22	10:30	10:35	10:42	10:51	10:55	11:05	11:12	11:18	11:24	11:27	11:36
	10:40	10:49	10:52	11:00	11:05	11:12	11:21	11:25	11:35	11:42	11:48	11:54	11:57	12:06
<b>p.m.</b>	3:10	3:19	3:22	3:30	3:35	3:42	3:51	3:55	4:05	4:12	4:18	4:24	4:27	4:36
	3:40	3:49	3:52	4:00	4:05	4:12	4:21	4:25	4:35	4:42	4:48	4:54	4:57	5:06
	4:10	4:19	4:22	4:30	4:35	4:42	4:51	4:55	5:05	5:12	5:18	5:24	5:27	5:36
	4:25	4:34	4:37	4:45	4:50	4:57	5:06	5:10	5:20	5:27	5:33	5:39	5:42	5:51
	4:40	4:49	4:52	5:00	5:05	5:12	5:21	5:25	5:35	5:42	5:48	5:54	5:57	6:06
	4:55	5:04	5:07	5:15	5:20	5:27	5:36	5:40	5:50	5:57	6:03	6:09	6:12	6:21
	5:10	5:19	5:22	5:30	5:35	5:42	5:51	5:55	6:05	6:12	6:18	6:24	6:27	6:36
	5:25	5:34	5:37	5:45	5:50	5:57	6:06	6:10	6:20	6:27	6:33	6:39	6:42	6:51
	5:40	5:49	5:52	6:00	6:05	6:12	6:21	6:25	6:35	6:42	6:48	6:54	6:57	7:06
	5:55	6:04	6:07	6:15	6:20	6:27	6:36	6:40	6:50	6:57	7:03	7:09	7:12	7:21
	6:10	6:19	6:22	6:30	6:35	6:42	6:51	6:55	7:05	7:12	7:18	7:24	7:27	7:36
	6:25	6:34	6:37	6:45	6:50	6:57	7:06	7:10	7:20	7:27	7:33	7:39	7:42	7:51
	6:40	6:49	6:52	7:00	7:05	7:12	7:21	7:25	7:35	7:42	7:48	7:54	7:57	8:06
	6:55	7:04	7:07	7:15	7:20	7:27	7:36	7:40	7:50	7:57	8:03	8:09	8:12	8:21
	7:10	7:19	7:22	7:30	7:35	7:42	7:51	7:55	8:05	8:12	8:18	8:24	8:27	8:36
	7:40	7:49	7:52	8:00	8:05	8:12	8:21	8:25	8:35	8:42	8:48	8:54	8:57	9:06
	8:10	8:19	8:22	8:30	8:35	8:42	8:51	8:55	9:05	9:12	9:18	9:24	9:27	9:36
	8:40	8:49	8:52	9:00	9:05	9:12	9:21	9:25	9:35	9:42	9:48	9:54	9:57	10:06
	9:10	9:19	9:22	9:30	9:35	9:42	9:51	9:55	10:05	10:12	10:18	10:24	10:27	10:36
	9:40	9:49	9:52	10:00	10:05	10:12	10:21	10:25	10:35	10:42	10:48	10:54	10:57	11:06
	10:10	10:19	10:22	10:30	10:35	10:42	10:51	10:55	11:05	11:12	11:18	11:24	11:27	11:36
	10:40	10:49	10:52	11:00	11:05	11:12	11:21	11:25	11:35	11:42	11:48	11:54	11:57	12:06



**Late Night Service** departs from the Oakville GO station at 11:40 p.m., 12:30 and 1:30 a.m., Monday to Saturday, and 7:40 p.m. on Sunday and holidays. Let the driver know the nearest bus stop to your destination within Oakville. Drop-off service covers up to Winston Churchill Blvd. only.

### Have you tried real-time bus tracking?

Track your bus at [oakvilletransit.ca](http://oakvilletransit.ca) or download the Oakville Transit mobile app.



While every effort will be made to operate our service to these timetables, all schedules including bus stop times and transfer times are based on normal traffic and weather conditions and as such are subject to change. Oakville Transit will not be responsible for any loss, damage or inconvenience that may result from any errors, omissions or service delays.

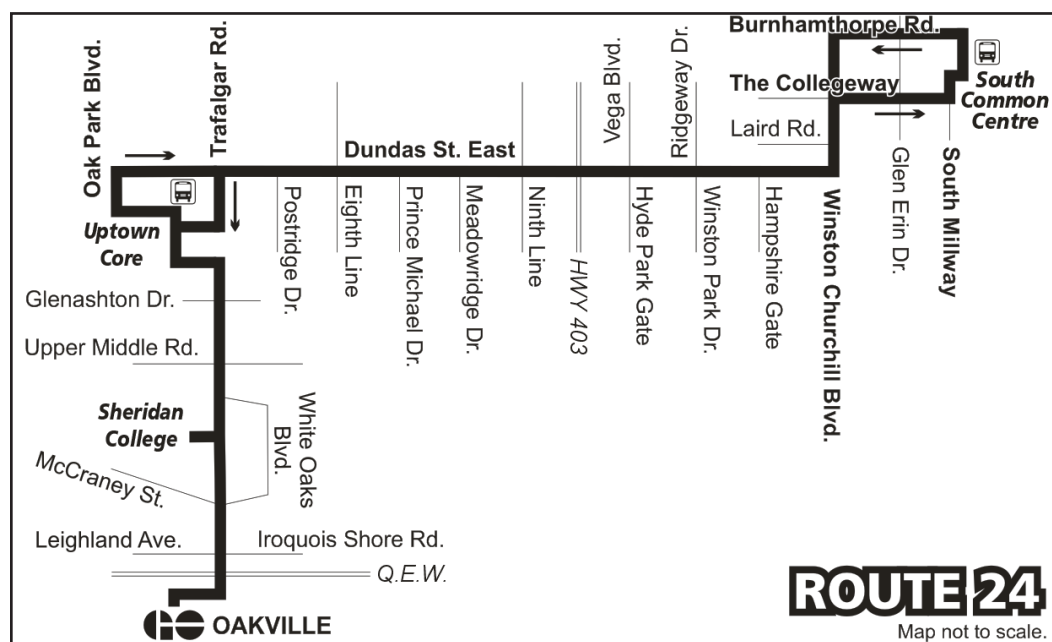


OAKVILLE TRANSIT





Timepoint	Oakville GO (Depart)	Sheridan College	Trafalgar & Upper Middle	Uptown Core	Dundas & Eighth Line	Dundas & Hampshire	South Common (Arrive)	South Common (Depart)	Dundas & Hampshire	Dundas & Eighth Line	Uptown Core	Trafalgar & Upper Middle	Sheridan College	Oakville GO (Arrive)
<b>Saturday</b>														
a.m.	To South Common							To Oakville GO						
	6:40	6:49	6:52	7:00	7:05	7:12	7:21	7:25	7:35	7:42	7:48	7:54	7:57	8:06
	7:10	7:19	7:22	7:30	7:35	7:42	7:51	7:55	8:05	8:12	8:18	8:24	8:27	8:36
	7:40	7:49	7:52	8:00	8:05	8:12	8:21	8:25	8:35	8:42	8:48	8:54	8:57	9:06
and every 30 minutes until														
p.m.	6:40	6:49	6:52	7:00	7:05	7:12	7:21	7:25	7:35	7:42	7:48	7:54	7:57	8:06
	7:10	7:19	7:22	7:30	7:35	7:42	7:51	7:55	8:05	8:12	8:18	8:24	8:27	8:36
	7:40	7:49	7:52	8:00	8:05	8:12	8:21	8:25	8:35	8:42	8:48	8:54	8:57	9:06
	8:40	8:49	8:52	9:00	9:05	9:12	9:21	9:25	9:35	9:42	9:48	9:54	9:57	10:06
	9:40	9:49	9:52	10:00	10:05	10:12	10:21	10:25	10:35	10:42	10:48	10:54	10:57	11:06
	10:40	10:49	10:52	11:00	11:05	11:12	11:21	11:25	11:35	11:42	11:48	11:54	11:57	12:06
<b>Sunday / Holidays</b>														
a.m.	To South Common							To Oakville GO						
	--	--	--	--	--	--	--	8:25	8:35	8:42	8:48	8:54	8:57	9:06
	8:10	8:19	8:22	8:30	8:35	8:42	8:51	8:55	9:05	9:12	9:18	9:24	9:27	9:36
	8:40	8:49	8:52	9:00	9:05	9:12	9:21	9:25	9:35	9:42	9:48	9:54	9:57	10:06
p.m.	To South Common							To Oakville GO						
	9:10	9:19	9:22	9:30	9:35	9:42	9:51	9:55	10:05	10:12	10:18	10:24	10:27	10:36
	and every 30 minutes until													
	5:40	5:49	5:52	6:00	6:05	6:12	6:21	6:25	6:35	6:42	6:48	6:54	6:57	7:06
p.m.	6:10	6:19	6:22	6:30	6:35	6:42	6:51	6:55	7:05	7:12	7:18	7:24	7:27	7:36
	6:40	6:49	6:52	7:00	7:05	7:12	7:21	7:25	7:35	7:42	7:48	7:54	7:57	8:06



### Late Night Service

departs from the Oakville GO station at 11:40 p.m., 12:30 and 1:30 a.m., Monday to Saturday, and 7:40 p.m. on Sunday and holidays. Let the driver know the nearest bus stop to your destination within Oakville.



Drop-off service covers up to Winston Churchill Blvd. only.

## ROUTE 24

Map not to scale.

### Have you tried real-time bus tracking?

Track your bus at [oakvilletransit.ca](http://oakvilletransit.ca) or download the Oakville Transit mobile app.



### Oakville Transit

430 Wyecroft Road  
8:30 a.m. - 4:30 p.m.  
Monday - Friday

[oakvilletransit.ca](http://oakvilletransit.ca)  
[@oakvilletransit](https://www.facebook.com/oakvilletransit)

### Mailing Address

Oakville Transit  
1225 Trafalgar Road  
Oakville, ON L6H 0H3

Info Line 905-815-2020  
care-A-van 905-337-9222

While every effort will be made to operate our service to these timetables, all schedules including bus stop times and transfer times are based on normal traffic and weather conditions and as such are subject to change. Oakville Transit will not be responsible for any loss, damage or inconvenience that may result from any errors, omissions or service delays.



OAKVILLE TRANSIT

# APPENDIX C

## Parking Utilization Survey Data



**ONTARIO TRAFFIC INC - PARKING COUNTS (19252)****Location:** 25 Crouse Rd, Toronto**Date:** 2019-07-20

Time			Parked Vehicles	Spaces available	Parked Vehicles	Spaces available
			Inside	17	Outside	6
9:00	to	9:30	14	3	1	5
9:30	to	10:00	17	0	1	5
10:00	to	10:30	15	2	1	5
10:30	to	11:00	13	4	1	5
11:00	to	11:30	15	2	1	5
11:30	to	12:00	17	0	1	5
12:00	to	12:30	18	-1	1	5
12:30	to	13:00	19	-2	1	5
13:00	to	13:30	18	-1	1	5
13:30	to	14:00	19	-2	1	5
14:00	to	14:30	16	1	1	5
14:30	to	15:00	16	1	1	5
15:00	to	15:30	14	3	1	5
15:30	to	16:00	13	4	1	5
16:00	to	16:30	17	0	1	5
16:30	to	17:00	14	3	1	5
17:00	to	17:30	13	4	1	5
17:30	to	18:00	11	6	1	5

**ONTARIO TRAFFIC INC - PARKING COUNTS (19252)****Location:** 25 Crouse Rd, Toronto**Date:** 2019-07-23

Time			Parked Vehicles	Spaces available	Parked Vehicles	Spaces available
			Inside	17	Outside	6
9:00	to	9:30	14	3	2	4
9:30	to	10:00	12	5	2	4
10:00	to	10:30	14	3	4	2
10:30	to	11:00	15	2	2	4
11:00	to	11:30	14	3	2	4
11:30	to	12:00	15	2	3	3
12:00	to	12:30	12	5	2	4
12:30	to	13:00	11	6	3	3
13:00	to	13:30	11	6	4	2
13:30	to	14:00	12	5	3	3
14:00	to	14:30	14	3	3	3
14:30	to	15:00	14	3	3	3
15:00	to	15:30	15	2	3	3
15:30	to	16:00	14	3	3	3
16:00	to	16:30	12	5	3	3
16:30	to	17:00	12	5	3	3
17:00	to	17:30	11	6	3	3
17:30	to	18:00	10	7	2	4

Day		Time	Parking Space Occupied	Barrier-Free Parking Space Occupied
Wednesday	Morning	9:00 a.m. – 9:30 a.m.	0	0
		9:30 a.m. – 10:00 a.m.	1	0
		10:00 a.m. – 10:30 a.m.	0	0
		10:30 a.m. – 11:00 a.m.	1	0
	Afternoon	3:00 p.m. – 3:30 p.m.	0	0
		3:30 p.m. – 4:00 p.m.	0	0
		4:00 p.m. – 4:30 p.m.	1	0
		4:30 p.m. – 5:00 p.m.	0	0
Thursday	Morning	9:00 a.m. – 9:30 a.m.	0	0
		9:30 a.m. – 10:00 a.m.	1	0
		10:00 a.m. – 10:30 a.m.	2	0
		10:30 a.m. – 11:00 a.m.	0	0
	Afternoon	3:00 p.m. – 3:30 p.m.	0	0
		3:30 p.m. – 4:00 p.m.	0	0
		4:00 p.m. – 4:30 p.m.	1	0
		4:30 p.m. – 5:00 p.m.	0	0
Friday	Morning	9:00 a.m. – 9:30 a.m.	0	0
		9:30 a.m. – 10:00 a.m.	0	0
		10:00 a.m. – 10:30 a.m.	0	0
		10:30 a.m. – 11:00 a.m.	0	0
	Afternoon	3:00 p.m. – 3:30 p.m.	2	0
		3:30 p.m. – 4:00 p.m.	0	0
		4:00 p.m. – 4:30 p.m.	0	0
		4:30 p.m. – 5:00 p.m.	1	0
Saturday	Morning	9:00 a.m. – 9:30 a.m.	0	0
		9:30 a.m. – 10:00 a.m.	1	0
		10:00 a.m. – 10:30 a.m.	1	0
		10:30 a.m. – 11:00 a.m.	0	0
	Afternoon	3:00 p.m. – 3:30 p.m.	2	0
		3:30 p.m. – 4:00 p.m.	2	1
		4:00 p.m. – 4:30 p.m.	0	0
		4:30 p.m. – 5:00 p.m.	0	0
Monday	Morning	9:00 a.m. – 9:30 a.m.	0	0
		9:30 a.m. – 10:00 a.m.	0	0
		10:00 a.m. – 10:30 a.m.	2	0
		10:30 a.m. – 11:00 a.m.	0	0
	Afternoon	3:00 p.m. – 3:30 p.m.	0	0
		3:30 p.m. – 4:00 p.m.	0	0
		4:00 p.m. – 4:30 p.m.	1	0
		4:30 p.m. – 5:00 p.m.	1	0

Tuesday	Morning	9:00 a.m. – 9:30 a.m.	0	0
		9:30 a.m. – 10:00 a.m.	0	0
		10:00 a.m. – 10:30 a.m.	0	0
		10:30 a.m. – 11:00 a.m.	0	0
	Afternoon	3:00 p.m. – 3:30 p.m.	0	0
		3:30 p.m. – 4:00 p.m.	0	0
		4:00 p.m. – 4:30 p.m.	0	0
		4:30 p.m. – 5:00 p.m.	0	0
Wednesday	Morning	9:00 a.m. – 9:30 a.m.	0	0
		9:30 a.m. – 10:00 a.m.	0	0
		10:00 a.m. – 10:30 a.m.	0	0
		10:30 a.m. – 11:00 a.m.	1	0
	Afternoon	3:00 p.m. – 3:30 p.m.	1	0
		3:30 p.m. – 4:00 p.m.	0	0
		4:00 p.m. – 4:30 p.m.	0	0
		4:30 p.m. – 5:00 p.m.	0	0
Thursday	Morning	9:00 a.m. – 9:30 a.m.	0	0
		9:30 a.m. – 10:00 a.m.	0	0
		10:00 a.m. – 10:30 a.m.	2	0
		10:30 a.m. – 11:00 a.m.	0	0
	Afternoon	3:00 p.m. – 3:30 p.m.	0	0
		3:30 p.m. – 4:00 p.m.	0	0
		4:00 p.m. – 4:30 p.m.	0	0
		4:30 p.m. – 5:00 p.m.	1	0

# APPENDIX D

## Literature Review

# ONTARIO TRAFFIC INC - PARKING SURVEY

**Location:** 37 John Street, Mississauga

Time			Wednesday, August 29, 2018			
			Guests		Storage Users	Total Parked
			4			
			Parked	Available		
09:00	to	09:15	1	3	7	8
09:15	to	09:30	1	3	9	10
09:30	to	09:45	1	3	10	11
09:45	to	10:00	1	3	9	10
10:00	to	10:15	2	2	10	12
10:15	to	10:30	1	3	10	11
10:30	to	10:45	2	2	10	12
10:45	to	11:00	2	2	14	16
11:00	to	11:15	2	2	12	14
11:15	to	11:30	1	3	13	14
11:30	to	11:45	1	3	13	14
11:45	to	12:00	2	2	11	13
12:00	to	12:15	1	3	10	11
12:15	to	12:30	1	3	10	11
12:30	to	12:45	2	2	9	11
12:45	to	13:00	2	2	11	13
13:00	to	13:15	2	2	13	15
13:15	to	13:30	1	3	14	15
13:30	to	13:45	2	2	13	15
13:45	to	14:00	3	1	12	15
14:00	to	14:15	1	3	10	11
14:15	to	14:30	2	2	11	13
14:30	to	14:45	2	2	10	12
14:45	to	15:00	1	3	9	10
15:00	to	15:15	2	2	7	9
15:15	to	15:30	2	2	7	9
15:30	to	15:45	4	0	9	13
15:45	to	16:00	3	1	13	16
16:00	to	16:15	3	1	15	18
16:15	to	16:30	2	2	19	21
16:30	to	16:45	1	3	15	16
16:45	to	17:00	2	2	15	17
17:00	to	17:15	1	3	13	14
17:15	to	17:30	2	2	13	15
17:30	to	17:45	1	3	14	15
17:45	to	18:00	1	3	11	12

Maximum Parking Demand	21
Site GFA (m2)	14642.97
Peak Demand Rate/ 100 m2	0.14

## ONTARIO TRAFFIC INC - PARKING SURVEY

**Location:** 37 John Street, Mississauga

Time			Thursday, August 30, 2018			
			Guests		Storage Users	Total Parked
			4			
			Parked	Available		
09:00	to	09:15	0	4	17	17
09:15	to	09:30	3	1	18	21
09:30	to	09:45	3	1	15	18
09:45	to	10:00	2	2	15	17
10:00	to	10:15	0	4	15	15
10:15	to	10:30	2	2	14	16
10:30	to	10:45	3	1	12	15
10:45	to	11:00	0	4	13	13
11:00	to	11:15	0	4	12	12
11:15	to	11:30	2	2	12	14
11:30	to	11:45	2	2	13	15
11:45	to	12:00	2	2	13	15
12:00	to	12:15	3	1	11	14
12:15	to	12:30	2	2	11	13
12:30	to	12:45	1	3	12	13
12:45	to	13:00	2	2	10	12
13:00	to	13:15	1	3	10	11
13:15	to	13:30	2	2	9	11
13:30	to	13:45	2	2	10	12
13:45	to	14:00	1	3	12	13
14:00	to	14:15	0	4	16	16
14:15	to	14:30	0	4	17	17
14:30	to	14:45	1	3	18	19
14:45	to	15:00	0	4	20	20
15:00	to	15:15	1	3	21	22
15:15	to	15:30	2	2	19	21
15:30	to	15:45	0	4	16	16
15:45	to	16:00	1	3	17	18
16:00	to	16:15	2	2	17	19
16:15	to	16:30	2	2	18	20
16:30	to	16:45	2	2	14	16
16:45	to	17:00	0	4	14	14
17:00	to	17:15	1	3	13	14
17:15	to	17:30	1	3	14	15
17:30	to	17:45	0	4	13	13
17:45	to	18:00	0	4	12	12

Maximum Parking Demand	22
Site GFA (m2)	14642.97
Peak Demand Rate/ 100 m2	0.15

## ONTARIO TRAFFIC INC - PARKING SURVEY

**Location:** 3022 Winston Churchill Blvd, Mississauga

Wednesday, August 29, 2018								
Time			Guests		Storage Users		Total	
			5		17		22	
			Parked	Available	Parked	Available	Parked	Available
09:30	to	09:45	1	4	9	8	10	12
09:45	to	10:00	0	5	10	7	10	12
10:00	to	10:15	1	4	11	6	12	10
10:15	to	10:30	2	3	13	4	15	7
10:30	to	10:45	2	3	13	4	15	7
10:45	to	11:00	1	4	12	5	13	9
11:00	to	11:15	0	5	10	7	10	12
11:15	to	11:30	0	5	10	7	10	12
11:30	to	11:45	0	5	10	7	10	12
11:45	to	12:00	0	5	12	5	12	10
12:00	to	12:15	0	5	10	7	10	12
12:15	to	12:30	0	5	10	7	10	12
12:30	to	12:45	0	5	9	8	9	13
12:45	to	13:00	0	5	11	6	11	11
13:00	to	13:15	1	4	10	7	11	11
13:15	to	13:30	2	3	10	7	12	10
13:30	to	13:45	1	4	12	5	13	9
13:45	to	14:00	1	4	10	7	11	11
14:00	to	14:15	2	3	10	7	12	10
14:15	to	14:30	1	4	11	6	12	10
14:30	to	14:45	2	3	12	5	14	8
14:45	to	15:00	1	4	13	4	14	8
15:00	to	15:15	2	3	12	5	14	8
15:15	to	15:30	0	5	9	8	9	13
15:30	to	15:45	0	5	10	7	10	12
15:45	to	16:00	2	3	8	9	10	12
16:00	to	16:15	1	4	8	9	9	13
16:15	to	16:30	1	4	9	8	10	12
16:30	to	16:45	1	4	9	8	10	12
16:45	to	17:00	1	4	10	7	11	11
17:00	to	17:15	1	4	10	7	11	11
17:15	to	17:30	1	4	10	7	11	11
17:30	to	17:45	1	4	10	7	11	11
17:45	to	18:00	0	5	9	8	9	13

Maximum Parking Demand	15
Site GFA (m2)	8734.4
Peak Demand Rate/ 100 m2	0.17



ONTARIO TRAFFIC INC - PARKING SURVEY

Location: 3022 Winston Churchill Blvd, Mississauga

Time		Thursday, August 30, 2018						
		Guests		Storage Users			Total	
		5		17			22	
		Parked	Available	Parked	Available	Parked	Available	Available
09:30 to 09:45		0	5	16	1	16	6	6
09:45 to 10:00		0	5	17	0	17	5	5
10:00 to 10:15		1	4	17	0	18	4	4
10:15 to 10:30		2	3	16	1	18	4	4
10:30 to 10:45		2	3	16	1	18	4	4
10:45 to 11:00		1	4	16	1	17	5	5
11:00 to 11:15		0	5	14	3	14	8	8
11:15 to 11:30		0	5	15	2	15	7	7
11:30 to 11:45		0	5	14	3	14	8	8
11:45 to 12:00		0	5	15	2	15	7	7
12:00 to 12:15		0	5	16	1	16	6	6
12:15 to 12:30		0	5	13	4	13	9	9
12:30 to 12:45		0	5	13	4	13	9	9
12:45 to 13:00		0	5	14	3	14	8	8
13:00 to 13:15		0	5	17	0	17	5	5
13:15 to 13:30		0	5	17	0	17	5	5
13:30 to 13:45		1	4	16	1	17	5	5
13:45 to 14:00		1	4	16	1	17	5	5
14:00 to 14:15		2	3	15	2	17	5	5
14:15 to 14:30		2	3	17	0	19	3	3
14:30 to 14:45		2	3	17	0	19	3	3
14:45 to 15:00		1	4	17	0	18	4	4
15:00 to 15:15		1	4	17	0	18	4	4
15:15 to 15:30		1	4	15	2	16	6	6
15:30 to 15:45		1	4	16	1	17	5	5
15:45 to 16:00		1	4	15	2	16	6	6
16:00 to 16:15		2	3	16	1	18	4	4
16:15 to 16:30		4	1	14	3	18	4	4
16:30 to 16:45		3	2	11	6	14	8	8
16:45 to 17:00		0	5	11	6	11	11	11
17:00 to 17:15		0	5	10	7	10	12	12
17:15 to 17:30		0	5	10	7	10	12	12
17:30 to 17:45		0	5	9	8	9	13	13
17:45 to 18:00		0	5	9	8	9	13	13

Maximum Parking Demand19

Site GFA (m2)8734.4

Peak Demand Rate/ 100 m20.22

## ONTARIO TRAFFIC INC - PARKING COUNTS

**Location:** 1230 Lakeshore Rd E, Mississauga

**Date:** Saturday, March 10, 2018

Time			Parked Vehicles
09:00	to	09:15	21
09:15	to	09:30	23
09:30	to	09:45	20
09:45	to	10:00	21
10:00	to	10:15	24
10:15	to	10:30	22
10:30	to	10:45	23
10:45	to	11:00	22
11:00	to	11:15	19
11:15	to	11:30	20
11:30	to	11:45	19
11:45	to	12:00	19
12:00	to	12:15	21
12:15	to	12:30	20
12:30	to	12:45	19
12:45	to	13:00	21
13:00	to	13:15	24
13:15	to	13:30	23
13:30	to	13:45	21
13:45	to	14:00	19
14:00	to	14:15	19
14:15	to	14:30	18
14:30	to	14:45	19
14:45	to	15:00	20
15:00	to	15:15	20
15:15	to	15:30	21
15:30	to	15:45	20
15:45	to	16:00	22
16:00	to	16:15	21
16:15	to	16:30	19
16:30	to	16:45	18
16:45	to	17:00	18

Available Spaces =	94
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## **ONTARIO TRAFFIC INC - PARKING COUNTS**

**Location:** 1230 Lakeshore Rd E, Mississauga

**Date:** Tuesday, March 13, 2018

Time			Parked Vehicles
09:00	to	09:15	16
09:15	to	09:30	17
09:30	to	09:45	18
09:45	to	10:00	18
10:00	to	10:15	18
10:15	to	10:30	19
10:30	to	10:45	19
10:45	to	11:00	20
11:00	to	11:15	20
11:15	to	11:30	20
11:30	to	11:45	19
11:45	to	12:00	20
12:00	to	12:15	22
12:15	to	12:30	21
12:30	to	12:45	21
12:45	to	13:00	20
13:00	to	13:15	19
13:15	to	13:30	19
13:30	to	13:45	19
13:45	to	14:00	20
14:00	to	14:15	19
14:15	to	14:30	19
14:30	to	14:45	18
14:45	to	15:00	18
15:00	to	15:15	20
15:15	to	15:30	19
15:30	to	15:45	19
15:45	to	16:00	18

Available Spaces =	94
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# ONTARIO TRAFFIC INC - PARKING COUNT

**Location:** 425 Steeles Ave, Milton (U-Need Storage)

**Date:** Thursday, February 09, 2017

Time		Parked Vehicles	Parking rate per 1,000 m <sup>2</sup>
09:00	to 09:15	2	0.19
09:15	to 09:30	3	0.29
09:30	to 09:45	3	0.29
09:45	to 10:00	2	0.19
10:00	to 10:15	3	0.29
10:15	to 10:30	3	0.29
10:30	to 10:45	4	0.38
10:45	to 11:00	10	0.96
11:00	to 11:15	6	0.58
11:15	to 11:30	8	0.77
11:30	to 11:45	4	0.38
11:45	to 12:00	5	0.48
12:00	to 12:15	4	0.38
12:15	to 12:30	7	0.67
12:30	to 12:45	6	0.58
12:45	to 13:00	7	0.67
13:00	to 13:15	5	0.48
13:15	to 13:30	5	0.48
13:30	to 13:45	3	0.29
13:45	to 14:00	3	0.29
14:00	to 14:15	3	0.29
14:15	to 14:30	4	0.38
14:30	to 14:45	3	0.29
14:45	to 15:00	4	0.38
15:00	to 15:15	3	0.29
15:15	to 15:30	2	0.19
15:30	to 15:45	1	0.10
15:45	to 16:00	2	0.19
16:00	to 16:15	3	0.29
16:15	to 16:30	3	0.29
16:30	to 16:45	2	0.19
16:45	to 17:00	2	0.19

Total Number of Storage Containers = 536

Overall Gross Floor Area of the Storage Compartments = 10,390 m<sup>2</sup>

Maximum Parking Rate = 0.96

# **ONTARIO TRAFFIC INC. - PARKING COUNT**

**Location:** 425 Steeles Ave, Milton (U-Need Storage)

**Date:** Saturday, February 11, 2017

Time		Parked Vehicles	Parking rate per 1,000 m <sup>2</sup>
09:00	to 09:15	0	0.00
09:15	to 09:30	1	0.10
09:30	to 09:45	0	0.00
09:45	to 10:00	0	0.00
10:00	to 10:15	2	0.19
10:15	to 10:30	1	0.10
10:30	to 10:45	3	0.29
10:45	to 11:00	5	0.48
11:00	to 11:15	4	0.38
11:15	to 11:30	1	0.10
11:30	to 11:45	1	0.10
11:45	to 12:00	1	0.10
12:00	to 12:15	1	0.10
12:15	to 12:30	4	0.38
12:30	to 12:45	3	0.29
12:45	to 13:00	1	0.10
13:00	to 13:15	3	0.29
13:15	to 13:30	2	0.19
13:30	to 13:45	1	0.10
13:45	to 14:00	2	0.19
14:00	to 14:15	1	0.10
14:15	to 14:30	0	0.00
14:30	to 14:45	1	0.10
14:45	to 15:00	0	0.00
15:00	to 15:15	1	0.10
15:15	to 15:30	2	0.19
15:30	to 15:45	2	0.19
15:45	to 16:00	1	0.10
16:00	to 16:15	0	0.00
16:15	to 16:30	0	0.00
16:30	to 16:45	1	0.10
16:45	to 17:00	0	0.00

Total Number of Storage Containers = 536

Overall Gross Floor Area of the Storage Compartments = 10,390 m<sup>2</sup>

Maximum Parking Rate = 0.48

## **APPENDIX C:**

### **Parking and Loading Demand Study Results**



Parking Demand & Proxy Site Vehicle Classification Summary

Demand & Proxy Site Vehicle Classification Summary											PEAK PARKING LOT DEMAND
Vehicle Type	Total # Observed Vehicles Entering / Exiting Site (over entire study period)										
	Inbound			Outbound			Total				
	Passenger	Medium	Heavy	Passenger	Medium	Heavy	Inbound	Outbound	2Way	Spaces and per 100sm	
StorageMart - 144 Norseman St. 8,076 sm	22	0	0	24	0	0	22	24	46	7	
	100%	0%	0%	100%	0%	0%				0.09	
Saturday April 30, 2016	48	2	0	48	2	0	50	50	100	6	
	96%	4%	0%	96%	4%	0%				0.07	
Friday May 27, 2016	6	0	0	8	0	0	6	8	14	4	
	100%	0%	0%	100%	0%	0%				0.05	
Saturday May 28, 2016	39	2	0	37	2	0	41	39	80	5	
	95%	5%	0%	95%	5%	0%				0.06	

Spaces Self Storage - 356 Eastern Ave  
12,263 sm

Friday April 29, 2016	22	3	0	26	2	0	25	28	53	6
	88%	12%	0%	93%	7%	0%				0.05
Saturday April 30, 2016	62	7	0	63	7	0	69	70	139	9
	90%	10%	0%	90%	10%	0%				0.07
Friday May 27, 2016	12	1	0	14	2	0	13	16	29	3
	92%	8%	0%	88%	13%	0%				0.02
Saturday May 28, 2016	57	7	0	60	8	0	64	68	132	8
	89%	11%	0%	88%	12%	0%				0.07
Friday June 28, 2019	9	0	1	9	1	0	10	10	20	6
	90%	0%	10%	90%	10%	0%				0.05
Saturday June 29, 2019	11	1	0	11	0	0	12	11	23	9
	92%	8%	0%	100%	0%	0%				0.07

Apple Self Storage - 530 Adelaide St  
12,688 sm

Friday April 29, 2016	16	8	0	15	7	0	24	22	46	9
	67%	33%	0%	68%	32%	0%				0.07
Saturday April 30, 2016	36	5	0	36	5	0	41	41	82	6
	88%	12%	0%	88%	12%	0%				0.05

SUMMARY

Vehicle Type	Inbound			Outbound			Total		
	Passenger	Medium	Heavy	Passenger	Medium	Heavy	Inbound	Outbound	2Way
Total	340	36	1	351	36	0	377	387	764
	90%	10%	0%	91%	9%	0%			
VEHICLE CLASSIFICATION SUMMARY							Passenger	Medium	Heavy
							90.4%	9.4%	0.1%

**Project No:** 7653-01  
**Location:** StorageMart - 144 Norseman St.  
**Date:** Friday April 29, 2016

**Parking Spot Counts**

Time	Lot		Loading Bay		Total	Parking Demand / 100sm
Class	Passenger	Medium	Passenger	Medium		
16:00	3	0	1	0	4	0.04
16:15	4	0	0	0	4	0.05
16:30	4	0	2	0	6	0.05
16:45	3	0	1	0	4	0.04
17:00	2	0	1	0	3	0.02
17:15	3	0	2	0	5	0.04
17:30	3	0	2	0	5	0.04
17:45	3	0	1	0	4	0.04
18:00	3	0	1	0	4	0.04
18:15	2	0	1	0	3	0.02
18:30	2	0	1	0	3	0.02
18:45	3	0	1	0	4	0.04
19:00	3	0	0	0	3	0.04
19:15	3	0	2	0	5	0.04
19:30	7	0	3	0	10	<b>0.09</b>
19:45	7	0	1	0	8	<b>0.09</b>
20:00	6	0	0	0	6	0.07
20:15	4	0	1	0	5	0.05
20:30	1	0	3	0	4	0.01
20:45	1	0	2	0	3	0.01
21:00	1	0	1	0	2	0.01

GFA: 8076 sm



Project No: 7653-01

Location: StorageMart - 144 Norseman St.

Date: Saturday April 30, 2016

Parking Spot Counts

Time	Lot		Loading Bay		Total	Parking Demand / 100sm
	Passenger	Medium	Passenger	Medium		
10:00	2	0	0	0	2	0.02
10:15	2	0	2	0	4	0.02
10:30	2	0	1	0	3	0.02
10:45	3	0	1	0	4	0.04
11:00	4	0	0	0	4	0.05
11:15	6	0	0	0	6	0.07
11:30	4	0	0	0	4	0.05
11:45	3	0	0	0	3	0.04
12:00	2	0	1	1	4	0.02
12:15	3	0	1	1	5	0.04
12:30	2	0	0	1	3	0.02
12:45	2	0	2	1	5	0.02
13:00	2	0	2	1	5	0.02
13:15	3	0	0	1	4	0.04
13:30	3	0	0	0	3	0.04
13:45	2	0	0	0	2	0.02
14:00	3	0	1	0	4	0.04
14:15	3	0	0	0	3	0.04
14:30	2	0	1	1	4	0.02
14:45	2	0	0	0	2	0.02
15:00	3	0	0	0	3	0.04
15:15	4	0	1	0	5	0.05
15:30	2	0	0	0	2	0.02
15:45	1	0	0	0	1	0.01
16:00	1	0	1	0	2	0.01
16:15	2	0	1	0	3	0.02
16:30	1	0	1	0	2	0.01
16:45	1	0	1	0	2	0.01
17:00	1	0	1	0	2	0.01
17:15	1	0	0	0	1	0.01
17:30	1	0	0	0	1	0.01
17:45	1	0	0	0	1	0.01
18:00	1	0	0	0	1	0.01

GFA: 8076 sm

Project No: 7653-01  
 Location: StorageMart - 144 Norseman St.  
 Date: Friday May 27, 2016

Parking Summary

Time	Parking Lot			Loading Bay			Full Site				Parking Lot Demand / 100sm
	Passenger	Medium	Heavy	Passenger	Medium	Heavy	Passenger	Medium	Heavy	Total	
16:00	2	0	0	0	0	0	2	0	0	2	0.02
16:15	2	0	0	1	0	0	3	0	0	3	0.02
16:30	2	0	0	0	0	0	2	0	0	2	0.02
16:45	4	0	0	0	0	0	4	0	0	4	0.05
17:00	2	0	0	0	0	0	2	0	0	2	0.02
17:15	1	0	0	0	0	0	1	0	0	1	0.01
17:30	1	0	0	0	0	0	1	0	0	1	0.01
17:45	1	0	0	0	0	0	1	0	0	1	0.01
18:00	1	0	0	0	0	0	1	0	0	1	0.01
18:15	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0
19:00	0	0	0	0	0	0	0	0	0	0	0
19:15	0	0	0	0	0	0	0	0	0	0	0
19:30	0	0	0	0	0	0	0	0	0	0	0
19:45	0	0	0	0	0	0	0	0	0	0	0
20:00	0	0	0	0	0	0	0	0	0	0	0
20:15	0	0	0	0	0	0	0	0	0	0	0
20:30	0	0	0	0	0	0	0	0	0	0	0
20:45	0	0	0	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0	0	0	0

GFA: 8076 sm

Project No: 7653-01  
 Location: StorageMart - 144 Norseman St.  
 Date: Saturday May 28, 2016

Parking Summary

Time	Parking Lot			Loading Bay			Full Site				Parking Lot Demand / 100sm
	Passenger	Medium	Heavy	Passenger	Medium	Heavy	Passenger	Medium	Heavy	Total	
10:00	1	0	0	1	0	0	2	0	0	2	0.01
10:15	3	0	0	2	0	0	5	0	0	5	0.04
10:30	2	0	0	1	0	0	3	0	0	3	0.02
10:45	2	0	0	2	0	0	4	0	0	4	0.02
11:00	2	0	0	2	0	0	4	0	0	4	0.02
11:15	3	0	0	1	0	0	4	0	0	4	0.04
11:30	4	0	0	2	0	0	6	0	0	6	0.05
11:45	1	0	0	1	0	0	2	0	0	2	0.01
12:00	1	0	0	2	0	0	3	0	0	3	0.01
12:15	2	0	0	1	1	0	3	1	0	4	0.02
12:30	3	0	0	1	1	0	4	1	0	5	0.04
12:45	4	0	0	1	1	0	5	1	0	6	0.05
13:00	4	0	0	0	0	0	4	0	0	4	0.05
13:15	5	0	0	0	0	0	5	0	0	5	0.06
13:30	4	0	0	0	0	0	4	0	0	4	0.05
13:45	2	0	0	1	0	0	3	0	0	3	0.02
14:00	2	0	0	1	0	0	3	0	0	3	0.02
14:15	3	0	0	0	0	0	3	0	0	3	0.04
14:30	2	0	0	0	0	0	2	0	0	2	0.02
14:45	2	0	0	0	0	0	2	0	0	2	0.02
15:00	3	0	0	0	0	0	3	0	0	3	0.04
15:15	3	0	0	0	0	0	3	0	0	3	0.04
15:30	4	0	0	0	0	0	4	0	0	4	0.05
15:45	1	0	0	0	1	0	1	1	0	2	0.01
16:00	3	0	0	0	1	0	3	1	0	4	0.04
16:15	2	0	0	0	1	0	2	1	0	3	0.02
16:30	3	0	0	1	1	0	4	1	0	5	0.04
16:45	3	0	0	1	1	0	4	1	0	5	0.04
17:00	4	0	0	1	0	0	5	0	0	5	0.05
17:15	5	0	0	1	0	0	6	0	0	6	0.06
17:30	3	0	0	0	0	0	3	0	0	3	0.04
17:45	2	0	0	1	0	0	3	0	0	3	0.02
18:00	1	0	0	1	0	0	2	0	0	2	0.01

GFA: 8076 sm

**Project No:** 7653-01

**Location:** Spaces Self Storage - 356 Eastern Ave

**Date:** Friday April 29, 2016

**Parking Spot Counts**

Time	Lot	Loading Bay	Total	Parking Demand / 100sm
16:00	5		5	0.04
16:15	5		5	0.04
16:30	5		5	0.04
16:45	3		3	0.02
17:00	3		3	0.02
17:15	6		6	<b>0.05</b>
17:30	4		4	0.03
17:45	4		4	0.03
18:00	5		5	0.04
18:15	4		4	0.03
18:30	2		2	0.02
18:45	3		3	0.02
19:00	4		4	0.03
19:15	3		3	0.02
19:30	3		3	0.02
19:45	3		3	0.02
20:00	4		4	0.03
20:15	5		5	0.04
20:30	4		4	0.03
20:45	4		4	0.03
21:00	4		4	0.03

GRA: 12263 sm

Supply: 11 parking spaces & 2 Type B spaces

Project No: 7653-01

Location: Spaces Self Storage - 356 Eastern Ave

Date: Saturday April 30, 2016

**Parking Spot Counts**

Time	Lot	Loading Bay	Total	Parking Demand / 100sm
10:00	7		7	0.06
10:15	6		6	0.05
10:30	7		7	0.06
10:45	6		6	0.05
11:00	4		4	0.03
11:15	9		9	<b>0.07</b>
11:30	6		6	0.05
11:45	6		6	0.05
12:00	4		4	0.03
12:15	8		8	0.07
12:30	8		8	0.07
12:45	7		7	0.06
13:00	6		6	0.05
13:15	7		7	0.06
13:30	5		5	0.04
13:45	5		5	0.04
14:00	6		6	0.05
14:15	4		4	0.03
14:30	2		2	0.02
14:45	2		2	0.02
15:00	1		1	0.01
15:15	2		2	0.02
15:30	2		2	0.02
15:45	1		1	0.01
16:00	2		2	0.02
16:15	1		1	0.01
16:30	3		3	0.02
16:45	4		4	0.03
17:00	7		7	0.06
17:15	7		7	0.06
17:30	6		6	0.05
17:45	5		5	0.04
18:00	3		3	0.02

GRA: 12263 sm

Supply: 11 parking spaces & 2 Type B spaces

Project No: 7653-01  
 Location: Spaces Self Storage - 356 Eastern Ave  
 Date: Friday May 27, 2016

Parking Summary

Time	Parking Lot			Loading Bay			Full Site				Parking Lot Demand / 100sm
	Passenger	Medium	Heavy	Passenger	Medium	Heavy	Passenger	Medium	Heavy	Total	
16:00	1	1	0	1	0	0	2	1	0	3	0.02
16:15	1	1	0	1	0	0	2	1	0	3	0.02
16:30	2	1	0	1	0	0	3	1	0	4	0.02
16:45	2	1	0	1	0	0	3	1	0	4	0.02
17:00	1	1	0	1	0	0	2	1	0	3	0.02
17:15	2	1	0	1	0	0	3	1	0	4	0.02
17:30	2	0	0	0	0	0	2	0	0	2	0.02
17:45	1	0	0	0	0	0	1	0	0	1	0.01
18:00	2	0	0	0	0	0	2	0	0	2	0.02
18:15	1	0	0	1	0	0	2	0	0	2	0.01
18:30	1	0	0	0	0	0	1	0	0	1	0.01
18:45	1	0	0	0	1	0	1	1	0	2	0.01
19:00	1	0	0	0	0	0	1	0	0	1	0.01
19:15	2	0	0	0	0	0	2	0	0	2	0.02
19:30	1	0	0	0	0	0	1	0	0	1	0.01
19:45	1	0	0	2	0	0	3	0	0	3	0.01
20:00	0	0	0	0	0	0	0	0	0	0	0
20:15	0	0	0	0	0	0	0	0	0	0	0
20:30	0	0	0	0	0	0	0	0	0	0	0
20:45	0	0	0	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0	0	0	0

GRA: 12263 sm  
 Supply: 11 parking spaces & 2 Type B spaces

Project No: 7653-01  
 Location: Spaces Self Storage - 356 Eastern Ave  
 Date: Saturday May 28, 2016

Parking Summary

Time	Parking Lot			Loading Bay			Full Site				Parking Lot Demand / 100sm
	Passenger	Medium	Heavy	Passenger	Medium	Heavy	Passenger	Medium	Heavy	Total	
10:00	5	1	0	1	1	0	6	2	0	8	0.05
10:15	5	0	0	1	1	0	6	1	0	7	0.04
10:30	6	0	0	2	1	0	8	1	0	9	0.05
10:45	5	0	0	1	0	0	6	0	0	6	0.04
11:00	3	1	0	1	0	0	4	1	0	5	0.03
11:15	3	1	0	1	0	0	4	1	0	5	0.03
11:30	4	0	0	2	1	0	6	1	0	7	0.03
11:45	6	0	0	1	1	0	7	1	0	8	0.05
12:00	6	0	0	1	1	0	7	1	0	8	0.05
12:15	7	0	0	1	1	0	8	1	0	9	0.06
12:30	5	0	0	1	2	0	6	2	0	8	0.04
12:45	5	1	0	1	1	0	6	2	0	8	0.05
13:00	4	1	0	1	1	0	5	2	0	7	0.04
13:15	4	1	0	2	0	0	6	1	0	7	0.04
13:30	7	1	0	2	0	0	9	1	0	10	0.07
13:45	6	1	0	2	0	0	8	1	0	9	0.06
14:00	4	1	0	2	0	0	6	1	0	7	0.04
14:15	4	0	0	1	0	0	5	0	0	5	0.03
14:30	5	0	0	2	0	0	7	0	0	7	0.04
14:45	6	0	0	2	0	0	8	0	0	8	0.05
15:00	4	0	0	1	0	0	5	0	0	5	0.03
15:15	6	0	0	2	0	0	8	0	0	8	0.05
15:30	3	1	0	4	0	0	7	1	0	8	0.03
15:45	5	1	0	3	1	0	8	2	0	10	0.05
16:00	6	1	0	3	1	0	9	2	0	11	0.06
16:15	6	2	0	2	0	0	8	2	0	10	0.07
16:30	4	0	0	2	1	0	6	1	0	7	0.03
16:45	5	0	0	1	1	0	6	1	0	7	0.04
17:00	5	0	0	1	1	0	6	1	0	7	0.04
17:15	6	0	0	2	1	0	8	1	0	9	0.05
17:30	5	0	0	2	1	0	7	1	0	8	0.04
17:45	6	0	0	0	1	0	6	1	0	7	0.05
18:00	3	0	0	0	1	0	3	1	0	4	0.02

GRA: 12263 sm  
 Supply: 11 parking spaces & 2 Type B spaces

Project: 611 & 623 Keele Street Self Storage  
 Project No: 7653-02  
 Location: 356 Eastern Ave  
 Date: Friday June 28, 2019

**Parking Summary**

Vehicle Type	Passenger	Medium	Heavy	Loading Dock	Total (Parking Area)	Total (Parking & Loading Areas)
<b>Supply</b>		<b>11</b>		<b>2</b>	<b>11</b>	<b>13</b>
16:00	3	0	0	2	3	5
16:15	2	1	1	2	4	6
16:30	3	2	1	2	6	8
16:45	1	1	1	1	3	4
17:00	2	1	1	1	4	5
17:15	2	0	1	0	3	3
17:30	4	0	1	2	5	7
17:45	2	0	2	0	4	4
18:00	2	0	1	1	3	4
18:15	2	0	1	2	3	5
18:30	1	0	1	1	2	3
18:45	3	0	1	1	4	5
19:00	1	0	1	0	2	2
19:15	1	0	1	1	2	3
19:30	2	1	1	0	4	4
<b>19:45</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>6</b>	<b>8</b>
20:00	3	1	1	2	5	7



Project: 611 & 623 Keele Street Self Storage  
 Project No: 7653-02  
 Location: 356 Eastern Ave  
 Date: Saturday June 29, 2019

**Parking Summary**

Vehicle Type	Passenger	Medium	Heavy	Loading Dock	Total (Parking Area)	Total (Parking & Loading Areas)
<b>Supply</b>	<b>11</b>			<b>2</b>	<b>11</b>	<b>13</b>
10:00	5	1	0	1	6	7
10:15	4	0	0	2	4	6
10:30	6	0	0	2	6	8
10:45	4	0	0	2	4	6
11:00	4	0	0	2	4	6
11:15	4	1	0	2	5	7
11:30	6	1	0	2	7	9
11:45	4	2	0	2	6	8
12:00	4	1	0	1	5	6
12:15	4	1	0	1	5	6
12:30	5	1	0	1	6	7
12:45	3	1	0	0	4	4
13:00	5	1	0	1	6	7
13:15	6	1	1	2	8	10
13:30	6	1	1	2	8	10
13:45	5	1	1	2	7	9
14:00	3	1	1	1	5	6
14:15	4	1	1	2	6	8
14:30	5	1	1	2	7	9
14:45	5	2	1	2	8	10
15:00	3	3	0	2	6	8
15:15	3	3	0	2	6	8
15:30	3	3	0	2	6	8
15:45	6	1	0	2	7	9
<b>16:00</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>9</b>	<b>11</b>
16:15	6	0	0	2	6	8
16:30	7	0	0	2	7	9
16:45	6	0	0	1	6	7
17:00	5	0	0	1	5	6
17:15	4	0	0	1	4	5
17:30	4	1	0	1	5	6
17:45	3	1	0	1	4	5
18:00	3	1	0	1	4	5

**Project No:** 7653-01  
**Location:** Apple Self Storage - 530 Adelaide St  
**Date:** Friday April 29, 2016

**Parking Spot Counts**

Time	Lot	Loading Bay	Total	Parking Demand / 100sm
16:00	8	4	12	0.06
16:15	8	3	11	0.06
16:30	9	2	11	<b>0.07</b>
16:45	9	1	10	<b>0.07</b>
17:00	9	1	10	<b>0.07</b>
17:15	9	1	10	<b>0.07</b>
17:30	7	0	7	0.06
17:45	7	2	9	0.06
18:00	7	2	9	0.06
18:15	7	2	9	0.06
18:30	7	2	9	0.06
18:45	6	2	8	0.05
19:00	6	2	8	0.05
19:15	6	1	7	0.05
19:30	6	1	7	0.05
19:45	6	2	8	0.05
20:00	6	3	9	0.05
20:15	6	2	8	0.05
20:30	6	1	7	0.05
20:45	6	0	6	0.05
21:00	6	0	6	0.05

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**Project No:** 7653-01  
**Location:** Apple Self Storage - 530 Adelaide St  
**Date:** Saturday April 30, 2016

**Parking Spot Counts**

Time	Lot	Loading Bay	Total	Parking Demand / 100sm
10:00	5	0	5	0.04
10:15	5	0	5	0.04
10:30	5	1	6	0.04
10:45	5	1	6	0.04
11:00	5	1	6	0.04
11:15	5	1	6	0.04
11:30	5	1	6	0.04
11:45	5	2	7	0.04
12:00	6	2	8	<b>0.05</b>
12:15	6	2	8	<b>0.05</b>
12:30	6	2	8	<b>0.05</b>
12:45	4	2	6	0.03
13:00	4	2	6	0.03
13:15	4	2	6	0.03
13:30	4	1	5	0.03
13:45	5	1	6	0.04
14:00	5	1	6	0.04
14:15	5	0	5	0.04
14:30	5	1	6	0.04
14:45	5	1	6	0.04
15:00	5	1	6	0.04
15:15	5	0	5	0.04
15:30	5	0	5	0.04
16:00	4	1	5	0.03
15:45	4	1	5	0.03
16:15	4	1	5	0.03
16:30	4	1	5	0.03
16:45	4	1	5	0.03
17:00	4	1	5	0.03
17:15	4	1	5	0.03
17:30	4	0	4	0.03
17:45	4	0	4	0.03
18:00	4	0	4	0.03

GFA

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sm

**Figure 3: Traffic Arrangement at the Proxy Site**



It is noted that the self storage development at the Subject Site at Eastern Avenue will not operate any U-Haul Neighborhood Dealer business while some of the spaces at the Proxy Site were used for monthly rental. As this study focuses on the customer (or high turnover) parking rate, the following were excluded from the observed parking demand at the Proxy Site since the related services are not available at the Subject Site at Eastern Avenue:

- ▶ U-Haul trucks
- ▶ Vehicles/trailers parked at spaces used for monthly rental

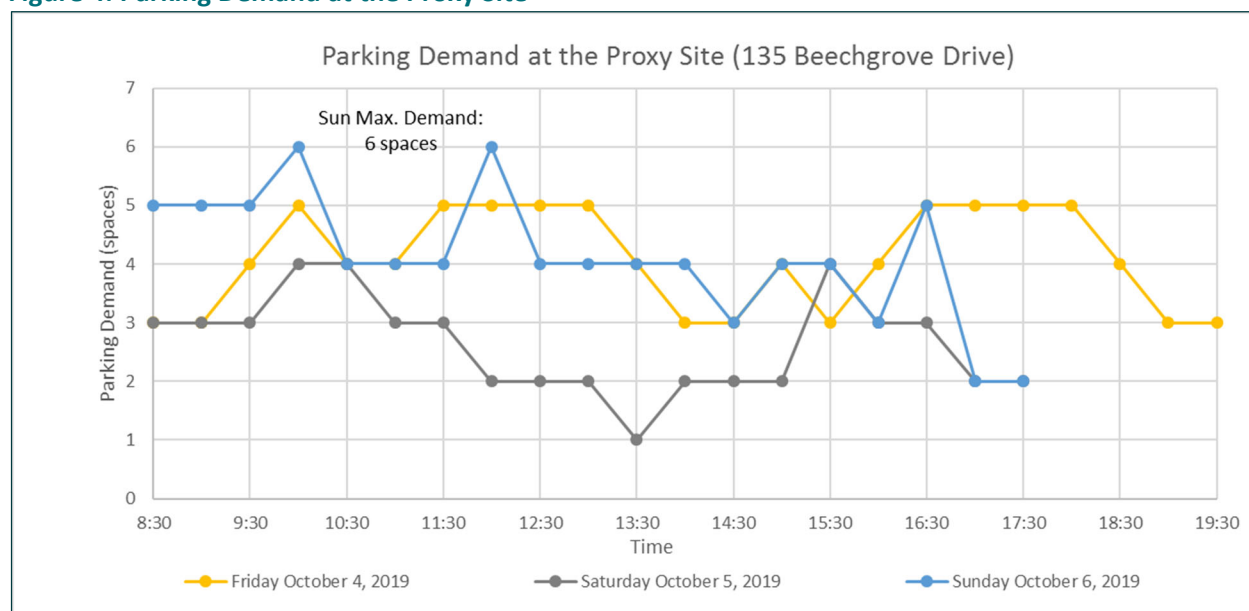
A peak parking demand of 6 parking spaces was observed at 10:00 AM and 12:00 PM on Sunday October 6, 2019, which equates to a parking demand rate of 0.078 spaces/100m<sup>2</sup>. Since there is a customer service area only but no office area at the Proxy Site; under the worst-case scenario, the parking demand would assume to include the parking demand of the 2 employees who work at the customer service area (if they were driving to work). **Table 3** summarizes the proxy parking demand survey results while **Figure 4** illustrates the observed parking demand during the survey periods. A detailed summary of the proxy parking demand survey is also enclosed.



Table 2: Summary of Proxy Parking Demand Survey

	Friday, October 4, 2019	Saturday, October 5, 2019	Sunday, October 6, 2019
Self Storage GFAs	Approximately 7,710 m <sup>2</sup> (83,000 ft <sup>2</sup> )		
No. of Employees	2 employees		
Peak Parking Demand	5	4	6
Peak Demand Rate (spaces/100m <sup>2</sup> )	0.065	0.052	0.078

Figure 4: Parking Demand at the Proxy Site



### 2.2.2 Recommended Parking Supply

As mentioned above, no office area is available at the Proxy Site. As a result, office parking rate could not be derived based on the proxy parking demand survey. As a conservative approach, the peak demand proxy parking rate ("Recommended Rate") was adopted for self storage customer parking supply only while the City's By-law office park rate was adopted for the office parking supply.

Table 3: Comparison Between Recommended and Actual Parking Supply

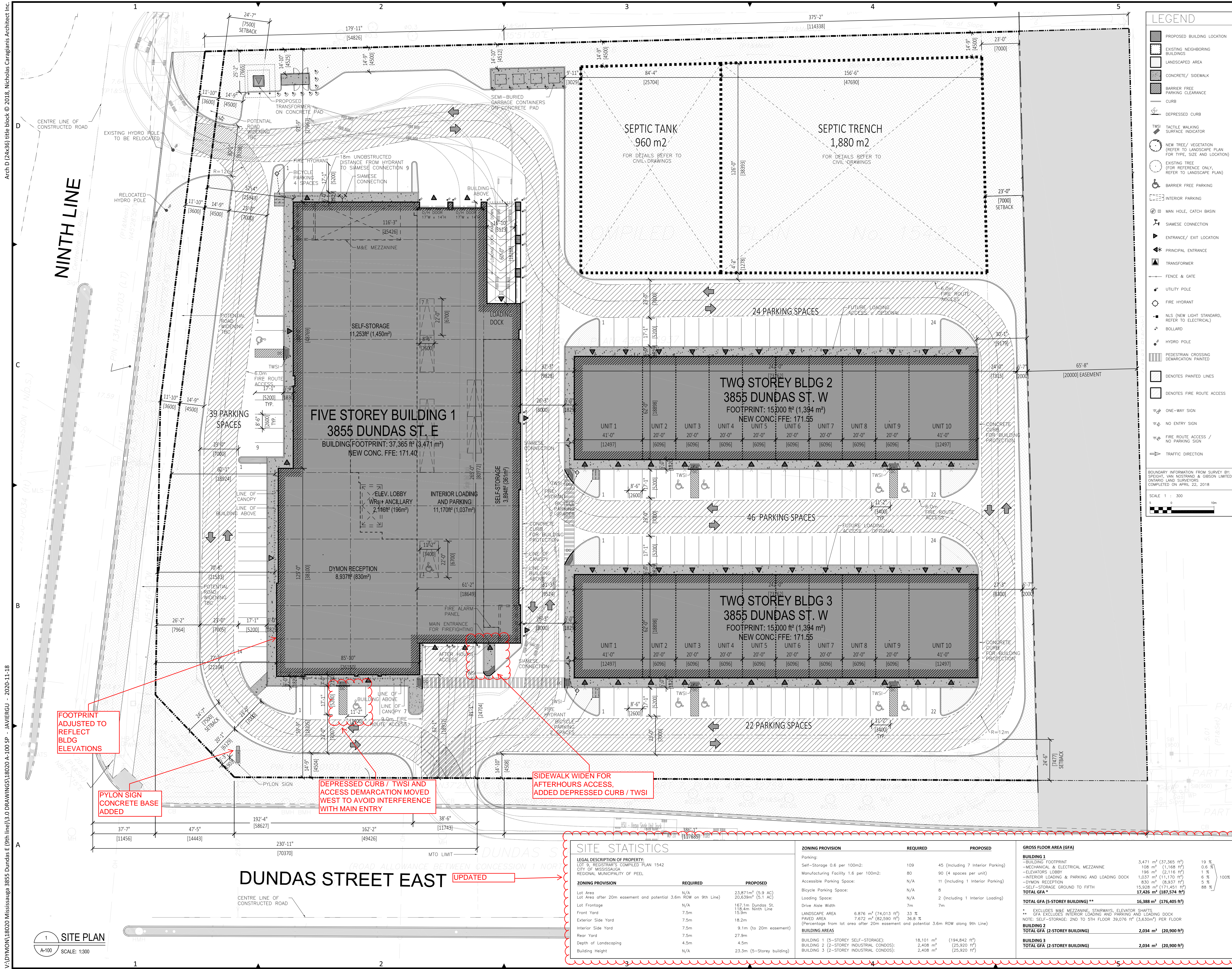
Land Uses	GFA	Parking Rate	Recommended Spaces	Parking Supply
Office <sup>(1)</sup>	719 m <sup>2</sup>	1 spaces/93 m <sup>2</sup> (City's By-law Rate)	8	40
Self Storage	14,256 m <sup>2</sup>	0.078 spaces/100 m <sup>2</sup> (Recommended Rate)	11	
Total			19	40

Note: (1) Anticipated a maximum of 14 employees (2 employees at customer service area and 12 employees at 5<sup>th</sup> floor office area)

As shown in **Table 3**, a minimum parking supply of 19 spaces is recommended for the Subject Site. With the parking supply of 40 spaces available at the Subject Site, this should be more than adequate to accommodate the anticipated parking demand.

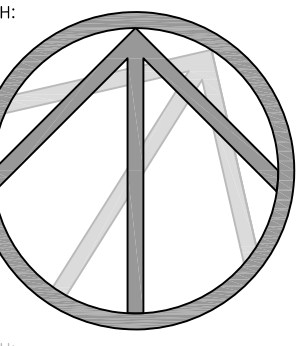
# FIGURES





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26	2020/11/18	FOR COORDINATION
25	2020/10/08	FOR COORDINATION
24	2020/09/29	FOR COORDINATION
23	2020/09/16	FOR COORDINATION
22	2020/09/09	FOR DISCUSSION
21	2020/08/28	FOR DISCUSSION
20	8/20/2020	FOR DISCUSSION
19	2020/06/27	FOR DISCUSSION
18	2020/03/06	FOR DISCUSSION
17	2020/02/13	FOR DISCUSSION
16	2018-11-21	ISSUED FOR ZBA
ISSUE	YYYYMMDD	ISSUES DESCRIPTION



CLIENT NAME AND ADDRESS:  
**DYMOM CAPITAL CORP.**  
2-1830 WALKLEY ROAD  
OTTAWA ON. K1H 8K3

PROJECT NAME & LOCATION:  
**9th LINE & DUNDAS**

**3855 DUNDAS ST. E**  
**MISSISSAUGA ON**

NCA PROJECT NUMBER: 2018.0020 FILE NUMBER:

OWNER'S CONTRACT NUMBER: OWNER'S PROJECT NUMBER:

CAD FILE NAME: 18020 A-100 SP

SHEET TITLE:

**SITE PLAN**

SCALE: 1:300 SHEET ID:

DRAWN BY: CLW/SG

DATE CREATED: 2018.03.07

**A-100**



