BlackTusk Group

TRAFFIC OPERATIONS ASSESSMENT

PROPOSED MIXED-USE DEVELOPMENT

128 Lakeshore Road East
City of Mississauga

December 2021

22211

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December 13, 2021 **Reference Number:** 22211

Mr. Aaron Yick
Black Tusk Group.
Toronto, ON

Dear Mr. Yick:

RE: Transportation Operations Assessment
Proposed Mixed-use Development
128 Lakeshore Road East, City of Mississauga

LEA Consulting Ltd. is please to present the findings of our Transportation Operations Assessment for the proposed mixed-use development at 128 Lakeshore Road East in the City of Mississauga. The results of the analysis have determined that the proposed development will have minimal impact on the surrounding road network. Also included is a parking study, and a review of the bicycle parking, loading provisions, and functional design of the site plan. Additionally, a Transportation Demand Management plan is included.

Should you have any comments with the study, please contact the undersigned.

Yours truly,

LEA CONSULTING LTD.

Kenneth Chan, P. Eng., PTOE, PMP
VP, Transportation Engineering and Planning

Adam Pagniello, B. Eng.
Project Coordinator

Encl.

Disclaimer

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1 INTRODUCTION

LEA Consulting Ltd. (LEA) was retained by BlackTusk Group to undertake a Traffic Operations Assessment (TOA) in support of a Zoning By-law Amendment (ZBA) and Official Plan Amendment (OPA) application for the proposed mixed-use development located at 128 Lakeshore Road East in the City of Mississauga (herein referred to as the "subject site"). The subject site is currently occupied by a two-storey funeral home and is bounded by Ann Street to the east, Lakeshore Road East to the south, and residential properties to the north and west, as illustrated in **Figure 1-1**.

Figure 1-1: Subject Site Location

Source: Google Maps, accessed December 2021

This Traffic Operations Assessment will review the existing transportation infrastructure in the surrounding area including the road network, transit network and active transportation network. Due to the relatively small number of residential units proposed, no significant traffic impact on the surrounding transportation network is expected. As such, the following assessment will review the potential trip generation for the proposed development. In addition, the proposed parking and loading provision will be reviewed, and Transportation Demand Management (TDM) measures will be recommended to encourage the use of other modes of transportation, which aligns with City of Mississauga Official Plan objectives.

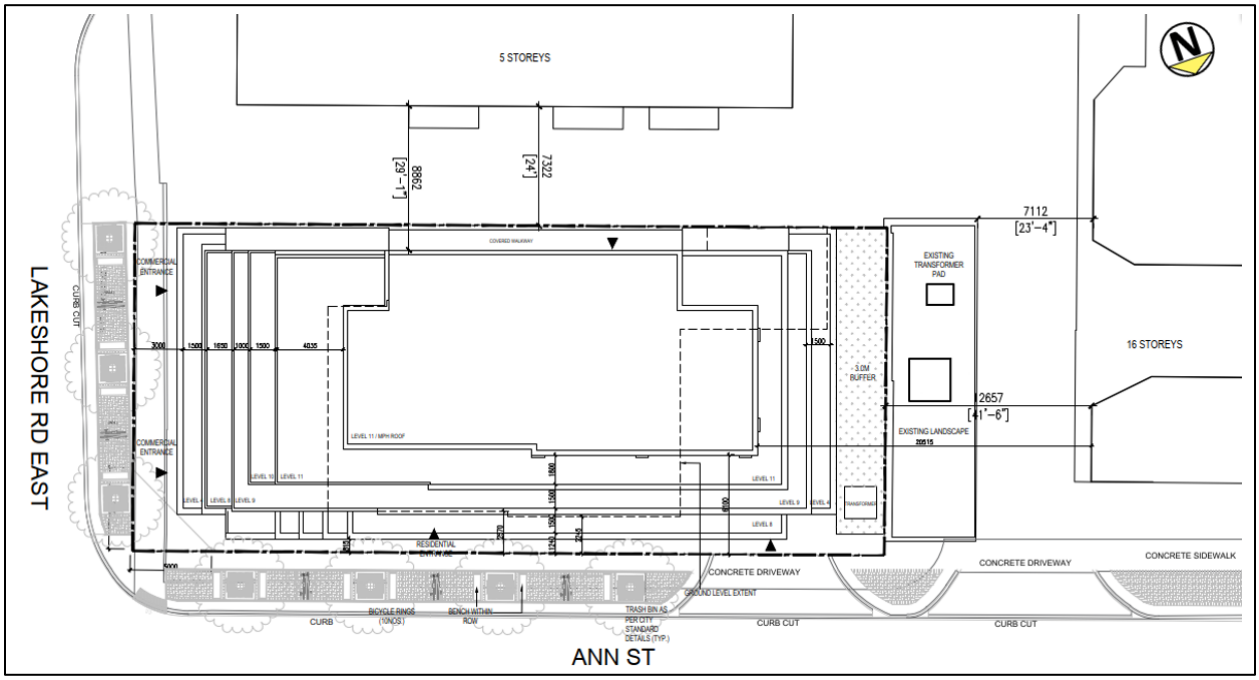
The proposed development consists of a 10-storey residential tower with 42 units, 150m^2 of ground floor retail, and 37 parking spaces located within three (3) levels of underground parking, which will replace the existing funeral home on the subject site. A breakdown of the land uses is outlined in **Table 1-1**.

Table 1-1: Site Statistics

Land Use	Unit Count/GFA	Unit Mix
2-Bedroom	21	50%
3-Bedroom	18	43%
3-Bedroom Penthouse	3	7%
Residential Total	**42**	**100%**
Retail	150m^2	-
Non-Residential Total	**150m^2**	**-**

The proposed development will be served by one-full moves access located along Ann Street. The proposed site plan is illustrated in **Figure 1-2**.

Figure 1-2: Proposed Site Plan



Source: IBI Group Architects, November 2021

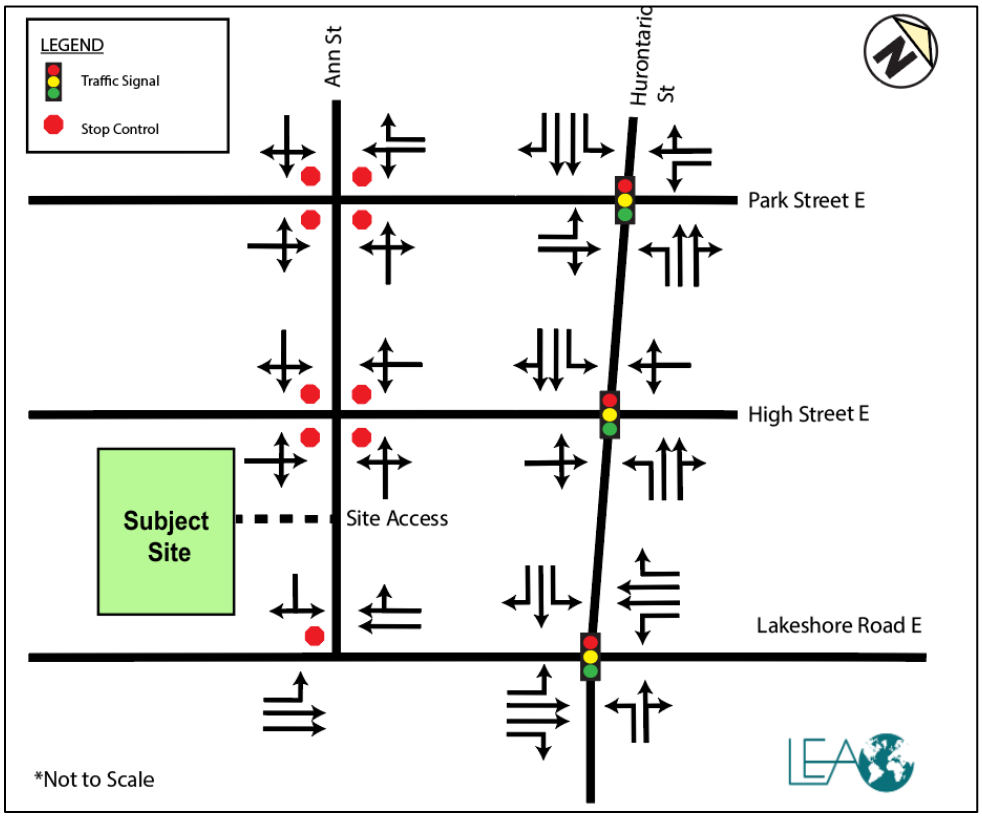
2 EXISTING TRANSPORTATION CONDITIONS

The following subsections will identify the existing transportation conditions present in the study area, including the road, transit, cyclist, and pedestrian networks.

2.1 ROAD NETWORK

The subject site is located at the northwest corner of Ann Street and Lakeshore Road East. The following section provides a description and classification of the roadways within the surrounding area. All roadways within the study area operate under the jurisdiction of City of Mississauga. **Figure 2-1** illustrates the existing road network and lane configuration.

Figure 2-1: Existing Road Network and Lane Configuration



Hurontario Street is a north-south arterial road with a four-lane cross-section within the study area. Hurontario Street extends south to Lakeshore Road East, where it becomes St. Lawrence Drive. The street maintains a posted 50km/h speed limit within the study area. There are continuous sidewalks along both sides of the street as well as pedestrian crosswalks at all major intersections within the study area.

Lakeshore Road East is an east-west arterial road with a four-lane cross-section as well as on-street parking on both sides of the road within the study area. The roadway maintains a posted 50km/h speed limit within the study area. There are continuous sidewalks along both sides of the street as well as pedestrian crosswalks at all major intersections within the study area.

Ann Street is a north-south minor collector road with a two-lane cross-section within the study area. Ann Street extends north to become Queen Street East and extends south where it terminates at Lakeshore Road East. On-street parking is available on the west side of the road. The street maintains an assumed and unposted speed limit of 40km/h with continuous sidewalks along both sides of the street within the study area.

Park Street East is an east-west local road with a two-lane cross-section within the study area. Park Street East extends east from Stavebank Road terminating at Rosewood Avenue, just east of Hurontario Street. The street maintains an assumed and unposted speed limit of 40km/h. There are continuous sidewalks along both sides of the street within the study area.

High Street East is an east-west local road with a two-lane cross-section within the study area. High Street East extends east from Stavebank Road terminating at Hurontario Street. The street maintains an assumed and unposted speed limit of 40km/h. There are continuous sidewalks along both sides of the street within the study area.

2.2 TRANSIT NETWORK

The subject site is well serviced by existing local transit routes operated by MiWay Transit. Furthermore, the subject site is located approximately 350m south of Port Credit GO Station, which offers regional transit connections throughout the Greater Toronto Area (GTA). The GO Transit and MiWay routes within the study area are displayed in **Figure 2-2**. Detailed descriptions of available services in the area are outlined below.

Figure 2-2: Existing Transit Network

Source: MiWay Transit, October 25, 2021

2.2.1 MiWay Bus Routes

Route 2 - Hurontario is a bus route that operates generally in a north-south direction between Port Credit GO Station and the City Centre Transit Terminal at Square One. The route operates all day, Monday to Sunday, and is accessible at the Lakeshore Road East & Hurontario Street intersection. It currently operates with 10 to 15-minute headways during the AM and PM peak periods.

Route 8 - Cawthra is a bus route that operates generally in a north-south direction between Port Credit GO Station and the City Centre Transit Terminal at Square One, travelling along Cawthra Road between Atwater Avenue and Bloor Street. The route operates all day, Monday to Saturday, and is accessible at the Lakeshore Road East & Hurontario Street intersection. It currently operates with 15 to 20-minute headways during the AM and PM peak periods.

Route 14 - Lorne Park is a bus route that operates generally in an east-west direction between Port Credit GO Station and Clarkson GO Station. This route offers two services during the week (Routes 14 and 14A) with Route 14A extending south on Southdown Road to loop around Lakeshore Road West and Royal Windsor Drive back to Clarkson GO Station. The route is accessible at the Lakeshore Road East & Elizabeth Street N intersection. Route 14 operates during off peak periods Monday to Friday, while route 14A only operates during peak periods on weekdays. It currently operates with approximately 35 to 40-minute headways during the AM and PM peak periods.

Route 23 - Lakeshore is a bus route that operates generally in an east-west direction between Clarkson GO Station, Port Credit GO Station and Long Branch GO Station. This route operates all day, Monday to Sunday, and is accessible at the Lakeshore Road East & Hurontario Street intersection. It currently operates with 10 to 15-minute headways during the AM and PM peak periods.

2.2.2 Metrolinx Transit Services

Port Credit GO Station is a GO train station along the Lakeshore West GO line which provides service to and from Union Station and has an average headway of 15-minutes on weekdays. On the weekend, it runs every 30-minutes. As mentioned, the Port Credit GO Station is located about 350m (about a 4-minute walk) from the proposed development. With the planned GO Expansion by 2025, the line will provide 15-minute all-day service throughout the week. Together with the completion of the Hurontario LRT in fall 2024 and planned GO expansion by 2025, the proposed development will be within walking distance of a higher order transit hub providing easier integration between multiple transit modes.

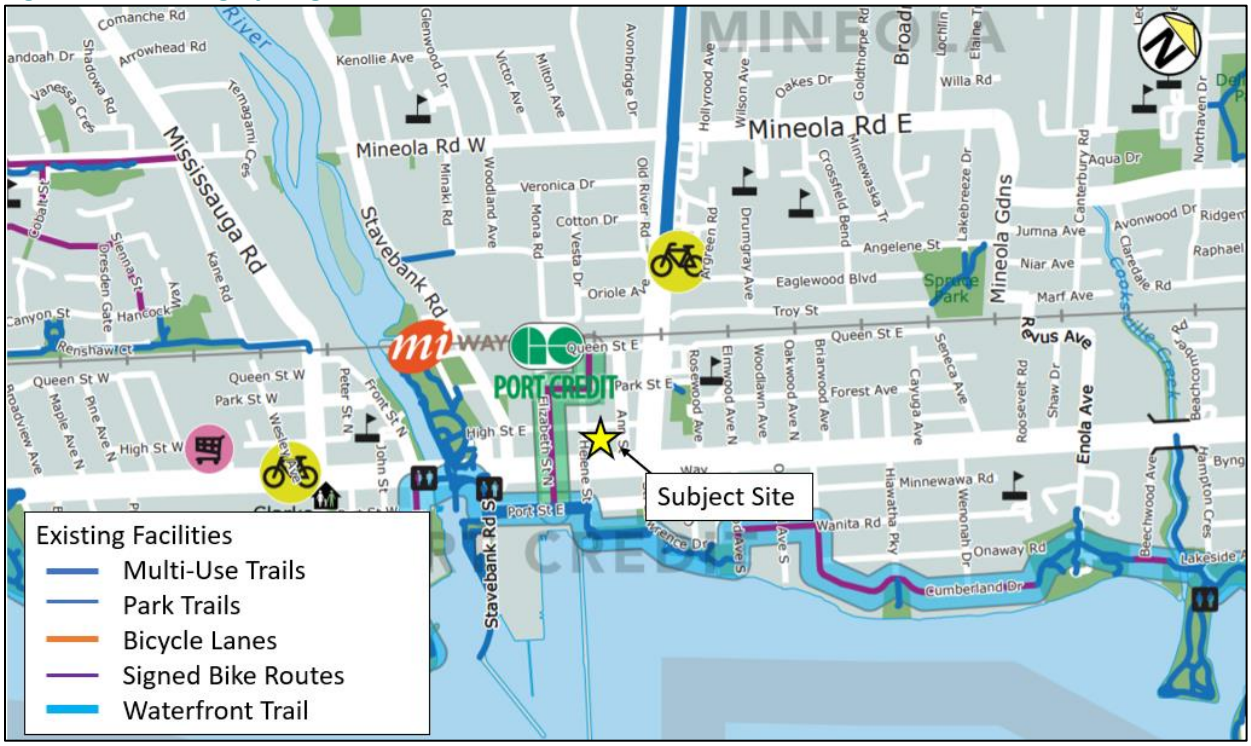
The **Hurontario LRT** construction is currently underway and is expected to be completed by 2024. The 18km rapid transit route will operate on a dedicated right-of-way and provide connections for communities across Mississauga and Brampton. The new transit system will feature 19 stops with connections to GO transit (Milton and Lakeshore lines), the Mississauga Transitway, Brampton Transit, Zum and MiWay. This project will not only provide high-frequency transit services along Hurontario Street but will also encourage pedestrian and cyclist infrastructure to be pursued concurrently. The future Port Credit LRT stop will be accessible within approximately 300m from the subject site (about a 3-minute walk).

2.3 CYCLING NETWORK

The existing cycling network surrounding the site is illustrated in **Figure 2-3**. The surrounding cycling network contains multi-use trails and signed bike routes available along Hurontario Street and Port Street East. However, the existing network-wide connectivity is limited. The Mississauga Cycling Master Plan

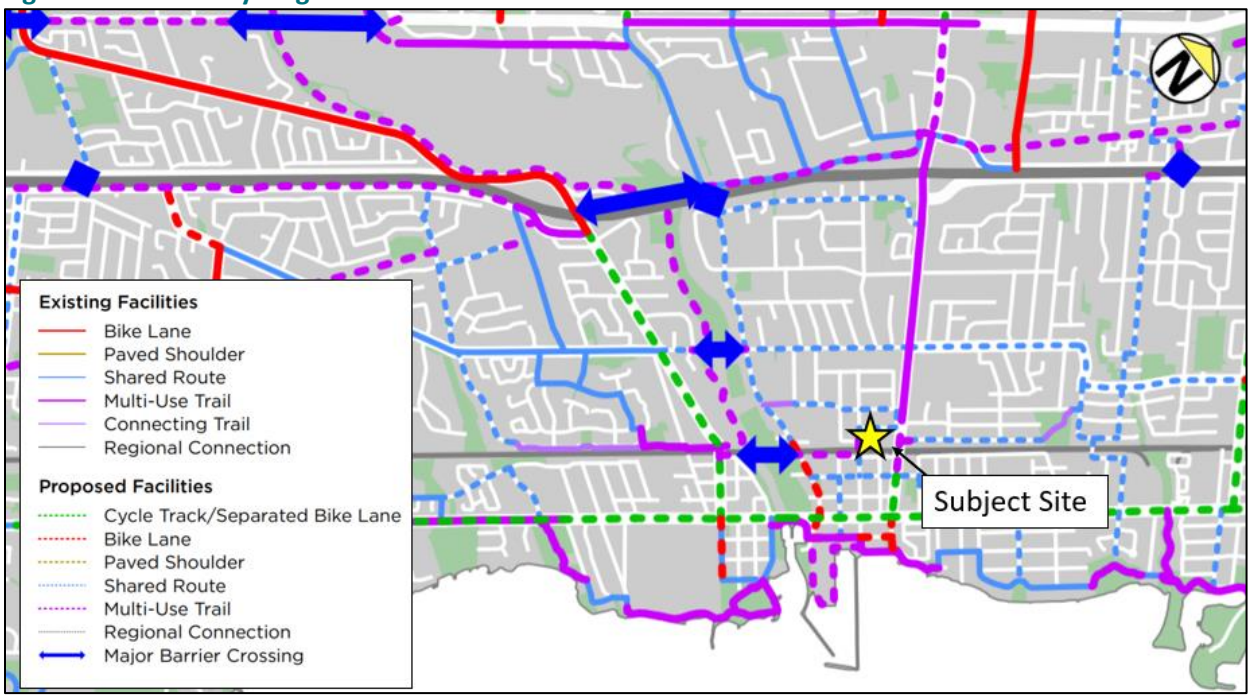
2018 proposed an integrated cycling network as shown in **Figure 2-4**. The master plan does not specify an implementation timeline but contemplates overall completion within twenty years. When implemented, the site will have safer and better-connected bike access to surrounding neighbourhoods.

Figure 2-3: Existing Cycling Network



Source: City of Mississauga Cycling Map, 2021

Figure 2-4: Future Cycling Network



Source: City of Mississauga Cycling Master Plan, 2018

2.4 PEDESTRIAN NETWORK

Pedestrian activity is facilitated by continuous sidewalks on both sides of Ann Street, Lakeshore Road East, Hurontario Street, and High Street East. Crosswalks are available at all signalized intersections. The sidewalks along Lakeshore Road East provide convenient access to the bus stops located along the sidewalks just 50m from the site. The pedestrian environment also facilitates utilitarian travel, with some commercial activity located along Hurontario Street and Lakeshore Road East.

To verify the land uses that support the area's walkability, the subject site was entered as a testable address in the Walk Score website. The address of the subject site, 128 Lakeshore Road East, receives a Walk Score of 83/100 – Very Walkable, which indicates that most errands can be accomplished on foot. Nearby parks include St. Lawrence Park, Port Credit Memorial Park and J.C. Saddington Park. Amenities along Lakeshore Road East make it an ideal and convenient location for a pleasant pedestrian experience.

A 10-minute walk from the subject site could permit an individual to reach Mineola Road West to the north, St. Lawrence Park to the south, Brant Avenue to the east and Front Street N/Front Street S to the west. Within this area are many amenities and services such as restaurants, banks, pharmacies, public parks, and culture and entertainment facilities.

3 SITE-GENERATED TRAFFIC

Given that the proposed development will consist of a 10-storey residential building containing 42 dwelling units, it is anticipated that the site traffic associated with the development will be minimal and, therefore, will have a minimal impact on the surrounding road network. Site trips have been forecasted for 2026 and 2031 horizon years to understand the impact of transit improvements on auto mode share and changes to travel behaviour in the surrounding area. As a conservative approach, 45 units were used to estimate the trips generated by the residential use. The following sections will discuss the calculation of site-generated trips for the proposed development.

3.1 SITE-GENERATED TRAFFIC (2026)

3.1.1 Modal Split (2026)

To estimate the TTS modal split of the trips generated by the proposed development in the 2026 horizon year, 2016 Transportation Tomorrow Survey (TTS) modal split data was reviewed for home-based trips originating from/destined to traffic zones (TAZ) 3877 and 3878, which contains the subject site. **Table 3-1** summarizes the TTS modal split data. Detailed TTS data is provided in **Appendix A**.

Table 3-1: Modal Split Summary (2026)

Peak Hour	Direction	Auto Driver	Transit	Auto Passenger	Walk	Other	Total
AM	Outbound	60%	27%	7%	5%	1%	100%
	Inbound	68%	14%	10%	8%	-	100%
PM	Outbound	49%	8%	11%	32%	-	100%
	Inbound	60%	24%	4%	12%	-	100%

3.1.2 Trip Generation (2026)

Trip generation was estimated using baseline trip rates from the Institute of Transportation Engineers (ITE) Trip Generation Manual 10th Edition. The trip rates from ITE Land Use Code (LUC) 222 (Multi-Family High Rise) was used for the residential trips and ITE LUC 820 (Shopping Centre - General/Suburban setting) was used for the retail trips. Vehicle trip rates were converted into person trips using baseline assumptions as per the ITE Trip Generation Handbook, 3rd Edition. Vehicle trip rates were converted into person trips using a baseline vehicle mode share of 95% and baseline vehicle occupancy for residential (apartments), and retail.

In order to account for the trips between the proposed residential and retail uses, interaction trip reductions were applied as trips would be generated between the uses proposed on-site, but would not be added to the external network as a result. The internal capture between residential and retail uses was determined as per the methodology outlined in the ITE Trip Generation Handbook, 3rd Edition. The internal trips were then subtracted from the total auto trips calculated to obtain the external trips for each use, and to determine residential and retail-generated auto driver trips. As the number of auto trips generated by the retail use is minimal, and the site access is not located directly onto Lakeshore Road East, pass-by-trips were not analyzed. The site trip generation for the 2026 horizon year is provided in **Table 3-2**.

Table 3-2: Trip Generation (2026)

Source	Units or GFA	Trip Generation	Weekday AM Peak Hour			Weekday PM Peak Hour		
			In	Out	Total	In	Out	Total
Proposed Residential								
ITE LUC 222 Multi-family Housing (High-Rise)	45 units	Trip Rate	0.13	0.42	0.56	0.33	0.21	0.53
		Baseline Vehicle Trips	6	19	25	15	9	24
		Baseline Person Trips[1]	7	22	29	18	11	29
		Internal Trip Reduction[2]	0	0	0	-1	0	-1
		Total External Person Trips	7	22	29	17	11	28
		Reduction in Non-Auto Mode Share[3]	-2	-9	-11	-7	-6	-13
		External Auto Trips	**5**	**13**	**18**	**10**	**5**	**15**
Proposed Retail								
ITE LUC 820 Shopping Centre	150 m^2 (1,700 ft^2)	Trip Rate	0.73	0.45	1.18	1.69	1.84	3.53
		Baseline Vehicle Trips	1	1	2	3	3	6
		Baseline Person Trips[1]	1	1	2	4	4	8
		Internal Trip Reduction[2]	0	0	0	0	-1	-1
		Total External Person Trips	1	1	2	4	3	7
		Reduction in Non-Auto Mode Share[3]	0	0	0	-2	-2	-4
		External Auto Trips	**1**	**1**	**2**	**2**	**1**	**3**
		Total External Auto Trips	**6**	**14**	**20**	**12**	**6**	**18**

[1] For residential use, baseline person trips were determined using a baseline vehicle mode share of 95% and baseline vehicle occupancy for ITE LUC 220 per ITE Trip Generation Handbook, 3rd Edition. For retail use, baseline person trips were determined using a baseline vehicle mode share of 95% and baseline vehicle occupancy for ITE LUC 820 per ITE Trip Generation Handbook, 3rd Edition.
[2] Internal trip reduction was applied between the proposed residential and retail uses per methodology outlined in ITE Trip Generation Handbook, 3rd Edition.
[3] The local mode split was based on 2016 Transportation Tomorrow Survey data as shown in Section 3.1.1. Non-auto mode share is based on the total mode share minus the auto driver mode share.

The proposed development is expected to generate a total of 20 two-way auto trips during the weekday AM peak hour (6 inbound, 14 outbound), and 18 two-way auto trips during the weekday PM peak hour (12 inbound, 6 outbound).

3.1.3 Multi-Modal Trip Generation (2026)

Utilizing the total person trips, auto trips, and the TTS modal split data, the multi-modal trip generation for the proposed development has been forecasted. The results are summarized in **Table 3-3**.

Table 3-3: Multi-Modal Generation (2026)

Trip Type	Weekday AM Peak Hour			Weekday PM Peak Hour		
	In	Out	Total	In	Out	Total
Auto Driver	6	14	20	12	6	18
Auto Passenger	1	2	3	1	1	2
Transit	1	6	7	5	1	6
Walking	0	1	1	3	5	8
Cycling	0	0	0	0	0	0
Total Person	**8**	**23**	**31**	**21**	**13**	**34**

3.2 SITE-GENERATED TRAFFIC (2031)

3.2.1 Modal Split (2031)

The Port Credit GO Station Southeast Area (Site 12) Master Plan Study - Transportation Analysis dated October 2015 (Port Credit Master Plan) considered a reduced auto mode share given the increased transit options available, including the Hurontario LRT and GO RER. For consistency, the modal split and trip shares employed in the Master Plan have been used for 2031 site traffic estimation. The 2031 modal split, and auto trip rates sourced from the Master Plan. The trip rates were developed from proxy surveys of residential apartments and mixed-use apartments with a small portion of ground floor retail. Given that the proxy sites used to develop the TMP rates are similar in scale and use and are in the same area, the general trip rates are considered appropriate for the proposed development. It is anticipated that the auto trip generation of the retail will be negligible given the low 2031 trip rates and the fact the retail is small in scale and intended to serve mainly the residents of the building and immediate area. An excerpt of the rates are shown in **Appendix B** and are presented in **Table 3-4** and **Table 3-5**, respectively.

Table 3-4 2031 Modal Split[1]

Peak Hour	Auto Driver	Non-Auto
AM	50%	50%
PM	55%	45%

[1] Source: Port Credit Master Plan - Appendix B

Table 3-5 2031 Residential Auto Trip Rates[1]

Peak Hour	In	Out	Total
AM	0.03	0.17	0.20
PM	0.17	0.09	0.26

[1] Source: Port Credit Master Plan - Appendix B

3.2.2 Trip Generation (2031)

As mentioned above, the site traffic for the 2031 horizon has been estimated using trip rates from the Port Credit Master Plan. The resulting site trip generation for the 2031 horizon year is provided in **Table 3-6**.

Table 3-6: Trip Generation (2031)

Use	Units or GFA	Trip Generation	Weekday AM Peak Hour			Weekday PM Peak Hour		
			In	Out	Total	In	Out	Total
Residential	45 units	Trip Rate (Trips per unit)	0.03	0.17	0.20	0.17	0.09	0.26
		Vehicle Trips	1	8	9	8	4	12
Auto Trips			**1**	**8**	**9**	**8**	**4**	**12**

The proposed development is expected to generate a total of 9 two-way trips during the weekday AM peak hour (1 inbound, 8 outbound), and 12 two-way trips during the weekday PM peak hour (8 inbound, 4 outbound).

Overall, the proposed development is expected to generate minimal trips in the AM and PM peak hour. Since the forecasted site traffic is low, it is expected that the auto trips generated by the proposed development will not have any adverse impacts on the surrounding road network.

4 VEHICULAR PARKING REVIEW

This section will review the vehicular parking based on the applicable requirements for the study area. A vehicular parking justification is also provided within this section which details the appropriateness of the proposed supply in meeting the anticipated parking demands of the subject site and promoting a reduction in single occupant vehicle trips generated by the proposed development.

4.1 PARKING REQUIREMENTS & PROPOSED SUPPLY

4.1.1 Zoning By-law 0225-2007 Parking Requirements

The subject site is governed by the City of Mississauga's Comprehensive Zoning By-law 0225-2007 and falls within C4 zone. **Table 4-1** summarizes the parking requirements for the subject site.

Table 4-1: City Zoning By-law 0225-2007 Parking Requirements

Land Use		# of Units	Minimum Parking Requirement	Parking Spaces Required	Proposed Supply
Condominium Apartment	2-bedroom	21	1.40 sp./unit	29	37
	3-bedroom	21	1.75 sp./unit	37	
			Residential Parking Rate	1.57 sp./unit	0.88 sp./unit
Visitor		42	0.20 sp./unit	8	0
Retail		150m^2	4 sp./unit	6	0
			Total	80	37

[1] According to Zoning By-law 0225-2007 section 3.1.1.1.4, for the calculation of required residential parking, the appropriate resident and/or visitor rate shall be 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.

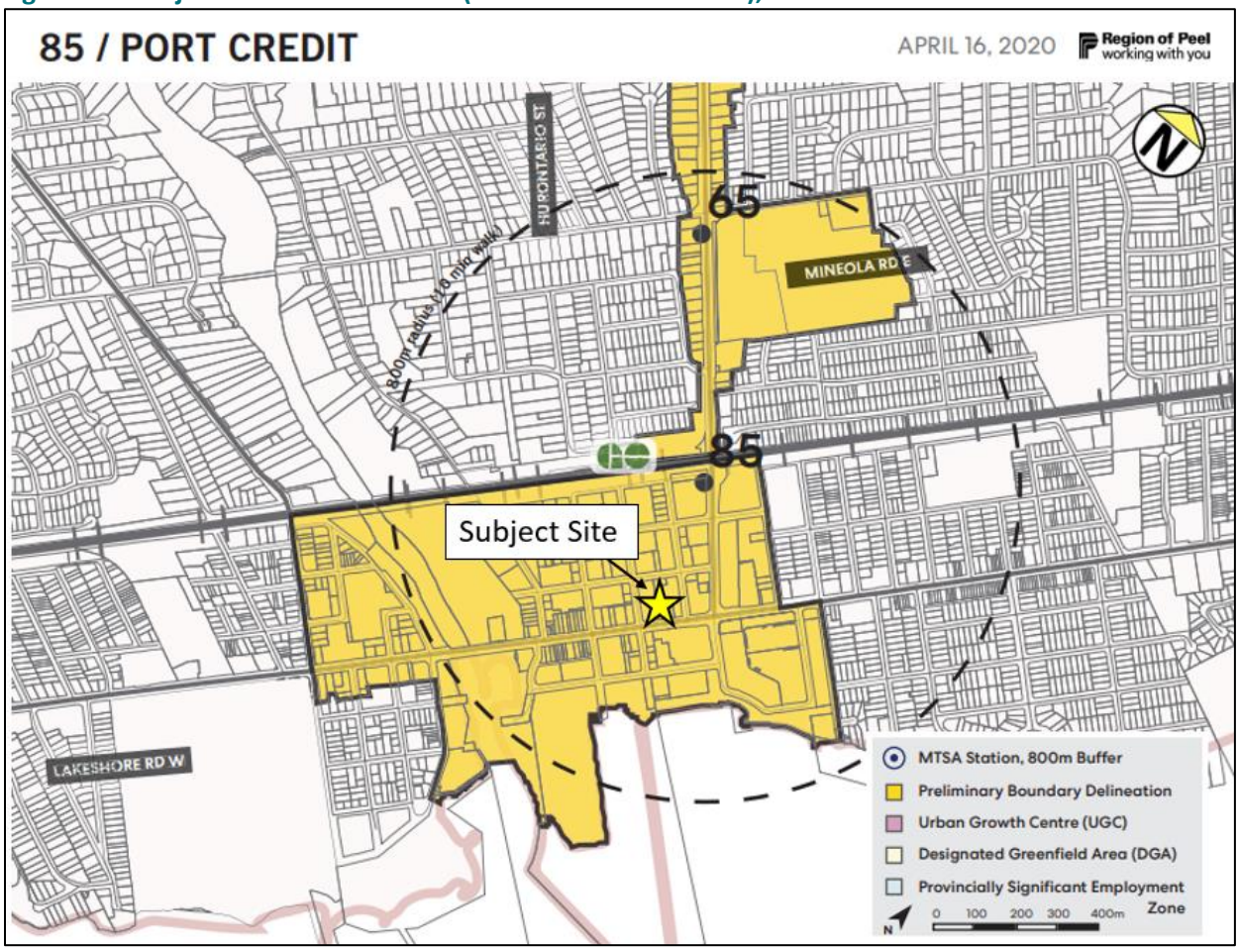
Based on the minimum parking requirements under the City of Mississauga's Zoning By-law 0225-2007, the proposed development is required to provide a total of 80 parking spaces (including 66 residential, 8 visitor, and 6 retail spaces). The proposed supply of 37 spaces represents a shortfall of 43 spaces.

4.1.2 City of Mississauga Parking Master Plan Recommended Parking Rates

In recognition of parking as an important tool in achieving the City's greater city building objectives, Mississauga's first Parking Master Plan and Implementation Strategy (PMPIS) was approved by Council on June 19, 2019. The Master Plan reviews how parking and transportation can be used more efficiently in order to support Mississauga as a growing multi-modal city. The Plan recognizes a need and desirability to lower minimum parking requirements in certain areas throughout the City due to proximity to transit, existing nearby parking opportunities, and the implementation of TDM measures. Specifically, City staff has provided a recommendation of lowered parking requirements for condominium apartments within Major Transit Station Areas (MTSAs) along the Hurontario LRT.

MTSAs are intended to be developed as high density, mixed-use, transit-supportive neighbourhoods that provide access to local amenities, jobs, housing, and recreation opportunities. They are generally defined as the area within an approximate 500-800m radius of a transit station or stop, representing about a 10-minute walk. As shown in **Figure 4-1**, the subject site is located within 800m of the Port Credit MTSA and along the future Hurontario LRT corridor (Station #85). MTSA policies are important as they promote mixed-use transit-supportive neighbourhoods that achieve community benefits such as shortened commutes, reduced congestion and pollution, and increased opportunity to walk and cycle as part of a healthy community.

Figure 4-1: Major Transit Station Area (Station 85 - Port Credit), 800m Buffer

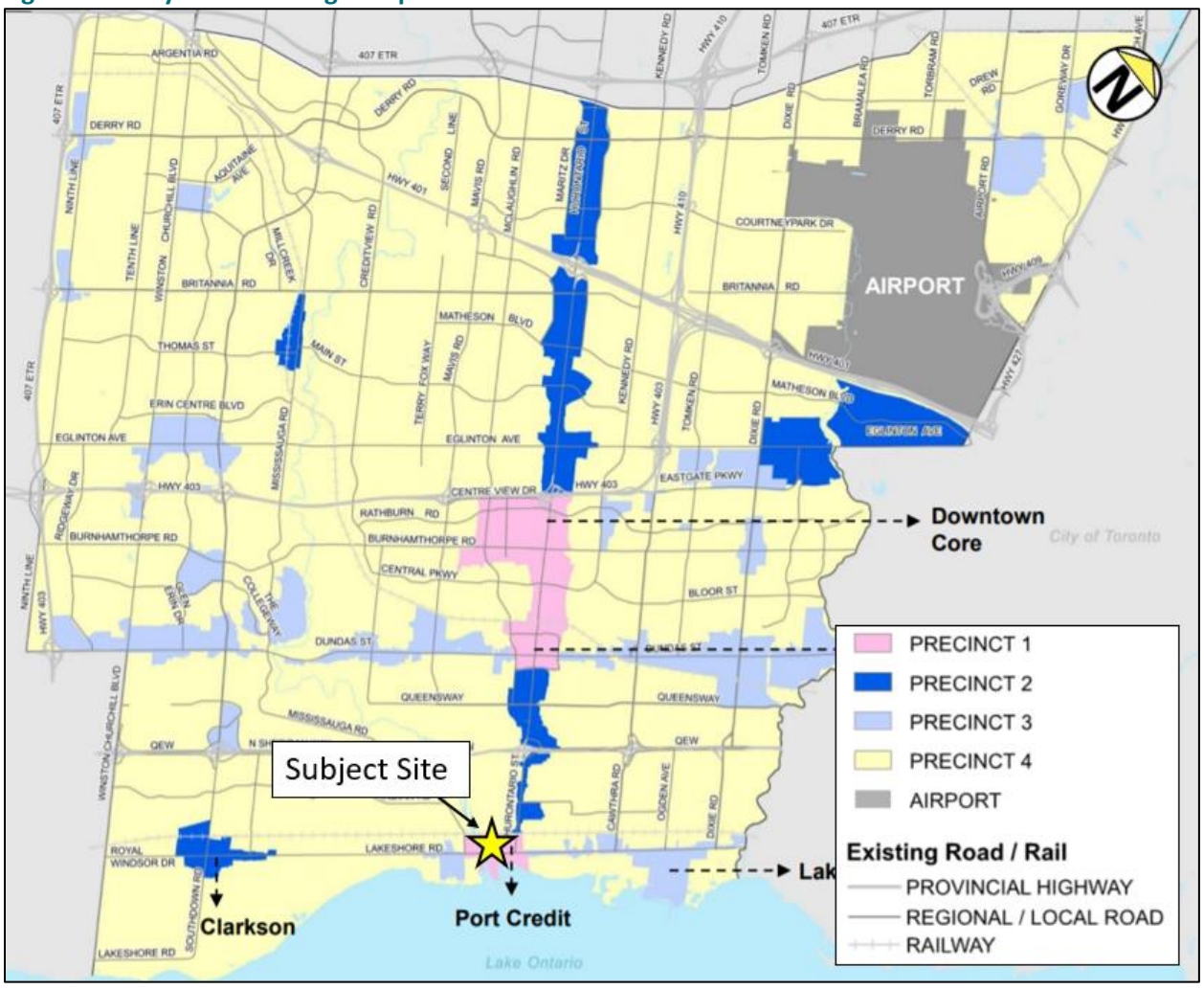


Source: City of Mississauga, 2020

Furthermore, as part of the approved PMPIS, a Parking Regulations Study is currently underway to develop a neighbourhood-specific "precinct" approach in updating parking regulations. As noted in the Draft Parking Regulation Study (November 2021), the subject site is located within Precinct 1 (see **Figure 4-2**), which has the goal of having the lowest parking requirements, the highest level of parking management, and consideration of parking maximums for most land uses.

Additionally, per the City of Mississauga's Official Plan, the subject site is also located within an intensification area. In these intensification areas, the City is open to reducing minimum parking requirements to reflect transit service levels and establish maximum parking standards to support transit investments, particularly higher order transit incentives. Therefore, a summary of the application of the proposed parking rates from the City's PMPIS and Parking Regulations Study for the proposed development is outlined in **Table 4-2**.

Figure 4-2: City of Mississauga Proposed Precinct Areas



Source: Parking Master Plan and Implementation Strategy, 2021

Table 4-2: City's PMPIS and Parking Regulations Study Proposed Rates

Land Use		# of Units	Minimum Parking Requirement	Parking Spaces Required	Proposed Supply
Condominium Apartment	2-bedroom	21	0.8 sp./unit	17	37
	3-bedroom	21	0.8 sp./unit	17	
			Residential Parking Rate	0.80 sp./unit	0.88 sp./unit
Visitor		42	0.15 sp./unit	6	0
Retail		150m^2	3 sp./unit	4	0
			Total	-	40[1]	37

[1] According to the Draft Parking Regulations, for the visitor component in a mixed-use development containing both residential and commercial uses, the required visitor/non-residential parking shall be provided in accordance of the following: The greater of the indicated visitor parking or all non-residential uses, located in the same building.

According to the Draft Parking Regulations study, a shared parking arrangement is proposed for mixed-use developments containing both residential and commercial uses in which the greater of the required visitor or non-residential parking will apply. As such, based on the proposed parking rates for Precinct 1, the proposed development is required to provide a total of 40 parking spaces (34 residential and 6

visitor/retail), reducing the overall requirement by 40 spaces compared to the current Zoning By-law requirements. It should be noted that the proposed residential supply of 37 meets the Parking Regulations Study proposed residential requirements.

4.2 APPROVED ZONING BY-LAW AMENDMENT PARKING RATES

Reduced parking rates have recently been approved for the nearby proposed residential developments located at 28 Ann Street and 21-29 Park Street East in Port Credit. Both sites are located within the Port Credit MTSA, which is identified as lands within an approximate 500-800m radius (a 10-min walk) of a transit station or stop, primarily along existing or planned transit corridors. As such, these sites present comparable conditions. A comparison of the transit contexts of each site is summarized in **Table 4-3**.

Table 4-3: Comparison of Transit Context

Development Site	Closest Hurontario LRT Station	Closest GO Station
28 Ann Street	Port Credit Station (~ 150m, about 2.5 min walk)	Port Credit GO Station (~100m, about 1.5 min walk)
21-29 Park Street East	Port Credit Station (~ 600m, about 7 min walk)	Port Credit GO Station (~350m, about 4 min walk)
128 Lakeshore Road East (subject site)	Port Credit Station (~ 300m, about 3 min walk)	Port Credit GO Station (~350m, about 4 min walk)

A summary of the application of the reduced parking rates for the proposed development is outlined in **Table 4-4**.

Table 4-4: Approved Zoning By-law Amendment Parking Requirements

Land Use		# of Units	Approved Rates: 28 Ann Street	Parking Spaces Required	Approved Rates: 21-29 Park Street East	Parking Spaces Required	Proposed Supply
Condominium Apartment	2-bedroom	21	0.73 sp./unit[2]	15	1.0 sp./unit	21	37
	3-bedroom	21	1.1 sp./unit[3]	23	1.0 sp./unit	21	
Residential Parking Rate				0.90 sp./unit	-	1 sp./unit	0.88 sp./unit
Visitors		42	0.1 sp./unit[3] (retail shared with vis.)	4	0.1 sp./unit	4	0
Retail		150m^2			4 sp./100m^2 [1]	6	0
Total				**42**	**-**	**52**	**37**

[1] Based on Zoning By-law 0225-2007
[2] Based on CoA decision dated April 1, 2021
[3] Based on City's amended Zoning By-law parking rates

Based on the reduced approved rates at 28 Ann Street and 21-29 Park Street East, the proposed development is required to provide a total of 42 parking spaces (38 residential and 4 visitor) and 52 parking spaces (42 residential and 10 visitor), respectively. This results in a reduced requirement by 38 and 28 spaces from the Zoning By-law requirements, respectively.

4.3 PROPOSED PARKING SUPPLY

Given the City's proposed reduced parking requirements and reduced parking rates from approved zoning by-law amendments of nearby developments, a reduced parking provision at the subject site is

appropriate and supportive of the goals as set out by Peel Region and City of Mississauga. **Table 4-5** summarizes the proposed parking for the subject site.

Table 4-5: Proposed Parking Supply

Land Use		# of Units	Proposed Parking Rate	Proposed Parking Supply
Condominium Apartment	2-bedroom	21	0.88 sp./unit	37
	3-bedroom	21		
Visitors		42	0 sp./unit	0
Retail		150m^2	0 sp./unit	0
Total		42	-	37

A total of 37 parking spaces (37 residential and 0 visitor/retail) is proposed for the subject site. This equates to an overall parking rate of 0.88 spaces per unit. It must be noted that this residential rate is higher that the precinct 1 parking rate of 0.80 spaces per unit, but the visitor and retail supply is deficient. When compared to the governing Zoning By-law requirements, the residential, visitor, and retail parking is deficient. Therefore, the following sections justify the appropriateness of the proposed parking supply. It should be noted that zero visitor and retail parking is being proposed due to the provision of car elevator system which limits its usage to the public.

5 PARKING JUSTIFICATION

5.1 POLICY REVIEW

The following planning policies and documents were reviewed to establish an understanding of the current planning and transportation context and objectives applicable to the subject site:

- Provincial Policy Statement, 2020
- A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2020
- Ontario's Five Year Climate Action Plan
- City of Mississauga Official Plan

Based on a review of the above-noted planning policies, it is noted that the proposed development is subject to several planning goals that seek to support intensification along major corridors and within the GTA, and support transit infrastructure investment and ridership while avoiding an oversupply of parking. Key planning policies and goals applicable to the subject site are summarized below.

5.1.1 The Provincial Policy Statement (2020)

The Provincial Policy Statement (PPS) outlines the Ontario government's policies on land use planning and provides direction in ensuring the development of healthy and resilient communities within a thriving economy. A key focus of the statement is to manage development to support population growth while minimizing impacts to the natural environment. For transportation systems, which are defined to include parking, key directives include providing efficient systems to address project needs, efficiently using existing and planned infrastructure through TDM strategies, minimizing the length and number of vehicle trips, and supporting use of transit and active transportation modes.

Under Section 3 of the Planning Act, all decisions affecting land use planning matters "shall be consistent with" the PPS. One of the key matters pertaining to PPS policies includes the promotion of transportation

decisions that increase active transportation and transit usage. As stated under Section 1.8.1 b. of the PPS, **planning authorities shall support land use and development patterns which: "promote the use of active transportation and transit in and between residential, employment (including commercial and industrial) and institutional uses and other areas;"**

Through proposing a reduced parking supply, the proposed redevelopment is in support of the changing paradigm, which shifts away from the provision of excess parking. The subject site is located in close proximity to existing transit serving the City of Mississauga, as well as planned high-order transit investments. Therefore, the decision to provide less parking aids in promoting mobility options that are not automobile-dependent, such as active transportation and transit.

5.1.2 Growth Plan for the Greater Golden Horseshoe (2020)

The Growth Plan for the Greater Golden Horseshoe provides a framework for municipalities to better manage growth in the region to support a high quality of life, environmental protection, as well as economic prosperity. The support of municipalities in land use choices is vital to achieving the long-term framework outlined by the Growth Plan. Some of the key objectives outlined in the Growth Plan include:

- Reduce sprawl;
- Build complete communities to better connect transit with where residents live, work, and play;
- Minimize the negative impacts of climate change.

By supplying a reduced number of parking spaces available for future residents of the subject site, the proposed redevelopment supports an increasing trend towards a reduction in car ownership. **By planning for development that leverages the surrounding transit network and active transportation options, the proposed development discourages sprawl and limits the need for travelling long distances for daily needs. This change would also lower the negative environmental impact caused by car usage.** The proposed parking for this development aligns with the transportation-related issues and goals outlined in the Growth Plan.

5.1.3 Ontario's Five-Year Climate Change Action Plan

The Ontario's Five-Year Climate Change Action Plan was announced in June 2016 with the objectives of fighting climate change with several areas of action. The plan recognizes the vital role transportation and land use planning takes in effectively reducing greenhouse gas pollution. Some of those actions include: implementing Transportation Demand Management Plans to limit single occupant vehicle trips. supporting cycling and walking for daily commutes and eliminating minimum parking requirements for municipal zoning bylaws over the next five years.

The proposed development's decision to provide less parking spaces on-site parking acknowledges that land and financial resources should not be used for excess parking, but rather for further land development opportunities that support lower auto-dependency. The subject site is within walking access to existing surface transit routes, and future higher-order transit. Therefore, trips made by alternative modes are a viable option for residents, a choice which would reduce fossil fuel consumption and traffic congestion.

5.1.4 City of Mississauga Official Plan

The City's Official Plan sets out a framework for how the municipality will grow to the year 2031. The City of Mississauga Official Plan aims to direct growth in a sustainable manner that protects and enhances its natural and cultural heritage resources, as well as the urban form. The Official Plan's approach to land use planning focuses on strategic management of growth and integration of land use, transportation, and design.

The City plans to direct growth within locations supported by existing and planned higher-order transit through high density and pedestrian-oriented development. In particular, one of the Plan's seven (7) guiding principles includes "Create a Multi-Modal City", which speaks to prioritizing transit and implementing an efficient active transportation network for cyclists and pedestrians. Section 8.4 addresses parking specifically and recognizes it as a tool to help influence travel behaviour and choice of transportation modes Specifically, Policy 8.4.3 states that **"Consideration will be given to reducing off-street parking requirements for developments to reflect levels of vehicle ownership and usage, and as a means of encouraging the greater use of transit, cycling and walking…"**

The proposed reduced parking supply is supportive of the City's Official Plan growth approach as it plans to leverage its location in proximity to the existing Port Credit GO Train Station and the soon to be completed Hurontario LRT. The proposed development will encourage future residents to utilize alternative transportation modes as opposed to vehicular travel.

5.2 FUTURE TRANSIT CONTEXT

5.2.1 Hurontario LRT

In partnership with Metrolinx and City of Brampton, in 2014, the City of Mississauga completed a Municipal Class EA for the implementation of the Hurontario LRT. The 18km rapid transit route will operate on a dedicated right-of-way and will provide for a connection between Mississauga and Brampton. The line will have 19 stops in between, with connections to GO Stations and key MiWay and Brampton Transit routes. The Hurontario LRT will connect people and businesses along Hurontario Street, where it is predicted that within the next two (2) decades, 25% of the City's employments and residents will be located along this corridor. **Figure 5-1** illustrates the Hurontario LRT route map with its planned stations.

Figure 5-1: Future Hurontario LRT

Source: Metrolinx, 2021

Construction for the Hurontario LRT began in Spring 2020, with the expected completion to be in Fall 2024. Throughout most of its segment, the Hurontario LRT tracks will occupy the two inner road lanes of the six-lane arterial and operate segregated from other traffic except at intersections. This project will not only provide high-frequency transit services along Hurontario Street but will also encourage pedestrian and cyclist infrastructure to be pursued concurrently.

5.2.2 Metrolinx GO Services

The proximity of the subject site to the GO Station provides access to excellent existing and future planned rapid transit service along two important transit corridors particularly given the future GO expansion to 15-minute two-way service along the Lakeshore West line, in addition to upgraded station and the new

service along the future Hurontario LRT. This will further improve transit accessibility for the subject site and provide convenient weekday travel throughout Mississauga and to the Toronto downtown core.

5.3 VEHICLE OWNERSHIP

Vehicle ownership data was extracted from the 2016 Transportation Tomorrow Survey (TTS) for the surrounding area, which includes the Traffic Analysis Zones (TAZs) 3877 and 3878 for the years 2011 and 2016. The TTS data is used to identify a trend in automobile ownership in the area across the 5-year period. The results are summarized in **Table 5-1**. Detailed TTS data is provided in **Appendix A**.

Table 5-1: Vehicle Ownership in Apartment Households

No. of Cars in Household	2011	2016
0	19%	23%
1	65%	53%
2	12%	21%
3	4%	4%
Total	100%	100%

[1] Percentages in 2016 do not equate to 100% due to rounding

The proposed residential parking rate of 0.88 spaces/unit is equivalent to approximately 12% of households (units) not owning a vehicle, which is well lower than the 19% and 23% shown by the 2011 and 2016 data, respectively. This adds further justification that the proposed resident parking supply is appropriate.

In 2016 it was found that about 23% of apartment households in the neighbourhood do not own a car which represents an approximate 21% increase from 2011 when only 19% of residents did not own a car. Given this rising trend in households not owning a vehicle, it is demonstrated that the neighbourhood is conducive to living a car free lifestyle and that future residents of the neighbourhood can live their lives without needing to use a vehicle. This is relevant given that many units in the proposed development will not have a parking space and a self-selection process whereby residents who choose to live a car free lifestyle will be attracted to the proposed development, will occur for the subject site and these residents will be able to live without a car in the neighbourhood.

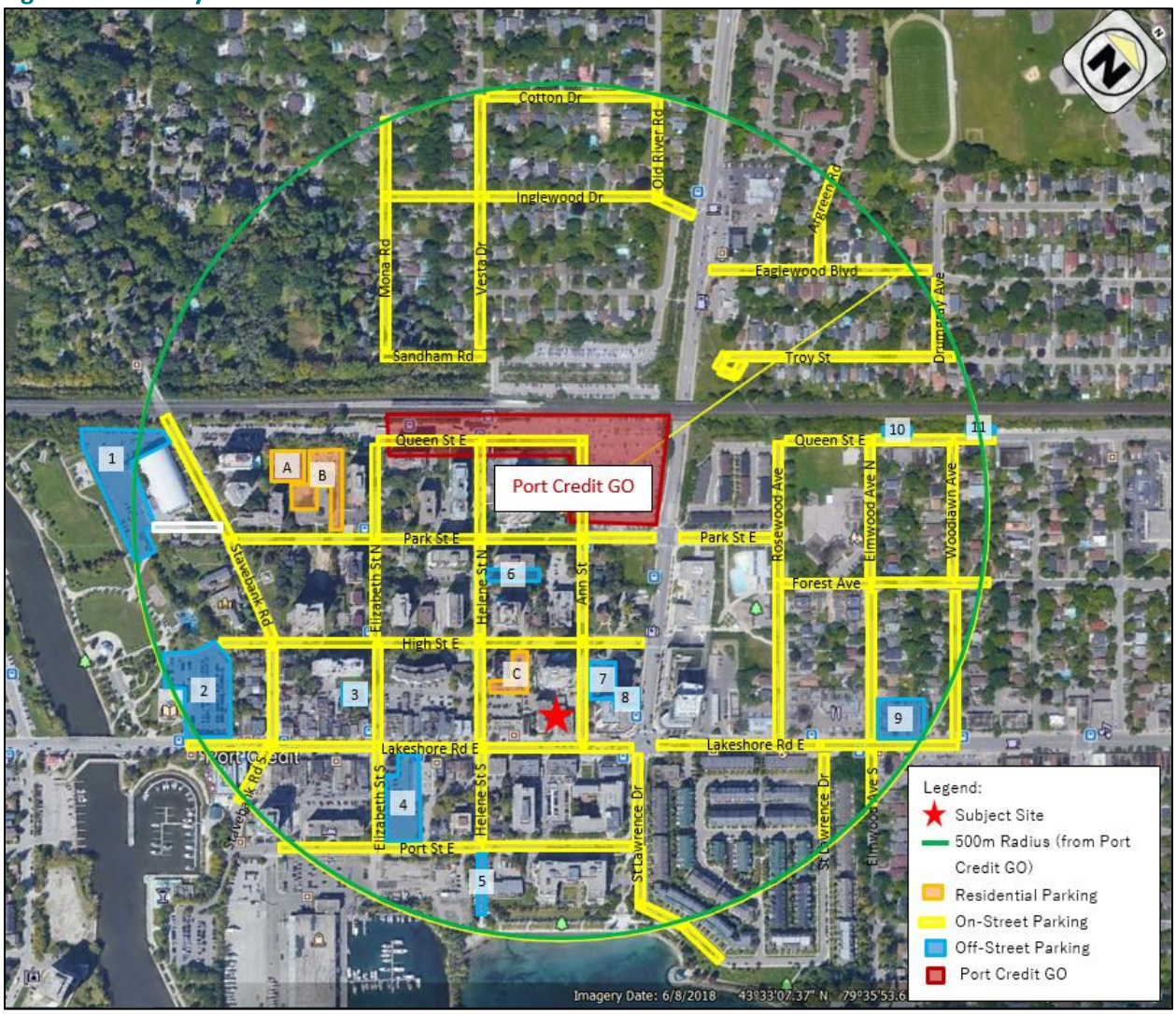
5.4 PARKING UTILIZATION SURVEYS

Due to the circumstances surrounding public safety and the COVID-19 outbreak, it is not possible to obtain permission to enter residential buildings to survey parking utilization. Therefore, in order to justify the proposed parking supply, three (3) past parking utilization surveys for residential apartment within the surrounding neighbourhood and with a similar scale (less than 100 units) were examined. Furthermore, a parking inventory was also conducted to document the available on-street parking supply within the surrounding neighbourhood. The parking utilization survey was conducted over two consecutive weeks. Specific dates included Friday, January 10, 2020, Saturday, January 11, 2020, Friday, January 17, 2020 and Saturday, January 18, 2020. **Table 5-2** summarizes the survey details. **Figure 5-2** illustrates the survey locations.

Table 5-2: Parking Survey Details

Survey Location	Survey Date	Survey Time
Residential Proxy Surveys		
12 Park Street East (Building A)	Friday, January 10, 2020 Friday, January 17, 2020 Saturday, January 11, 2020 Saturday January 18, 2020	6:00 PM to 11:00 PM
26 Park Street East (Building B)		
7 Helen Street North (Building C)		
Visitor On-Street Inventory Survey		
Streets within 500m radius of Port Credit GO Station	Friday, January 10, 2020 Friday, January 17, 2020 Saturday, January 11, 2020 Saturday January 18, 2020	6:00 PM to 11:00 PM

Figure 5-2: Survey Locations



5.4.1 Residential Parking Surveys

In comparison to the subject site, all three (3) proxy sites are similar in scale and are located within the Port Credit MTSA as defined by the Region. It should be noted that due to a snowstorm, the parking survey on Saturday January 18, 2020 was cancelled. The survey results of the two consecutive Fridays reviewed were found to be consistent. Therefore, the survey results on the two Saturdays are assumed to be similar as well and only one Saturday parking survey data was examined in this study. The survey results for residential parking are summarized in **Table 5-3**. Detailed proxy survey data is provided in **Appendix C**.

Table 5-3: Observed Residential Parking Rates

Map Label	A		B		C		85th Percentile Observed Parking Rate
Proxy Sites	12 Park St E (60 units)		26 Park St E (84 units)		7 Helen St N (39 units)		
	Peak Demand	Observed Parking Rate (spaces/unit)	Peak Demand	Observed Parking Rate (spaces/unit)	Peak Demand	Observed Parking Rate (spaces/unit)	
Friday, January 10, 2020	37	0.62	67	0.80	23	0.59	0.66
Saturday, January 11, 2020	37	0.62	62	0.74	21	0.54	0.61
Friday, January 17, 2020	33	0.55	62	0.74	21	0.54	0.61

As detailed in above, the 85th percentile observed residential parking rates range from 0.61-0.66 spaces/unit. Although it is understood that the above rates are for rental apartment units and not condominium units, it is evident that this area is supportive of non-auto ownership lifestyle as residents can live in this area without needing to own a vehicle. Furthermore, it is noted that residential condominium buildings do not preclude rental tenure. According to the Canadian Mortgage and Housing Corporation (CMHC), many condominium buyers purchase their units as an investment and plan to rent them out. Therefore, it is anticipated that the parking demand at residential condominium buildings would not significantly differ. Based on the above observed residential parking demand, the proposed residential parking supply rate of 0.88 spaces per unit is appropriate.

5.4.2 Public Parking Facilities & On-Street Parking

Given the proximity to available public transportation, it is anticipated that the majority of visitors will not be driving to the subject site. As such, no visitor parking spaces are proposed. To support the reduction in visitor parking supply, LEA conducted a parking inventory and parking utilization survey of off-street public parking facilities and on-street parking to determine the residual public parking supply within the study area for the Friday and Saturday survey periods. It should be noted that the on-street parking supply accounts for parking restrictions at the time of survey. **Table 5-4** summarizes the available off-street public parking facilities while **Table 5-5** summarizes the public parking utilization survey results.

Table 5-4: Off-Street Public Parking Facilities

Map Label	Location	Type	Parking Supply
1	Port Credit Arena	Surface	184
2	Port Credit Library	Surface	158
3	112 Elizabeth St	Surface	9
4	Elizabeth St & Port St E	Surface	90
5	St. Lawrence Park	Surface	10
6	65 Park St E	Surface	7
7	Ann St & High St E	Garage	31
8	Hurontario St & Lakeshore Rd E	Surface	17
9	Elmwood Ave N & Lakeshore Rd E	Surface	61
10	Elmwood Ave N & Queen St E	Surface	13
11	Woodlawn Ave & Queen St E	Surface	54
		Total	634

Table 5-5: Summary of Public Parking Utilization Survey Results

Date	Time of Peak Parking Demand	Overall Supply	Peak Parking Demand	Residual Parking
Friday, January 10, 2020	8:00 PM	1,507[1] (On-Street: 873, Off-Street: 634)	595	+912
Saturday, January 11, 2020	8:30 PM		587	+920
Friday, January 17, 2020	7:00 PM	1,521 (On-Street: 887, Off-Street: 634)	583	+938

[1] A total of 14 on-street parking spaces at Park St E (north side) from Stavebank Rd to Elizabeth St N were blocked by construction during survey period.

The maximum observed on-street and off-street parking demand was 595, 587 and 583 parking spaces occurring on Friday, January 10, 2020 at 8:00 PM, Saturday, January 11, 2020 at 8:30 PM and Friday, January 17, 2020 at 7:00 PM, respectively. The minimum resulting residual parking at those times corresponded to 912, 920 and 938 parking spaces, respectively.

The overall minimum observed residual parking supply of 912 parking spaces is much larger than the visitor parking shortfall of 8 spaces. Thus, the visitor parking shortfall can readily be accommodated by the existing public parking supply within the surrounding area. Furthermore, the retail component of the subject site is meant to attract patrons from the neighbourhood and therefore will not generate additional demand for parking. As such, the proposed supply is expected to be sufficient to meet the needs of the proposed development.

5.4.3 Parking Justification Conclusion

The proposed parking provisions include a total of 37 vehicular parking spaces. Based on the review of contemporary policy direction, existing travel behavior, vehicle ownership data, proxy demand survey results, and proximity to existing and future higher-order transit, the proposed supply is sufficient to meet the needs of the proposed development. Furthermore, given the transit accessibility of the area, most visitors are not expected to drive to the subject site. The abundance of public parking spaces and on-street parking will meet the potential visitor demand who choose to travel by car. The retail component of the subject site is meant to attract patrons from the neighbourhood and therefore will no generate additional demand for parking. Therefore, the proposed supply is sufficient to meet the needs of the proposed development.

6 BICYCLE PARKING

The City of Mississauga Zoning By-law 0225-2007 currently does not provide bicycle parking requirements. However, the City of Mississauga's Cycling Master Plan provides recommended bicycle parking rates to encourage a culture of cycling. A summary of the application of the recommended bicycle parking rates for the proposed development is provided in **Table 6-1**.

Table 6-1: Comparison of Required and Proposed Bicycle Parking Supply

Land Use	Units	City of Mississauga Cycling Master Plan			Proposed Bicycle Parking Supply
		Recommended Bicycle Parking Rates		Bicycle Spaces Required	
Residential	42	Long-Term	0.7 sp./unit	15	62
		Short-Term	0.08 sp./unit	2	
Retail	150m^2	Long-Term	0.25 sp./100m^2	1	
		Short-Term	0.1 sp./ 100m^2	1	
			Total	17	62

The proposed development will provide a total of 62 bicycle parking spaces and exceeds the City of Mississauga Cycling Master Plan recommendations.

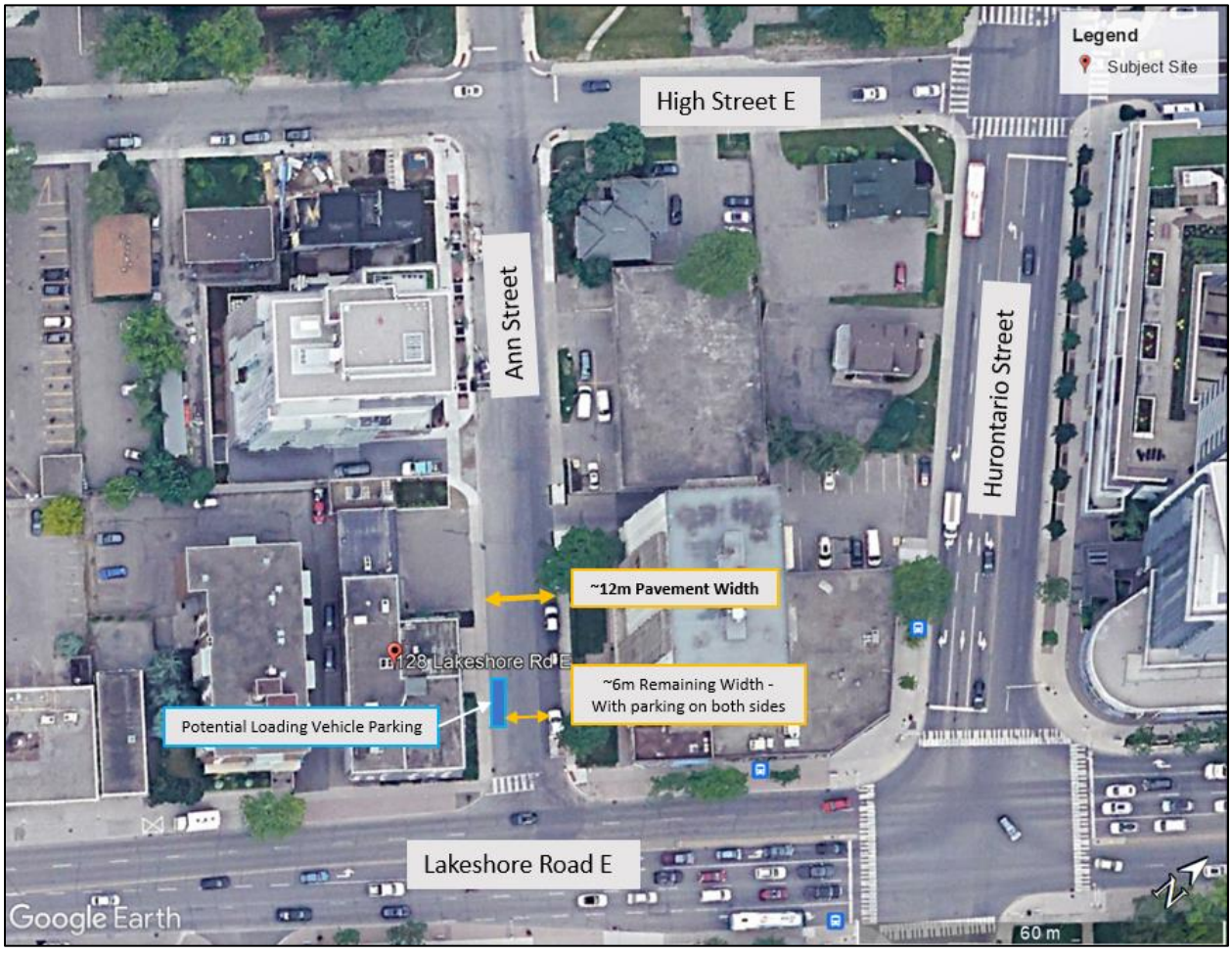
7 SITE PLAN REVIEW

7.1 LOADING PROVISIONS

As per the City of Mississauga's Comprehensive Zoning By-law 0225-2007, no loading spaces are required for retail uses less than 250m^2. However, one loading space is required per apartment building containing a minimum of 30 dwelling units. Required loading spaces shall have a minimum width of 3.5m and a minimum length of 9.0m.

One Type 'C' loading space (width of 3.5m and length of 6.0m) is proposed for the residential building and will accommodate light single unit trucks (LSU) utilized for residential furniture moving. Garbage pickup will occur via a curbside pick-up. While the proposed loading space does not meet the minimum dimensional requirements set out in the Zoning By-law, it is recognized that larger loading vehicles can be accommodated within Ann Street while avoiding any traffic blockages. This is because Ann Street has a pavement width of approximately 12m within the vicinity of the subject site and therefore a larger moving truck could park along the street and two-way traffic could still proceed even with a vehicle parked on-street opposite the loading vehicle at the same location. This is shown in **Figure 7-1**.

Figure 7-1: Loading Review



7.2 FUNCTIONAL DESIGN REVIEW

The proposed 37 parking spaces will be accessible via two (2) elevator car shafts for three (3) levels of underground parking. It is to our understanding that the parking elevators will only be accessible by residents of the building. Residents will receive TSSA training and briefing on the function of the elevators.

As detailed in **Section 3**, the proposed development is expected to generate minimal trips. As such, under a scenario where one of the elevators becomes non-functional, it is expected that the remaining elevator can accommodate the projected peak hour demand of inbound and outbound traffic. A review of the functionality of the proposed elevator car shafts reveal that the car elevators can be safely accessed and egressed by the appropriate vehicles. The swept path diagrams are provided in **Appendix D**. It can be concluded that there are no operational concerns with the proposed parking and associated elevator system.

Furthermore, a review of the functionality of the proposed parking and loading spaces reveal that the proposed spaces can be safely accessed and egressed by the appropriate vehicles without any conflicts. The swept path diagrams are provided in **Appendix D.**

8 TRANSPORTATION DEMAND MANAGEMENT (TDM)

Transportation Demand Management (referred to as TDM) is a set of initiatives and polices to reduce traffic demand by influencing travel behavior. Effective TDM measures can reduce vehicle usage and encourage people to engage in more sustainable transportation mode including public transit, shared rides as well as active transportation, such as walking and cycling.

Furthermore, the proposed development is located approximately 350m from the Port Credit GO Mobility Hub and Port Credit GO Station Southeast Area Master Plan. The Master Plan envisions the Port Credit Community to be transit-supportive and pedestrian friendly. As such, there are several opportunities to incorporate TDM measures to promote alternative modes of transportation to and from the proposed development. To align with the vision of the Master Plan and complement the transit supportive strategy of the City of Mississauga, the following TDM measures are recommended for the proposed development and are described in the following sections.

8.1 PEDESTRIAN-BASED INITIATIVES

The subject site is located in close proximity to a high concentration of amenities that are accessible by walking. The amenities within a 500m walking distance from the subject site, including:

- Port Credit GO Station
- Parks and the Waterfront
- Grocery Stores
- Restaurants
- Coffee Shops and Eateries
- Pharmacies and Medical Services
- Schools
- Additional Retail/Services

Continuous sidewalks are provided on both sides for all streets within the study area, and crosswalks are available at all signalized intersections. In addition, the site is located in close to proximity to Saint Lawrence Park, Port Credit Memorial Park, and J.C. Saddington Park, enabling recreational walking trips. Therefore, there are many opportunities for accessing to the nearby amenities by walking instead of driving.

8.2 PUBLIC TRANSIT

As mentioned in **Section 2.2**, the subject site is well served by multiple transit services including rail and buses. The Port Credit GO Station on the Lakeshore West GO line is located north of the subject site (4-minute walk). This east-west GO line provides service to and from Union Station and has an average headway of 15-minutes on weekdays. On the weekend, it runs every 30 minutes. With the planned GO Expansion by 2025, the line will provide 15-minute all-day service throughout the week. Future residents in particular for those who commute to downtown for work can easily travel by transit without owning a vehicle.

Multiple MiWay bus routes are also available in the vicinity of the subject site. The nearest bus stop from the subject site are located at the Lakeshore Road East & Hurontario Street intersection. The Hurontario LRT will be in operation along Hurontario Street upon its expected completion in 2024. The Port Credit GO Station will be served as a transportation mobility hub including the terminal stop of Hurontario LRT

and stops of other transit services. The presence of bus routes and future rapid transit within a reasonable walking distance increases the attractiveness of using transit for everyday commuting by residents.

8.3 CYCLING-BASED INTIATIVES

Cycling infrastructure in the form of multi-use trails are available near the site along Hurontario Street and Port Street East, however, the network-wide connectivity is limited. The Mississauga Cycling Master Plan 2018 proposes an integrated cycling network. The master plan does not specify an implementation timeline but contemplates overall completion within twenty years. When implemented, the site will have safer and better-connected bike access to surrounding neighbourhoods.

A total of 62 bicycle parking spaces (52 long-term and 10 short-term bicycle spaces) are proposed on the subject site which satisfy the recommended bicycle parking rates in the City of Mississauga Cycling Master Plan. It can accommodate future cycling trips to and from the subject site by residents and visitors, and encourage the use of bicycle instead of driving.

8.4 PARKING-BASED INITIATIVES

The subject site proposes to provide a parking supply lower than the City's Zoning By-law requirements. This reduction promotes the use of alternative travel modes, avoids an oversupply of parking, and is a valuable TDM measure.

8.5 PROGRAMMING

A well-managed and coordinated program can significantly alter the travel patterns of the residents. An information display is recommended to be provided at a centralized location, such as the front lobby of the residential building, to provide information on sustainable travel modes. This information can include location of transit stops, transit route schedules, pedestrian/cycling maps, and other information to help members of public and employees become aware of travel mode alternatives. It is recommended that a real-time display be provided near the main entrance of the residential building that provides updates for next bus/transit arrival.

It is recommended that information "welcome packages" be provided to all residents. These packages could include public transit maps for MiWay/GO transit routes and nearby cycling routes, the availability of autoshare and carpooling programs, Presto cards with small amount of loaded funds and available local amenities within a walking distance.

9 CONCLUSIONS AND RECOMMENDATIONS

- The proposed mixed-use development consists of a 10-storey building with 42 units and 150m^2 of ground floor retail, which will replace the existing two-storey funeral home at the subject site. The site will be served by one-full moves access located along Ann Street and will contain three (3) levels of underground parking.
- A review of existing transportation infrastructure reveal that the subject site is well-serviced by a multi-modal transportation network, including local MiWay transit routes and GO transit services. The subject site is also located in a walkable area with an abundance of amenities and services along Lakeshore Road East.
- Overall, during the 2026 horizon, the proposed development is expected to generate a total of 20 two-way trips during the weekday AM peak hour (6 inbound, 14 outbound), and 18 two-way trips during the weekday PM peak hour (12 inbound, 6 outbound). During the 2031 horizon, the proposed development is expected to generate a total of 9 two-way trips during the weekday AM peak hour (1 inbound, 8 outbound), and 12 two-way trips during the weekday PM peak hour (8 inbound, 4 outbound). Given the minimal auto trips generated, it is expected that there will not be any adverse impacts on the surrounding road network.
- The proposed vehicular parking supply of 37 spaces is deficient from the current City of Mississauga Zoning By-law requirement. However, a reduced parking supply is appropriate as the proposed development is located within a multi-modal transportation network including local and regional transit services within a short walking distance. Based on the policy review, a review of past proxy survey data, and the noted TDM measures within the study area, there is opportunity to reduce vehicle usage and encourage people to engage in more sustainable transportation modes. The reduction of parking supply is also consistent with the City of Mississauga Parking Master Plan and consistent with approved rates from surrounding developments. It is in our professional opinion that the proposed parking supply can accommodate the parking demand associated with the proposed development.
- Given the transit accessibility of the area, most visitors are not expected to drive to the subject site. However, there are a number of off-street parking facilities and on-street parking available to meet the potential visitor demand who choose to travel by car. Furthermore, the subject site is meant to attract patrons from the neighbourhood and will not generate parking demand.
- The proposed bicycle parking supply of 62 spaces will meet the recommended requirements set out in the City of Mississauga's Cycling Master Plan.
- One Type 'C' loading space is proposed for the residential building and will accommodate light single unit trucks (LSU). Larger loading vehicles can be accommodated within Ann Street while avoiding any traffic blockages. Therefore, it is our opinion that the proposed loading supply is appropriate for the subject site.
- A review of the functionality of the site reveals that the proposed parking and loading spaces can be safely accessed and egressed by the appropriate vehicles without any conflicts.

- Transportation Demand Management (TDM) opportunities and measures have been recommended to reduce vehicle usage and encourage people to engage in more sustainable transportation mode. They consist of pedestrian-based initiatives, public transit, cycling-based and parking-based initiatives, and programming.

APPENDIX A

TTS Data

Mode Split

AM Outbound
Tue Jan 08 2019 11:33:21 GMT-0500 (Eastern Standard Time) - Run Time: 1461ms

Cross Tabulation Query Form - Trip - 2016 v1.1

Row: 2006 GTA zone of origin - gta06_orig
Column: Primary travel mode of trip - mode_prime

Filters:
2006 GTA zone of household - gta06_hhld In 3877,3878
and
2006 GTA zone of origin - gta06_orig In 3877,3788
and
Start time of trip - start_time In 630-930

Trip 2016
Table:

	Transit excluding GO rail	Auto driver	GO rail only	Joint GO rail and local transit	Auto passenger	School bus	Walk	Total
3877	215	1424	245	176	154	31	116	2361
	9%	60%	10%	7%	7%	1%	5%	100%

Am Inbound
Tue Jan 08 2019 11:37:52 GMT-0500 (Eastern Standard Time) - Run Time: 1467ms

Cross Tabulation Query Form - Trip - 2016 v1.1

Row: 2006 GTA zone of origin - gta06_orig
Column: Primary travel mode of trip - mode_prime

Filters:
2006 GTA zone of household - gta06_hhld In 3877,3878
and
2006 GTA zone of destination - gta06_dest In 3877,3788
and
Start time of trip - start_time In 630-930

Trip 2016
Table:

	Transit excluding GO rail	Auto driver	Auto passenger	Walk	Total
310	0	31	0	0	31
3632	30	0	0	0	30
3640	0	10	0	0	10
3642	0	21	0	0	21
3646	0	16	0	0	16
3666	0	39	0	0	39
3871	0	10	0	0	10
3872	16	0	0	0	16
3877	0	90	31	24	145
Total	46	217	31	24	318
	14%	68%	10%	8%	100%

PM Outbound
Tue Jan 08 2019 11:42:23 GMT-0500 (Eastern Standard Time) - Run Time: 1382ms

Cross Tabulation Query Form - Trip - 2016 v1.1

Row: 2006 GTA zone of origin - gta06_orig
Column: Primary travel mode of trip - mode_prime

Filters:
2006 GTA zone of household - gta06_hhld In 3877,3878
and
2006 GTA zone of origin - gta06_orig In 3877,3788
and
Start time of trip - start_time In 1600-1900

Trip 2016
Table:

	Auto driver	Joint GO rail and local transit	Auto passenger	Walk	Total
3877	395	65	93	259	812
	49%	8%	11%	32%	100%

PM Inbound
Tue Jan 08 2019 11:44:22 GMT-0500 (Eastern Standard Time) - Run Time: 1479ms

Cross Tabulation Query Form - Trip - 2016 v1.1

Row: 2006 GTA zone of origin - gta06_orig
Column: Primary travel mode of trip - mode_prime

Filters:
2006 GTA zone of household - gta06_hhld In 3877,3878
and
2006 GTA zone of destination - gta06_dest In 3877,3788
and
Start time of trip - start_time In 1600-1900

Trip 2016
Table:

	Transit excluding GO rail	Auto driver	GO rail only	Joint GO rail and local transit	Auto passenger	Walk	Total
25	0	0	0	16	0	0	16
29	0	0	47	0	0	0	47
32	0	0	29	0	0	0	29
35	0	0	22	0	0	0	22
50	0	0	0	22	0	0	22
59	0	0	14	0	0	0	14
63	0	0	46	0	0	0	46
64	0	0	22	0	0	0	22
65	0	35	8	0	0	0	43
66	0	47	20	0	0	0	67
69	0	0	16	0	0	0	16
78	0	14	0	0	0	0	14
89	0	0	22	0	0	0	22
98	0	39	0	0	0	0	39
203	0	0	0	13	0	0	13
210	0	0	0	15	0	0	15
211	0	0	0	22	0	0	22
215	0	0	0	11	0	0	11
223	0	22	0	0	0	0	22
273	0	33	0	0	0	0	33
290	0	33	0	0	0	0	33
292	0	40	0	0	0	0	40
300	0	30	0	0	0	0	30
309	0	17	0	0	0	0	17
310	0	104	0	0	31	0	135
2003	16	0	0	0	0	0	16
2606	0	27	0	0	0	0	27
3338	0	14	0	0	0	0	14
3360	13	0	0	0	0	0	13
3367	0	39	0	0	0	0	39
3383	0	23	0	0	0	0	23
3605	0	20	0	0	0	0	20
3609	14	0	0	0	0	0	14
3611	0	18	0	0	0	0	18
3614	0	18	0	0	0	0	18
3623	0	9	0	0	0	0	9
3631	72	16	0	0	0	0	88
3632	0	38	0	0	0	0	38
3639	0	60	0	0	0	0	60
3640	0	44	0	0	0	0	44
3641	0	55	0	0	8	0	63
3642	0	68	0	0	0	27	95
3644	0	23	0	0	0	0	23
3646	0	19	0	0	0	0	19
3648	0	9	0	0	9	0	18
3654	0	12	0	0	0	0	12
3657	0	22	0	0	0	0	22
3661	9	22	0	0	0	0	31
3668	0	22	0	0	0	0	22
3671	0	44	0	0	0	0	44
3701	0	30	0	0	0	0	30
3702	0	28	0	0	0	0	28
3715	0	38	0	0	0	0	38
3836	0	33	0	0	0	0	33
3851	23	0	0	0	0	0	23
3854	0	10	0	0	0	0	10
3861	0	16	0	0	0	0	16
3877	0	111	0	0	0	259	370
3878	0	18	0	0	18	0	36
3879	0	22	0	0	0	0	22
4016	0	22	0	0	0	0	22
4038	0	0	0	0	6	0	6
4087	0	0	0	0	22	0	22
5172	0	0	0	47	0	0	47
8920	0	22	0	0	0	0	22
9066	0	6	0	0	0	0	6
Total	147	1392	246	146	94	286	2311
	6%	60%	11%	6%	4%	12%	100%

Mon Nov 22 2021 16:17:53 GMT-0500 (Eastern Standard Time) - Run Time: 679ms

Cross Tabulation Query Form - Household - 2011

Row: No. of vehicles in household - n_vehicle
Column: Type of dwelling unit - dwell_type

Filters:
Type of dwelling unit - dwell_type In 2
and
2006 GTA zone of household - gta06_hhld In 3877 3878

Household 2011
Table:

	Apartment	Percentage
0	401	19%
1	1346	65%
2	243	12%
3	88	4%
Total	2078	100%

Fri Jan 17 2020 10:26:55 GMT-0500 (Eastern Standard Time) - Run Time: 503ms

Cross Tabulation Query Form - Household - 2016 v1.1

Row: No. of vehicles in household - n_vehicle
Column: Type of dwelling unit - dwell_type

Filters:
Type of dwelling unit - dwell_type In 2
and
2006 GTA zone of household - gta06_hhld In 3877 3878

Household 2016
Table:

	Apartment		
	0	730	23%
	1	1698	53%
	2	687	21%
	3	118	4%
Total		3233	100%

APPENDIX B

Port Credit Master Plan

From the 2011 TTS information presented in Figure 4, the non-auto mode share is approximately 35% for trips in the AM peak hour and 25% in the PM peak hour. Given the increased transit options expected to be in place by 2031, including the Hurontario-Main LRT line, we would expect the non-auto mode share to increase. This is confirmed by the traffic estimates found in the October 2010 report completed by Metrolinx and MMM Group. Based on a review of the information, we propose to use a non-auto mode share of 50% for future trips in the AM peak hour, and 45% for the PM peak hour (to recognize the existing higher auto share in the PM).

Note: The electrification of the Lakeshore West rail line, to provide 15-minute all-day service, will likely result in a further increase in the non-auto mode share, but has not been factored into the Master Plan transportation analysis (data has not yet been produced by Metrolinx).

Figure 5: 2031 Modal Split / Non-Auto Trip Reduction Proposed

Peak Period	Primary Mode of Travel in 2031	Non-Auto Trip Reduction Proposed for Trip Generation in 2031
	Auto Driver	
AM	**50%**	**50%**
PM	**55%**	**45%**

Trip Generation

As per the *Special Site 12 Master Plan Study - Trip Generation Surveys at Proxy Sites* memorandum submitted to the City of Mississauga on April 23, 2015, IBI Group proposed to undertake trip generation surveys. Through discussions with the City, three locations were confirmed to be surveyed:

- 1/33 Hurontario Street in Mississauga (near Port Credit GO Station)
- 15 Elizabeth Street in Mississauga (near Port Credit GO Station)
- 3865 Lake Shore Boulevard West in Toronto (near Long Branch GO Station)

Due to property management concerns, the trip generation surveys at 1/33 Hurontario Street did not take place. The results of the other surveys are outlined below.

<u>15 Elizabeth Street (Residential Development)</u>

The trip generation survey took place on June 3, 2015 from 7:00-9:00 AM and 4:30-6:30 PM. The number of auto inbound/outbound trips is summarized in Figure 6.

Figure 6: Inbound/Outbound Auto Trips at 15 Elizabeth Street

Peak Hour	# of Units	Inbound (trips)	Trip Rate (trips/unit)	Outbound (trips)	Trip Rate (trips/unit)	Total (trips)	Trip Rate (trips/unit)
AM	54	1	0.02	9	0.17	10	0.19
PM		9	0.17	5	0.09	14	0.26

*Source: City of Mississauga planning staff

As shown in Figure 6, there are 10 auto trips during the AM peak hour and 15 auto trips during the PM peak hour. Given there are 54 units at 15 Elizabeth Street, this equates to an auto trip rate of 0.19 in the AM peak hour and 0.26 during the PM peak hour.

Norbert Orzel - City of Mississauga – June 11, 2015

3865 Lake Shore Boulevard West (Residential and Small Retail Development)

The trip generation survey took place on May 21, 2015 from 7:00-9:00 AM and 4:30-6:30 PM. The number of inbound/outbound auto trips associated with the residential is summarized in Figure 7. The retail component of the site is a small medical clinic which does not have any parking spaces on the site. Surveyors monitored the parking spaces to ensure that any retail trips were discounted against the residential trip rate calculation.

Figure 7: Inbound/Outbound Auto Trips at 3865 Lake Shore Boulevard West

Peak Hour	# of Units	Inbound (trips)	Trip Rate (trips/unit)	Outbound (trips)	Trip Rate (trips/unit)	Total (trips)	Trip Rate (trips/unit)
AM	185*	7	0.04	40	0.21	47	0.25
PM		41	0.22	22	0.12	63	0.34

*Source: http://www.condominium.ca/3865-lake-shore-blvd-w

As shown in Figure 7, there are 47 auto trips during the AM peak hour and 63 auto trips during the PM peak hour. Given there are 185 units at 3865 Lake Shore Boulevard West, this equates to an auto trip rate of 0.25 trips/unit in the AM peak hour and 0.34 trips/unit during the PM peak hour.

ITE Trip Generation manual

A comparison was undertaken between the two surveyed auto trip rates, and the equivalent trip rates in the Institute of Transportation Engineers (ITE) Trip Generation, 9th Edition publication. This comparison can be found Figure 8.

Figure 8: Trip Generation Survey Comparison with ITE Trip Generation manual

Peak Hour	# of Units	Source	Inbound Auto Trip Rate (trips/unit)	Outbound Auto Trip Rate (trips/unit)	Total Auto Trip Rate (trips/unit)
AM	54	Survey - 15 Elizabeth St	0.02	0.17	0.19
		ITE	0.10	0.48	0.58
		Survey - 3865 Lake Shore Blvd	0.04	0.21	0.25
		ITE	0.08	0.38	0.46
PM	185	Survey - 15 Elizabeth St	0.17	0.09	0.26
		ITE	0.45	0.22	0.67
		Survey - 3865 Lake Shore Blvd	0.22	0.12	0.34
		ITE	0.36	0.18	0.54

*ITE source was the fitted curve equation, not the rate, as this was more conservative. This is why it was different for the 2 sites, as the curve is non-linear

Summary

Given the location and nature of the two proxy surveys, it is inherent that the any trip reduction due to transit and other non-auto modes will be captured in the surveyed rate. This is because vehicle trips were surveyed, and not people trips (due to the logistics of undertaking such a survey at these sites).

A review of the surveyed and ITE trip rates in Figure 8 shows that the ITE trip rates are higher than the surveyed trip rates. Additionally, the site in Port Credit had a lower auto trip rate than

the site in Long Branch in Toronto. This is unexpected, given the slightly higher non-auto mode share in Port Credit (as per TTS comparison).

Based on the results of the trip generation surveys, and the modal split in the areas surrounding the two survey sites, we propose to use a trip generation rate similar to the trip survey rates, but closer to that found in Port Credit. We are not recommending using the exact surveyed trip rate in Port Credit, but something near the middle of the two surveyed rates because of the:

- Small sample size (one survey date)
- Building age (the 15 Elizabeth St. building is older than the 3865 Lake Shore Blvd. W building)

Figure 9 summarizes the following:

- Recommended existing trip generation rates, which could be used for short term analysis or any analysis should the modal split not be achieved; and
- Recommended 2031 trip generation rates, which includes a conservative 10% trip reduction to the recommended existing trip generation rates (as shows that the auto driver mode share could drop up to 20% in the . This reduction accounts for the increased non-auto mode share from the time of surveys (2015) to the study horizon (2031), as discussed in the mode share section.

Figure 9: Recommended Existing and 2031 Auto Trip Generation Rate

Peak Hour	Inbound Auto Trip Rate (trips/unit)	Outbound Auto Trip Rate (trips/unit)	Total Auto Trip Rate (trips/unit)
Existing AM	0.03	0.19	0.22
2031 AM (includes increased non-auto mode share)	0.03	0.17	0.20
AM	0.19	0.10	0.29
2031 PM (includes increased non-auto mode share)	0.17	0.09	0.26

The 2031 horizon year analysis will consider residential trip rates to be 0.20 trips per unit during the AM peak hour and 0.26 trips per unit in the PM peak hour, as shown in Figure 9.

Interaction Trips

We propose to use a 5% interaction trip reduction for sites that contain retail, restaurant, or financial uses on the same site as an office or residential land use. We have not applied a trip reduction to these uses for adjacent sites.

Trip Distributions

Trip distributions for the AM and PM peak periods were calculated for the following land uses: retail (includes financial), office, and residential. The study area (depicted in red in Figure 10) is within zone[1] 3877. When extracting data from the 2011 TTS for residential and office land uses, it was assumed that:

[1] University of Toronto. (2009). 2006 Traffic Zone Boundaries – Zone Numbers and Detailed Definitions. Retrieved June 1st, 2015 from: http://www.dmg.utoronto.ca/pdf/reports/2006to2010/znbdy2006/boundary2006_A.pdf

APPENDIX C

Proxy Survey Results

22-28 Ann Street & 78 Parkt Street East - 500m Radius Parking Utilization Survey

Project No.: 19244.210
Survey Date: Friday January 10, 2020
Surveyor(s): Mile Mothibe, Jerry Cheng, Michael Loo, Ken Lo, Tevin Luu
Weather: Cloudy, Light Rain

	Street Name	From	To	Side of Street	Supply	18:00	18:30	19:00	19:30	20:00	20:30	21:00	21:30	22:00	22:30	23:00	Notes:
	Cotton Dr	Vesta Dr	Old River Rd	N	20	0	0	0	0	0	0	0	0	0	0	0	
				S	21	0	0	0	0	0	0	0	0	0	0	0	
	Inglewood Dr	Mona Rd	Vesta Dr	N	8	0	0	0	0	0	0	0	0	0	0	0	
				S	7	0	0	0	0	0	0	0	0	0	0	0	
		Vesta Dr	Old River Rd	N	13	0	0	0	0	0	0	0	0	0	0	0	
				S	10	0	0	0	0	0	0	0	0	0	0	0	
		Old River Rd	Hurontario St	N	-	0	0	0	0	0	0	0	0	0	0	0	No Parking
				S	-	0	0	0	0	0	0	0	0	0	0	0	No Parking
	Sandham Rd	Mona Rd	Vesta Dr	N	-	0	0	0	0	0	0	0	0	0	0	0	No Parking
				S	-	0	0	0	0	0	0	0	0	0	0	0	No Parking
	Eaglewood Blvd	Hurontario St	Argreen Rd	N	8	0	0	0	0	0	0	0	0	0	0	0	
				S	10	0	0	0	0	0	0	0	0	0	0	0	
		Argreen Rd	Drumgray Ave	N	12	0	0	0	0	1	2	2	1	1	1	1	
				S	13	0	0	0	0	0	0	0	0	0	0	0	
	Troy St	Cul-de-sac	Drumgray Ave	N	21	0	0	0	0	2	2	2	2	1	1	0	
				S	20	3	3	3	3	2	2	2	2	2	2	2	
	Queen St E	Elizabeth St N	Helene St N	N	-	1	0	0	0	0	0	1	0	0	0	0	No Parking
				S	9	5	4	3	4	2	3	3	3	4	4	4	
		Helene St N	Ann St	N	-	8	0	0	0	0	0	0	0	0	0	0	No Parking
				S	18	8	0	1	0	0	0	0	0	0	0	0	
		Rosewood Ave	Elmwood Ave N	N	16	0	0	0	0	0	0	0	0	0	0	0	
				S	16	0	0	0	0	0	0	0	0	0	0	0	
		Elmwood Ave N	Woodlawn Ave	N	8	0	0	0	0	0	0	0	0	0	0	0	
				S	-	0	0	0	0	0	0	0	0	0	0	0	No Parking
		Rosewood Ave	Utility pole w/ Speed Sign	N	1	0	0	0	0	0	0	0	0	0	0	0	
				S	-	0	0	0	0	0	0	0	0	0	0	0	No Parking
		Stavebank Rd	Elizabeth St N	N	0	0	0	0	0	0	0	0	0	0	0	0	14 spaces blocked by construction
				S	-	0	0	0	0	0	0	0	0	0	0	0	No Parking

East to West	Park St E	Elizabeth St N	Helene St N	N	7	1	1	2	0	0	0	1	2	3	3	3	
				S	-	0	0	0	0	0	0	0	0	0	0	0	No Parking
		Helene St N	Ann St	N	-	0	1	0	0	0	0	0	0	0	0	0	No Parking
				S	-	0	0	0	0	1	1	1	0	0	0	0	No Parking
		Ann St	Hurontario St	N	-	0	0	0	0	0	0	0	0	0	0	0	No Parking
				S	-	0	0	0	0	0	0	0	0	0	0	0	No Parking
		Hurontario St	Rosewood Ave	N	-	0	0	0	0	0	0	0	0	0	0	0	No Parking
				S	-	0	0	0	0	0	0	0	0	0	0	0	No Parking
	High St E	Library	Stavebank Rd	N	-	0	0	0	0	0	0	0	0	0	0	0	No Parking
				S	5	5	5	5	5	6	6	5	5	5	5	6	
		Stavebank Rd	Elizabeth St N	N	-	1	0	0	0	0	0	0	0	0	0	0	No Parking
				S	-	0	0	0	0	0	0	0	0	0	0	0	No Parking
		Elizabeth St N	Helene St N	N	-	0	0	0	0	0	0	0	0	0	0	0	No Parking
				S	11	2	2	3	4	5	3	3	6	3	5	7	
		Helene St N	Ann St	N	-	0	0	0	0	0	0	0	0	0	0	0	No Parking
				S	5	0	0	0	0	0	0	0	0	0	0	0	
		Ann St	Hurontario St	N	-	0	0	0	0	0	0	0	0	0	0	0	No Parking
				S	-	0	0	0	0	0	0	0	0	0	0	0	No Parking
	Forest Ave	Rosewood Ave	Elmwood Ave N	N	-	0	0	0	0	0	0	0	0	0	0	0	No Parking
				S	13	2	0	0	0	0	0	0	1	0	0	0	
		Elmwood Ave N	Woodlawn Ave	N	-	0	0	0	0	0	0	0	0	0	0	0	No Parking
				S	12	0	1	1	1	1	1	1	1	1	0	0	
		Woodlawn Ave	Utility pole w/ Speed Sign	N	-	0	0	0	0	0	0	0	0	0	0	0	No Parking
				S	4	0	0	0	0	0	0	0	0	0	0	0	
	Lakeshore Rd E	Library Access	Stavebank Rd	N	3	2	3	3	2	2	3	3	3	3	3	3	
				S	3	2	3	3	2	2	2	2	3	3	3	2	
		Stavebank Rd	Elizabeth St N/S	N	12	11	11	11	9	11	12	12	12	12	12	12	
				S	12	12	11	11	11	12	12	12	12	10	10	9	
		Elizabeth St N/S	Helene St N/S	N	10	9	7	8	10	10	10	10	8	9	9	9	
				S	6	5	4	4	5	6	6	4	4	5	7	6	
		Helene St N/S	Ann St	N	7	6	5	6	7	7	5	5	5	4	4	4	
				S	5	3	4	4	4	5	4	3	3	5	5	6	
		Ann St	Hurontario St / St Lawrence Dr	N	-	0	0	0	0	0	0	0	0	0	0	0	No Parking
				S	-	0	0	0	0	0	0	0	0	0	0	0	No Parking

		Hurontario St	Rosewood Ave	N	-	0	0	0	0	0	0	0	0	0	0	0	0	No Parking
				S	15	6	3	6	6	6	6	6	4	3	0	0		
		Rosewood Ave	St Lawrence Dr - E	N	-	0	0	0	0	0	0	0	0	0	0	0	0	No Parking
				S	1	0	0	0	0	0	0	0	0	0	0	0	0	
		St Lawrence Dr - E	Elmwood Ave N/S	N	6	0	0	0	0	0	0	0	0	0	0	0	0	
				S	-	0	0	0	0	0	0	0	0	0	0	0	0	No Parking
		Elmwood Ave N/S	Woodlawn Ave	N	7	0	1	1	0	2	2	1	0	0	0	0	0	
				S	9	2	1	0	0	1	1	0	0	0	0	0	0	
	Port St E	Ports Hotel Access	Elizabeth St S	N	7	0	0	4	4	4	4	4	4	4	5	6		
				S	15	0	0	4	4	4	7	7	7	6	6	6		
		Elizabeth St S	Helene St S	N	7	0	0	0	0	0	0	0	0	0	0	0		
				S	7	0	2	0	1	2	4	4	4	3	5	6		
		Helene St S	St Lawrence Dr	N	5	2	2	2	0	2	2	2	2	1	0	0		
				S	10	1	0	0	0	0	0	0	0	0	0	0		
	Mona Rd	1235 Mona Rd	Inglewood Dr	E	8	0	0	0	0	0	0	0	0	0	0	0		
				W	5	0	0	0	0	0	0	0	0	0	0	0		
		Inglewood Dr	Sandham Rd	E	18	0	0	0	0	0	0	0	0	0	0	0		
				W	15	0	0	0	0	1	0	0	0	0	0	0		
	Vesta Dr	Cotton Dr	Inglewood Dr	E	11	1	1	1	1	0	0	0	0	0	0	0		
				W	12	0	0	0	0	0	0	0	0	0	0	0		
		Inglewood Dr	Sandham Rd	E	20	0	0	0	0	0	0	0	0	0	0	0		
				W	17	0	0	0	0	1	1	0	0	0	0	0		
	Old River Rd	Cotton Dr	Inglewood Dr	E	7	0	0	0	0	0	0	0	0	0	0	0		
				W	10	0	0	0	0	0	0	0	0	0	0	0		
	Argreen Rd	Speed bump	Eaglewood Blvd	E	10	2	2	2	2	1	1	1	1	2	1	1		
				W	10	0	0	0	0	0	0	0	0	0	0	0		
	Drumgray Ave	Eaglewood Blvd	Troy St	E	10	0	0	0	0	0	0	0	0	0	0	0		
				W	18	0	0	0	0	0	0	0	2	2	2	2		
	Stavebank Rd	Railroad	Park St E	E	6	1	2	1	1	2	5	3	3	2	2	2		
				W	6	4	3	3	3	3	3	3	3	2	1	0		
		Park St E	High St E	E	14	11	13	13	14	14	14	14	13	13	14	14		
				W	14	8	9	10	12	11	12	11	11	12	10	10		
		High St E	Lakeshore Rd E	E	5	2	4	6	4	4	4	6	6	5	6	6		
				W	9	7	5	7	6	8	8	7	6	6	6	6		

North to South

Stavebank Rd S	Lakeshore Rd E	laneway	E	3	3	3	3	3	3	3	3	3	3	3	3	
			W	-	0	0	0	0	0	0	0	0	0	0	0	No Parking
Elizabeth St N	Queen St E	Park St E	E	4	1	2	1	1	1	1	1	1	1	1	1	
			W	-	0	0	0	0	0	0	0	0	0	0	0	No Parking
	Park St E	High St E	E	12	4	5	6	5	7	8	8	9	9	9	9	
			W	-	0	0	0	0	0	0	0	0	0	0	0	No Parking
	High St E	Lakeshore Rd E	E	5	4	4	5	5	4	4	5	5	6	5	5	
			W	8	8	6	8	6	7	8	9	10	10	10	9	
Elizabeth St S	Lakeshore Rd E	Port St E	E	6	2	3	6	7	7	7	7	8	8	8	8	
			W	7	6	6	7	7	7	7	7	7	7	7	7	
Helene St N	Queen St E	Park St E	E	14	7	3	6	6	8	5	6	7	8	8	8	
			W	-	0	0	0	0	0	0	0	0	0	0	0	No Parking
	Park St E	High St E	E	14	3	2	3	4	3	4	2	2	4	3	4	
			W	-	0	0	0	1	0	0	0	0	0	0	0	No Parking
	High St E	Lakeshore Rd E	E	16	0	1	3	3	5	0	4	2	1	1	1	
			W	13	2	4	9	7	8	2	2	5	4	3	3	
Helene St S	Lakeshore Rd E	Port St E	E	4	3	1	1	3	3	2	2	3	3	2	2	
			W	12	6	6	5	5	4	6	5	5	3	5	6	
Ann St	Queen St E	Park St E	E	-	0	0	0	0	0	0	0	0	0	0	0	No Parking
			W	-	0	0	0	0	0	0	0	0	0	0	0	No Parking
	Park St E	High St E	E	-	0	0	0	0	0	0	0	0	0	0	0	No Parking
			W	-	0	0	0	0	0	0	0	0	0	0	0	No Parking
	High St E	Lakeshore Rd E	E	5	3	0	2	3	4	5	4	3	3	4	5	
			W	6	2	3	2	3	4	4	4	3	2	2	2	
St Lawrence Dr - W	Lakeshore Rd E	Port St E	E	-	0	0	0	0	0	0	0	0	0	0	0	No Parking
			W	-	0	0	0	0	0	0	0	0	0	0	0	No Parking
	Port St E	80 St Lawrence Dr	E	-	0	0	0	0	0	0	0	0	0	0	0	No Parking
			W	12	5	5	4	5	5	5	3	3	3	0	0	
Rosewood Ave	Queen St E	Park St E	E	-	0	0	0	0	0	0	0	0	0	0	0	No Parking
			W	12	1	1	0	0	1	1	1	1	1	1	1	
	Park St E	Forest Ave	E	-	0	0	0	0	0	0	0	0	0	0	0	No Parking
			W	-	0	0	0	0	0	0	0	0	0	0	0	No Parking

		Forest Ave	Lakeshore Rd E	E	-	0	0	0	0	0	0	0	0	0	0	0	0	No Parking
				W	7	1	1	0	0	0	0	0	2	0	0	0		
	St Lawrence Dr - E	Lakeshore Rd E	Waterside Dr	E	10	5	4	2	0	0	0	0	0	0	0	0		
				W	-	0	0	0	0	0	0	0	0	0	0	0	No Parking	
	Elmwood Ave N	Queen St E	Forest Ave	E	11	0	0	0	0	0	0	0	0	0	0	0		
				W	-	0	0	0	0	0	0	0	0	0	0	0	No Parking	
		Forest Ave	Lakeshore Rd E	E	-	0	0	0	0	1	1	0	0	0	0	0	No Parking	
				W	-	0	0	0	0	0	0	0	0	0	0	0	No Parking	
		Lakeshore Rd E	11 Elmwood Ave S	E	-	0	0	0	0	0	0	0	0	0	0	0	No Parking	
				W	7	1	0	2	3	5	4	3	5	4	4	3		
	Woodlawn Ave	Queen St E	Forest Ave	E	13	1	1	1	1	2	1	1	1	1	1	1		
				W	-	0	0	0	0	0	0	0	0	0	0	0	No Parking	
		Forest Ave	Lakeshore Rd E	E	12	2	2	3	3	3	2	1	2	2	2	2		
				W	-	0	0	0	0	0	0	0	0	0	0	0	No Parking	
Total On-Street					873	203	176	207	206	233	228	219	226	215	211	213		

22-28 Ann Street & 78 Parkt Street East - 500m Radius Parking Utilization Survey

Project No.: 19244.210
Survey Date: Friday January 10, 2020
Surveyor(s): Mile Mothibe, Jerry Cheng, Michael Loo, Ken Lo, Tevin Luu
Weather: Cloudy, Light Rain

Address	Type	Map Reference	Type	Supply	18:00	18:30	19:00	19:30	20:00	20:30	21:00	21:30	22:00	22:30	23:00
12 Park St E	Surface	Lot A	Resident	55	34	35	35	33	33	34	34	36	36	37	37
26 Park St E	Surface	Lot B	Resident	82	48	52	53	56	57	63	64	65	66	66	67
7 Helene St N	Surface	Lot E	Resident	42	16	22	22	22	22	23	23	23	23	22	22
Port Credit Arena	Surface	Lot 1	Public	184	79	87	74	70	77	80	73	67	61	59	53
Port Credit Library	Surface	Lot 2	Public	158	119	128	141	153	155	152	155	156	144	138	135
112 Elizabeth St	Surface	Lot 3	Public	9	5	3	6	6	3	1	2	2	2	2	2
Elizabeth St & Port St E	Surface	Lot 4	Public	90	20	20	37	54	61	62	57	53	49	44	43
St. Lawrence Park	Surface	Lot 5	Public	10	1	2	2	2	3	3	3	1	1	0	0
65 Park St E	Surface	Lot 6	Public	7	2	2	2	3	3	2	2	2	2	3	4
Ann St & High St E	Garage	Lot 7	Public	31	9	10	10	11	10	12	12	12	12	12	13
Hurontario St & Lakeshore Rd E	Surface	Lot 8	Public	17	16	10	9	9	8	7	7	6	6	5	4
Elmwood Ave N & Lakeshore Rd E	Surface	Lot 9	Public	61	27	32	28	25	27	27	26	26	25	25	26
Elmwood Ave N & Queen St E	Surface	Lot 10	Public	13	5	4	4	5	5	5	2	1	1	0	0
Woodlawn Ave & Queen St E	Surface	Lot 11	Public	54	16	14	11	10	10	10	8	9	9	9	9
Total			Resident	179	98	109	110	111	112	120	121	124	125	125	126
			Public	634	299	312	324	348	362	361	347	335	312	297	289

22-28 Ann Street & 78 Parkt Street East - 500m Radius Parking Utilization Survey

Project No.: 19244.210
Survey Date: Saturday January 11, 2020
Surveyor(s): Ibrahim Hashmi, Jerry Cheng, Michael Loo, Ken Lo, Tevin Luu
Weather: Heavy Rain

	Street Name	From	To	Side of Street	Supply	18:00	18:30	19:00	19:30	20:00	20:30	21:00	21:30	22:00	22:30	23:00	Notes:
	Cotton Dr	Vesta Dr	Old River Rd	N	20	0	0	0	0	0	0	0	0	0	0	0	
				S	21	0	1	1	0	0	0	0	0	0	0	0	
	Inglewood Dr	Mona Rd	Vesta Dr	N	8	0	0	0	0	0	0	0	0	0	0	0	
				S	7	0	0	0	0	0	0	0	0	0	0	0	
		Vesta Dr	Old River Rd	N	13	0	0	0	0	0	0	0	0	0	0	0	
				S	10	0	1	1	2	1	1	1	1	1	1	1	
		Old River Rd	Hurontario St	N	-	0	0	0	0	0	0	0	0	0	0	0	No Parking
				S	-	0	0	0	0	0	0	0	0	0	0	0	No Parking
	Sandham Rd	Mona Rd	Vesta Dr	N	-	0	0	0	0	0	0	0	0	0	0	0	No Parking
				S	-	0	0	0	0	0	0	0	0	0	0	0	No Parking
	Eaglewood Blvd	Hurontario St	Argreen Rd	N	8	0	0	0	0	0	0	0	0	0	0	0	
				S	10	0	1	1	2	2	2	1	1	1	0	0	
		Argreen Rd	Drumgray Ave	N	12	2	2	2	2	2	2	2	2	2	2	2	
				S	13	1	0	0	0	0	0	0	0	0	0	0	
	Troy St	Cul-de-sac	Drumgray Ave	N	21	0	0	0	0	1	1	1	1	1	1	1	
				S	20	2	1	1	1	1	1	1	1	1	1	1	
	Queen St E	Elizabeth St N	Helene St N	N	-	0	0	0	0	0	0	0	0	0	0	0	No Parking
				S	9	2	3	3	3	3	4	4	5	5	5	5	
		Helene St N	Ann St	N	-	0	0	0	0	0	0	0	0	4	0	0	No Parking
				S	18	0	0	0	0	0	0	0	0	0	0	0	
		Rosewood Ave	Elmwood Ave N	N	16	0	0	0	0	0	0	0	0	0	0	0	
				S	16	0	0	0	0	0	0	0	0	0	0	0	
		Elmwood Ave N	Woodlawn Ave	N	8	0	0	0	0	0	0	0	0	0	0	0	
				S	-	0	0	0	0	0	0	0	0	0	0	0	No Parking
		Rosewood Ave	Utility pole w/ Speed Sign	N	1	0	0	0	0	0	0	0	0	0	0	0	
				S	-	0	0	0	0	0	0	0	0	0	0	0	No Parking
		Stavebank Rd	Elizabeth St N	N	0	0	0	0	0	0	0	0	0	0	0	0	14 spaces blocked by construction
				S	-	0	0	0	0	0	0	0	0	0	0	0	No Parking

East to West	Park St E	Elizabeth St N	Helene St N	N	7	0	1	3	3	4	3	2	3	3	3	2	
				S	-	0	0	0	0	0	0	0	0	0	0	0	No Parking
		Helene St N	Ann St	N	-	0	0	0	0	0	0	0	0	0	0	0	No Parking
				S	-	0	0	0	0	0	0	0	0	0	0	0	No Parking
		Ann St	Hurontario St	N	-	0	0	0	0	0	0	0	0	0	0	0	No Parking
				S	-	0	0	0	0	0	0	0	0	0	0	0	No Parking
		Hurontario St	Rosewood Ave	N	-	0	0	1	0	0	0	0	0	0	0	0	No Parking
				S	-	0	1	0	0	0	0	0	0	0	0	0	No Parking
	High St E	Library	Stavebank Rd	N	-	0	0	0	0	0	0	0	0	0	0	0	No Parking
				S	5	5	5	5	5	6	6	5	6	6	6	6	
		Stavebank Rd	Elizabeth St N	N	-	0	0	0	0	0	0	0	0	0	0	0	No Parking
				S	-	0	0	0	0	0	0	0	0	0	0	0	No Parking
		Elizabeth St N	Helene St N	N	-	0	0	0	0	0	0	0	0	0	0	0	No Parking
				S	11	1	0	0	0	0	0	0	0	0	2	5	
		Helene St N	Ann St	N	-	0	0	0	0	0	0	0	0	0	0	0	No Parking
				S	5	0	0	0	0	0	0	0	1	0	0	0	
		Ann St	Hurontario St	N	-	0	0	0	0	0	0	0	0	0	0	0	No Parking
				S	-	0	0	0	0	0	0	0	0	0	0	0	No Parking
	Forest Ave	Rosewood Ave	Elmwood Ave N	N	-	0	0	0	0	0	0	0	0	0	0	0	No Parking
				S	13	0	0	0	0	0	0	0	0	0	0	0	
		Elmwood Ave N	Woodlawn Ave	N	-	0	0	0	0	0	0	0	0	0	0	0	No Parking
				S	12	0	0	0	0	0	0	0	0	0	0	0	
		Woodlawn Ave	Utility pole w/ Speed Sign	N	-	0	0	0	0	0	0	0	0	0	0	0	No Parking
				S	4	0	1	1	1	1	1	1	2	1	1	1	
	Lakeshore Rd E	Library Access	Stavebank Rd	N	3	2	2	3	3	3	3	3	3	3	3	3	
				S	3	2	2	3	3	3	3	3	3	3	3	3	
		Stavebank Rd	Elizabeth St N/S	N	12	11	10	11	11	11	12	12	12	12	11	10	
				S	12	10	10	12	12	12	12	11	12	12	11	11	
		Elizabeth St N/S	Helene St N/S	N	10	8	7	8	8	10	10	10	10	10	8	6	
				S	6	5	5	5	5	6	6	6	5	5	5	5	
		Helene St N/S	Ann St	N	7	6	5	6	5	6	7	8	8	6	6	6	
				S	5	2	1	2	4	3	4	3	3	5	4	4	
		Ann St	Hurontario St / St Lawrence Dr	N	-	0	0	0	0	0	0	0	0	0	0	0	No Parking
				S	-	0	0	0	0	0	0	0	0	0	0	0	No Parking

		Hurontario St	Rosewood Ave	N	-	0	0	0	0	0	0	0	0	0	0	0	0	No Parking
				S	15	1	0	0	1	0	0	0	0	0	0	0	0	
		Rosewood Ave	St Lawrence Dr - E	N	-	0	0	0	0	0	0	0	0	0	0	0	0	No Parking
				S	1	1	0	0	0	1	0	0	0	0	0	0		
		St Lawrence Dr - E	Elmwood Ave N/S	N	6	0	0	0	0	0	0	0	0	0	0	0		
				S	-	0	0	0	0	0	0	0	0	0	0	0	0	No Parking
		Elmwood Ave N/S	Woodlawn Ave	N	7	1	1	1	2	0	2	2	2	1	1	1		
				S	9	0	0	0	0	0	0	0	0	0	0	0		
	Port St E	Ports Hotel Access	Elizabeth St S	N	7	0	0	4	3	3	5	5	4	4	4	2		
				S	15	0	0	0	0	0	0	0	0	1	3	5		
		Elizabeth St S	Helene St S	N	7	0	0	0	0	0	0	0	0	0	0	2		
				S	7	0	0	0	0	0	1	1	1	1	2	2		
		Helene St S	St Lawrence Dr	N	5	1	1	4	4	3	4	5	5	5	3	4		
				S	10	1	1	5	5	3	5	7	7	7	3	2		
	Mona Rd	1235 Mona Rd	Inglewood Dr	E	8	0	0	0	0	0	0	0	0	0	0	0		
				W	5	0	0	0	0	0	0	0	0	0	0	0		
		Inglewood Dr	Sandham Rd	E	18	0	2	2	2	2	2	2	2	2	2	2		
				W	15	0	0	0	0	0	0	0	0	0	0	0		
	Vesta Dr	Cotton Dr	Inglewood Dr	E	11	0	0	0	0	0	0	0	0	0	0	0		
				W	12	0	0	0	0	0	0	0	0	0	0	0		
		Inglewood Dr	Sandham Rd	E	20	0	0	0	0	0	0	0	0	0	0	0		
				W	17	0	0	0	0	0	0	0	0	0	0	0		
	Old River Rd	Cotton Dr	Inglewood Dr	E	7	0	0	0	0	0	0	0	0	0	0	0		
				W	10	0	0	0	0	0	0	0	0	0	0	0		
	Argreen Rd	Speed bump	Eaglewood Blvd	E	10	3	3	4	4	4	4	4	4	4	4	4		
				W	10	0	0	0	0	0	0	0	0	0	0	0		
	Drumgray Ave	Eaglewood Blvd	Troy St	E	10	0	0	0	0	0	0	0	0	0	0	0		
				W	18	1	2	2	2	0	0	1	1	1	1	1		
	Stavebank Rd	Railroad	Park St E	E	6	1	1	1	3	4	4	2	1	1	1	1		
				W	6	3	3	3	4	4	4	4	4	4	4	3		
		Park St E	High St E	E	14	13	15	15	15	15	15	16	14	13	14	14		
				W	14	9	10	10	11	10	11	10	8	8	9	10		
		High St E	Lakeshore Rd E	E	5	4	4	5	6	3	2	4	6	6	6	7		
				W	9	5	6	7	8	7	6	6	6	6	7	7		

North to South

Stavebank Rd S	Lakeshore Rd E	laneway	E	3	0	0	3	3	3	3	3	3	3	3	3	
			W	-	0	0	0	0	0	0	0	0	0	0	0	No Parking
Elizabeth St N	Queen St E	Park St E	E	4	2	2	2	4	4	4	3	3	3	4	4	
			W	-	0	0	0	0	0	0	0	0	0	0	0	No Parking
	Park St E	High St E	E	12	8	8	8	10	10	11	10	10	11	10	10	
			W	-	0	0	0	0	0	0	0	0	0	0	0	No Parking
	High St E	Lakeshore Rd E	E	5	4	5	4	6	7	7	6	5	5	5	5	
			W	8	9	8	8	9	9	9	9	9	9	9	9	
Elizabeth St S	Lakeshore Rd E	Port St E	E	6	1	6	6	6	7	7	7	8	7	7	7	
			W	7	8	6	7	6	7	7	7	8	6	6	7	
Helene St N	Queen St E	Park St E	E	14	2	2	3	4	6	5	4	4	4	4	4	
			W	-	0	0	0	0	0	0	0	0	0	0	0	No Parking
	Park St E	High St E	E	14	0	0	0	0	0	0	1	1	1	1	2	
			W	-	0	0	0	0	0	0	0	0	0	0	0	No Parking
	High St E	Lakeshore Rd E	E	16	0	0	1	1	0	1	0	0	0	0	0	
			W	13	0	1	1	0	0	1	1	2	2	3	3	
Helene St S	Lakeshore Rd E	Port St E	E	4	2	2	1	1	2	2	2	2	2	1	1	
			W	12	7	7	5	4	7	7	7	8	10	8	8	
Ann St	Queen St E	Park St E	E	-	0	0	0	0	0	0	0	0	0	0	0	No Parking
			W	-	0	0	0	0	0	0	0	0	0	0	0	No Parking
	Park St E	High St E	E	-	0	0	0	0	0	0	0	0	0	0	0	No Parking
			W	-	0	0	0	0	0	0	0	0	0	0	0	No Parking
	High St E	Lakeshore Rd E	E	5	4	3	2	4	5	4	4	4	3	2	1	
			W	6	1	2	3	3	4	5	5	4	4	5	5	
St Lawrence Dr - W	Lakeshore Rd E	Port St E	E	-	0	0	0	0	0	0	0	0	0	0	0	No Parking
			W	-	0	0	0	0	0	0	0	0	0	0	0	No Parking
	Port St E	80 St Lawrence Dr	E	-	0	0	0	0	0	0	0	0	0	0	0	No Parking
			W	12	0	0	2	3	4	4	4	4	6	4	2	
Rosewood Ave	Queen St E	Park St E	E	-	0	0	0	0	0	0	0	0	0	0	0	No Parking
			W	12	3	3	3	3	3	3	3	3	2	2	2	
	Park St E	Forest Ave	E	-	0	0	0	0	0	0	0	0	0	0	0	No Parking
			W	-	0	0	0	0	0	0	0	0	0	0	0	No Parking

		Forest Ave	Lakeshore Rd E	E	-	0	0	0	0	0	0	0	0	0	0	0	0	No Parking
				W	7	0	0	0	0	0	0	0	0	0	0	0	0	
	St Lawrence Dr - E	Lakeshore Rd E	Waterside Dr	E	10	3	2	0	0	0	0	0	0	0	0	0	0	
				W	-	0	0	0	0	0	0	0	0	0	0	0	0	No Parking
	Elmwood Ave N	Queen St E	Forest Ave	E	11	2	2	0	0	0	0	0	0	0	0	0	0	
				W	-	0	0	0	0	0	0	0	0	0	0	0	0	No Parking
		Forest Ave	Lakeshore Rd E	E	-	0	0	0	0	0	1	1	1	0	0	0	0	No Parking
				W	-	0	0	0	0	0	0	0	0	0	0	0	0	No Parking
		Lakeshore Rd E	11 Elmwood Ave S	E	-	0	0	0	0	0	0	0	0	0	0	0	0	No Parking
				W	7	1	1	1	1	1	1	2	2	2	2	3		
	Woodlawn Ave	Queen St E	Forest Ave	E	13	3	3	3	3	3	3	2	2	1	1	1		
				W	-	0	0	0	0	0	0	0	0	0	0	0	0	No Parking
		Forest Ave	Lakeshore Rd E	E	12	1	1	1	2	1	1	1	1	1	1	0		
				W	-	0	0	0	0	0	0	0	0	0	0	0	0	No Parking
Total On-Street					873	164	172	196	213	217	229	225	228	227	215	216		

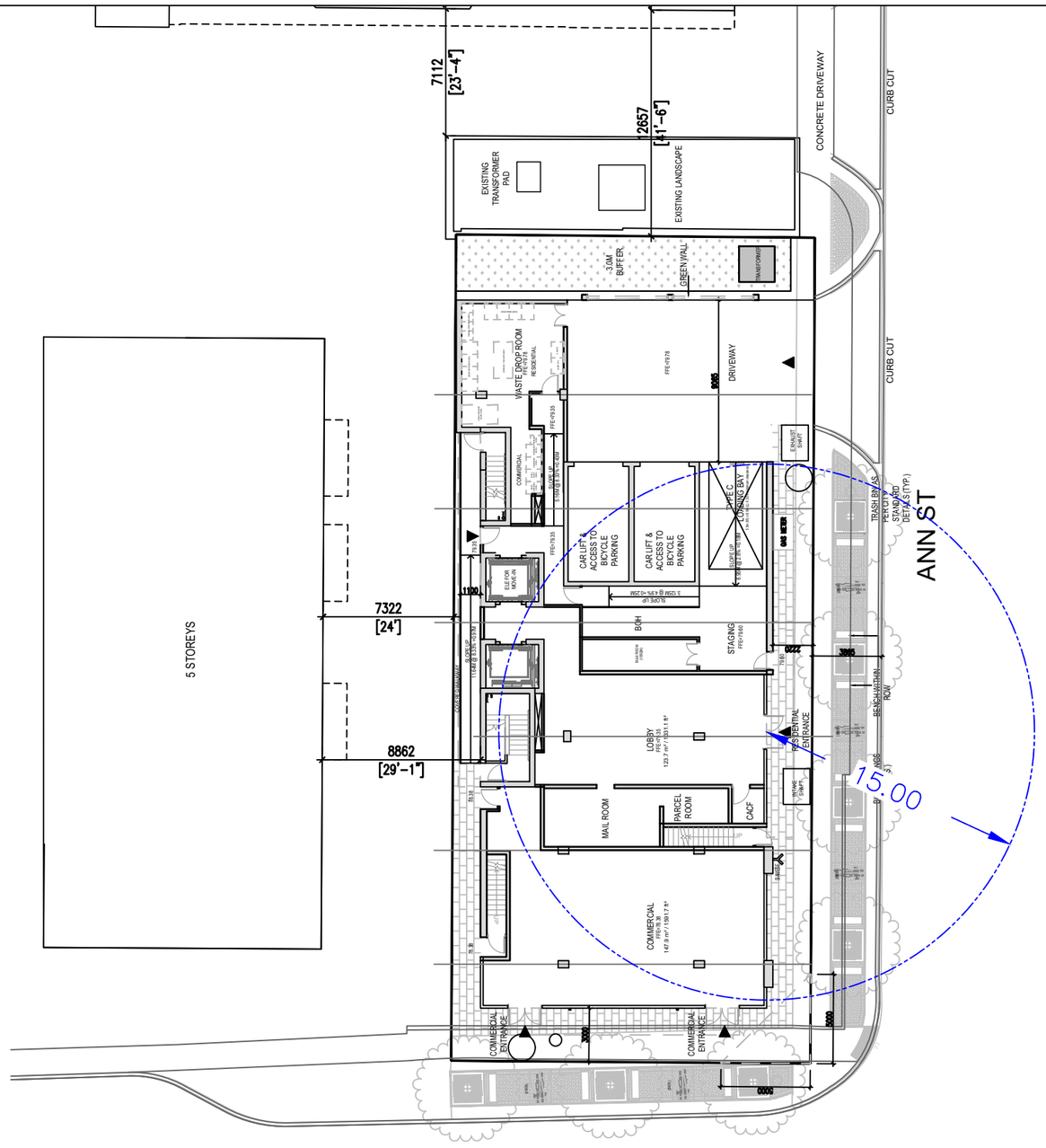
22-28 Ann Street & 78 Parkt Street East - 500m Radius Parking Utilization Survey

Project No.: 19244.210
Survey Date: Saturday January 11, 2020
Surveyor(s): Ibrahim Hashmi, Jerry Cheng, Michael Loo, Ken Lo, Tevin Luu
Weather: Heavy Rain

Address	Type	Map Reference	Type	Supply	18:00	18:30	19:00	19:30	20:00	20:30	21:00	21:30	22:00	22:30	23:00
12 Park St E	Surface	Lot A	Resident	55	35	34	35	35	35	36	36	36	36	36	37
26 Park St E	Surface	Lot B	Resident	82	57	55	56	56	57	56	59	59	58	59	62
7 Helene St N	Surface	Lot E	Resident	42	19	19	18	19	20	21	21	21	21	21	21
Port Credit Arena	Surface	Lot 1	Public	184	141	121	104	82	87	103	91	90	87	35	18
Port Credit Library	Surface	Lot 2	Public	158	105	104	109	113	121	128	130	131	137	123	117
112 Elizabeth St	Surface	Lot 3	Public	9	5	3	0	0	0	1	0	1	2	2	3
Elizabeth St & Port St E	Surface	Lot 4	Public	90	30	40	53	57	59	61	60	56	47	39	35
St. Lawrence Park	Surface	Lot 5	Public	10	2	2	2	2	2	0	0	0	0	0	0
65 Park St E	Surface	Lot 6	Public	7	5	5	5	5	5	5	5	4	4	4	4
Ann St & High St E	Garage	Lot 7	Public	31	10	11	12	12	13	15	16	14	13	11	10
Hurontario St & Lakeshore Rd E	Surface	Lot 8	Public	17	6	6	7	7	7	6	6	5	5	4	4
Elmwood Ave N & Lakeshore Rd E	Surface	Lot 9	Public	61	35	33	32	27	27	29	27	25	24	22	24
Elmwood Ave N & Queen St E	Surface	Lot 10	Public	13	1	0	0	0	0	0	1	1	1	1	1
Woodlawn Ave & Queen St E	Surface	Lot 11	Public	54	9	9	10	10	10	10	10	11	11	11	11
Total			Resident	179	111	108	109	110	112	113	116	116	115	116	120
			Public	634	349	334	334	315	331	358	346	338	331	252	227

APPENDIX D

Swept Path Diagrams



FIRE ROUTE ACCESS REQUIRES 3.0m – 15.0m DISTANCE FROM THE MAIN ENTRANCE OF THE BUILDING AS PER ONTARIO BUILDING CODE. HENCE, FIRE ROUTE IS NOT REQUIRED FOR THIS SITE AND FIRE TRUCKS MAY STOP ALONG ANN STREET.

DRAWN BY: K.L. PLOT DATE: December 06, 2021

LEA Consulting Ltd.
Consulting Engineers and Planners
www.LEA.ca

N

Project No. 22211

Date DEC. 06, 2021

DRAFT
FOR DISCUSSION

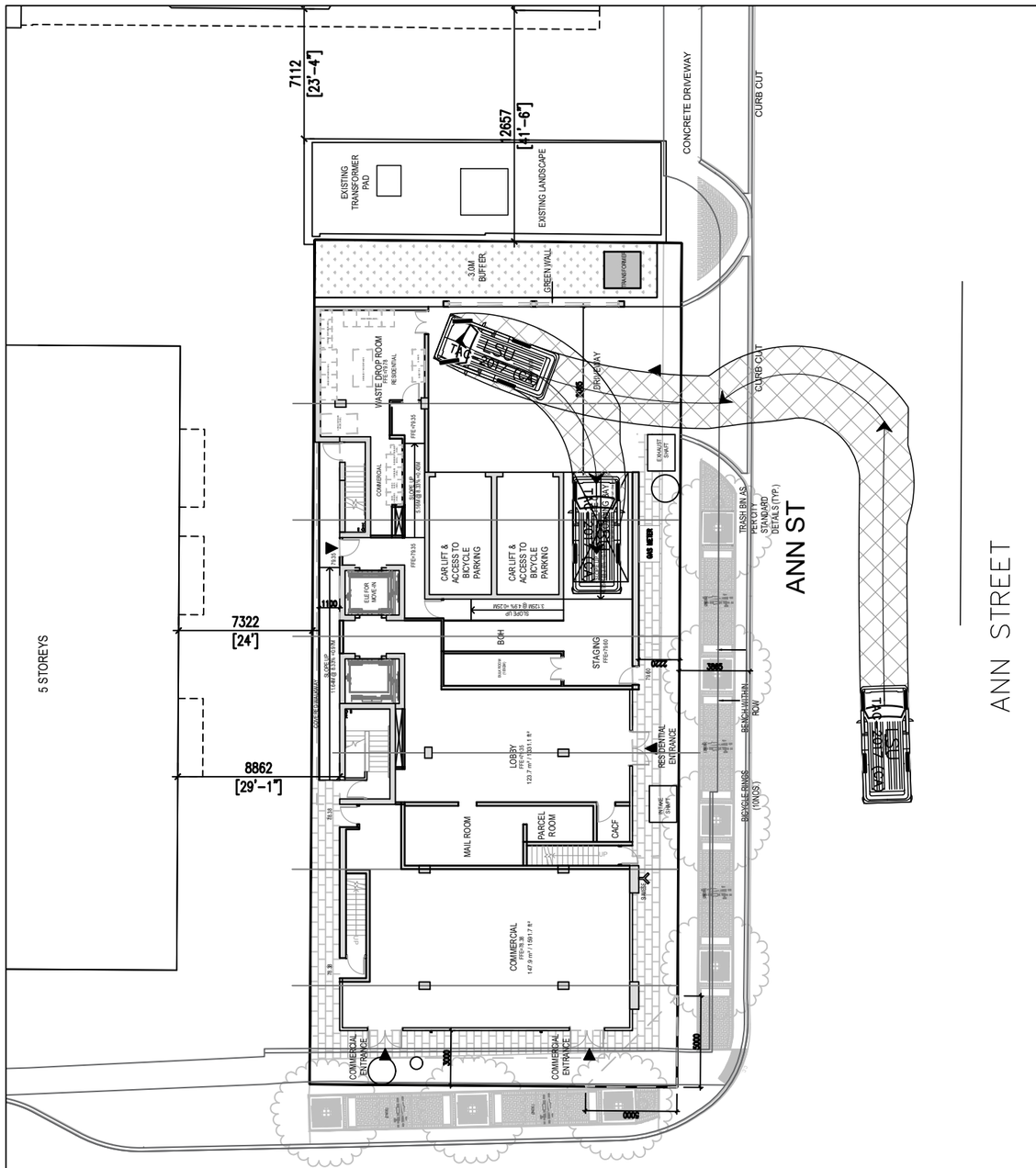
128 LAKESHORE ROAD EAST
MISSISSAUGA ONTARIO

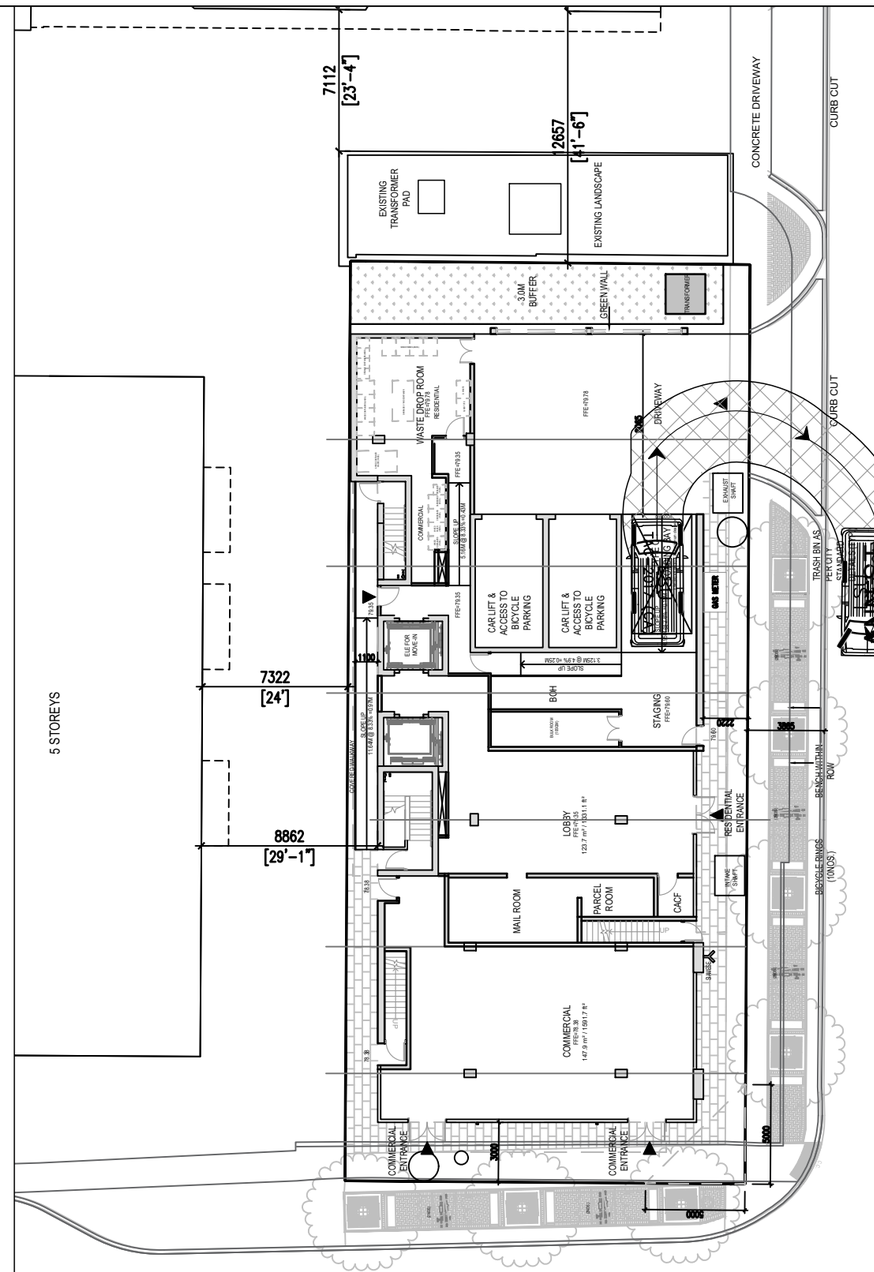
3 0 3 6 9m
1:300

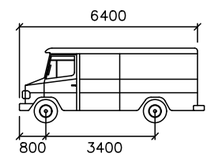
FIRE ROUTE REVIEW

Drawing No. 001

DRAWING NAME: F:\22211\Drafting\22211 WF003.dwg







LSU

	mm
Width	: 2600
Track	: 2600
Lock to Lock Time	: 6.0
Steering Angle	: 40.3

REVERSE IN
FORWARD OUT

DRAWN BY: K.L. PLOT DATE: December 06, 2021

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Project No. 22211

Date DEC. 06, 2021

DRAFT
FOR DISCUSSION

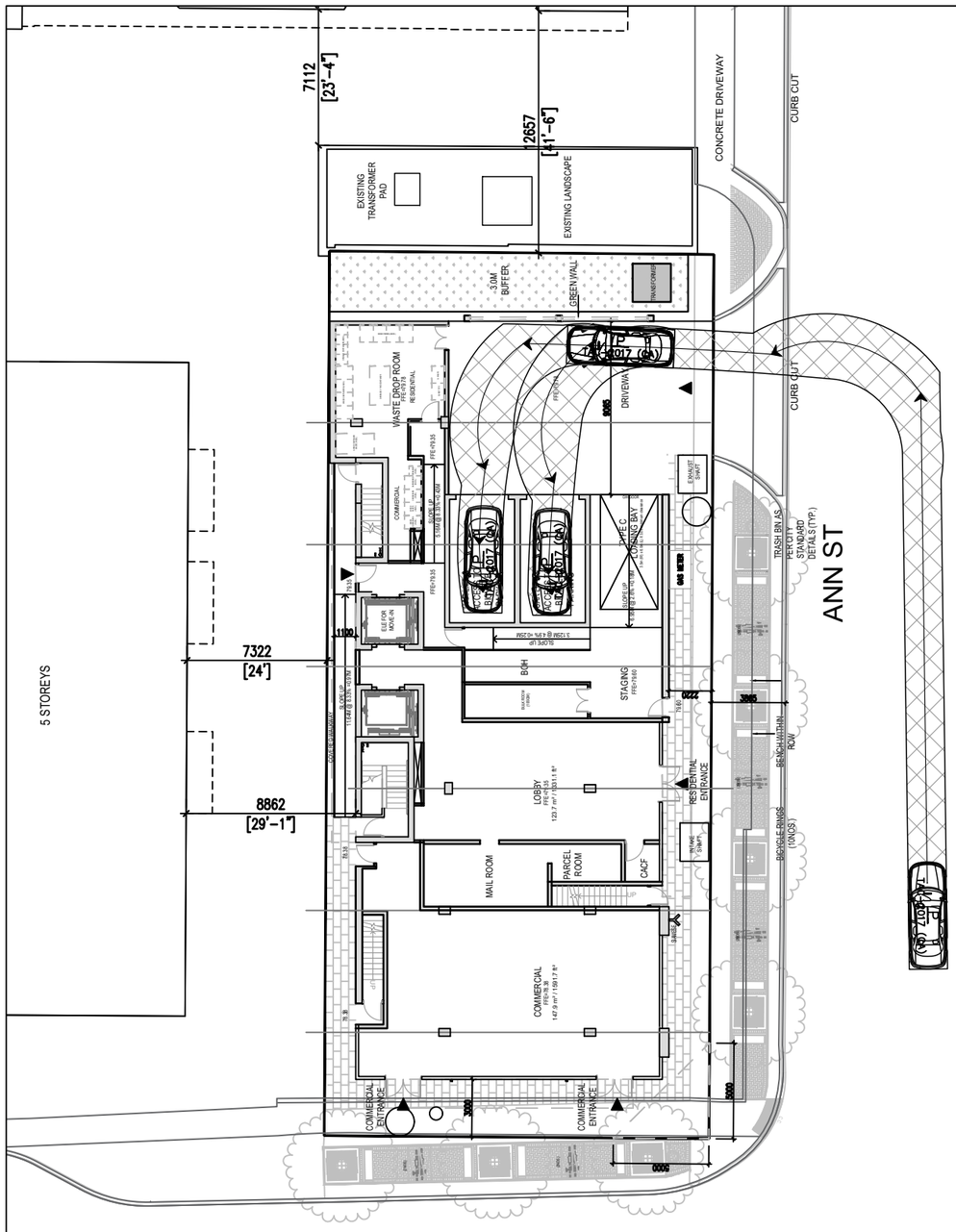
128 LAKESHORE ROAD EAST
MISSISSAUGA ONTARIO

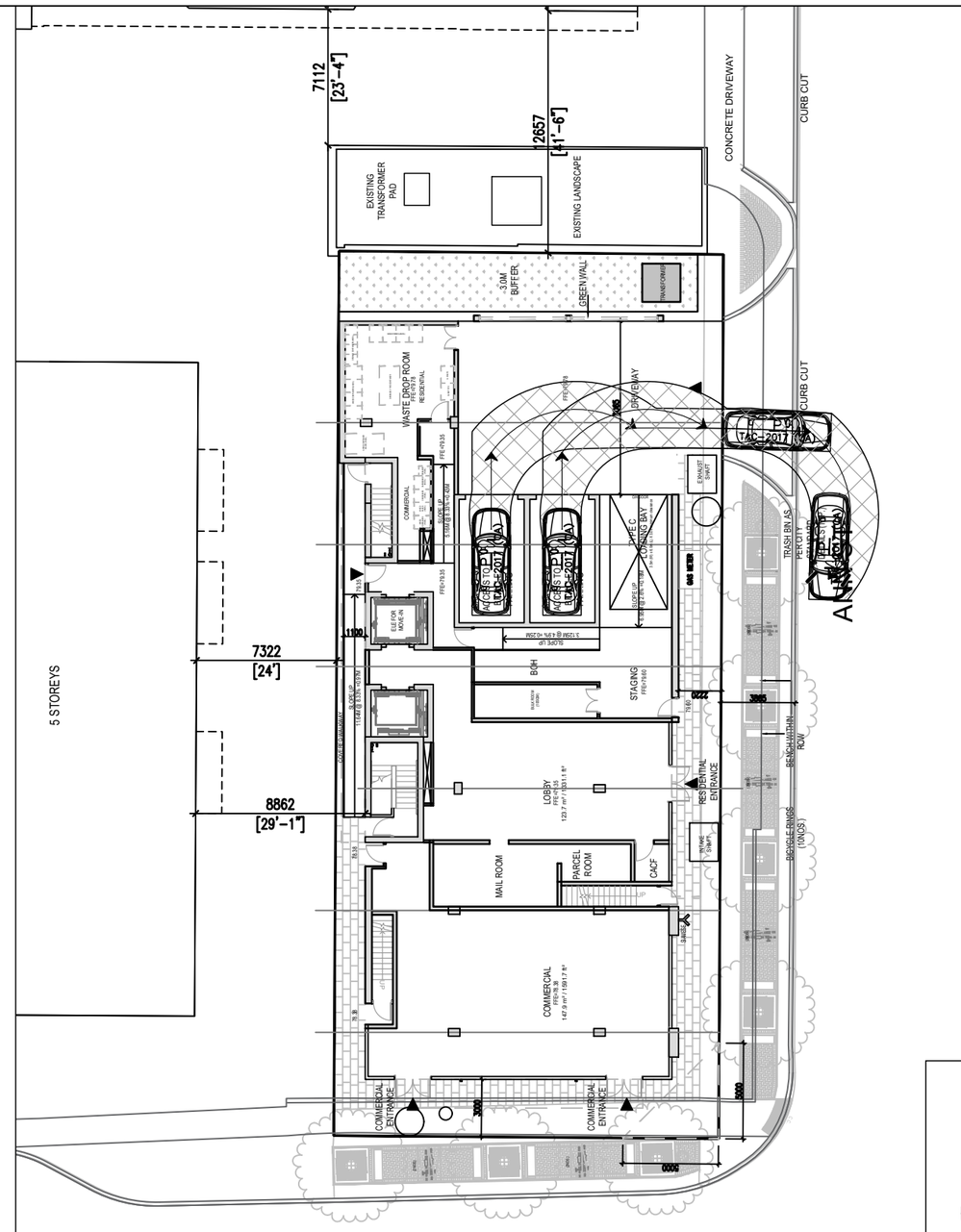
3 0 3 6 9m
1:300

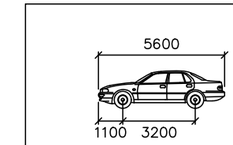
GROUND FLOOR
TYPE "C" LOADING REVIEW
MOVING / DELIVERY TRUCK (LSU)
ENTRY AND EXIT PATH

Drawing No. 002

DRAWING NAME: F:\22211\Drafting\22211 WF003.dwg







P

	mm
Width	: 2000
Track	: 2000
Lock to Lock Time	: 6.0
Steering Angle	: 35.9

DRAWN BY: K.L. PLOT DATE: December 06, 2021

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DRAFT
FOR DISCUSSION

128 LAKESHORE ROAD EAST
MISSISSAUGA ONTARIO

3 0 3 6 9m
1:300

GROUND FLOOR PARKING ELEVATOR REVIEW PASSENGER VEHICLE (PTAC) ENTRY AND EXIT PATH

Drawing No. 003

DRAWING NAME: F:\22211\Drafting\22211 WF003.dwg