



April 20, 2023

Ref: 2020-20

Dymon Group of Companies

c/o James Byck, Regional Director – Construction (Toronto)
2-1830 Walkley Road
Ottawa, ON K1H 8K3
By email: JByck@Dymon.ca

Re: 6333 Hurontario Street Parking Study

Dear James:

Dymon Group of Companies (Dymon) is proposing to develop 6333 Hurontario Street. The property has an existing detached single-family building which will be removed as part of this development. The proposed development includes a 28,859 square metre Dymon facility including a 19,470 square metre self-storage, an 1,113 square metres internal drive aisle, an 870 square metre reception/retail area, and a 5,823 square metre office space. A total of 198 parking spaces are proposed, out of which 34 are at grade and 164 are spread between the two underground levels. All surface parking spaces are provided for self-storage and retail, including 7 parking spaces in the interior loading area for additional overflow parking / unloading vehicles. The 164 parking spaces located across two underground levels are provided for the rest of the self-storage and retail parking demand as well as the office parking demand. A total of 9 accessible parking spaces will be provided to all uses. The site will also include one exterior loading dock. Attachment 1 includes the proposed site plan.

This letter has been prepared to address the transportation requirements of the proposed Dymon Self-Storage and Work Refined Facility and will examine the site parking requirements.

Dymon Business Model and Site Context

Dymon offers a unique customer-centric storage solution unlike anything else in the marketplace. Unlike traditional self storage operations, Dymon facilities are located along arterial corridors, in very prominent locations within close proximity to its residential and business customers. With its high level of security, total humidity and climate control environment, and relentless focus on customer service, Dymon offers a reliable extension to people's homes and businesses. The primary access to Dymon's facilities is via an interior loading area (with secure access 24 hours a day) that protects customers from the weather while loading/unloading their possessions. By providing this interior area the reliance on surface parking is significantly reduced, as up to 75% of visitors to the site during any period use the interior loading bay, rather than the provided parking lot. In fact, any visit after the initial visit uses the interior loading area as this is the direct access to the storage lockers. Dymon sites include a reception and a retail area that is not used directly for self-storage. This space has several functions, including allowing space for new customers to come in and rent a storage locker or purchase storage supplies (boxes, tape, bubble wrap, etc.). In 2019 Dymon expanded the services available in this space to include home storage solutions including closet organizers, under counter shelving, and storage bins. This service is now offered at several Ottawa Dymon locations.

Parking Generation / Requirement

The proposed development will provide a total of 27 exterior parking spaces at grade, 7 parking spaces in the drive-thru area, and 164 underground parking spaces for the Dymon facility. The development is mixed-use and the total parking requirements are summed up from the requirement for each land use. The site is located in Parking Precinct 2, and the Mississauga Zoning By-law O225-2007 parking rates for Precinct 2 have been applied. The zoning requirements and parking provisions are summarized in Table 1.

Table 1: Vehicle Parking Requirement Zoning By-Law Approach

| Land Use | GFA (s.m.) | Parking Rate (Required) | Parking Spaces (Required) | Parking Spaces (Provided) | Difference |
|------------------------|------------|--|---------------------------|---------------------------|------------|
| Self-Storage Warehouse | 19,470 | 0.25 spaces per 100 m ² GFA | 49 | 198 | -23 |
| Retail | 870 | 3.0 spaces per 100 m ² GFA | 26 | | |
| Office | 5,823 | 2.5 spaces per 100 m ² GFA | 146 | | |
| Total | | | 221 | 198 | -23 |

As noted above, the proposed site does not include the number of parking stalls prescribed by the zoning by-law. The proposed site includes 198 parking spaces, whereas the requirement is 221 parking spaces.

To support the proposed parking variance for the self-storage warehouse, a parking survey has been undertaken at a proxy site operated by Dymon at 1460 The Queensway in Etobicoke, Toronto. It has been selected as an appropriate proxy site for comparison, as it has similar features with the proposed development in terms of the included land uses, total gross floor area, and arterial road access). The selected site includes the Dymon self-storage facility with drive-through areas, the retail functions which sell the home storage solutions discussed previously, and a co-working office space. These will operate in the same manner as the proposed site plan at 6333 Hurontario Street. Attachment 2 contains the proxy parking generation counts for 1460 The Queensway taken on the busiest days of the week in February 2022, October 2022, and March 2023, observing the increase in parking demand due to the site reaching its full occupancy. The count dates at 1460 The Queensway are summarized in Table 2.

Table 2: Data Dates – 1460 The Queensway

| Data Type | Location | Count Date |
|----------------|--------------------|-----------------------------|
| Parking Counts | 1460 The Queensway | Saturday, February 12, 2022 |
| | | Tuesday, February 15, 2022 |
| | | Thursday, October 20, 2022 |
| | | Wednesday, March 29, 2023 |
| | | Thursday, March 30, 2023 |
| | | Friday, March 31, 2023 |
| | | Saturday, April 1, 2023 |

Table 3 summarizes the parking supply and parking demand for the site as well as the calculated parking supply rate and parking demand rate for the self-storage component. The exterior parking supply has been included. The sum of self-storage and reception / retail parking demand has been provided for the February 2022 counts as the parking surveys taken then did not separate the two uses.

Table 4 summarizes the parking supply and parking demand as well as the calculated parking supply rate and parking demand rate for the Work Refined office component of 1460 The Queensway.

The City has requested for survey data to be collected over a consecutive two-week period for two or three of the busiest days per week. Data has been collected for four days within one week between Wednesday, March 29, 2023, and Saturday, April 1, 2023. The three weekdays were selected as the busiest days during the week according to information supplied by the reception staff at the subject facility. Data was also collected on Saturday to account for the potential alternative peak period due to the increasing self-storage-related traffic and decreasing office-related traffic during the weekend. The data from the week after was not collected as it was a four-day week before the Easter holidays and the survey results would not represent the parking demand of a typical week.

While parking counts from a consecutive two-week period was not available, the dataset was supplemented with earlier parking counts from February 2022 and October 2022. Although those counts were from earlier dates, they could be validated by applying the occupancy rate at the time of the parking surveys.

At the 1460 Queensway location as of February 2022, 59.5% of the lockers were rented (1548 Units) while 40.5% were available or vacant (1055 Units) for the self-storage, and 64.5% of the co-working spaces were rented (129 workstations) while 35.5% (71 workstations) were available for the office. Considering the potential growth from more customers, the trip generation at maximum capacity, assuming that the increase in the number of trips generated will be linear to the number of rented units, is calculated for self-storage (including retail) and office and summarized in Table 3 and Table 4 in the “Adjusted” rows. It is observed that the parking demand rate has been steadily increasing, and the parking demand rates from the adjusted February 2022 counts and the parking demand rates directly from the March 2023 counts are converging. Therefore, it is evident that the proxy site is approaching full occupancy in 2023 and the March 2023 peak parking demand rates are representative of the peak parking demand of comparable facilities. The March 2023 peak parking demand rates have been applied to calculate the parking requirement for 361 North Service Road.

The proposed parking survey range has been submitted to the transportation staff at the City, but we have not received the comments before this resubmission. In this case, we have proceeded with the assumption.

Table 3: Parking Survey Summary – Self-storage and Retail

| Site | GFA Storage & Retail (m ²) | Parking Supply (Exterior) | Parking Supply (Interior) | Parking Supply (Total) | Parking Demand | Parking Supply Rate | Parking Demand Rate |
|--|--|---------------------------|---------------------------|------------------------|----------------|------------------------|------------------------|
| 1460 The Queensway (February 2022) | 28,799 | 173 | 59 | 232 | 49 | 0.81/100m ² | 0.17/100m ² |
| Adjusted | | | | | | | 0.29/100m ² |
| 1460 The Queensway (March – April 2023) | 28,799 | 173 | 59 | 232 | 95 | 0.81/100m ² | 0.33/100m ² |
| Storage | 27,568 | 145 | 59 | 204 | 68 | 0.74/100m ² | 0.25/100m ² |
| Retail | 1,231 | 28 | 0 | 28 | 27 | 2.27/100m ² | 2.19/100m ² |

Table 4: Parking Survey Summary – Office

| Site | GFA Storage & Retail (m ²) | Parking Supply (Exterior) | Parking Supply (Interior) | Parking Supply (Total) | Parking Demand | Parking Supply Rate | Parking Demand Rate |
|--|--|---------------------------|---------------------------|------------------------|----------------|------------------------|------------------------|
| 1460 The Queensway (February 2022) | 2,192 | 40 | 0 | 0 | 25 | 1.82/100m ² | 1.14/100m ² |
| Adjusted | | | | | | | 1.77/100m ² |
| 1460 The Queensway (October 2022) | 2,192 | 40 | 0 | 0 | 29 | 1.82/100m ² | 1.32/100m ² |
| 1460 The Queensway (March – April 2023) | 2,192 | 40 | 0 | 0 | 36 | 1.82/100m ² | 1.64/100m ² |

Based on the proposed site plan for 6333 Hurontario Street, the gross floor area, and parking stall provisions, the parking rate provided for the proposed development has been calculated. Table 5 summarizes the 6333 Hurontario Street parking provisions.

Table 5: 6333 Hurontario Street Parking Provisions – Dymon

| Use | GFA (m ²) | Parking Rate (Required) | Parking Spaces Required | Parking Spaces Provided | Parking Rate (Provided) |
|---------------------|-----------------------|-------------------------|-------------------------|-------------------------|-------------------------|
| Self-Storage | 19,470 | 0.25/100m ² | 49 | 49 | 0.25/100 m ² |
| Retail | 870 | 2.19/100m ² | 19 | 21 | 2.41/100 m ² |
| Office | 5,823 | 1.64/100m ² | 96 | 128 | 2.20/100 m ² |
| Total | | | 164 | 198 | |

It has been calculated that parking is proposed to be provided at a rate of 0.25 spaces per 100 square metres of non-residential GFA for the self-storage component, 2.41 spaces per 100 square metres of non-residential GFA for the retail component, and 2.20 spaces per 100 square metres of non-residential GFA for the office component. While these are less than the parking rate requested by the City of Mississauga, the rates are higher than the peak surveyed parking demand rates at the comparable Dymon site.

In addition to the above, patrons will utilize the interior loading space more efficiently than other areas of the site as they will park within the interior loading area to facilitate loading and unloading. The interior loading space can accommodate more vehicles than the 7 defined parking stalls.

Further, higher order transit will be provided along Hurontario Street in future horizons. The Hurontario LRT is expected to be completed in 2024 and will increase the transit mode share in the Study Area, reducing the reliance on personal vehicles and the parking demand along Hurontario Street corridor.

Considering the proxy site requirements, an expected reduction in auto trips as a result of future Hurontario LRT, the parking provisions for both the Dymon self-storage and office uses are adequate.

Accessible Parking

Accessible parking spaces are requirements and provisions are summarized in Table 6. Since a reduction from the zoning by-law requirement is sought for both the self-storage and the office components and such reduction is supported by the proxy site survey data, the accessible parking spaces will be provided based on the number of total parking spaces proposed, instead of the total parking spaces required by the zoning by-law.

Table 6: Accessible Parking Requirement - Zoning By-Law Approach

| Land Use | Total Number Of Required Non-Residential Parking Spaces | Range | Minimum Accessible Parking Rate (Required) | Minimum Accessible Parking Spaces (Required) | Parking Spaces (Provided) | Meeting the Requirement? |
|--------------|---|---------|--|--|---------------------------|--------------------------|
| Total | 198 | 101-200 | 1.0 space plus 3% of the total | 4 Type A 3 Type B | 4 Type A 5 Type B | Yes |

A total of accessible parking spaces will be provided, 2 at grade, 1 in the interior loading area, and 6 at underground levels. As shown above, the accessible parking provisions satisfy the zoning by-law requirements.

Bicycle Parking

Bicycle parking requirements and provisions are summarized in Table 7.

Table 7: Bicycle Parking Requirement - Zoning By-Law Approach

| Land Use | Long-Term / Class A Rate (Required) | Long-Term / Class A (Required) | Long-Term (Provided) | Short-Term / Class B Rate (Required) | Short-Term / Class B (Required) | Short-Term (Provided) |
|-----------------------|---|--------------------------------|----------------------|---|---------------------------------|-----------------------|
| Self Storage Facility | n/a | 0 | - | 2.0 spaces | 2 | - |
| Office | 0.1 spaces per 100 m ² GFA - non-residential | 6 | - | 0.1 spaces per 100 m ² GFA - non-residential | 6 | - |
| Total | | 6 | 6 | | 8 | 8 |

The site will meet the zoning by-law requirements of 6 long-term and 8 short-term spaces for bicycle parking.

Loading Spaces

Loading Space requirements per and provisions are summarized in Table 8.

Table 8: Loading Requirement – Zoning By-law Approach

| Land Use | GFA (m ²) | Criteria | Minimum Loading Spaces | Loading Spaces Provided | Difference |
|-----------------------------------|-----------------------|--|------------------------|-------------------------|------------|
| Warehouse / Distribution Facility | 20,340 | greater than 14 000 m ² : 3.0 spaces plus 1.0 additional space for each 9 300 m ² GFA - non-residential or portion thereof | 4 | - | - |
| Office | 5,823 | greater than 2 350 m ² but less than or equal to 11 600 m ² : 1.0 spaces | 1 | - | - |
| Total | | | 5 | 2 | -3 |

As shown in the table, the provided loading spaces are 3 spaces short of the required.

To support the loading variance, proxy site survey is used to determine the frequency of truck visits. Table 9 summarizes the surveyed heavy vehicle In and Out trips during the heavy truck peak hour of 1460 The Queensway.

Table 9: Net Peak Hour Trucks

| Site | AM Peak Hour | | | PM Peak Hour | | | Sat Peak Hour | | |
|------------------------------------|--------------|-----|-----|--------------|-----|-----|---------------|-----|-----|
| | In | Out | Net | In | Out | Net | In | Out | Net |
| 1460 The Queensway (February 2022) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1460 The Queensway (October 2022) | 1 | 1 | 0 | 1 | 0 | 1 | - | - | - |

As can be seen in Table 9, trucks entering the proxy Dymon sites vary between zero and one during the truck peak hour periods. The demand for loading docks is expected to be even lower, as the proxy site turning movement counts include moving trucks, as well as garbage trucks. Considering this, two loading spaces will meet the loading space demand at the subject site.

Moreover, the City’s Loading Space Regulations do not include loading space requirements for Self-Storage Warehouse. The closest land use to a Self-Storage Warehouse is Manufacturing/Warehouse, which requires a minimum of four loading spaces. Unlike a self-storage facility, where patrons may utilize personal vehicles for loading and unloading, it is expected that majority of vehicles entering a manufacturing site will be utilizing loading docks. Therefore, the Manufacturing/Warehouse loading dock requirement of four spaces is considered to be overly conservative for a self-storage facility and a provision of

Mr. James Byck
May 9, 2023

two loading docks is recommended. While this is less than requested by the City of Mississauga, the provision of two loading docks for both uses satisfies the expected demand based on heavy vehicle trip generation at comparable Dymon sites. On a rare occasion where an extra loading space is required, the internal parking area can accommodate a second HSU truck.

Transportation Demand Management

Dymon self-storage facilities represent a unique trip generator. As introduced in previous sections, the majority of the trips to the site are expected to be made by customers who have already moved their personal belongings into one of the Dymon self-storage units. Although these trips are primarily made by auto mode in order to transport personal or business items to or from the storage facility, the number of trips produced is expected to be significantly lower than that of comparable land uses. This statement in the parking section above, which illustrated that the Parking By-law requires a minimum of 221 parking spaces to be provided for the proposed self-storage and office land use, however, a comparable proxy site parking survey has shown that a minimum of 164 parking spaces is expected to meet the peak parking demand of inbound vehicles arriving to the proposed Dymon facility. Therefore, it can be concluded that the self-storage land use will generate 26% less traffic when compared to an alternative warehouse or office uses. Restricting parking below the accepted zoning for a given land use is an accepted method of limiting the number single occupant vehicle trips to a site.

Further, Dymon self-storage business model requires for the storage facilities to be located in a close proximity to its target market. This means that although the low number of customer trips are mostly constrained to the auto mode because of the need to transport personal or business belongings, these trips will be made by local residents and business owners, producing minimal vehicle kilometers traveled. This is important to note, as short-distance trips should be treated differently in context of TDM when compared to longer trips, which result in more vehicle kilometers traveled, and oftentimes utilize already constrained inter-city roadways or highways, contributing to congestion, and impacting a larger number of road users. The proximity of Dymon self-storage facilities to the user's homes and businesses also allows for pass-by trips during the peak hours, which has an even lower impact on the overall transportation network efficiency.

The subject development fronts the future Hurontario LRT Corridor, which will enhance mobility and transit experience along Hurontario Street. The completion of the LRT is expected in fall 2024. The closest LRT stops to the proposed development will be located at Courtneypark Drive to the north and at Britannia Road to the south. Relevant transit schedule and route maps will be displayed at office use entrance to minimize transit wait times and enhance transit user experience.

The proposed cross-section of Hurontario Street will include segregated bike lanes and can be seen in Attachment 3. Six long-term and eight short-term bicycle parking spaces are proposed within the development site plan, which will further encourage office users to utilize the proposed bike lanes on Hurontario street to reach the subject site. In addition to this, a permanent bike repair station will be provided at the site. Local area maps with cycling infrastructure will also be provided at building entrances to allow cyclists to select safer routes towards their destinations.

Pedestrian facilities have been proposed within the development site plan and will connect pedestrians to the visitor bike parking, surface vehicle parking, and pedestrian network on Hurontario Street.

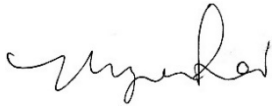
Conclusions

Based on the key requirements of the agreed to scope, the following conclusions are made for this site:

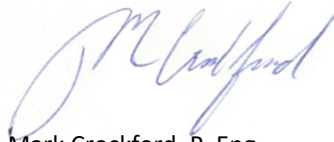
- Based on the proxy site parking surveys, the provided parking will adequately serve the proposed self-storage and office facility.

Based on this Transportation and Parking Summary, the proposed development should be approved, from a transportation perspective.

Mr. James Byck
May 9, 2023



Zhengxuan Lai, E.I.T.
289-834-0646
may.lai@cghtransportation.com



Mark Crockford, P. Eng.
905-251-4070
mark.crockford@cghtransportation.com

Attachments:

Attachment 1 – Proposed Site Plan

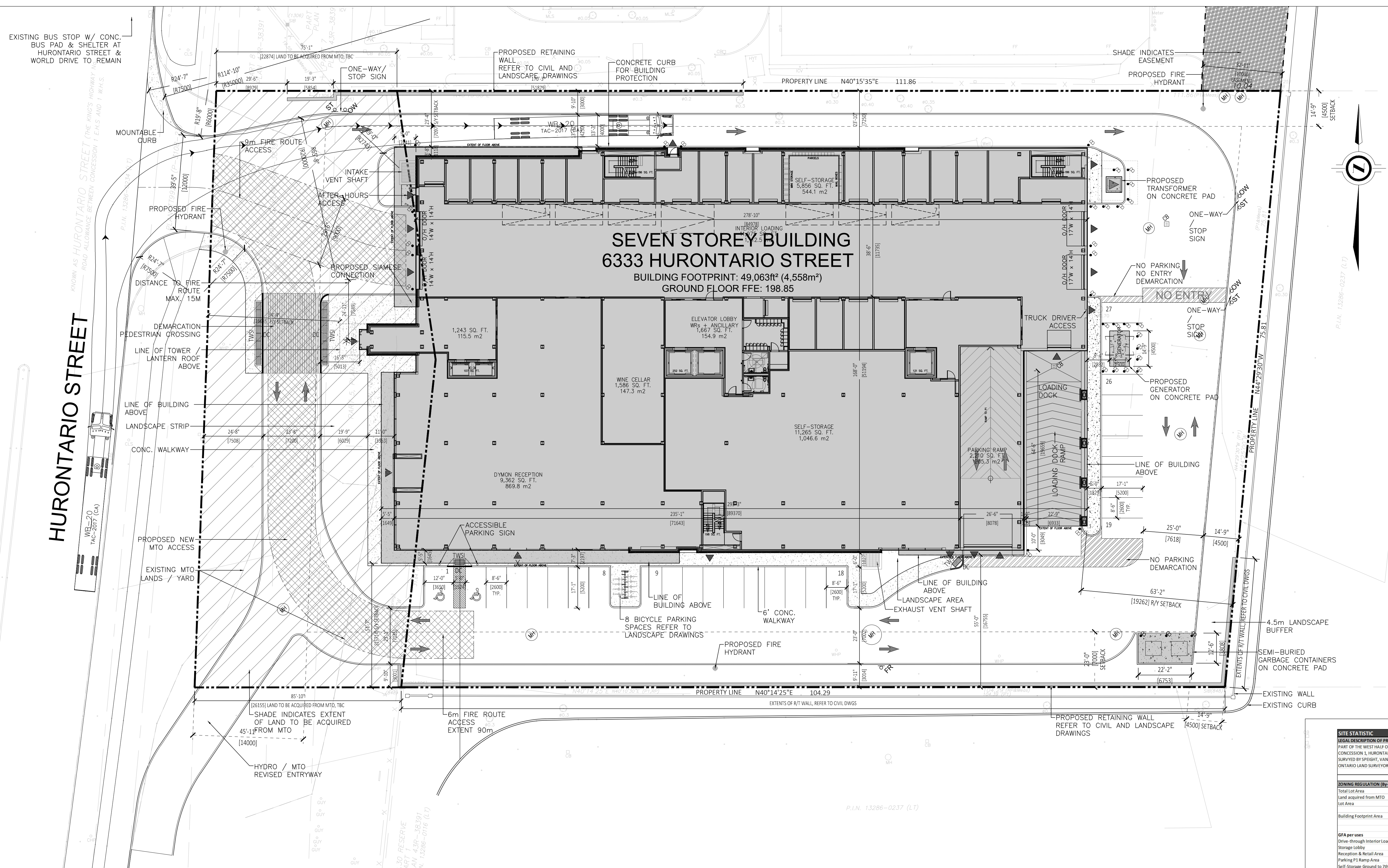
Attachment 2 – Proxy Site Parking Data and Site Plan – Dymon Self-Storage

Attachment 3 – Future Hurontario Street Cross-Section

Attachment 1

Proposed Site Plan





LEGEND

- PROPOSED BUILDING LOCATION
- EXISTING NEIGHBORING BUILDINGS
- LANDSCAPED AREA
- CONCRETE/ SIDEWALK
- BARRIER FREE PARKING CLEARANCE
- CURB
- DEPRESSED CURB
- TWISI
- NEW TREE/ VEGETATION (REFER TO LANDSCAPE PLAN FOR TYPE, SIZE AND LOCATION)
- EXISTING TREE (VEGETATION IS FOR REFERENCE ONLY. REFER TO LANDSCAPE PLAN)
- BARRIER FREE PARKING
- INTERIOR PARKING
- CATCH BASIN
- SIAMESE CONNECTION
- ENTRANCE/ EXIT LOCATION
- TRANSFORMER
- FENCE & GATE
- MAN HOLE / CATCH BASIN
- LIGHT POLE (HYDRO)
- FIRE HYDRANT
- NLS (NEW LIGHT STANDARD, REFER TO ELECTRICAL)
- BOLLARD

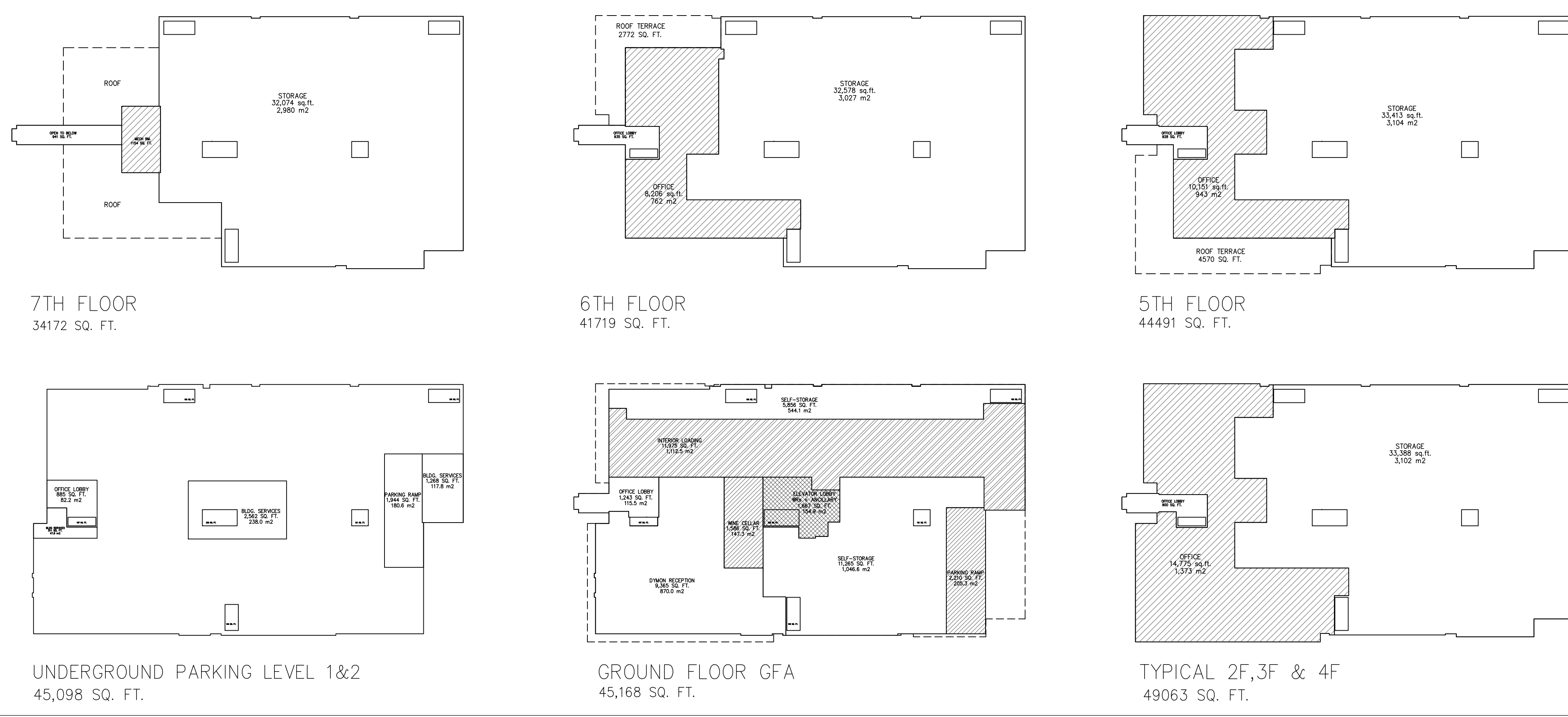
SCALE: 1 : 250

BOUNDARY INFORMATION FROM SURVEY BY: SPEIGHT, VAN NOSTRAND & GIBSON LIMITED ONTARIO LAND SURVEYORS COMPLETED ON FEBRUARY 4th, 2020

| DATE | DESCRIPTION |
|------------|----------------------------------|
| APR/05/23 | REVISED GF LOADING AREA |
| APR/03/23 | FOR COORDINATION |
| MAR/09/23 | REVISED CONCEPT PLAN |
| MAY/03/23 | FOR REVIEW/REVISION/COORDINATION |
| DEC/05/22 | FOR REVIEW/REVISION/STATS |
| NOV/10/22 | REVISED CONCEPT/PLAN |
| OCT/08/22 | FOR REVIEW/REVISION/COORDINATION |
| OCT/24/22 | FOR REVIEW/REVISION/COORDINATION |
| SEPT/02/22 | FOR REVIEW/REVISION/COORDINATION |

| NO. | DATE | DESCRIPTION |
|-----|------------|----------------------------------|
| 9 | APR/05/23 | REVISED GF LOADING AREA |
| 8 | APR/03/23 | FOR COORDINATION |
| 7 | MAR/09/23 | REVISED CONCEPT PLAN |
| 6 | MAY/03/23 | FOR REVIEW/REVISION/COORDINATION |
| 5 | DEC/05/22 | FOR REVIEW/REVISION/STATS |
| 4 | NOV/10/22 | REVISED CONCEPT/PLAN |
| 3 | OCT/08/22 | FOR REVIEW/REVISION/COORDINATION |
| 2 | OCT/24/22 | FOR REVIEW/REVISION/COORDINATION |
| 1 | SEPT/02/22 | FOR REVIEW/REVISION/COORDINATION |

| MEASUREMENT | PROPOSED | REQUIRED | COMPLIANCE | |
|---|--|---|-----------------------------|--------|
| LOADING REGULATIONS (By Law 537-2016 OMB) | | | | |
| Total Lot Area | 7,983.0m ² | (8,353.0) | N/A | |
| Land Acquired from MTO | 2,977.0m ² | (2,977.0) | YES | |
| Lot Area | 10,011.0m ² | (10,757.5) | YES | |
| Building Footprint Area | 4,558.3m ² | (49,063) | 45.3% of lot area | |
| GFA per uses | | | | |
| Drive-through Interior Loading Area | 1,132.5m ² | (11,976) | YES | |
| Storage Lobby | 158.0m ² | (1,300) | YES | |
| Reception & Retail Area | 803.0m ² | (1,300) | YES | |
| Parking #1 Ramp Area | 206.6m ² | (1,300) | YES | |
| Self Storage Ground to 7th Floor | 20,006.7m ² | (276,300) | YES | |
| Office Ground to 6th Floor (include Office lobby) | 6,362.7m ² | (1,300) | YES | |
| Warehouse & Storage | 1,132.5m ² | (1,300) | YES | |
| Parking Underground Level 1 | 4,189.7m ² | (45,088) | YES | |
| Parking Underground Level 2 | 4,189.7m ² | (45,088) | YES | |
| Total Building GFA (including P1 & P2) | 28,054.4m² | (312,789) | | |
| Building Setbacks | | | | |
| Setback from the West property line - Front yard | 16.0m | 5'6" 4" | (4.0m [14' 11"]) | YES |
| Setback from the North property line - Side yard | 7.31m | 2' 4" | (4.5m [14' 9"]) | YES |
| Setback from the South property line - Side yard | 19.70m | 10' 7" | (7.0m [22' 9"]) | YES |
| Setback from the East property line - Rear yard | 19.25m | 6' 7" 3" | (4.5m [14' 9"]) | YES |
| Building Height | 31.3m (Average grading to top of parapet) | N/A | | |
| Permitted uses | Retail, Office & Self-Storage Warehouse | | NO storage is not permitted | |
| Parking spaces | As per Parking Justification Report | 198 spaces (14 at grade & 164 at underground level 1&2) | 364 | |
| Self Storage Warehouse area: 0.25 spaces per 100m ² of GFA | | | 49 | |
| Retail area: 2.25 spaces per 100m ² of GFA | | | 29 | |
| Office area: 1.64 spaces per 100m ² of GFA | | | 36 | |
| Accessible Parking Spaces | Total provided: 7 spaces (included (2 at grade, 1 interior loading & 4 at 0th level 1&2) | 9 | YES | |
| Bicycle Parking Spaces | Total provided: 22 spaces (10 short term & 12 long term) | 8 | YES | |
| Landscaping Buffers | Landscaped abutting Hurontario St | 7.5m (Average) | N/A | |
| Landscaped abutting North boundary | 3.0m | N/A | N/A | |
| Landscaped abutting East boundary | 4.5m | N/A | N/A | |
| Landscaped abutting South boundary | 3.0m | N/A | N/A | |
| Loading | 1 exterior loading and parking | 4 | NO | |
| Drive Aisle Width | 6.0m (two-way) | 6.0m | YES | |
| Landscaping | Plant Area (hard landscape) | 1,222.0m ² | (13,134) | 13.21% |
| Landscaped Area (soft landscape) | 1,246.5m ² | (13,434) | 12.48% | N/A |
| GFA per floor | | | | |
| Ground Floor | 4,196.7m ² | (45,188) | | |
| 2nd Floor | 4,196.7m ² | (45,188) | | |
| 3rd Floor | 4,196.7m ² | (45,188) | | |
| 4th Floor | 4,196.7m ² | (45,188) | | |
| 5th Floor | 4,196.7m ² | (45,188) | | |
| 6th Floor | 4,196.7m ² | (45,188) | | |
| 7th Floor | 4,196.7m ² | (45,188) | | |
| Parking Level 1 | 4,189.7m ² | (45,088) | | |
| Parking Level 2 | 4,189.7m ² | (45,088) | | |
| Total Building GFA (including P1 & P2) | 28,054.4m² | (312,789) | | |
| Roof Areas | | | | |
| 5th Floor Roof Terrace | 424.6m ² | (4,570) | Concrete pavers | N/A |
| 6th Floor Roof Terrace | 207.2m ² | (2,276) | Concrete pavers | N/A |
| 7th Floor above Storage area | 701.2m ² | (7,548) | Inverted roof | N/A |
| Total Roof Area | 1,333.0m² | (14,394) | | |
| GFA Breakdown per use | | | | |
| Stairs Ground Floor to 7th | 301.0m ² | (3,365.0) | 1.0% | |
| Elevator Ground Floor to 7th (Self Storage) | 282.0m ² | (3,034) | 0.9% | |
| Elevator Ground Floor to 6th (Office) | 59.6m ² | (643) | 0.2% | |
| Stairs & Ramp Underground Level 1 & 2 | 97.0m ² | (1,044) | 0.3% | |
| Elevator Lobby Underground Level 1 & 2 | 164.6m ² | (1,770) | 0.5% | |
| Mechanical & Electrical Service Area | 181.0m ² | (1,947) | 0.6% | |
| Elevator Lobby / Ancillary Space Ground Floor Self-storage | 154.9m ² | (1,667) | 0.5% | |
| Interior Loading & Trucking and Loading Dock | 1,132.5m ² | (12,175) | 3.8% | |
| Dymon Reception & Retail | 803.0m ² | (8,584) | 2.8% | |
| Total Self-storage Ground to 7th (****) | 15,469.7m² | (165,704) | 67% | |
| Total Office Ground to 6th Floor (****) | 5,823.3m² | (62,485) | 20% | |
| Total GFA 7-story Building | 20,293.0m² | (218,189) | 73% | |
| Total GFA (****) | 26,561.6m² | (284,764) | | |
| Total GFA Underground Level 1 (*****) | 7,303.3m² | (77,516) | | |



GLOBAL architect inc.

6 Leswyn Road Toronto, Ontario, M6A 1K2 tel (416)256-4440 fax (416)256-4449

Design Architect: TACT Architecture Inc. 660R College Street (Rear Lane) Toronto ON, M6G 1B8 tel: (416) 516-1949

Planning, Urban Design & Landscape Architect: MHBC Planning, Urban Design & Landscape Architecture 7050 Weston Road, Suite 230, Woodbridge ON, L4L 8G7 tel: (905) 761-5588

Civil Engineer: C.F. Crozier & Associates Consulting Engineers 211 Yonge Street, Suite 301, Toronto ON, M5B 1M4 tel: (416) 477-3392

Structural Engineer: Dorian Engineering Consultants Inc. 7550 Airport Road, Unit 13, Mississauga ON, L4T 4H4 tel: (905) 671-4377

Mechanical Engineer: Brumar Engineering Services Ltd. 25-120 West Beaver Creek Richmond Hill ON, L4B 1L2 tel: (905) 771-7798

Electrical Engineer: Hudson Engineering Ltd. 2901 Steeles Ave W Unit 26, Toronto ON M3J 3A5 tel: (416) 663-5470

DYMON STORAGE

DYMON CAPITAL CORP.
2-1830 WALKLEY ROAD
OTTAWA ON. K1H 8K3

PROJECT NAME: 7 STOREY SELF STORAGE, OFFICE & RETAIL
6333 HURONTARIO STREET
MISSISSAUGA ON.

DRAWN BY: AT

CHECKED BY: R.P.

DATE: March 8, 2023

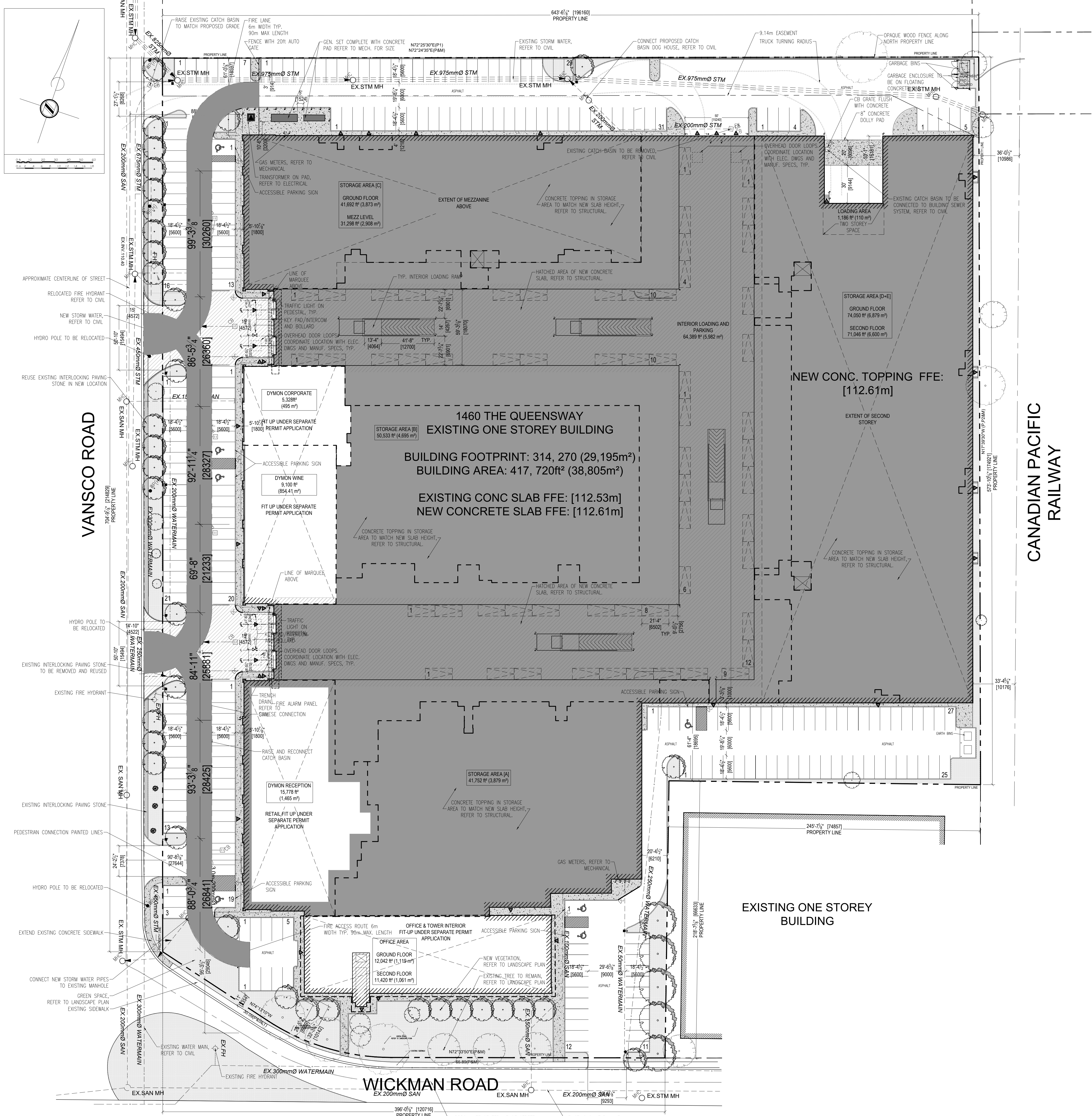
SCALE: AS NOTED

DRAWING TITLE: SITE PLAN

PROJECT NO. 22-08 DRAWING NO. A101

Attachment 2

Proxy Site Parking Data and Site Plan – Dymon Self-Storage



STATISTICS

LEGAL DESCRIPTION OF PROPERTY:
 THE 41,719m² PROPERTY KNOWN MUNICIPALLY AS 1460 THE QUEENSWAY IS LOCATED AT THE NORTHEAST CORNER OF VANSOCO ROAD AND THE QUEENSWAY IN THE CITY OF TORONTO (ETORONCA).
 BOUNDARY INFORMATION FROM SURVEY BY: DAVID B. SEARLES SURVEYING LTD.

BUILDING FOOTPRINT (INCLUDING INTERIOR LOADING): 29,210 m² (314,411 ft²)
 TOTAL SELF STORAGE: 27,588 m² (297,866 ft²)
 TOTAL RECEPTION: 1,231 m² (13,212 ft²)
 TOTAL OFFICE: 3,192 m² (34,249 ft²)
 TOTAL GFA: 30,981 m² (337,956 ft²)

PARKING STATISTICS

| REQUIRED | FORMER CITY OF TORONTO BY-LAW | PROPOSED |
|------------|-------------------------------|--|
| 206 SPACES | 359 SPACES | 266 EXT. SPACES 59 INT. SPACES 325 TOTAL |

FOR A COMPLETE LIST OF THE PERFORMANCE STANDARDS FOR BOTH ZONING CATEGORIES PLEASE REFER TO THE TABLE IN APPENDIX A OF THE ASSOCIATED PLANNING RATIONALE REPORT.

LEGEND

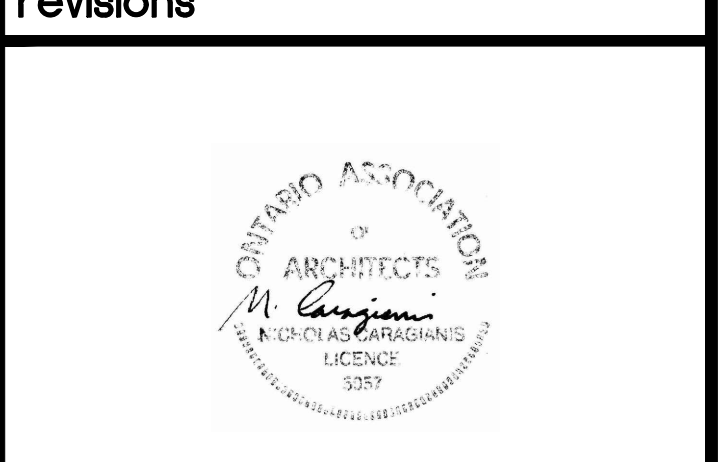
- PROPOSED BUILDING LOCATION
- EXISTING NEIGHBORING BUILDINGS
- LANDSCAPED AREA
- CONCRETE/ SIDEWALK
- BARRIER FREE PARKING CLEARANCE
- INTERLOCKING PAVING STONE (EXISTING TO REMAIN OR REUSE)
- CURB
- DEPRESSED CURB
- NEW TREE/ VEGETATION (REFER TO LANDSCAPE PLAN FOR TYPE, SIZE AND LOCATION)
- EXISTING TREE (LOCATION IS FOR REFERENCE ONLY, REFER TO LANDSCAPE PLAN)
- BARRIER FREE PARKING
- INTERIOR PARKING
- CATCH BASIN
- SAMESE CONNECTION
- ENTRANCE/ EXIT LOCATION
- TRANSFORMER
- FENCE & GATE
- MAN HOLE COVER
- WOOD POLE (HYDRO)
- FIRE HYDRANT
- NLS NEW LIGHT STANDARD, REFER TO ELECTRICAL
- NEW BOLLARD

BOUNDARY INFORMATION FROM SURVEY BY: DAVID B. SEARLES SURVEYING LTD. ONTARIO LAND SURVEYORS. 04 MAY 2016

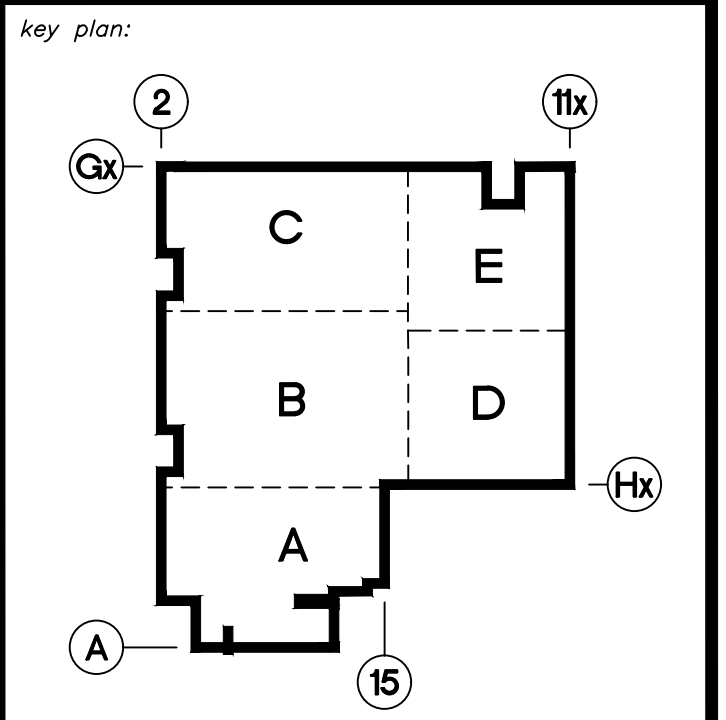
1. Contractor must verify all job dimensions, all drawings, details, specifications and report any discrepancies to owners before proceeding with work.
 2. All drawings and specifications are instruments of service and the property of the architects which must be returned at the completion of the work, and may not be reproduced without their written permission.

revisions

| no. | description | date |
|-----|----------------------------------|------------|
| 16 | ISSUED FOR PERMIT | 2020 09 02 |
| 15 | RE-ISSUED FOR CONSTRUCTION (FC5) | 2018 12 03 |
| 14 | ISSUED FOR ZONING | 2018 04 27 |
| 13 | FOR COORDINATION | 2018 04 26 |
| 12 | REVISED FOR PERMIT | 2018 03 07 |
| 11 | RE-ISSUED FOR COORDINATION (FC4) | 2018 02 02 |
| 10 | FOR COORDINATION | 2017 01 16 |
| 9 | FOR COORDINATION | 2017 12 12 |
| 8 | FOR COORDINATION | 2017 10 11 |
| 7 | FOR COORDINATION | 2017 09 22 |
| 6 | FOR COORDINATION | 2017 08 23 |
| 5 | FOR COORDINATION | 2017 08 16 |
| 4 | FOR COORDINATION | 2017 08 08 |
| 3 | FOR COORDINATION | 2017 06 29 |
| 2 | BLDG. STRUCT. & SHELL PERMIT | 2017 06 20 |
| 1 | FOR COORDINATION | 2017 06 15 |



2020 09 02
 ISSUED FOR PERMIT



DESIGN ARCHITECT: TACT Architecture Inc. 660R College St (Rear Lane) Toronto ON M6G 1B8
 STRUCTURAL ENGINEER: Cleland Jardine Engineering Ltd. 206-580 Terry Fox Drive, Kanata ON K2L 6B9
 MECHANICAL/ELECTRICAL: Tristar Engineering Ltd. 8901 Woodbine Ave. Suite 116, Markham, ON L3R 9Y4
 CIVIL ENGINEER: Cole Engineering Ltd. 70 Valleywood Drive, Markham, ON L3R 4T5
 PLANNING & URBAN DESIGN: Folsmo 223 McLeod Street, Ottawa ON K2P 1Z3

owner: Dymon Capital Corporation
 2-1830 Walkley Road
 Ottawa ON K1H 9K3
 tel: 613-247-0888 fax: 613-247-7730

TRUE NORTH PROJECT NORTH
 architect: nicholas caraglanis architect inc. 137 Perrille Street, Ottawa, ON K1S 3K9
 t: 613 237 6801 f: 613 237 8999 e: info@ncarchitect.ca www.ncarchitect.ca

project & location: DYMOM CAPITAL CORP
 1460 THE QUEENSWAY
 TORONTO, ONTARIO

title of drawing: SITE PLAN

scale: AS NOTED
 date: DEC 2016
 drawing: A1-1
 drawn by: KL, DL

1 SITE PLAN
 A1-1 SCALE: 1:400

Ontario Traffic Inc - Parking Counts

| Time | Saturday, February 12, 2022 | | | | | | Tuesday, February 15, 2022 | | | | | |
|---------------------------|-----------------------------|---------|----------|-------------|----------|----------|----------------------------|---------|----------|-------------|----------|----------|
| | 1460 The Queensway | | | 5 Nevets Rd | | | 1460 The Queensway | | | 5 Nevets Rd | | |
| | Legal | Illegal | Off-Site | Legal | Disabled | Off-Site | Legal | Illegal | Off-Site | Legal | Disabled | Off-Site |
| 10:00 to 10:30 | 15 | 4 | 0 | 8 | 0 | 0 | 42 | 3 | 0 | 6 | 0 | 0 |
| 10:30 to 11:00 | 18 | 4 | 0 | 8 | 0 | 0 | 55 | 4 | 0 | 7 | 0 | 0 |
| 11:00 to 11:30 | 21 | 4 | 0 | 10 | 0 | 0 | 60 | 3 | 0 | 8 | 0 | 0 |
| 11:30 to 12:00 | 26 | 4 | 0 | 9 | 0 | 0 | 67 | 2 | 0 | 9 | 0 | 0 |
| 12:00 to 12:30 | 31 | 5 | 0 | 11 | 0 | 0 | 71 | 2 | 0 | 10 | 0 | 0 |
| 12:30 to 13:00 | 33 | 4 | 0 | 9 | 0 | 0 | 69 | 2 | 0 | 10 | 0 | 0 |
| 13:00 to 13:30 | 30 | 4 | 0 | 9 | 0 | 0 | 66 | 2 | 0 | 9 | 0 | 0 |
| 13:30 to 14:00 | 36 | 4 | 0 | 10 | 0 | 0 | 67 | 2 | 0 | 11 | 0 | 0 |
| 14:00 to 14:30 | 25 | 4 | 0 | 7 | 0 | 0 | 55 | 2 | 0 | 11 | 0 | 0 |
| 14:30 to 15:00 | 32 | 4 | 0 | 10 | 0 | 0 | 59 | 2 | 0 | 8 | 0 | 0 |
| 15:00 to 15:30 | 30 | 4 | 0 | 13 | 0 | 0 | 56 | 1 | 0 | 10 | 0 | 0 |
| 15:30 to 16:00 | 29 | 4 | 0 | 12 | 0 | 0 | 51 | 1 | 0 | 9 | 0 | 0 |
| Available Spaces = | 202 | | | 32 | 2 | | 202 | | | 32 | 2 | |

Location: 1460 The Queensway
 Site ID:
 Date: 20-Oct-22

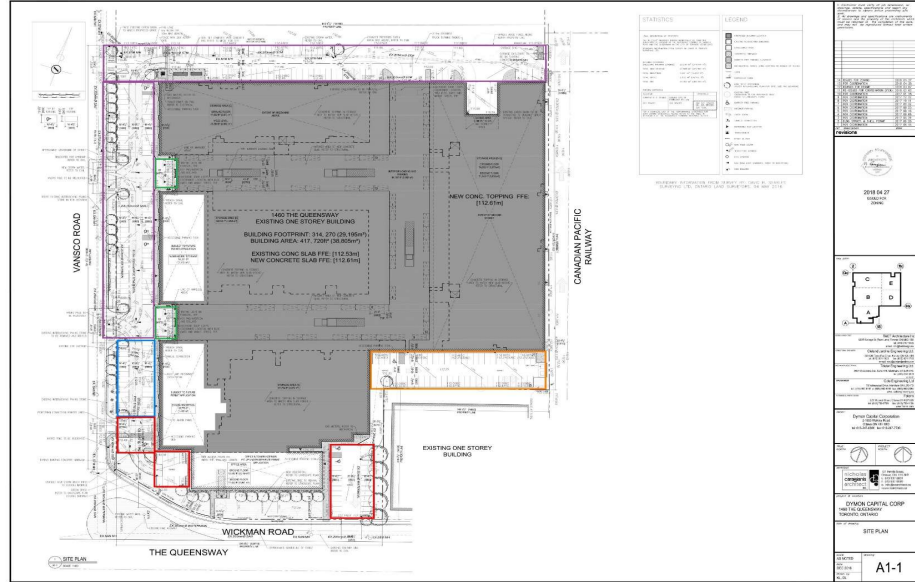
| Time | | | Thursday, October 20, 2022 | | | Thursday, October 20, 2022 | | | Thursday, October 20, 2022 | | | Thursday, October 20, 2022 | | |
|--------------------|---------|----------|-----------------------------|---------|----------|----------------------------|---------|----------|-------------------------------|-------|---------|-------------------------------|--|--|
| | | | Work Refined Members Access | | | in front of Work Refined | | | Vansco access #1 to access #2 | | | Vansco access #2 to access #3 | | |
| Legal | Illegal | Off-Site | Legal | Illegal | Off-Site | Legal | Illegal | Off-Site | Notes | Legal | Illegal | Off-Site | | |
| 08:00 | to | 08:30 | 5 | 0 | 0 | 1 | 0 | 0 | | 13 | 0 | 0 | | |
| 08:30 | to | 09:00 | 7 | 0 | 0 | 5 | 0 | 0 | at least 1 going to WR | | | | | |
| 09:00 | to | 09:30 | 10 | 0 | 0 | 8 | 0 | 0 | 1 | | | | | |
| 09:30 | to | 10:00 | 11 | 1 | 0 | 9 | 0 | 0 | 2 going to WR | 7 | 0 | 0 | | |
| 10:00 | to | 10:30 | 11 | 1 | 0 | 10 | 1 | 0 | 2 | 10 | 0 | 0 | | |
| 10:30 | to | 11:00 | 12 | 1 | 0 | 9 | 0 | 0 | 1 | 14 | 0 | 0 | | |
| 11:00 | to | 11:30 | 14 | 2 | 0 | 9 | 0 | 0 | 1 | 13 | 0 | 0 | | |
| 11:30 | to | 12:00 | 15 | 2 | 0 | 9 | 0 | 0 | | 16 | 0 | 0 | | |
| 12:00 | to | 12:30 | 15 | 2 | 0 | 9 | 0 | 0 | | 17 | 0 | 0 | | |
| 12:30 | to | 13:00 | 14 | 2 | 0 | 10 | 0 | 0 | | 18 | 0 | 0 | | |
| 13:00 | to | 13:30 | 13 | 2 | 0 | 10 | 0 | 0 | | 13 | 0 | 0 | | |
| 13:30 | to | 14:00 | 13 | 2 | 0 | 9 | 1 | 0 | | 13 | 0 | 0 | | |
| 14:00 | to | 14:30 | 13 | 2 | 0 | 7 | 0 | 0 | | 13 | 0 | 0 | | |
| 14:30 | to | 15:00 | 13 | 2 | 0 | 7 | 0 | 0 | 1 out from WR | 14 | 0 | 0 | | |
| 15:00 | to | 15:30 | 14 | 2 | 0 | 7 | 0 | 0 | | 14 | 0 | 0 | | |
| 15:30 | to | 16:00 | 12 | 2 | 0 | 6 | 0 | 0 | 1 out from WR | 12 | 0 | 0 | | |
| 16:00 | to | 16:30 | 12 | 2 | 0 | 7 | 0 | 0 | 1 out from WR | | | | | |
| 16:30 | to | 17:00 | 8 | 2 | 0 | 8 | 0 | 0 | | | | | | |
| Available Spaces = | | | 23 | | | 10 | | | | 41 | | | | |

Ontario Traffic Inc - Parking Study

Location: 1460 The Queensway (Dymon Self-Storage)

Date: Saturday, April 01, 2023

| Time | | | Parking Area | | | | |
|---------------------------|----|-------|--------------|-----------|-----------|------------------|------------|
| | | | Red | Orange | Blue | Green Drive-Thru | Purple |
| 8:00 | to | 8:30 | 0 | 0 | 1 | 8 | 15 |
| 8:30 | to | 9:00 | 0 | 0 | 1 | 9 | 16 |
| 9:00 | to | 9:30 | 0 | 0 | 2 | 8 | 14 |
| 9:30 | to | 10:00 | 0 | 0 | 1 | 8 | 12 |
| 10:00 | to | 10:30 | 3 | 0 | 2 | 12 | 8 |
| 10:30 | to | 11:00 | 5 | 0 | 4 | 14 | 10 |
| 11:00 | to | 11:30 | 8 | 0 | 3 | 15 | 11 |
| 11:30 | to | 12:00 | 7 | 0 | 4 | 13 | 11 |
| 12:00 | to | 12:30 | 7 | 0 | 6 | 14 | 10 |
| 12:30 | to | 13:00 | 7 | 0 | 4 | 14 | 11 |
| 13:00 | to | 13:30 | 7 | 0 | 3 | 17 | 12 |
| 13:30 | to | 14:00 | 8 | 0 | 3 | 14 | 14 |
| 14:00 | to | 14:30 | 8 | 0 | 3 | 14 | 12 |
| 14:30 | to | 15:00 | 7 | 0 | 2 | 13 | 13 |
| 15:00 | to | 15:30 | 7 | 0 | 2 | 11 | 14 |
| 15:30 | to | 16:00 | 6 | 0 | 3 | 12 | 15 |
| 16:00 | to | 16:30 | 6 | 0 | 3 | 11 | 16 |
| 16:30 | to | 17:00 | 6 | 0 | 4 | 9 | 20 |
| 17:00 | to | 17:30 | 4 | 0 | 2 | 10 | 17 |
| 17:30 | to | 18:00 | 3 | 0 | 1 | 11 | 16 |
| 18:00 | to | 18:30 | 3 | 0 | 1 | 12 | 15 |
| 18:30 | to | 19:00 | 3 | 0 | 1 | 13 | 13 |
| 19:00 | to | 19:30 | 3 | 0 | 1 | 12 | 10 |
| 19:30 | to | 20:00 | 3 | 0 | 1 | 12 | 8 |
| Available Spaces = | | | 40 | 53 | 28 | | 145 |



Ontario Traffic Inc - Parking Study

Location: 1460 The Queensway (Dymon Self-Storage)

| Time | | | Wednesday, March 29, 2023 | | | | | Thursday, March 30, 2023 | | | | | Friday, March 31, 2023 | | | | |
|---------------------------|----|-------|---------------------------|-----------|-----------|------------------|-----------|--------------------------|-----------|------------|------------------|-----------|------------------------|------------|------|------------------|--------|
| | | | Parking Area | | | | | Parking Area | | | | | Parking Area | | | | |
| | | | Red | Orange | Blue | Green Drive-Thru | Purple | Red | Orange | Blue | Green Drive-Thru | Purple | Red | Orange | Blue | Green Drive-Thru | Purple |
| 08:30 | to | 09:00 | 13 | 0 | 4 | 13 | 17 | 13 | 0 | 2 | 12 | 17 | 14 | 0 | 4 | 13 | 18 |
| 09:00 | to | 09:30 | 16 | 0 | 7 | 14 | 20 | 24 | 0 | 5 | 15 | 18 | 21 | 0 | 4 | 17 | 17 |
| 09:30 | to | 10:00 | 23 | 0 | 8 | 15 | 22 | 25 | 0 | 12 | 21 | 19 | 27 | 0 | 6 | 15 | 18 |
| 10:00 | to | 10:30 | 26 | 0 | 14 | 19 | 21 | 30 | 0 | 15 | 22 | 20 | 31 | 0 | 15 | 17 | 21 |
| 10:30 | to | 11:00 | 27 | 0 | 14 | 18 | 21 | 32 | 0 | 21 | 24 | 20 | 31 | 0 | 21 | 17 | 20 |
| 11:00 | to | 11:30 | 29 | 0 | 15 | 21 | 23 | 30 | 0 | 21 | 25 | 21 | 31 | 0 | 23 | 17 | 20 |
| 11:30 | to | 12:00 | 30 | 0 | 19 | 27 | 21 | 29 | 0 | 20 | 25 | 23 | 29 | 0 | 25 | 19 | 21 |
| 12:00 | to | 12:30 | 30 | 0 | 19 | 24 | 21 | 28 | 0 | 21 | 25 | 24 | 30 | 0 | 25 | 18 | 21 |
| 12:30 | to | 13:00 | 30 | 0 | 20 | 27 | 23 | 31 | 0 | 17 | 27 | 24 | 31 | 0 | 25 | 18 | 22 |
| 13:00 | to | 13:30 | 32 | 0 | 24 | 30 | 25 | 33 | 0 | 15 | 27 | 22 | 31 | 0 | 23 | 20 | 23 |
| 13:30 | to | 14:00 | 36 | 0 | 27 | 38 | 30 | 32 | 0 | 16 | 25 | 29 | 32 | 0 | 21 | 20 | 33 |
| 14:00 | to | 14:30 | 35 | 0 | 23 | 32 | 26 | 35 | 0 | 19 | 22 | 33 | 31 | 0 | 20 | 20 | 32 |
| 14:30 | to | 15:00 | 35 | 0 | 22 | 30 | 24 | 34 | 0 | 20 | 21 | 32 | 29 | 0 | 20 | 23 | 31 |
| 15:00 | to | 15:30 | 34 | 0 | 20 | 31 | 22 | 34 | 0 | 22 | 22 | 31 | 25 | 0 | 19 | 22 | 25 |
| 15:30 | to | 16:00 | 34 | 0 | 18 | 32 | 20 | 32 | 0 | 21 | 19 | 33 | 24 | 0 | 18 | 20 | 23 |
| 16:00 | to | 16:30 | 31 | 0 | 14 | 30 | 20 | 31 | 0 | 18 | 18 | 34 | 22 | 0 | 16 | 23 | 20 |
| 16:30 | to | 17:00 | 27 | 0 | 10 | 27 | 19 | 31 | 0 | 16 | 18 | 22 | 19 | 0 | 12 | 29 | 17 |
| 17:00 | to | 17:30 | 25 | 0 | 6 | 21 | 17 | 23 | 0 | 14 | 20 | 23 | 15 | 0 | 10 | 25 | 15 |
| Available Spaces = | | | 40 | 53 | 28 | 145 | 40 | 53 | 28 | 145 | 40 | 53 | 28 | 145 | | | |

Attachment 3

Future Hurontario Street Cross-Section

5.12 BRITANNIA ROAD

STREETSCAPE DESIGN RECOMMENDATIONS LEGEND:

1. PPA at Britannia Road Stop. Urban streetscaping around anticipated employment nodes, and Enhanced Urban streetscaping around the stop.
2. Special consideration will have to be given to the existing church and its access.
3. Ensure pedestrian and cyclist safety and highway ramp crossing
4. Pedestrian connectivity on both east and west side of the Highway 401 bridge.

5.12.1 BRITANNIA ROAD - STOP CONDITION

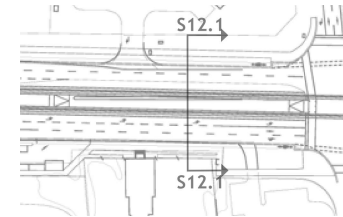
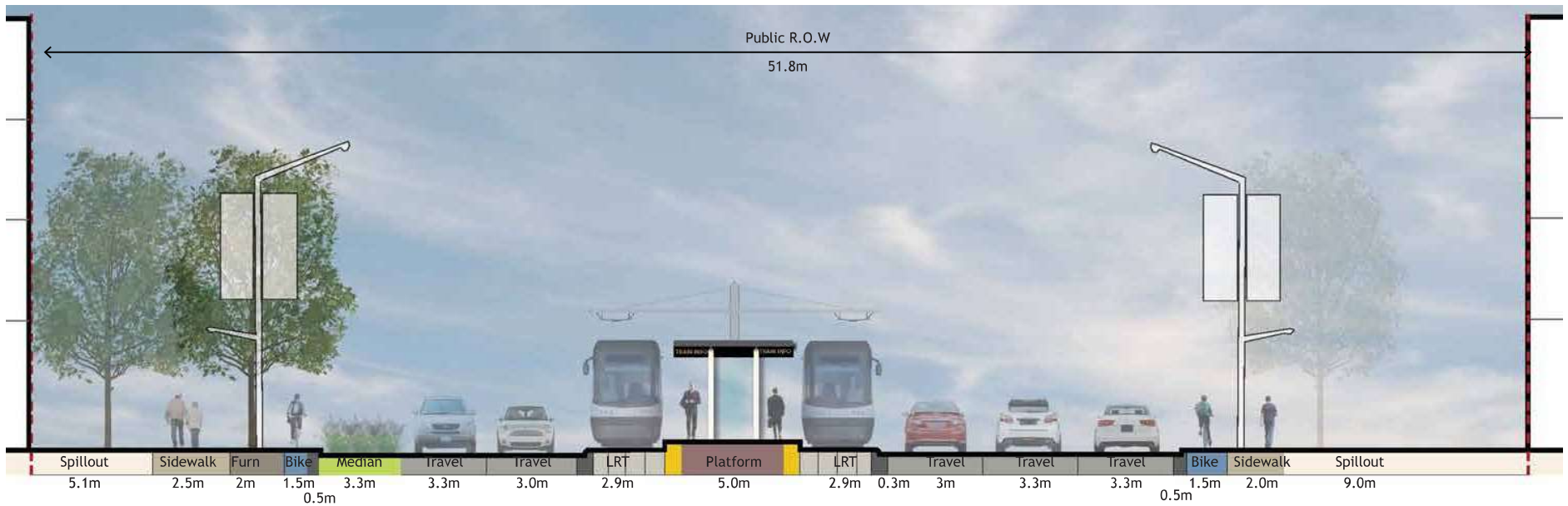


FIGURE 70: BRITANNIA ROAD - STOP CONDITION



*Section 1:150 @ 11x17