



December 21, 2022

Via: Email

Sean Asgar-Dean, T.T., B.B.A.
 Project Coordinator
 Altus Expert Services, Altus Group
 500-33 Yonge Street
 Toronto ON M5E 1G4

Dear Sean:

**Re: 60 Dundas Street East Traffic and Parking Brief
 Mississauga, ON
 Project No.: 300053263.0000**

Almega Asset Management (the Client) is proposing three new apartment buildings that will replace the existing commercial building at 60 Dundas Street East in the City of Mississauga. R.J. Burnside & Associates Limited (Burnside) was retained to complete a Transportation Study (the 2022 TIS), dated March 2022, for the proposed development. However, since the submission, the site plan was updated, which can be found in Attachment 1. The updated site plan is proposing less residential units and more retail floor area in comparison to what was assumed in the 2022 TIS. Also, the full movement access on Dundas Street has been removed. Access will be provided by two full movement driveways on Shepard Avenue. Table 1 summarizes the site plan differences.

Table 1: Site Plan Comparison

Land Use	2022 TIS Site Plan	Recent Site Plan	Differences
Site Statistics			
Apartments	1,224 units	1,009 units	-215 units
Retail	847 m ² (9,117 ft ²)	1,979 m ² (21,309 ft ²)	+1,132 m ² (21,309 ft ²) ¹
Vehicular Parking Statistics			
Residents	856 spaces (0.7 space / unit)	733 spaces (0.72 space / unit)	-123 spaces
Visitors	123 spaces (0.1 space / unit)	128 spaces (0.12 space / unit)	+5 spaces
Total	979 spaces (0.8 space / unit)	861 spaces (0.85 space / unit)	-64 spaces

Based on the projected traffic volumes, the 2022 TIS conclusions will not change. Details are provided below.

1.0 Site Traffic Volumes

The site trip generation methodology follows the methodology outlined in the 2022 TIS. The resulting trip generation is summarized in Table 2.

Table 2: Site Trip Generation

Land Use (Size)	Weekday AM Peak Hour			Weekday PM Peak Hour		
	In	Out	Total	In	Out	Total
Multifamily Housing -High Rise (LUC 222) – 1,009 units						
Total Trips	92	180	272	181	142	323
Non-Vehicle Modal Split (8%)	-7	-15	-22	-15	-11	-26
<i>New Trips Subtotal</i>	<i>85</i>	<i>165</i>	<i>250</i>	<i>166</i>	<i>131</i>	<i>297</i>
Strip Plaza (LUC 822) – 21,309 ft²						
Total Trips	28	19	47	67	66	133
Non-Vehicle Modal Split (8%)	-2	-2	-4	-6	-5	-11
Pass-by (AM 0%, PM: 40%)	0	0	0	-22	-22	-44
Interaction (25%)	-7	-4	-11	-16	-15	-31
<i>New Trips Subtotal</i>	<i>19</i>	<i>13</i>	<i>32</i>	<i>23</i>	<i>24</i>	<i>47</i>
Total New Trips	104	178	282	189	155	344
2022 TIS Total New Trips	114	209	323	216	171	387
Difference	-10	-31	-41	-26	-16	-42

The proposed development will have 41 and 42 fewer trips in the weekday AM and PM peak hours, respectively, in comparison to the 2022 TIS' projections.

Trip distribution and assignment of site trips were based upon the assumptions in the 2022 TIS and take into consideration the updated access scheme. The resulting pass-by trips and total site traffic trips are shown in Figure 1 and Figure 2, respectively. Note that the future horizon year considered in the 2022 TIS is prior to the implementation of the Dundas Bus Rapid Transit (Dundas BRT), which is expected to be completed in 2040.

Figure 1: Pass-by Traffic Volumes

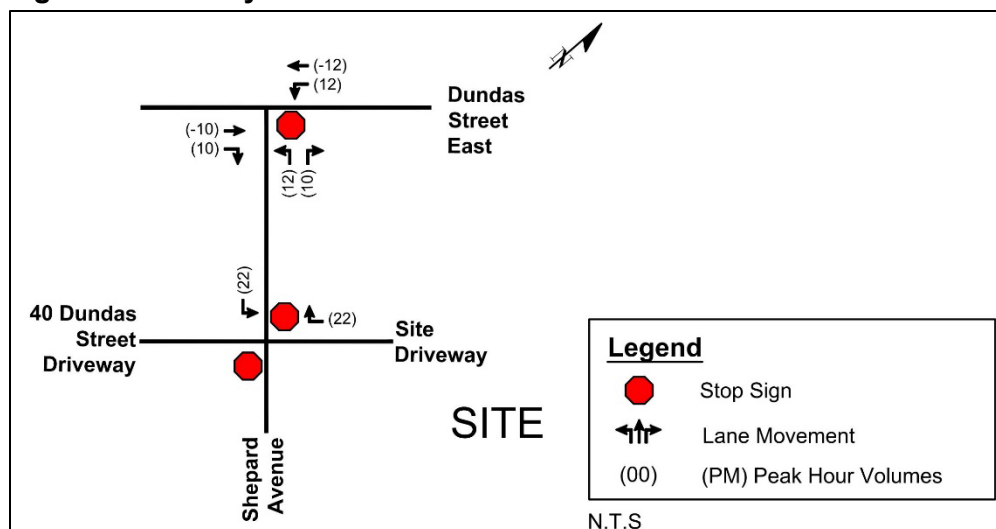
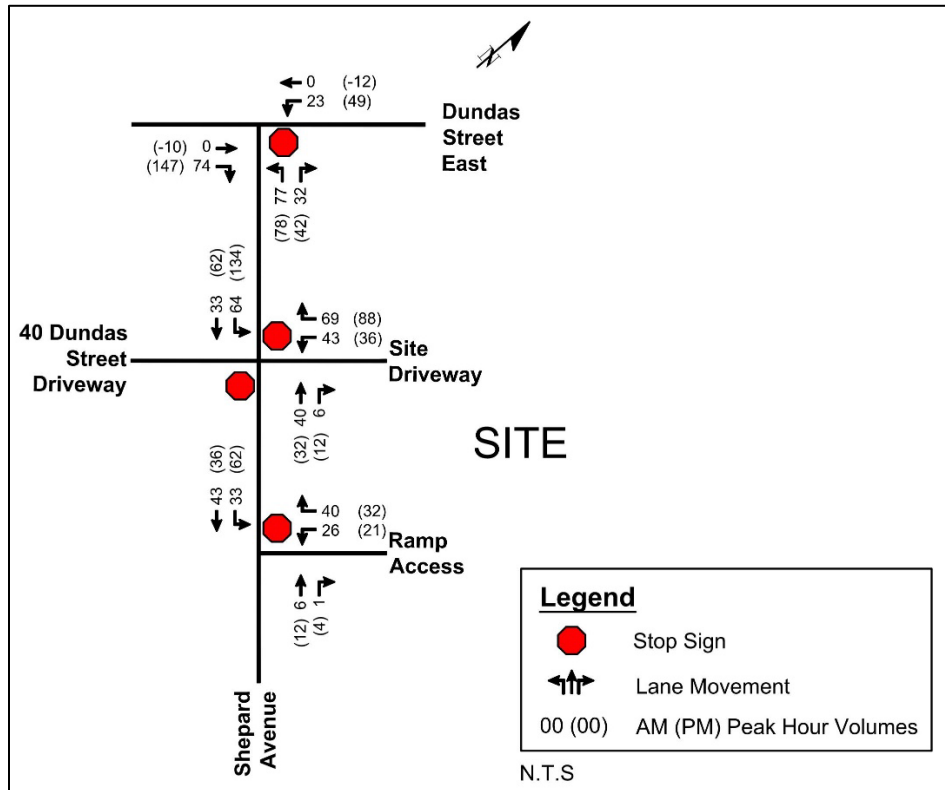


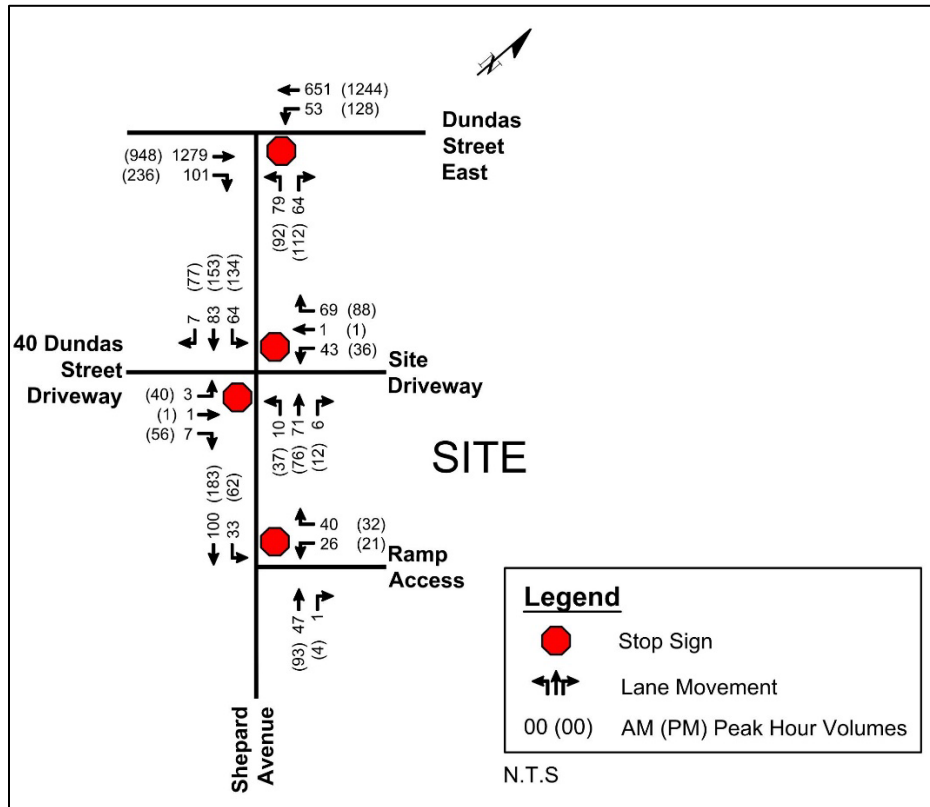
Figure 2: Total Site Traffic Volumes



2.0 2028 Total Traffic Volumes

The total traffic volumes consist of background traffic found in Figure 8 of the 2022 TIS, the site traffic in Figure 2 and the removal of the trip generated by the existing plaza. The existing plaza traffic that was removed is provided in Appendix D of the 2022 TIS. The resulting 2028 total traffic volumes are shown in Figure 3.

Figure 3: 2028 Total Traffic Volumes



3.0 Future 2028 Traffic Operations

The future total 2028 traffic operations at the northbound stop-controlled intersection of the Dundas Street and site driveway along Shepard Avenue are summarized in Table 3. Detailed Synchro reports are provided in Attachment 2.

Table 3: Future 2028 Total Operations

Movement	Existing Storage/ Link Distance (m)	Weekday AM Peak Hour			Weekday PM Peak Hour		
		v/c	LOS	95 th % Queue (m)	v/c	LOS	95 th % Queue (m)
Dundas / Shepard							
WBL ¹	30	0.13	B	4	0.27	C	9
NBLR	200	0.69	F	33	0.90	F	58
Shepard / Proposed Driveway							
EBLTR	30	0.02	B	1	0.27	C	9
WBLTR	30	0.22	B	7	0.30	C	10
NBLTR	150	0.01	A	1	0.03	A	1
SBLTR	50	0.05	A	2	0.10	A	3

Note: 1. Westbound left is part of the centre TWLTL on Dundas Street

These intersections will continue to operate with excess capacity and a level of service C or better with one exception. The northbound left turn movement at the Dundas Street / Shepard Avenue will experience a delay of 52 seconds and 78 seconds during the weekday AM and PM peak hour, respectively resulting to a level of service F. However, the traffic volume projections should be considered conservative since the Region's mode share target was not considered and the growth rate provided by the City appears to underestimate the full impact of the transit and active transportation improvements. In addition, the future Dundas BRT will further significantly reduce vehicle usage and the northbound left turn will be prohibited as there will be a median along Dundas Street.

In addition, there are alternative methods if drivers are experiencing delay making a left from Shepard Avenue onto Dundas, including utilizing the King Street East / Hurontario Street intersection.

4.0 Parking Review

4.1 Vehicular Parking

Zoning By-law 0225-2007 (ZBL) was reviewed to determine minimum vehicle parking requirements. The results of the analysis are summarized in Table 4 and the applicable excerpts from the ZBL are provided in Attachment 3.

Table 4: ZBL Vehicular Parking Requirements

Proposed Use	Zoning By-law Use	Size	Parking Spaces			
			Rate	Required	Supply	Surplus / Deficit
Studio	Condominium Apartment Studio	103 units	1.0 / unit	103	733	-556
1 Bedroom	Condominium Apartment 1 Bedroom	592 units	1.25 / unit	740		
2 Bedrooms	Condominium Apartment 2 Bedrooms	295 units	1.40 / unit	413		
3 Bedrooms	Condominium Apartment 3 Bedrooms	19 units	1.75 / unit	33		
Resident Total		1,009 units	1.27 / unit	1,289		
Visitors	Condominium Apartment - Visitors	1,009 units	0.2 / unit	202	128	-153
Retail	Retail Store	1,979 m ²	4 / 100 m ²	79		
Visitor + Retail Total				281		
Site Totals				1,570	861	-709

Note: 1. City's rounding rules: fractions of less than 0.5 shall be rounded down to the nearest whole number and fractions equal to or greater than 0.5 shall be rounded up to the nearest whole number.

Based upon the ZBL there will be a deficit of 709 spaces overall. The City is in the process of reviewing the ZBL and have recently published the *Parking Regulation Study – Draft Zoning By-law Amendment (redline)* (Draft ZBA), dated November 12, 2021. The Draft ZBA is proposing updated vehicular parking requirements, which were reviewed based on the site residing in Precinct 1, with the results summarized in Table 5.

Table 5: ZBA Vehicular Parking Requirements (Precinct 1)

Proposed Use	Zoning By-law Use	Size	Parking Spaces ¹			
			Rate	Required	Supply	Surplus / Deficit
Apartment	Condominium Apartment	1,009 units	0.8 / unit	807	733	-74
Visitors	Condominium Apartment - Visitors		0.15 / unit	151		
Retail	Retail Store	1,979 m ²	3 / 100 m ²	59	128	-82
Visitor + Retail Total				210		
Site Totals				1,017	861	-156

Note: 1. City's rounding rules: fractions of less than 0.5 shall be rounded down to the nearest whole number and fractions equal to or greater than 0.5 shall be rounded up to the nearest whole number.

Based upon the Draft ZBA, there will be a deficit of 74 resident spaces and 82 visitor and patron spaces for an overall deficit of 156 spaces. However, it is our opinion that the parking demand suggested by the Draft ZBA is overestimating future parking demand for the proposed development, based on the availability of existing and future transit and the proposed TDM measures discussed in Section 8.0 in the 2022 TIS.

4.1.1 Resident Parking Demand

A review was conducted of other similar developments with similar transit access and similar neighbourhood characteristics based on City approvals and submitted applications. In addition, two parking demand surveys were reviewed from the 189 Dundas TIS. These example developments are summarized in Table 6.

Table 6: Resident Parking Rate Comparison

Site	Status / Source	Surrounding Land Use	Available Transit	Land Use & Size	Proposed Parking Rate (spaces / unit)
Subject Site	-	Residential + Retail	MiWay Buses, HULRT within 150 m	1,009 units 1,979 m ² Retail	0.72

Table 6: Resident Parking Rate Comparison continued

Site	Status / Source	Surrounding Land Use	Available Transit	Land Use & Size	Proposed Parking Rate (spaces / unit)
151 City Centre	Council Approved	Residential + Retail	MiWay Buses + HULRT within 500 m	1,889 units	0.69
3757 Kaneff Crescent	Under Review	Residential + Retail	MiWay Buses + HULRT within 300 m	282 units	0.46
78 Park Street and 22-28 Anna Street	Under Review	Residential + Retail	MiWay Buses + HULRT within 200 m + Across Port Credit GO	316 units	0.67
6719 Glen Eric Drive	189 Dundas TIS (proxy surveys)	Residential + Community Centre + Retail	MiWay Buses	179 units	0.61
1485 Williamsport Drive	189 Dundas TIS (proxy surveys)	Residential + Retail	MiWay Buses	264 units	0.56

It is our opinion that these proxy sites clearly show a pattern of reduced resident parking requirements and demand for similar developments within close proximity to transit, and in some cases with access to far less transit. Therefore, it is our further opinion that the resident parking supply of 0.72 spaces / unit will meet or exceed future parking demand.

4.1.2 Visitor Parking Demand

A similar review was conducted for visitor parking demand, which is summarized in Table 7.

Table 7: Visitor Parking Rate Comparison

Site	Status / Source	Surrounding Land Use	Available Transit	Land Use & Size	Proposed Parking Rate (spaces / unit)
Subject Site	-	Residential + Retail	MiWay Buses, HULRT within 150 m away	1,009 units 1,979 m ² Retail	0.12

Table 7: Visitor Parking Rate Comparison continued

Site	Status / Source	Surrounding Land Use	Available Transit	Land Use & Size	Proposed Parking Rate (spaces / unit)
189 Dundas West	Under Review	Residential + Retail	MiWay Buses + HULRT within 300 m	966 units 531 m ² Retail	0.10
78 Park Street and 22-28 Anna Street	Under Review	Residential + Retail	MiWay Buses + HULRT within 200 m + Across Port Credit GO	316 units	0.05
1475 Bloor Street	189 Dundas TIS (proxy surveys)	Residential + Retail	MiWay Buses	60 units	0.08
1485 Williamsport Drive	189 Dundas TIS (proxy surveys)	Residential + Retail	MiWay Buses	264 units	0.03

It is our opinion that these proxy sites clearly show a pattern of reduced visitor parking requirements and demand for similar developments with close proximity to transit. Therefore, it is our opinion that the visitor parking supply of 0.12 spaces / unit will meet or exceed future visitor parking demand.

5.0 Site Plan Review

An access analysis was conducted for the underground garage with a PTAC or passenger car design vehicle utilizing AutoTURN. The garage will be able to accommodate the design vehicle at all ramps and on all levels as shown in Attachment 5. An access analysis for the proposed refuse pickup/loading spaces was conducted for a Region refuse truck using AutoTURN and is also shown in Attachment 5. The analysis confirms that the proposed geometrics will accommodate a refuse truck, which represents the largest design vehicle that will visit the site.

Should you have any questions / concerns, please contact either of the undersigned.

Yours truly,

R.J. Burnside & Associates Limited



Cindy Chung, EIT
 Transportation Planner
 CC/DWA:cv



David Angelakis, C.E.T.
 Senior Project Manager – Transportation

Enclosure(s) Attachment 1: Updated Site Plan
Attachment 2: Total Traffic Operations
Attachment 3: Zoning By-law Excerpt
Attachment 4: Draft By-law
Attachment 5: Swept Path Analysis

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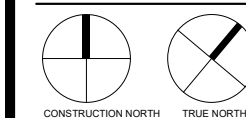
Chamberlain Architect Services Limited
 4671 Palladium Way (Unit 1)
 Burlington, Ontario, L7M 0W9
 CANADA
 Phone: 905.631.7777
 www.chamberlainIPD.com

NO.	ISSUED	DATE
1	CLIENT REVIEW	2021-05-07
2	CLIENT REVIEW	2021-11-19
3	DARC SUP	2021-11-24
4	DARC COOR	2022-01-13
5	CLIENT REVIEW	2022-06-13
6	CLIENT REVIEW	2022-09-09
7	CLIENT REVIEW	2022-10-26

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6	CLIENT REVIEW	2022-09-09
7	CLIENT REVIEW	2022-10-26

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SEAL



60 Dundas Apartments

60 Dundas St. E,
 Mississauga, ON

SHEET NAME

SITE PLAN

START DATE: Issue Date

DRAWN BY: ME / CC / DM / SS

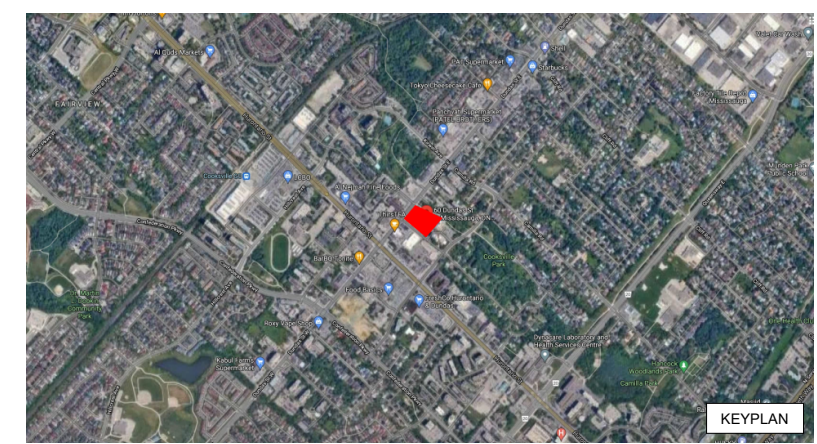
CHECKED BY: JMC

SCALE: As indicated

PROJECT NO.: 121022

DRAWING

A001



LEVEL	GCA - GROSS CONSTRUCTABLE AREA	
	Area	AREA SF
1 T/O GROUND FLOOR	47406 ft²	47406 ft²
1.5 MEZZANINE / TH SEC FLR	27806 ft²	27806 ft²
2ND FLOOR	45240 ft²	45240 ft²
3RD FLOOR	41010 ft²	41010 ft²
4TH FLOOR	40566 ft²	40566 ft²
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ROOF PLAN	8600 ft²	8600 ft²
Grand total:	2948	913566 ft²

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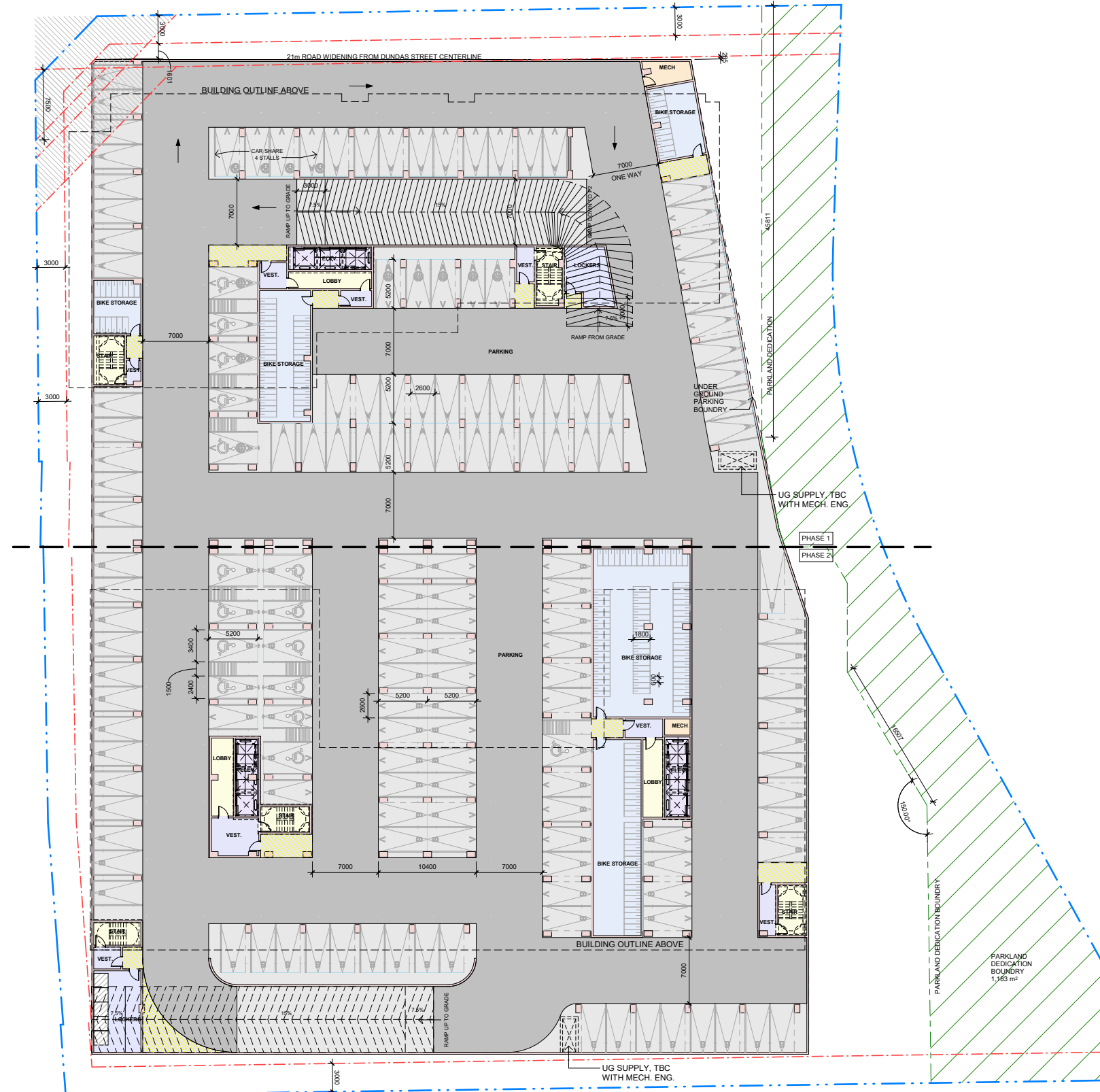
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LEVEL	GCA - GROSS CONSTRUCTABLE AREA	
	Area	AREA SF
1 T/O GROUND FLOOR	47406 ft²	47406 ft²
1.5 MEZZANINE / TH SEC FLR	27806 ft²	27806 ft²
2ND FLOOR	45240 ft²	45240 ft²
3RD FLOOR	41010 ft²	41010 ft²
4TH FLOOR	40566 ft²	40566 ft²
5TH FLOOR	40160 ft²	40160 ft²
6TH FLOOR	40160 ft²	40160 ft²
7TH FLOOR	40242 ft²	40242 ft²
8TH FLOOR	40242 ft²	40242 ft²
9TH FLOOR	40242 ft²	40242 ft²
10TH FLOOR	40242 ft²	40242 ft²
11TH FLOOR	40242 ft²	40242 ft²
12TH FLOOR	40076 ft²	40076 ft²
13TH FLOOR	40076 ft²	40076 ft²
14TH FLOOR	39660 ft²	39660 ft²
15TH FLOOR	33561 ft²	33561 ft²
16TH FLOOR	31995 ft²	31995 ft²
17TH FLOOR	26801 ft²	26801 ft²
18TH FLOOR	18240 ft²	18240 ft²
19TH FLOOR	18240 ft²	18240 ft²
20TH FLOOR	18240 ft²	18240 ft²
21ST FLOOR	18240 ft²	18240 ft²
22ND FLOOR	18240 ft²	18240 ft²
23RD FLOOR	18240 ft²	18240 ft²
24TH FLOOR	18240 ft²	18240 ft²
25TH FLOOR	18240 ft²	18240 ft²
26TH FLOOR	18240 ft²	18240 ft²
27TH FLOOR	18240 ft²	18240 ft²
28TH FLOOR	17720 ft²	17720 ft²
29TH FLOOR	9120 ft²	9120 ft²
ROOF PLAN	8600 ft²	8600 ft²
Grand total:	2948	913566 ft²

LEVEL	GCA - GROSS CONSTRUCTABLE AREA	
	Area	AREA SF
1 T/O GROUND FLOOR	47406 ft²	47406 ft²
1.5 MEZZANINE / TH SEC FLR	27806 ft²	27806 ft²
2ND FLOOR	45240 ft²	45240 ft²
3RD FLOOR	41010 ft²	41010 ft²
4TH FLOOR	40566 ft²	40566 ft²
5TH FLOOR	40160 ft²	40160 ft²
6TH FLOOR	40160 ft²	40160 ft²
7TH FLOOR	40242 ft²	40242 ft²
8TH FLOOR	40242 ft²	40242 ft²
9TH FLOOR	40242 ft²	40242 ft²
10TH FLOOR	40242 ft²	40242 ft²
11TH FLOOR	40242 ft²	40242 ft²
12TH FLOOR	40076 ft²	40076 ft²
13TH FLOOR	40076 ft²	40076 ft²
14TH FLOOR	39660 ft²	39660 ft²
15TH FLOOR	33561 ft²	33561 ft²
16TH FLOOR	31995 ft²	31995 ft²
17TH FLOOR	26801 ft²	26801 ft²
18TH FLOOR	18240 ft²	18240 ft²
19TH FLOOR	18240 ft²	18240 ft²
20TH FLOOR	18240 ft²	18240 ft²
21ST FLOOR	18240 ft²	18240 ft²
22ND FLOOR	18240 ft²	18240 ft²
23RD FLOOR	18240 ft²	18240 ft²
24TH FLOOR	18240 ft²	18240 ft²
25TH FLOOR	18240 ft²	18240 ft²
26TH FLOOR	18240 ft²	18240 ft²
27TH FLOOR	18240 ft²	18240 ft²
28TH FLOOR	17720 ft²	17720 ft²
29TH FLOOR	9120 ft²	9120 ft²
ROOF PLAN		



UNDERGROUND PARKING STATISTICS

UNIT MIX - PHASE B				
Name	Area	Count	% BY COUNT	
1 BR	458 ft² ... 728 ft²	450	60%	
2 BR	711 ft² ... 1079 ft²	208	28%	
STUDIO	335 ft² ... 483 ft²	80	11%	
TOWNHOUSE	567 ft² ... 1012 ft²	15	2%	
		753	100%	

PARKING SCHEDULE

Comments	Count
UG 1	
BLDG - A	70
BLDG - B	91
	161
UG 2	
BLDG - A	76
BLDG - B	99
	175
UG 3	
BLDG - A	76
BLDG - B	99
	175
UG 4	
BLDG - A	76
BLDG - B	99
	175
UG 5	
BLDG - A	76
BLDG - B	99
	175
Grand total:	861

PARKING

Comments	Count	NOTE 4
BLDG - A		
BLDG - A	273	TENANT
BLDG - A	23	TENANT - ACC
BLDG - A	76	VISITOR
BLDG - A	2	VISITOR - ACC
BLDG - A: 374	374	
BLDG - B		
BLDG - B	376	TENANT
BLDG - B	61	TENANT - ACC
BLDG - B	45	VISITOR
BLDG - B	5	VISITOR - ACC
BLDG - B: 487	487	
Grand total:	861	

(PARKING SCHEDULE)

Comments	Count
BLDG - B	487
BLDG - A	374
Grand total:	861

BICYCLE PARKING

LT / ST	Count	Description
1		
LT	128	600mm x 1800mm
ST	42	600mm x 1800mm
	170	
2		
LT	212	600mm x 1800mm
ST	42	600mm x 1800mm
	254	
Grand total:	424	

LOCKERS

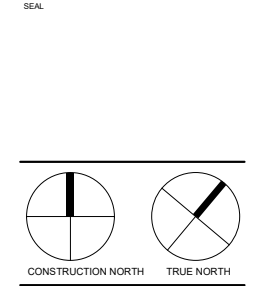
Description	Depth	Width	Count	Area
Building A				
5' x 5'	1.5	1.5 m	67	2.3 m²
			67	
Building B				
5' x 5'	1.5	1.5 m	145	2.3 m²
			145	
212			212	



Chamberlain Architect Services Limited
 4671 Palladium Way (Unit 1)
 Burlington, Ontario. L7M 0W9
 CANADA
 Phone: 905.631.7777
 www.chamberlainIPD.com

NO.	ISSUED	DATE
1	CLIENT REVIEW	2021-05-07
2	CLIENT REVIEW	2021-11-19
3	DARC Sub	2021-11-24
4	DARC COOR	2022-04-13
5	CLIENT REVIEW	2022-09-09
6	CLIENT REVIEW	2022-10-26

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60 Dundas Apartments

60 Dundas St. E,
 Mississauga, ON

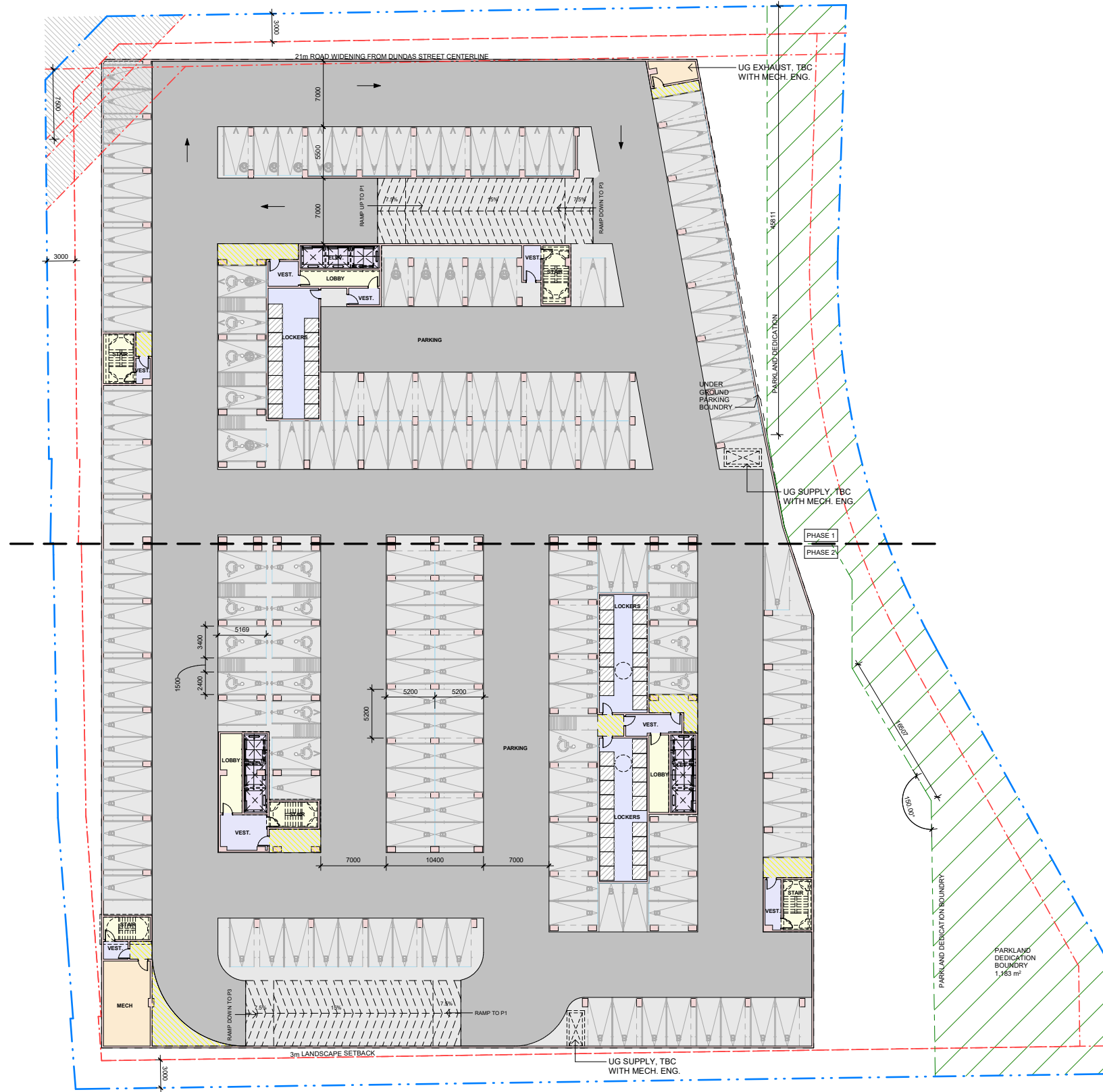
SHEET NAME

OVERALL FLOOR PLANS - UG PARKING 1

START DATE: Issue Date
 DRAWN BY: NS / DM/ SS
 CHECKED BY: JMC
 SCALE: 1 : 250
 PROJECT NO.: 121022
 DRAWING

A100

Autodesk Docs/60 Dundas/121022 - 60 Dundas - SD - SITE & UNDERGROUND.DWG 12/12/2022 10:22:20 AM



1 UG 2-5 (TYPICAL)
A100a 1: 250

UNDERGROUND PARKING STATISTICS

UNIT MIX - PHASE B				
Name	Area	Count	% BY COUNT	
1 BR	458 ft² ... 728 ft²	450	60%	
2 BR	711 ft² ... 1079 ft²	208	28%	
STUDIO	335 ft² ... 483 ft²	80	11%	
TOWNHOUSE	567 ft² ... 1012 ft²	15	2%	
		753	100%	

PARKING SCHEDULE

Comments	Count
UG 1	
BLDG - A	70
BLDG - B	91
	161
UG 2	
BLDG - A	76
BLDG - B	99
	175
UG 3	
BLDG - A	76
BLDG - B	99
	175
UG 4	
BLDG - A	76
BLDG - B	99
	175
UG 5	
BLDG - A	76
BLDG - B	99
	175
Grand total:	861

PARKING

Comments	Count	NOTE 4
BLDG - A		
BLDG - A	273	TENANT
BLDG - A	23	TENANT - ACC
BLDG - A	76	VISITOR
BLDG - A	2	VISITOR - ACC
BLDG - A: 374	374	
BLDG - B		
BLDG - B	376	TENANT
BLDG - B	61	TENANT - ACC
BLDG - B	45	VISITOR
BLDG - B	5	VISITOR - ACC
BLDG - B: 487	487	
Grand total:	861	

(PARKING SCHEDULE)

Comments	Count
BLDG - B	487
BLDG - A	374
Grand total:	861

BICYCLE PARKING

LT / ST	Count	Description
1		
LT	128	600mm x 1800mm
ST	42	600mm x 1800mm
	170	
2		
LT	212	600mm x 1800mm
ST	42	600mm x 1800mm
	254	
Grand total:	424	

LOCKERS

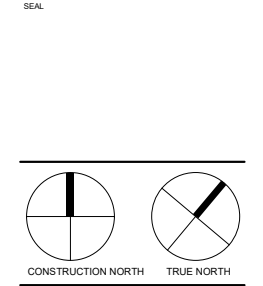
Description	Depth	Width	Count	Area
Building A				
5' x 5'	1.5	1.5 m	67	2.3 m²
			67	
Building B				
5' x 5'	1.5	1.5 m	145	2.3 m²
			145	
212			212	



Chamberlain Architect Services Limited
4671 Palladium Way (Unit 1)
Burlington, Ontario. L7M 0W9
CANADA
Phone: 905.631.7777
www.chamberlainIPD.com

NO.	ISSUED	DATE
1	CLIENT REVIEW	2021-11-19
2	DARC SUB	2021-11-24
3	DARC COOR.	2022-01-13
4	CLIENT REVIEW	2022-04-28
5	CLIENT REVIEW	2022-10-28

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60 Dundas Apartments

60 Dundas St. E,
Mississauga, ON

SHEET NAME

OVERALL FLOOR PLANS UG PARKING 2-5

START DATE	Issue Date
DRAWN BY	NS / DM/ SS
CHECKED BY	JMC
SCALE	1 : 250
PROJECT NO.	121022
DRAWING	

A100a

Autodesk Docs/60 Dundas/121022 - 60 Dundas - SP - SITE & UNDERGROUND.DWG 12/12/2022 10:22:24 AM

HCM Unsignalized Intersection Capacity Analysis 2: Shepard Avenue & Dundas Street East

Tot 2028 AM Peak Hour
Baseline

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↕↕		↕	↕↕	↕↕	
Traffic Volume (veh/h)	1279	101	53	651	79	64
Future Volume (Veh/h)	1279	101	53	651	79	64
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Hourly flow rate (vph)	1332	105	55	678	82	67
Pedestrians	4			44		
Lane Width (m)	3.7			3.7		
Walking Speed (m/s)	1.1			1.1		
Percent Blockage	0			4		
Right turn flare (veh)						
Median type	TWLTL		None			
Median storage (veh)	2					
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume			1481	1882	762	
vC1, stage 1 conf vol			1428			
vC2, stage 2 conf vol			453			
vCu, unblocked vol			1481	1882	762	
tC, single (s)			4.2	6.8	7.0	
tC, 2 stage (s)			5.8			
tF (s)			2.2	3.5	3.4	
p0 queue free %			87	52	79	
cM capacity (veh/h)			426	171	324	
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	WB 3	NB 1
Volume Total	888	549	55	339	339	149
Volume Left	0	0	55	0	0	82
Volume Right	0	105	0	0	0	67
cSH	1700	1700	426	1700	1700	217
Volume to Capacity	0.52	0.32	0.13	0.20	0.20	0.69
Queue Length 95th (m)	0.0	0.0	3.3	0.0	0.0	33.0
Control Delay (s)	0.0	0.0	14.7	0.0	0.0	51.4
Lane LOS			B			F
Approach Delay (s)	0.0		1.1		51.4	
Approach LOS					F	
Intersection Summary						
Average Delay			3.7			
Intersection Capacity Utilization			59.0%		ICU Level of Service B	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis 4: Shepard Avenue & 40 Dundas/North Driveway

Tot 2028 AM Peak Hour
Baseline

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (veh/h)	3	1	7	43	1	69	10	71	6	64	83	7
Future Volume (Veh/h)	3	1	7	43	1	69	10	71	6	64	83	7
Sign Control	Stop				Stop		Free				Free	
Grade	0%				0%		0%				0%	
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Hourly flow rate (vph)	4	1	9	54	1	86	12	89	8	80	104	9
Pedestrians	7				4		3				1	
Lane Width (m)	3.7				3.7		3.7				3.7	
Walking Speed (m/s)	1.1				1.1		1.1				1.1	
Percent Blockage	1				0		0				0	
Right turn flare (veh)												
Median type							None		None			
Median storage (veh)												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	480	400	118	402	401	98	120			101		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	480	400	118	402	401	98	120			101		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	7.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	4.2	2.2			2.2		
p0 queue free %	99	100	99	90	100	88	99			95		
cM capacity (veh/h)	414	503	930	522	502	742	1470			1498		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	14	141	109	193								
Volume Left	4	54	12	80								
Volume Right	9	86	8	9								
cSH	656	637	1470	1498								
Volume to Capacity	0.02	0.22	0.01	0.05								
Queue Length 95th (m)	0.5	6.4	0.2	1.3								
Control Delay (s)	10.6	12.2	0.9	3.4								
Lane LOS	B	B	A	A								
Approach Delay (s)	10.6	12.2	0.9	3.4								
Approach LOS	B	B										
Intersection Summary												
Average Delay			5.7									
Intersection Capacity Utilization			32.1%		ICU Level of Service A							
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis
2: Shepard Avenue & Dundas Street East

Tot 2028 PM Peak Hour

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↕↕		↕↕		↕↕	
Traffic Volume (veh/h)	948	236	128	1244	92	112
Future Volume (Veh/h)	948	236	128	1244	92	112
Sign Control	Free		Free		Stop	
Grade	0%		0%		0%	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Hourly flow rate (vph)	988	246	133	1296	96	117
Pedestrians	12		8		74	
Lane Width (m)	3.7		3.7		3.7	
Walking Speed (m/s)	1.1		1.1		1.1	
Percent Blockage	1		1		7	
Right turn flare (veh)						
Median type	TWLTL		None			
Median storage (veh)	2					
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume			1308		2111 699	
vC1, stage 1 conf vol					1185	
vC2, stage 2 conf vol					926	
vCu, unblocked vol			1308		2111 699	
tC, single (s)			4.1		6.8 6.9	
tC, 2 stage (s)					5.8	
tF (s)			2.2		3.5 3.3	
p0 queue free %			73		43 67	
cM capacity (veh/h)			492		169 356	
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	WB 3	NB 1
Volume Total	659	575	133	648	648	213
Volume Left	0	0	133	0	0	96
Volume Right	0	246	0	0	0	117
cSH	1700	1700	492	1700	1700	238
Volume to Capacity	0.39	0.34	0.27	0.38	0.38	0.90
Queue Length 95th (m)	0.0	0.0	8.2	0.0	0.0	57.1
Control Delay (s)	0.0	0.0	15.0	0.0	0.0	78.1
Lane LOS	C		F			
Approach Delay (s)	0.0		1.4		78.1	
Approach LOS	C		F			
Intersection Summary						
Average Delay			6.5			
Intersection Capacity Utilization			64.5%		ICU Level of Service C	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
4: Shepard Avenue & 40 Dundas/North Driveway

Tot 2028 PM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↕↕		↕↕		↕↕		↕↕		↕↕		↕↕	
Traffic Volume (veh/h)	40	1	56	36	1	88	37	76	12	134	153	77
Future Volume (Veh/h)	40	1	56	36	1	88	37	76	12	134	153	77
Sign Control	Stop		Stop		Free		Free		Free			
Grade	0%		0%		0%		0%		0%			
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Hourly flow rate (vph)	41	1	57	37	1	90	38	78	12	137	156	79
Pedestrians	37		49		91		11		11			
Lane Width (m)	3.7		3.7		3.7		3.7		3.7			
Walking Speed (m/s)	1.1		1.1		1.1		1.1		1.1			
Percent Blockage	4		5		9		1		1			
Right turn flare (veh)												
Median type							None			None		
Median storage (veh)												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	768	722	324	827	755	144	272	139				
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	768	722	324	827	755	144	272	139				
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1	4.1				
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2	2.2				
p0 queue free %	82	100	91	81	100	89	97	90				
cM capacity (veh/h)	231	285	634	195	273	856	1245	1387				
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	99	128	128	372								
Volume Left	41	37	38	137								
Volume Right	57	90	12	79								
cSH	366	428	1245	1387								
Volume to Capacity	0.27	0.30	0.03	0.10								
Queue Length 95th (m)	8.2	9.4	0.7	2.5								
Control Delay (s)	18.4	16.9	2.6	3.5								
Lane LOS	C	C	A	A								
Approach Delay (s)	18.4	16.9	2.6	3.5								
Approach LOS	C	C										
Intersection Summary												
Average Delay				7.7								
Intersection Capacity Utilization				47.4%		ICU Level of Service A						
Analysis Period (min)				15								

For the purposes of calculating required parking for a non-residential use, gross floor area, as defined by this By-law instead of gross floor area - non-residential as contained in Table 3.1.2.2 of this By-law and the following deductions to the total gross floor area calculated shall apply: 2% for manufacturing facility and warehouse/distribution facility, wholesaling facility, 10% for office and medical office uses and 5% for all other non-residential uses.

3.1.1.10 Retail Centre

3.1.1.10.1

A retail centre shall include permitted Retail, Service, Office, Hospitality or Entertainment/Recreation uses identified in Table 6.2.1 of this By-law, occupying three or more separated units on one property in a C1, C2, C3 and CC1 zone, where the gross floor area - non-residential is primarily used for permitted uses that require a parking regulation of 5.4 spaces per 100 m² GFA - non-residential or less, as identified in Part 3 of this By-law. (0379-2009), (0212-2015)

3.1.1.10.2

For the calculation of required parking for a retail centre, in addition to any deductions permitted by the definition of gross floor area - non-residential, an enclosed pedestrian mall, a food court, and any corridor not open to the public and used by more than one tenant of the building may be deducted from the total gross floor area - non-residential prior to calculating required parking. (0379-2009), (0174-2017)

3.1.1.11 Parking for Additional Uses in a Public or Private School

3.1.1.11.1 Parking for a Place of Religious Assembly

Where any part of a public school or private school is used as a place of public worship or for the conduct of religious activities on a weekly or other frequent and regular basis in compliance with the provisions of this By-law, and such public worship or religious activity is not part of the school curriculum or is attended by persons not enrolled or employed in the school, the portion of the public school or private school used for public worship or religious activity shall be deemed to be a place of religious assembly for the purpose of calculating required parking. When parking for multiple uses is calculated, the parking regulation will not be cumulative, but the higher parking regulation will apply.

3.1.1.11.2 Parking for any other Permitted Non-Residential Use

Where any part of a public school or private school is shared with any other permitted non-residential land use, the portion of the public school or private school used for the said use shall provide the required parking in accordance with the minimum parking regulations of the respective uses. When parking for multiple uses is calculated, the parking regulation will not be cumulative, but the higher parking regulation will apply. (0325-2008)

3.1.2 Required Number of Parking Spaces

3.1.2.1 Required Number of Parking Spaces for Residential Uses

Off-street parking spaces for residential uses shall be provided in accordance with Table 3.1.2.1 - Required Number of Parking Spaces for Residential Uses.

Table 3.1.2.1 - Required Number of Parking Spaces for Residential Uses

Column A	B
Line 1.0	MINIMUM OFF-STREET PARKING REGULATIONS
2.0	Condominium <u>Apartment</u> (0207-2008), (0174-2017), (0179-2018)
3.0	Rental <u>Apartment</u> (0207-2008), (0174-2017), (0179-2018)
4.0	<u>Apartment</u> (within CC1 to CC4 zones) (0207-2008), (0174-2017)
5.0	<u>Detached Dwelling</u> , <u>Linked Dwelling</u> , <u>Semi-Detached</u> , <u>Street Townhouse</u> (0297-2013), (0174-2017), (0181-2018/ LPAT Order 2019 February 15)
6.0	Condominium <u>Detached Dwelling</u> , Condominium <u>Semi-Detached</u> , Condominium <u>Townhouse</u> , <u>Detached Dwelling</u> on a <u>CEC - Road</u> , <u>Semi-Detached</u> on a <u>CEC - Road</u> , <u>Townhouse</u> on a <u>CEC - Road</u> (0174-2017), (0181-2018/LPAT Order 2019 February 15)

Table 3.1.2.2 continued from previous page

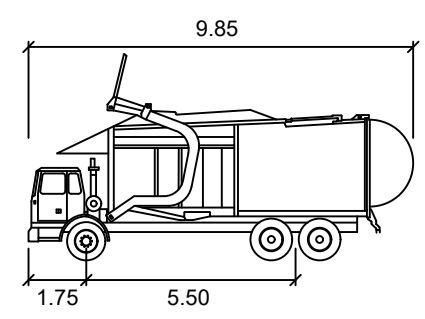
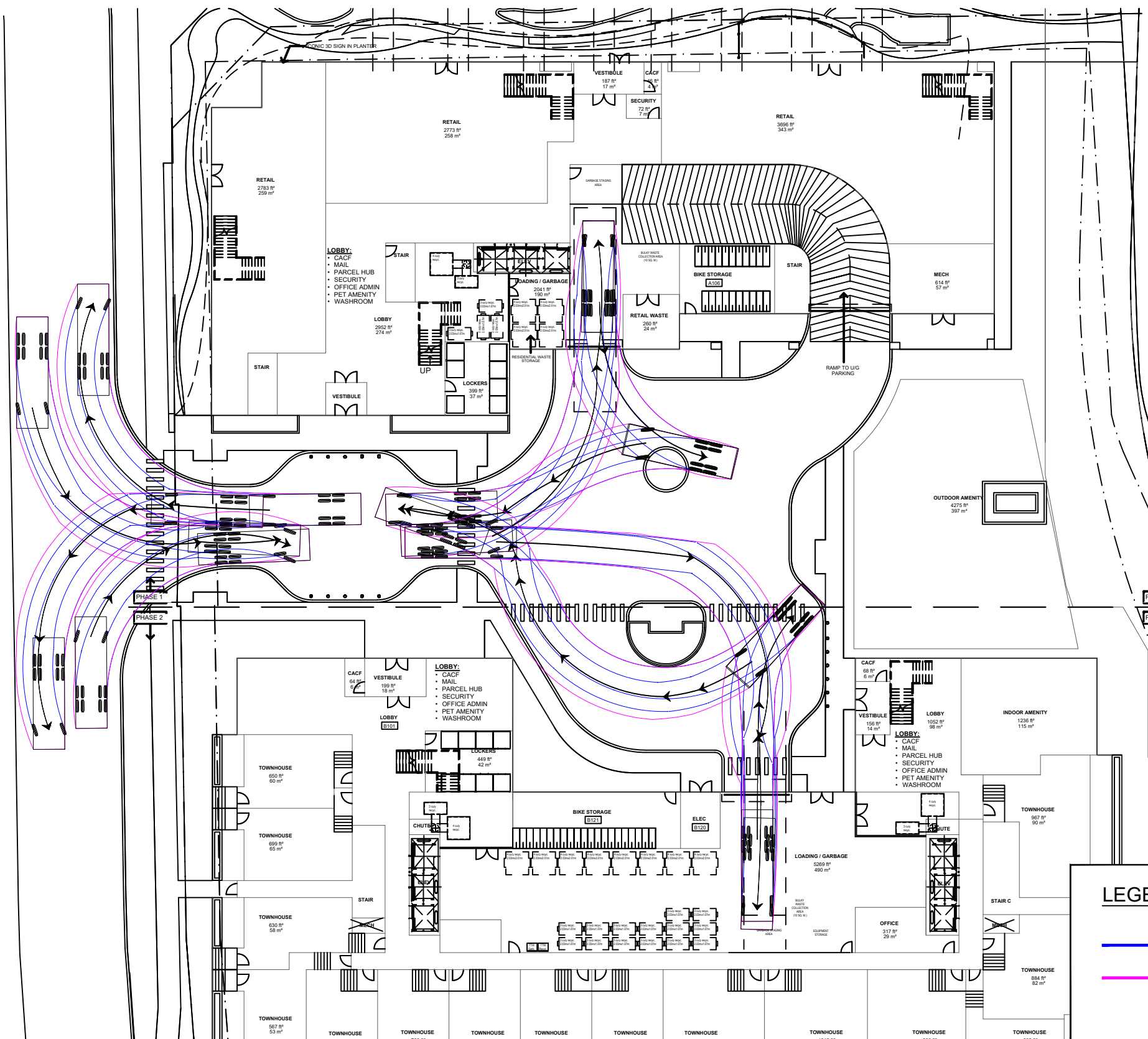
31.0	<u>Office:</u>	
31.1	<u>Office</u> ⁽⁶⁾ (0308-2011)	3.2 spaces per 100 m ² <u>GFA - non-residential</u> Where the non-office uses, including <u>medical office</u> and real estate <u>office</u> , are greater than 10% of the total <u>GFA - non-residential</u> of the <u>building</u> , separate parking will be required for all of such <u>uses</u> in accordance with the regulations contained in <u>Table 3.1.2.2</u> of this By-law
31.2	<u>Medical Office</u>	6.5 spaces per 100 m ² <u>GFA - non-residential</u>
31.3	<u>Medical Office - Restricted</u>	6.5 spaces per 100 m ² <u>GFA - non-residential</u>
31.4	Real Estate <u>Office</u>	6.5 spaces per 100 m ² <u>GFA - non-residential</u>
32.0	<u>Overnight Accommodation</u> (0379-2009)	0.8 space per guest room; plus 10.0 spaces per 100 m ² <u>GFA - non-residential</u> used for public <u>use</u> areas including meeting rooms, conference rooms, recreational facilities, dining and lounge areas and other commercial facilities, but excluding bedrooms, kitchens, laundry rooms, washrooms, lobbies, hallways, elevators, stairways and recreational facilities directly related to the function of the <u>overnight accommodation</u>
33.0	<u>Personal Service Establishment:</u>	
33.1	<u>Personal Service Establishment</u>	5.4 spaces per 100 m ² <u>GFA - non-residential</u>
33.2	<u>Personal Service Establishment</u> (in C4 zone)	4.0 spaces per 100 m ² <u>GFA - non-residential</u>
33.3	<u>Personal Service Establishment</u> (in CC2 to CC4 zones) (0207-2008)	4.3 spaces per 100 m ² <u>GFA - non-residential</u>
34.0	<u>Pilot Plant, Prototype Production Facility</u> (0325-2008)	1.6 spaces per 100 m ² <u>GFA - non-residential</u> up to 2 325 m ² <u>GFA - non-residential</u> ; and 1.1 spaces per 100 m ² <u>GFA - non-residential</u> between 2 325 m ² and 9 300 m ² <u>GFA - non-residential</u> ; and 0.6 spaces per 100 m ² <u>GFA - non-residential</u> over 9 300 m ² <u>GFA - non-residential</u>
35.0	<u>Place of Religious Assembly</u>	1.0 space per 4.5 seats for permanent fixed seating ⁽¹⁾ ; plus 27.1 spaces for any non-fixed moveable seating per 100 m ² <u>GFA - non-residential</u> , all in the <u>worship area</u> or 27.1 spaces for all non-fixed moveable seating per 100 m ² <u>GFA - non-residential</u> , in the <u>worship area</u> or 10.0 spaces per 100 m ² <u>GFA - non-residential</u> , whichever is greater Where the <u>worship area</u> of a <u>place of religious assembly</u> includes permanent fixed seating or non-fixed moveable seating for clergy, leaders, choirs, or musicians, such seating or area shall be included in the calculation of seating for the purpose of calculating required parking. Where a community/multi use hall is equal to or less than the <u>gross floor area</u> of the <u>worship area</u> , no additional parking shall be required for that <u>use</u> .
36.0	<u>Power Generating Facility</u>	1.0 space per staff on duty with a minimum of 2.0 spaces
37.0	<u>Private Club</u>	4.5 spaces per 100 m ² <u>GFA - non-residential</u>
38.0	<u>Recreational Establishment</u>	4.5 spaces per 100 m ² <u>GFA - non-residential</u> , except for an arena
39.0	Repair:	
39.1	<u>Repair Establishment</u>	5.4 spaces per 100 m ² <u>GFA - non-residential</u>
39.2	<u>Repair Establishment</u> (in a C4 zone)	4.0 spaces per 100 m ² <u>GFA - non-residential</u>
40.0	Retail Centre:	
40.1	Retail Centre (Less than or equal to 2 000 m ² <u>GFA - non-residential</u>) (0325-2008), (0379-2009)	4.3 spaces per 100 m ² <u>GFA - non-residential</u> Parking for <u>restaurant, convenience restaurant, place of religious assembly, funeral establishment, overnight accommodation, banquet hall/conference centre/convention centre</u> and <u>entertainment establishment uses</u> will be provided in accordance with the applicable regulations contained in <u>Table 3.1.2.2</u> of this By-law
40.2	Retail Centre (Greater than 2 000 m ² <u>GFA - non-residential</u>) (0379-2009)	5.4 spaces per 100 m ² <u>GFA - non-residential</u>
40.3	CC1 - Retail Core Commercial (lands bounded by City Centre Drive, Duke of York Boulevard and Rathburn Road West)	4.57 spaces per 100 m ² <u>GFA - non-residential</u>
41.0	Retail:	
41.1	<u>Retail Store</u>	5.4 spaces per 100 m ² <u>GFA - non-residential</u>
41.2	<u>Retail Store</u> (in a C4 zone)	4.0 spaces per 100 m ² <u>GFA - non-residential</u>
41.3	<u>Retail Store</u> (in a CC2 to CC4 zones) (0207-2008)	4.3 spaces per 100 m ² <u>GFA - non-residential</u>
42.0	<u>Restaurants:</u>	
42.1	<u>Convenience Restaurant</u> (0212-2015)	16.0 spaces per 100 m ² <u>GFA - non-residential</u> plus a <u>stacking lane</u> ⁽²⁾

Table 3.1.2.1 - Minimum Required Number of Parking Spaces for Residential Uses

(note to reviewers: only categories in red underline have revised parking requirements; existing parking requirement in black font will remain across all precincts)

Column	A	B	C	D	E	F
Line 1.0	TYPE OF USE	MINIMUM OFF-STREET PARKING REGULATION UNIT	<u>PRECINCT 1</u>	<u>PRECINCT 2</u>	<u>PRECINCT 3</u>	<u>PRECINCT 4</u>
2.0	Condominium Apartment (0207-2008), (0174-2017), (0179-2018),	1.00 resident space per studio unit 1.25 resident spaces per one bedroom unit 1.40 resident spaces per two bedroom unit 1.75 resident spaces per three bedroom unit <u>resident spaces per unit</u> 0.20 visitor spaces per unit	<u>0.8</u> <u>0.15</u>	<u>0.9</u> <u>0.15</u>	<u>1.0</u> <u>0.20</u>	<u>1.1</u> <u>0.20</u>
3.0	Rental Apartment (0207-2008), (0174-2017), (0179-2018),	1.00 resident space per studio unit 1.18 resident spaces per one bedroom unit 1.36 resident spaces per two bedroom unit 1.50 resident spaces per three bedroom unit <u>resident spaces per unit</u> 0.20 visitor spaces per unit	<u>0.8</u> <u>0.15</u>	<u>0.8</u> <u>0.15</u>	<u>0.9</u> <u>0.15</u>	<u>1.0</u> <u>0.15</u>
4.0	Apartment (within CC1 to CC4 zones) (0207-2008), (0174-2017)	1.0 resident space per unit 0.15 visitor spaces per unit ⁽⁺⁾ For the visitor component, a shared parking arrangement may be used for the calculation of required visitor/non-residential parking in accordance with the following: the greater of 0.15 visitor spaces per unit ⁽⁺⁾⁽²⁾ or Parking required for all non-residential uses, located in the same building or on the same lot as the residential use, except banquet hall/conference centre/convention centre, entertainment establishment, overnight accommodation, place of religious assembly, recreational establishment and restaurant. ⁽⁺⁾⁽²⁾ Parking for banquet hall/conference centre/convention centre, entertainment establishment, overnight accommodation, place of religious assembly, recreational establishment and restaurant shall not be included in the above shared parking arrangement and shall be provided in accordance with applicable regulations contained in Table 3.1.2.2 of this By-law.				
5.0	Detached Dwelling, Linked Dwelling, Semi-Detached, Street Townhouse (0297-2013), (0174-2017), (0181-2018/ LPAT Order 2019 February 15)	2.0 spaces per unit	2.0	2.0	2.0	2.0

Column		B	C	D	E	F
Line 1.0	TYPE OF USE	MINIMUM OFF-STREET PARKING REGULATION UNIT	PRECINCT 1	PRECINCT 2	PRECINCT 3	PRECINCT 4
40.1	Retail Centre (Less than or equal to 2 000 m ² GFA - non-residential) (0325-2008), (0379-2009)	4.3 spaces per 100 m ² GFA - non-residential Parking for restaurant and convenience restaurant over 220 m ² GFA - non-residential, place of religious assembly, funeral establishment, overnight accommodation, banquet hall/conference centre/convention centre and entertainment establishment uses will be provided in accordance with the applicable regulations contained in Table 3.1.2.2 of this By-law	<u>3</u>	<u>3</u>	<u>3.5</u>	<u>4.3</u>
40.2	Retail Centre (Greater than 2 000 m ² GFA - non-residential) (0379-2009)	5.4 spaces per 100 m ² GFA - non-residential	<u>3.8</u>	<u>3.8</u>	<u>4.5</u>	<u>5.4</u>
40.3	CC1 - Retail Core Commercial (lands bounded by City Centre Drive, Duke of York Boulevard and Rathburn Road West)	4.57 spaces per 100 m ² GFA - non-residential				
41.0	Retail Retail Store:	spaces per 100 m ² GFA - non-residential	<u>3</u>	<u>3</u>	<u>4</u>	<u>5</u>
41.1	Retail Store	5.4 spaces per 100 m ² GFA - non-residential				
41.2	Retail Store (in a C4 zone)	4.0 spaces per 100 m ² GFA - non-residential				
41.3	Retail Store (in a CC2 to CC4 zones) (0207-2008)	4.3 spaces per 100 m ² GFA - non-residential				
42.0	Restaurants:					
42.1	Convenience Restaurant (0212-2015)	16.0 spaces per 100 m ² GFA - non-residential <u>Up to 220 m² GFA - non-residential</u> <u>Over 220 m² GFA - non-residential</u> plus a stacking lane ⁽²⁾	<u>3</u> <u>6</u>	<u>3</u> <u>6</u>	<u>4</u> <u>9</u>	<u>5</u> <u>9</u>
42.2	Restaurant (0212-2015)	16.0 spaces per 100 m ² GFA - non-residential <u>Up to 220 m² GFA - non-residential</u> <u>Over 220 m² GFA - non-residential</u>	<u>3</u> <u>6</u>	<u>3</u> <u>6</u>	<u>4</u> <u>9</u>	<u>5</u> <u>9</u>
42.3	Take-out Restaurant (0212-2015)	6.0 spaces per 100 m ² GFA - non-residential	<u>3</u>	<u>3</u>	<u>4</u>	<u>5</u>



Peel Region - FL Refuse Truck

	units
Width	: 2.77 meters
Track	: 2.77
Lock to Lock Time	: 6.0
Steering Angle	: 25.0

LEGEND

- VEHICLE TIRE PATH
- VEHICLE BODY PATH

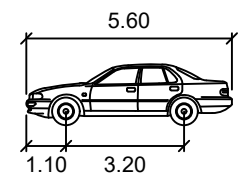
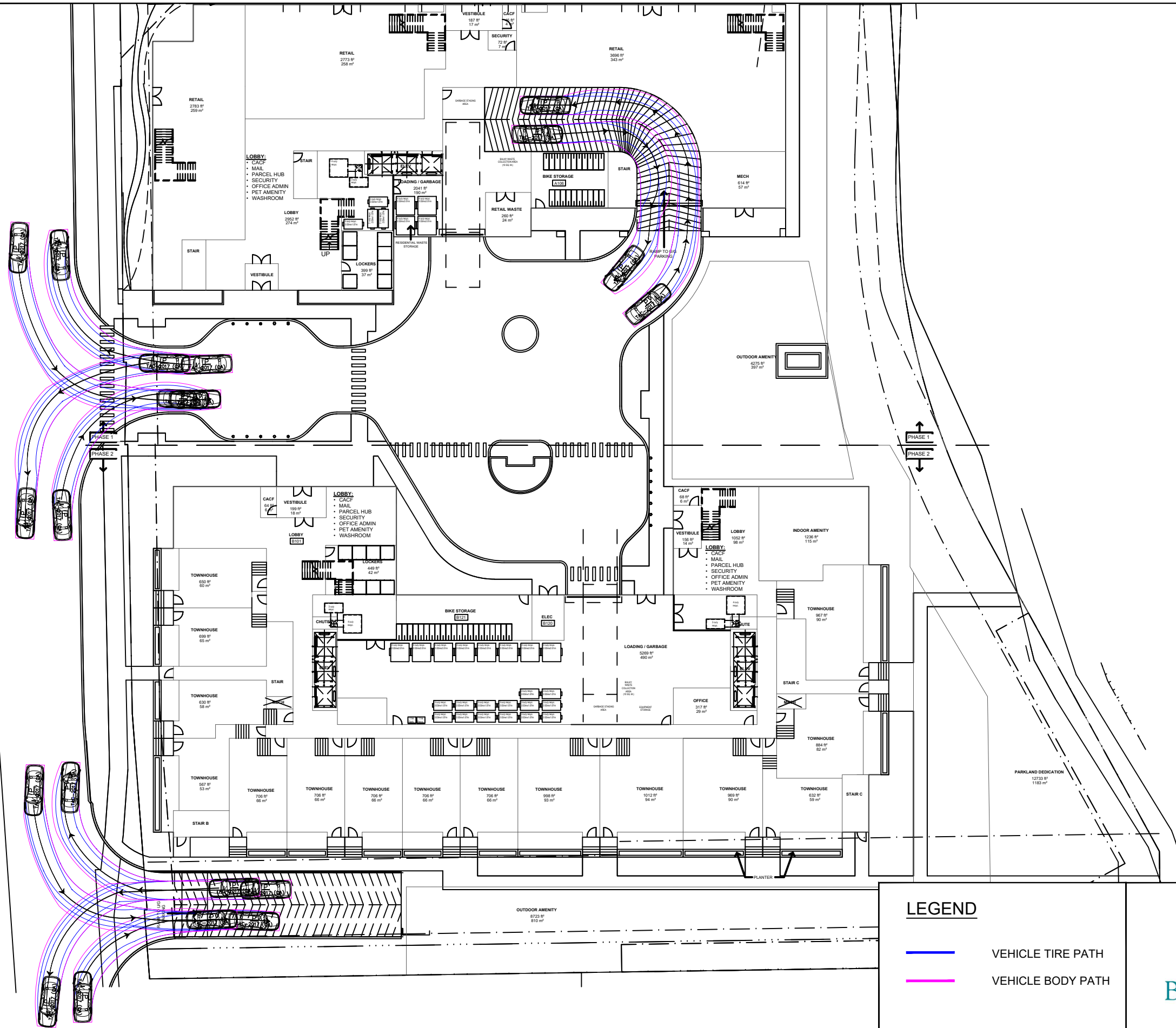


60 DUNDAS ST. E
MISSISSAUGA, ON

SWEPT PATH ANALYSIS
REGION REFUSE TRUCK

R.J Burnside & Associates Limited
RR/ CC/ DWA
DEC. 16, 2022

N.T.S



P

	meters
Width	: 2.00
Track	: 2.00
Lock to Lock Time	: 6.0
Steering Angle	: 35.9

- LEGEND**
- VEHICLE TIRE PATH
 - VEHICLE BODY PATH

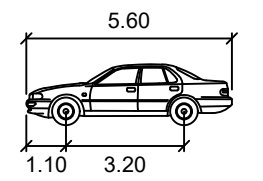
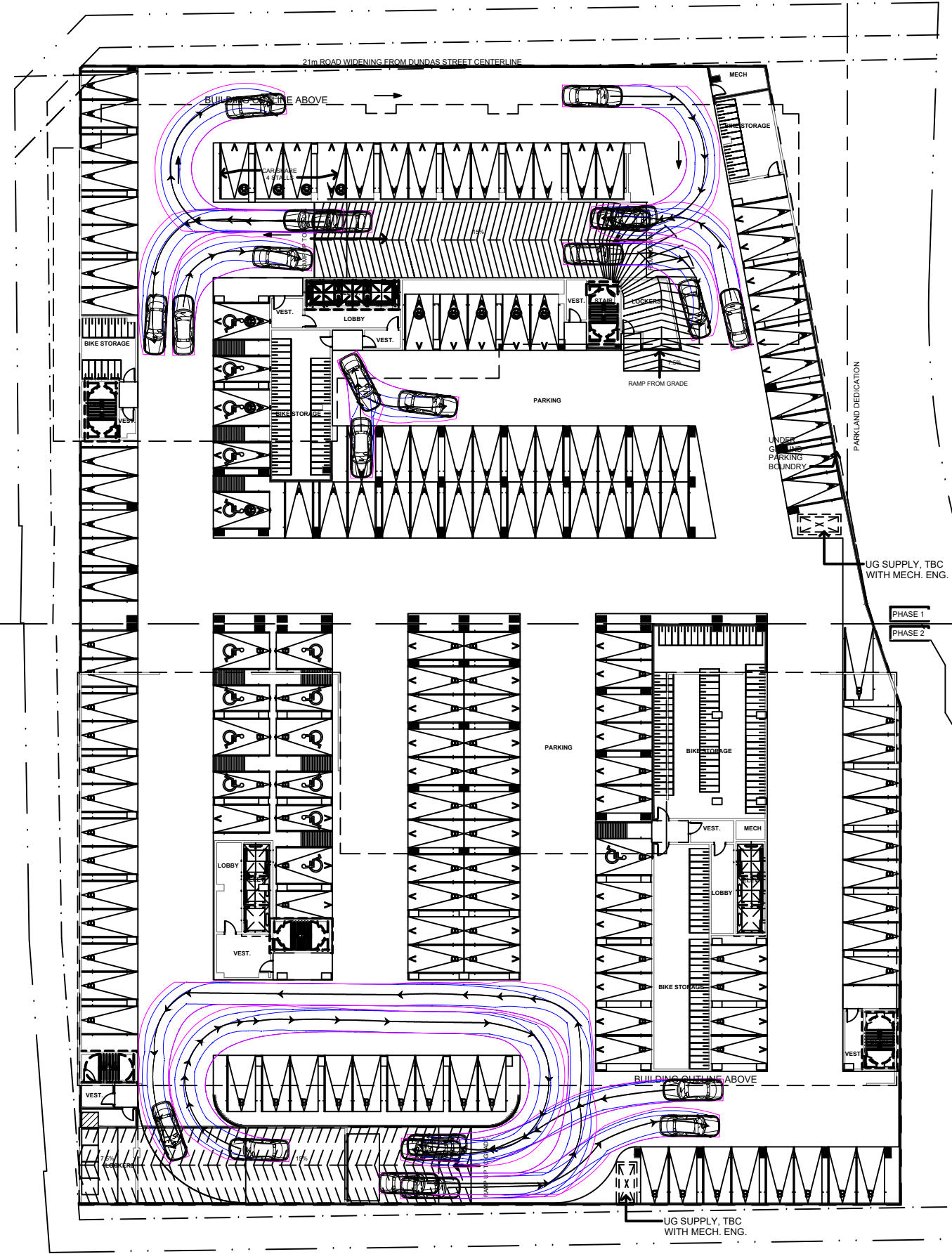


60 DUNDAS ST. E
 MISSISSAUGA, ON

SWEPT PATH ANALYSIS
 PASSENGER VEHICLE GRD FLOOR

R.J Burnside & Associates Limited
 RR/ CC/ DWA
 DEC. 16, 2022

N.T.S



P

	parameters	values	units
Width	:	2.00	meters
Track	:	2.00	meters
Lock to Lock Time	:	6.0	seconds
Steering Angle	:	35.9	degrees

LEGEND

	VEHICLE TIRE PATH
	VEHICLE BODY PATH

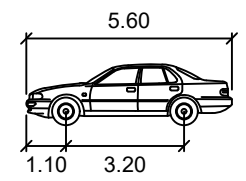
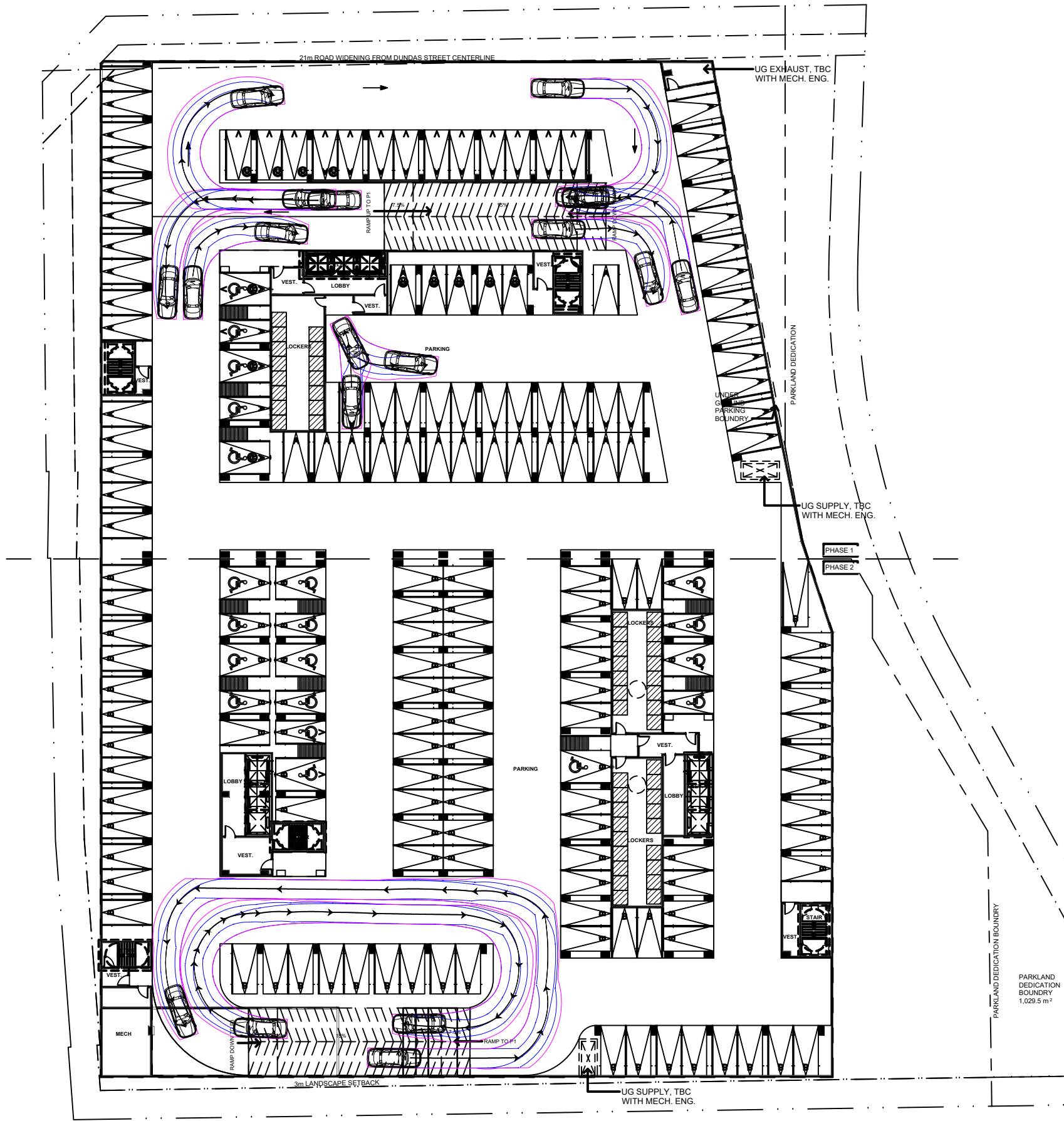


60 DUNDAS ST. E
 MISSISSAUGA, ON

SWEPT PATH ANALYSIS PASSENGER
 VEHICLE UNDGRD P1

R.J Burnside & Associates Limited
 RR/ CC/ DWA
 DEC. 16, 2022

N.T.S



P

	meters
Width	: 2.00
Track	: 2.00
Lock to Lock Time	: 6.0
Steering Angle	: 35.9

LEGEND

	VEHICLE TIRE PATH
	VEHICLE BODY PATH



60 DUNDAS ST. E
 MISSISSAUGA, ON

SWEPT PATH ANALYSIS PASSENGER
 VEHICLE UNDGRD P2-5

R.J Burnside & Associates Limited
 RR/ CC/ DWA
 DEC. 16, 2022

N.T.S