DECEMBER 6, 2021

PROJECT NO: 1644-5084

SENT VIA: EMAIL
JEKATERINA.VASSILYEV2@MISSISSAUGA.CA

City of Mississauga
Transportation and Works Department
Traffic Management and Municipal Parking Division
201 City Centre Dr, 8th Floor
Mississauga, ON L5B 2T4

Attention: **Jekaterina Vassilyev**

RE: **TRAFFIC & PARKING REVIEW LETTER**
3855 DUNDAS STREET WEST
CITY OF MISSISSAUGA

Dear Jekaterina,

C.F. Crozier & Associates Inc. (Crozier) was retained by Dymon Investments Ltd. (Dymon) to prepare this letter in support of the development application for a proposed commercial/industrial development located at 3855 Dundas Street West in the City of Mississauga. The most recent Transportation Impact Study (TIS) and a Parking Justification Study, both dated November 2020, were approved by the City of Mississauga, Peel Region and the Ministry of Transportation. The Halton Region comments letter (dated March 29, 2021) has noted that peer review comments will be provided for the TIS, but none has been received at this time.

The purpose of this letter is to compare the most current site plan proposal (dated December 3, 2021) with the previous site plan (November 18, 2020) based on which the noted TIS and Parking Studies were prepared.

The current site plan (dated December 3, 2021) proposes a 5-storey building with 16,388 sq. m (176,405 sq. ft) Gross Floor Area (GFA) of self-storage space and two 2-storey buildings with a combined GFA of 3,638 sq. m (39,163 sq. ft) meant to serve as on demand flexible space that may be rented for various uses by third party tenants on a monthly basis. The difference between the current site plan compared to the previous is a reduction in the GFA of the two 2-storey buildings from the previously proposed 41,800 sq. ft; the warehouse portion remains the same. The rest of this letter reviews the current site plan for any potential additional impacts or changes to the findings of the approved TIS and Parking Studies.

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CONSULTING ENGINEERS

1.0 Transportation Impact Study Review

Per the new site plan, the GFA of the two 2-storey buildings will be reduced to 39,163 sq. ft from previously proposed 41,800 sq. ft. The rest of the proposed development, thus the 5-storey building with 176,405 sq. ft of self-storage space will remain the same. The proposed development will be served by two site accesses, a full-moves on Ninth Line and a right-in/ right-out (RIRO) on Dundas Street East; the same as the previous site plan. Therefore, the site traffic distributions at the site and the findings pertaining to site access safety remain unchanged.
The proponent has identified a unique use for the two 2-storey buildings' land use that varies slightly from the assumption of "LUC 140 – manufacturing" used for the subject buildings with regards to trip generation estimates in the approved TIS. The two 2-storey buildings as shown in the site plan (**Attachment A**) as buildings 2 and 3, will serve as flexible use space to be rented for various uses by third party tenants on a monthly basis.

For the purpose of presentation herein, "LUC 770, business park" has been assumed for the two buildings resulting in the trips presented in Table 2. Table 1 highlights the original site trips in the approved TIS.

Table 1: Trip Generation (per Approved TIS)

ITE Land Use Category	Peak Hour	Trips Generated		
		Inbound	Outbound	Total
LUC 151 "Mini-Warehouse"	A.M.	11	8	19
	P.M.	15	18	33
	SAT.	35	25	60
LUC 140 "Manufacturing"	A.M.	25	7	32
	P.M.	11	24	35
	SAT.	11 [1]	24 [1]	35 [1]
Development Total	**A.M.**	**36**	**15**	**51**
	P.M.	**26**	**42**	**68**
	SAT.	**46**	**49**	**95**

Note 1: Saturday peak hour data was not available for LUC 140; therefore, the weekday p.m. peak hour trip generation was applied to the Saturday peak hour.

Table 2: Trip Generation (Current Site Plan)

ITE Land Use Category	GFA	Peak Hour	Trips Generated		
			Inbound	Outbound	Total
LUC 151 "Mini-Warehouse"	194,887 sq. ft	A.M.	11	8	19
		P.M.	15	18	33
		SAT.	35	25	60
LUC 770 "Business Park"	39,163 sq. ft	A.M.	45	8	53
		P.M.	12	36	48
		SAT.	10 [1]	10 [1]	20 [1]
Development Total		**A.M.**	**56**	**16**	**72**
		P.M.	**27**	**54**	**81**
		SAT.	**45**	**35**	**80**

Note 1: Only daily Saturday trips available in ITE. Therefore, 20% is conservatively assumed for the Saturday peak hour. Typically, peak hour volumes are between 10-15% of average daily traffic volumes.

As presented in Tables 1 & 2, and considering the conservative approach regarding trip generation for the two buildings; it can be fairly concluded that no material changes in traffic generation is expected comparing the current site plan to the trips used in the approved TIS.

Further, given the reduction in GFA and considering the proposed unique functionality of the two flexible space buildings, it is projected that they will generate less vehicular traffic and parking demand during conventional peak hours (than forecasted in Table 2); thus, enhancing transportation demand management (TDM) on site.

Therefore, the findings of the approved Traffic Impact Study report (November 2020) remain valid, and the proposed development is supportable from a transportation operation and safety perspective.

2.0 Parking Study Review

As aforementioned, the only change in the current site plan is the proposed use of the two 2-storey buildings as flexible open space and the reduction in their total GFA. Under the previous site plan used in the approved Parking Study, a total of 135 parking spaces were proposed. Per the new site plan a total of 136 parking spaces are provided as a part of the development proposal.

The Institute of Transportation Engineers (ITE) Parking Generation Manual (5th edition) does not include "LUC 770, business park" assumed conservatively in section 1.0 as most related to the proposed use of the two flexible space buildings. Therefore, "LUC 710 - General Office Building" was adopted for assessment of the parking supply.

Table 3 outlines the development peak parking demand forecasts under the new site plan and comparing them to proposed parking supply. It is important to note that the City approved rate of 0.25 spaces per 100 sq. m was used to estimate the peak parking demand associated with the self storage facility. As noted, ITE parking forecast was used for the two 2-storey buildings with on-demand flexible space, however, they are not expected to generate as much demand as a traditional office and the assessment herein is therefore conservative.

Table 3: Development Peak Parking Demand

Land Use	"X" variable	Parking Rate	Forecast Peak parking Demand	Proposed Parking Supply
Self Storage Facility (Building 1)	16,388 sq. m	*0.25 spaces per 100 sq. m*[1]	**41**	**136 spaces (+1)**
Third -party Flexible Space (Building 2&3)	39,163 sq. ft	*2.39 spaces per 1000 sq. ft* [2]	**94**	
		Total:	**135 spaces**	

Note 1: Parking Rate Approved by the City
Note 2: Parking Rate suggested for General Office Building (LUC 710) by ITE Parking Generation Manual, 5th Edition

As the provided parking exceeds the peak parking demand, the proposed development's parking supply can accommodate peak parking demands and the findings of the approved Parking Justification Study remain adequate and applicable to the current site plan.

3.0 Conclusion

This letter has reviewed the current development proposal (site plan dated December 3, 2021) for the site located at 3855 Dundas Street in the City of Mississauga.

The Letter assessed the changes in the current site plan and potential impacts on the findings of the Transportation Impact Study (TIS) and a Parking Justification Study (both dated November 2020) which were approved by the City of Mississauga, Peel Region and the Ministry of Transportation.

Under the updated site plan, no material changes are forecast with regards to the findings of the original Parking Justification Study and Traffic Impact Study; and therefore, remain valid and applicable to the current site plan. The proposed development is supportable from a traffic operation, and safety perspective. Further, the parking supply is forecast to accommodate peak parking demands and therefore adequate.

We trust that this letter has assessed and addressed any concerns the City may have regarding the proposed development located at 3855 Dundas Street West in the City of Mississauga. Minor changes to the site plan will not materially affect the conclusions contained within this letter. Should you have any questions or require further information, please contact the undersigned.

Respectfully submitted by,

C.F. CROZIER & ASSOCIATES INC. .

Peter Apasnore, M.A.Sc., P.Eng., PTOE
Project Engineer

/MI

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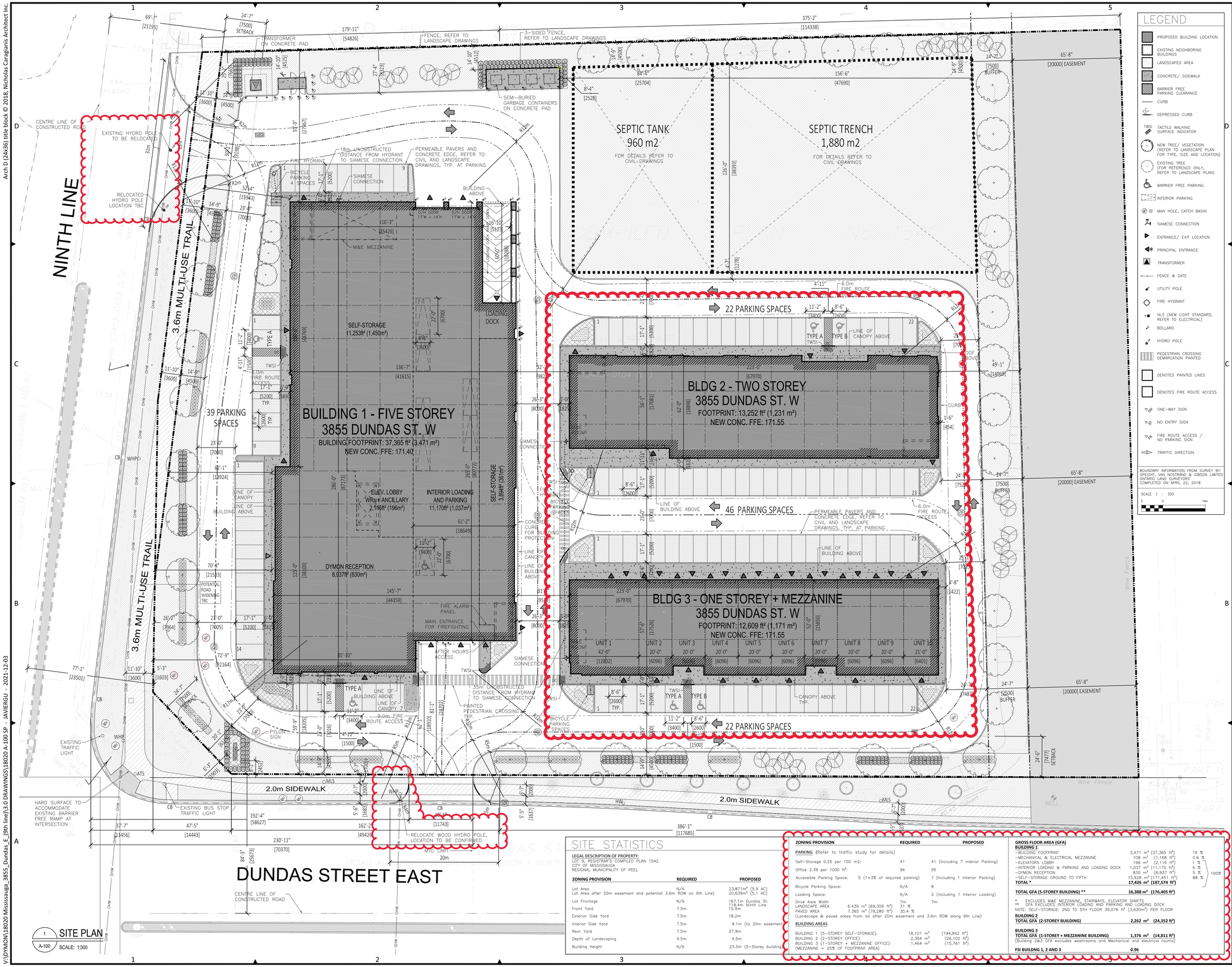

LEGEND

- PROPOSED BUILDING LOCATION
- EXISTING NEIGHBORING BUILDINGS
- LANDSCAPED AREA
- CONCRETE/ SIDEWALK
- BARRIER FREE PARKING CLEARANCE
- CURB
- DEPRESSED CURB
- TWSI: TACTILE WALKING SURFACE INDICATOR
- NEW TREE/ VEGETATION (REFER TO LANDSCAPE PLAN FOR TYPE, SIZE AND LOCATION)
- EXISTING TREE (FOR REFERENCE ONLY, REFER TO LANDSCAPE PLAN)
- BARRIER FREE PARKING
- INTERIOR PARKING
- MAN HOLE, CATCH BASIN
- SIAMESE CONNECTION
- ENTRANCE/ EXIT LOCATION
- PRINCIPAL ENTRANCE
- TRANSFORMER
- FENCE & GATE
- UTILITY POLE
- FIRE HYDRANT
- NLS (NEW LIGHT STANDARD, REFER TO ELECTRICAL)
- BOLLARD
- HYDRO POLE
- PEDESTRIAN CROSSING DEMARCATION PAINTED
- DENOTES PAINTED LINES
- DENOTES FIRE ROUTE ACCESS
- ONE-WAY SIGN
- NO ENTRY SIGN
- FIRE ROUTE ACCESS / NO PARKING SIGN
- TRAFFIC DIRECTION

BOUNDARY INFORMATION FROM SURVEY BY: SPEIGHT, VAN NOSTRAND & GIBSON LIMITED ONTARIO LAND SURVEYORS COMPLETED ON APRIL 22, 2018

SCALE 1 : 300

SITE STATISTICS

LEGAL DESCRIPTION OF PROPERTY:
LOT 9, REGISTRAR'S COMPILED PLAN 1542
CITY OF MISSISSAUGA
REGIONAL MUNICIPALITY OF PEEL

ZONING PROVISION	REQUIRED	PROPOSED
Lot Area	N/A	23,871m² (5.9 AC)
Lot Area after 20m easement and potential 3.6m ROW on 9th Line)		20,639m² (5.1 AC)
Lot Frontage	N/A	167.1m Dundas St. 118.4m Ninth Line
Front Yard	7.5m	15.9m
Exterior Side Yard	7.5m	18.2m
Interior Side Yard	7.5m	9.1m (to 20m easement)
Rear Yard	7.5m	27.9m
Depth of Landscaping	4.5m	4.5m
Building Height	N/A	23.3m (5-Storey building)

ZONING PROVISION	REQUIRED	PROPOSED
PARKING (Refer to traffic study for details)		
Self-Storage 0.25 per 100 m2:	41	41 (including 7 Interior Parking)
Office 2.39 per 1000 ft²:	94	95
Accessible Parking Space: 5 (1+3% of required parking)		7 (including 1 Interior Parking)
Bicycle Parking Space:	N/A	8
Loading Space:	N/A	2 (including 1 Interior Loading)
Drive Aisle Width	7m	7m
LANDSCAPE AREA 6,439 m² (69,309 ft²)	31 %	
PAVED AREA 7,365 m² (79,280 ft²)	35.4 %	
(Landscape & paved areas from lot after 20m easement and 3.6m ROW along 9th Line)		
BUILDING AREAS		
BUILDING 1 (5-STOREY SELF-STORAGE):	18,101 m²	(194,842 ft²)
BUILDING 2 (2-STOREY OFFICE):	2,364 m²	(26,102 ft²)
BUILDING 3 (1-STOREY + MEZZANINE OFFICE):	1,464 m²	(15,761 ft²)
(MEZZANINE = 25% OF FOOTPRINT AREA)		

GROSS FLOOR AREA (GFA)

BUILDING 1		
–BUILDING FOOTPRINT	3,471 m² (37,365 ft²)	19 %
–MECHANICAL & ELECTRICAL MEZZANINE	108 m² (1,168 ft²)	0.6 %
–ELEVATORS LOBBY	196 m² (2,116 ft²)	1 %
–INTERIOR LOADING & PARKING AND LOADING DOCK	1,037 m² (11,170 ft²)	6 %
–DYMON RECEPTION	830 m² (8,937 ft²)	5 %
–SELF-STORAGE GROUND TO FIFTH	15,928 m² (171,451 ft²)	88 %
TOTAL *	**17,426 m² (187,574 ft²)**	100%
TOTAL GFA (5-STOREY BUILDING) **	**16,388 m² (176,405 ft²)**	

* EXCLUDES M&E MEZZANINE, STAIRWAYS, ELEVATOR SHAFTS
** GFA EXCLUDES INTERIOR LOADING AND PARKING AND LOADING DOCK
NOTE: SELF-STORAGE: 2ND TO 5TH FLOOR 39,076 ft² (3,630m²) PER FLOOR

BUILDING 2
TOTAL GFA (2-STOREY BUILDING) 2,262 m² (24,352 ft²)

BUILDING 3
TOTAL GFA (1-STOREY + MEZZANINE BUILDING) 1,376 m² (14,811 ft²)
(Building 2&3 GFA excludes washrooms and Mechanical and elevtrical rooms)

FSI BUILDING 1, 2 AND 3 0.96

nicholas caragianis architect inc.
137 Pamilla Street
Ottawa ON K1S 3K9
613 237 6801 ncarchitect.ca

PROJECT NORTH / TRUE NORTH

ARCHITECT'S SEAL:

Notes: Contractor must verify all drawings, dimensions, details and specifications and report any discrepancies to the architect before proceeding with work. All drawings and specifications are instruments of service and the property of the architect, and these must be returned at the completion of the project, and may not be reproduced without the architect's written permission. All drawings are to be read in conjunction with specifications and consultants' documents. Do not scale drawings. Do not use for construction unless both indicated as "For Construction" and bearing the architect's stamp and signature. All construction to meet local, provincial and federal requirements.

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ISSUE	YYYYMMDD	ISSUES DESCRIPTION
30	2021/12/03	ISSUED FOR ZBA
29	2021/11/08	FOR COORDINATION
28	2021/08/26	FOR COORDINATION
27	2020/11/25	FOR COORDINATION
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

DYMON STORAGE

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

PROJECT NAME & LOCATION:
9th LINE & DUNDAS W
3855 DUNDAS ST. W
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
DRAWN BY: CLW/SG
DATE CREATED: 2018.03.07
SHEET ID: A-100

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