



August 1, 2023

Ref: 2023-015

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: 3855 Dundas Street Parking and Loading Study

Dear James:

Dymon Group of Companies (Dymon) is proposing to develop 3855 Dundas Street in Mississauga. The site is located on the northeast corner of the intersection of Ninth Line and Dundas Street East and is currently an empty field. The proposed development includes a 25,954 m² Dymon facility and will consist of 15,616 m² (168,091 ft²) of self-storage space, 97 m² (1,048 ft²) of wine cellar space, 5,755 m² (61,941 ft²) of office space, 1,231 m² (13,255 ft²) of industrial condo units, and 1,400 m² (15,065 ft²) of reception and retail spaces that support the self-storage customers.

A total of 190 parking spaces are proposed, of which 97 are at grade and 93 are on one underground level. A total of 12 accessible parking spaces will be provided and will serve all proposed land uses. Ten of the 12 accessible spaces are proposed at grade, and two will be underground. A total of 28 bicycle parking spaces will be provided. The site will include one exterior loading dock south of the interior loading area / drive aisle. There will also be an interior loading / drive-through area located adjacent to the industrial condos and connected via doors in each condo unit. This area will serve the industrial condo tenants as well as providing spaces for additional overflow parking and loading for self-storage customers. 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 and loading 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 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. This development also includes a Work Refined co-working space which provides members with 24/7 secure access to fully equipped office facilities and dedicated high speed wi-fi, on flexible terms with no long-term commitments.

Industrial condos to be provided to this site are a new addition to Dymon facilities. The industrial condo is a condominium development like residential and office condominiums but dedicated to industrial land use. Dymon's industrial condos aim at providing quality small to mid-bay industrial activities. The industrial condos are located in a multi-unit structure and share common driveways, loading areas, parking areas, garbage collection, utilities, sidewalks, lobbies, etc.

Parking Generation / Requirement

The proposed development will provide a total of 97 exterior parking spaces at grade, and 93 underground parking spaces. The development is mixed-use and the total site parking requirements are a sum of the individual parking space requirements for each land use. The zoning by-law does not have an “industrial condo” land use specifically, therefore the parking rates required for all industrial related uses, such as manufacturing facility, warehouse / distribution facility, and contractor service shop, for multiple-occupancy buildings have been reviewed. The industrial condos are expected to be used for a variety of industrial activities, thus the highest unit area parking rate among these has been applied to calculate the minimum parking requirement for this use.

The site is located in Parking Precinct 4, and therefore the Mississauga Zoning By-law 0225-2007 parking rates for Precinct 4 have been applied. Precinct 4 includes the areas outside the City Centre or the areas currently with limited access to rapid transit, thus the minimum parking rates for each land use are on the higher end of the City in the Zoning By-law. The zoning requirements and parking provisions are summarized in Table 1.

Table 1: Vehicle Parking Requirement Zoning By-Law Approach

Land Use	GFA (m ²)	Parking Rate (Required)	Parking Spaces (Required)	Parking Spaces (Provided)	Difference
Self Storage incl. Wine Cellar	15,714	0.25 spaces per 100 m ² GFA	39	190	-102
Retail (less than 2,000 m ² GFA)	1,400	4.3 spaces per 100 m ² GFA	60		
Office	5,755	3 spaces per 100 m ² GFA	173		
Industrial Condo	1,231	1.6 spaces per 100 m ² GFA	20		
Total			292	190	-102

As noted above, the proposed site does not include the number of parking stalls prescribed by the zoning by-law. The proposed site includes 190 parking spaces, whereas the requirement is 292 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 to the proposed development such as the proposed 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 3855 Dundas Street West. Attachment 2 provides the detailed parking generation counts for 1460 The Queensway. As shown in Table 2, the counts were recorded on the busiest days of the week in February 2022, October 2022, and March 2023, allowing observation of the parking demand increase as the proxy site gradually approached its full occupancy.

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.

Per the City of Mississauga’s requirement, parking survey data was 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. Data was not collected over a two-week period as the week after the data was collected was a four-day week before the Easter holidays and the survey results would not represent the parking demand of a typical week.

As 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, in February 2022, 59.5% of the self-storage lockers were rented (1548 Units) while 40.5% were available or vacant (1055 Units), 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 parking demands at maximum capacity, assuming that the increase in the parking demand will be linear to the number of rented units, have been calculated for self-storage (including retail) and office land uses and are summarized in Table 3 and Table 4 in the “Adjusted” rows. It is observed that the parking demand rate has been steadily increasing over time, 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 3855 Dundas Street.

The proposed parking survey range has been submitted to the transportation staff at the City, but no responses have been received in advance of 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 3855 Dundas Street, the gross floor area, and parking stall provisions, the parking rate provided for the proposed development has been calculated. Table 5 summarizes the 3855 Dundas Street parking provisions.

Table 5: 3855 Dundas Street Parking Provisions – Dymon

Land Use	GFA (m ²)	Parking Rate (Required)	Parking Spaces Required	Parking Spaces Provided	Parking Rate (Provided)
Self-Storage	15,714	0.25/100m ²	39	39	0.25/100 m ²
Retail / Reception	1,400	2.19/100m ²	31	34	2.43/100 m ²
Office	5,755	1.64/100m ²	95	97	1.69/100 m ²
Subtotal			165	170	-
Industrial Condo	1,231	1.6/100m ²	20	20	1.6/100m ²
Total			185	190	-

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, 2.43 spaces per 100 square metres of non-residential GFA for the retail component, and 1.69 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. No parking variance is proposed for the industrial condo land use, and the Zoning by-law parking rate of 1.6 spaces per 100 square metres of non-residential GFA has been provided.

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.

Further, future higher order transit is planned along Dundas Street in the form of BRT facilities. It is anticipated that the completion of the Dundas BRT will result in an increase in the transit mode share within the Study Area and will reduce the reliance on personal vehicles and the parking demand along Dundas Street corridor.

Considering the proxy site requirements, the parking provisions for both the Dymon self-storage and office uses are adequate.

Accessible Parking

Accessible parking spaces 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 this 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	190	101-200	1.0 space plus 3% of the total	3 Type A 4 Type B	6 Type A 6 Type B	Yes

A total of 12 accessible parking spaces will be provided, including 6 Type A spaces and 6 Type B spaces paired with each other. All accessible parking spaces are provided at grade, immediately next to building entrances. As shown above, the accessible parking provisions exceed the zoning by-law requirements.

Bicycle Parking

Bicycle parking spaces will be provided in accordance with Section 3.1.6 of the Mississauga Zoning By-law 0225-2007 as summarized in Table 7. The bicycle parking provisions are listed for comparison. Class A are long-term bicycle parking spaces and Class B are short-term bicycle parking spaces.

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

Land Use	GFA (m ²)	Class A Rate (Required)	Class A (Required)	Class A (Provided)	Class B Rate (Required)	Class B (Required)	Class B (Provided)
Self Storage + Wine Cellar	15,714	n/a	0	12	2.0	2	16
Retail	1,400	0.15*	2		0.2*	3	
Office	5,755	0.1*	6		0.1*	6	
Industrial Condo**	1,231	0.15*	2		0.15*	2	
Total			10	12		13	16

*Unit for parking rates is spaces per 100 m² non-residential GFA.

**For industrial condos, the bicycle parking rates for Manufacturing Facility, Warehouse/Distribution Facility, and Wholesaling Facility have been applied.

The site will provide a total of 28 bicycle parking spaces including 12 long-term spaces on underground level 1 and 16 short-term spaces at grade. The bicycle parking provisions will exceed the zoning by-law requirements of 10 long-term and 13 short-term spaces.

Loading Spaces

Loading Space requirements per Mississauga Zoning By-law 0225-2007 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	15,714	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	2	2
Retail	1,400	Greater than 250 m ² but less than or equal to 2,350 m ² : 1.0 space	1		
Office	5,755	Greater than 2,350 m ² but less than or equal to 11,600 m ² : 1.0 space	1		
Industrial Condos	1,231	Greater than 250 m ² but less than or equal to 2,350 m ² : 1.0 space	1		
Total			7	2	-5

As shown in Table 8, the provided loading spaces are 5 spaces short from the required. However, it is anticipated that the loading space provisions will be able to accommodate the needs of the vehicles on site.

The industrial condo is the only land use where no previously collected proxy site data on loading demand rates is available. As such, the required one loading dock is provided in the interior loading / drive-through area next to the industrial condos, with doors connecting the loading area to each industrial condo.

To support the loading variance for the rest of the land uses, proxy site survey data from 1460 The Queensway has been 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	-	-	-
5 Nevets Road	0	0	0	0	0	0	0	0	0

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 specific loading space requirements for the Self-Storage Warehouse land use. The loading space requirement for the City of Mississauga has a general rate for all non-residential land uses excluding office and medical office land uses. Using this general rate, the self-storage portion alone 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 the majority of vehicles entering a manufacturing site will be utilizing loading docks. Therefore, the requirement of four spaces is considered overly conservative for a self-storage facility and a provision of two loading docks is recommended. Similarly, the loading requirement of the retail land use on site is also based on the general non-residential rate which is not representative of the storage-related reception / retail area in the proposed development.

The “office” land use provided in the City’s Loading Space Regulations is also a general rate for all types of offices instead of the specific rate for co-working spaces. Co-working spaces have less loading / unloading activities than typical office land uses as some visitors use them as temporary locations for work.

In addition, the interior loading area is designed with the intention to provide more freedom to customers using the parking and loading spaces. Apart from the loading space in the centre delineated with pavement markings, the rest of the interior loading area is also intended to be used as loading spaces to accommodate the loading / unloading vehicles. They are not marked on the ground, thus during the operation of the site the users can decide the locations to use depending on the sizes of the vehicles, the sizes of the empty spaces, and the location of the lockers. This feature can potentially result in higher efficiency in utilizing the loading area. Therefore, the actual loading spaces provided will function as more than the two loading docks. On a rare occasion where extra loading spaces for trucks are required, the interior loading area can accommodate more HSU trucks.

Mr. James Byck
August 1, 2023

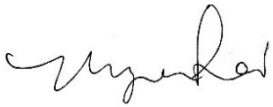
As such, the provision of two loading docks for all proposed land uses satisfies the expected demand based on heavy vehicle trip generation at comparable Dymon sites, and the loading requirements provided in the City's Loading Space Regulations are not considered applicable to this development.

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.



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Attachments:

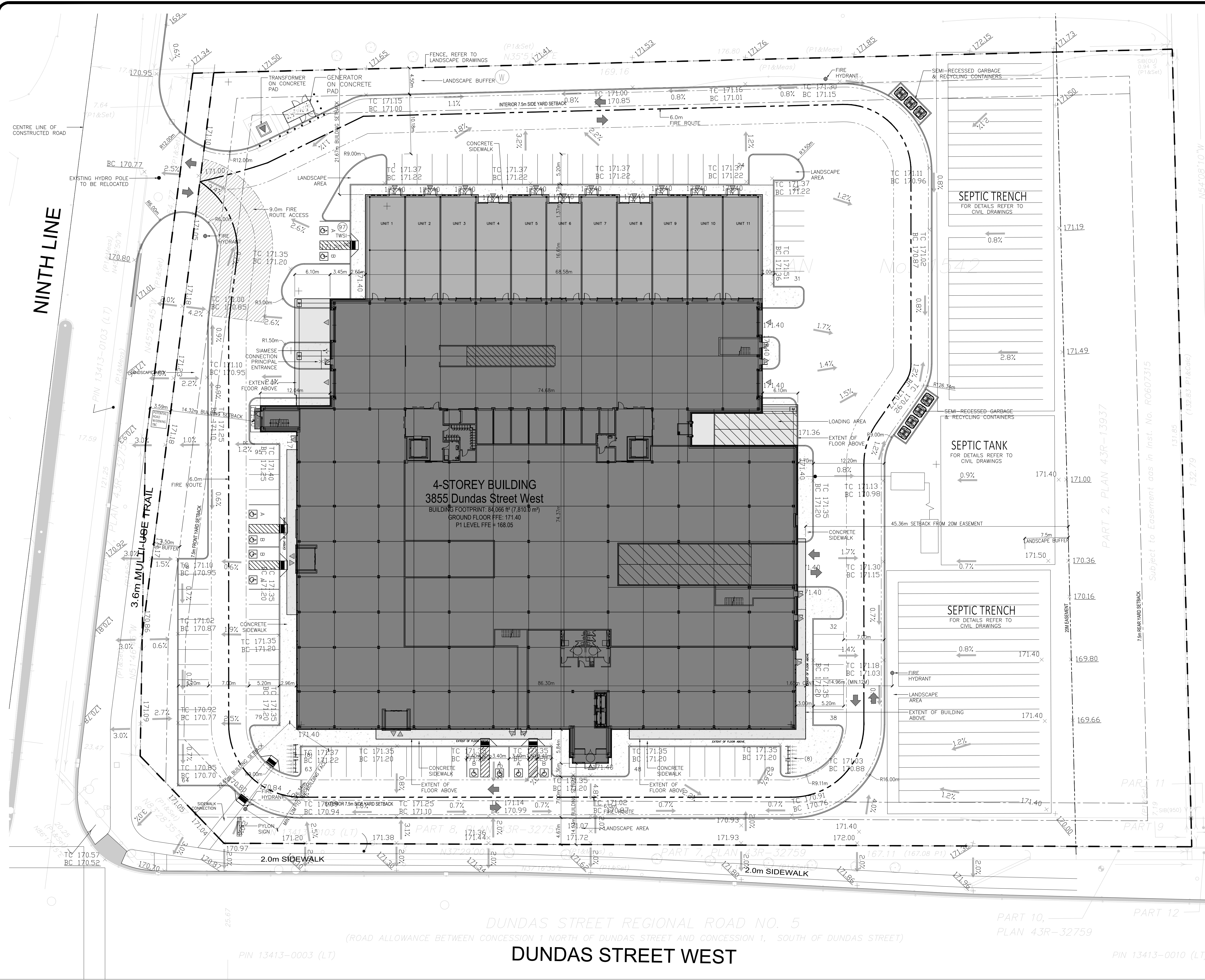
Attachment 1 – Proposed Site Plan

Attachment 2 – Proxy Site Parking Data and Site Plan

Attachment 1

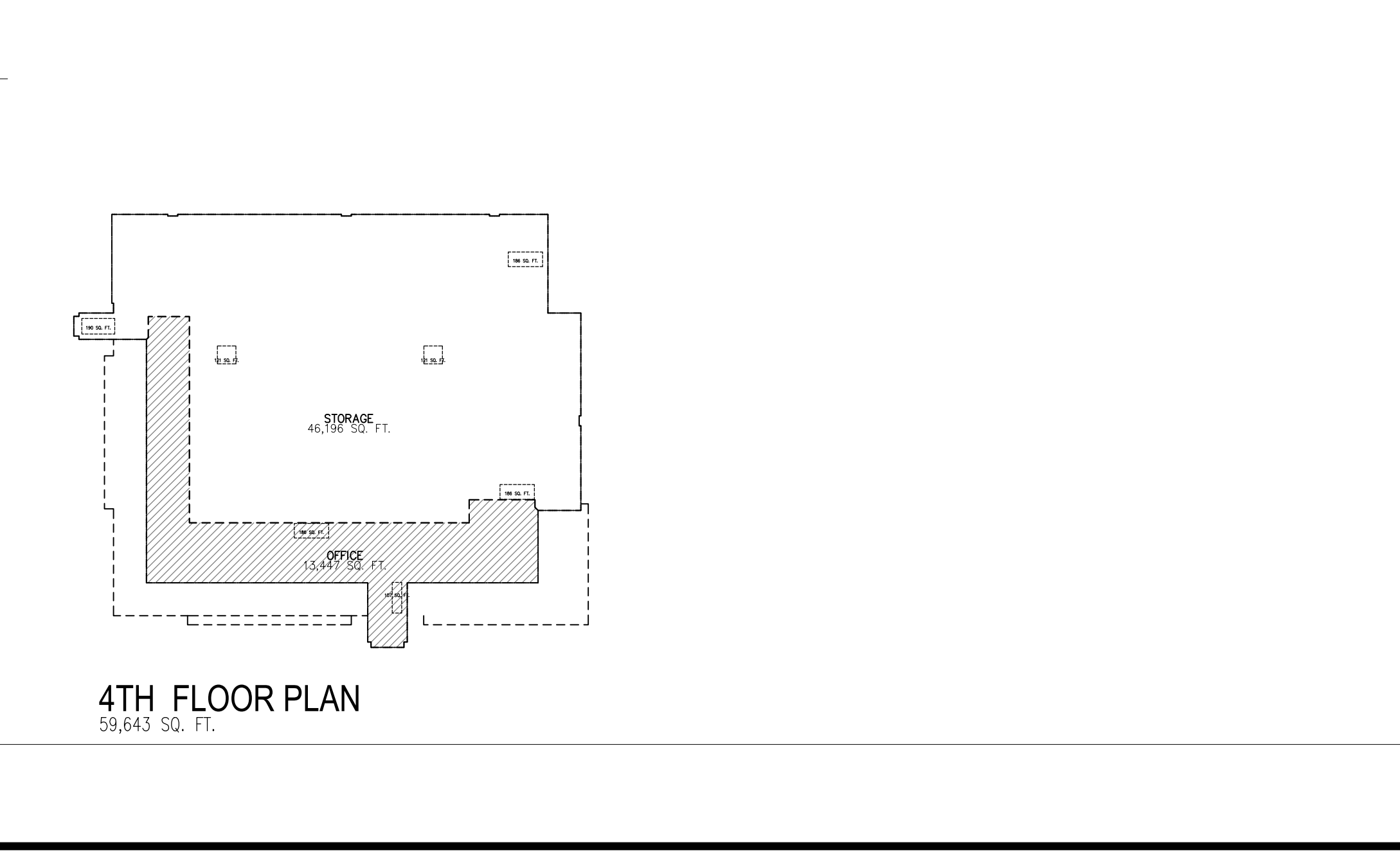
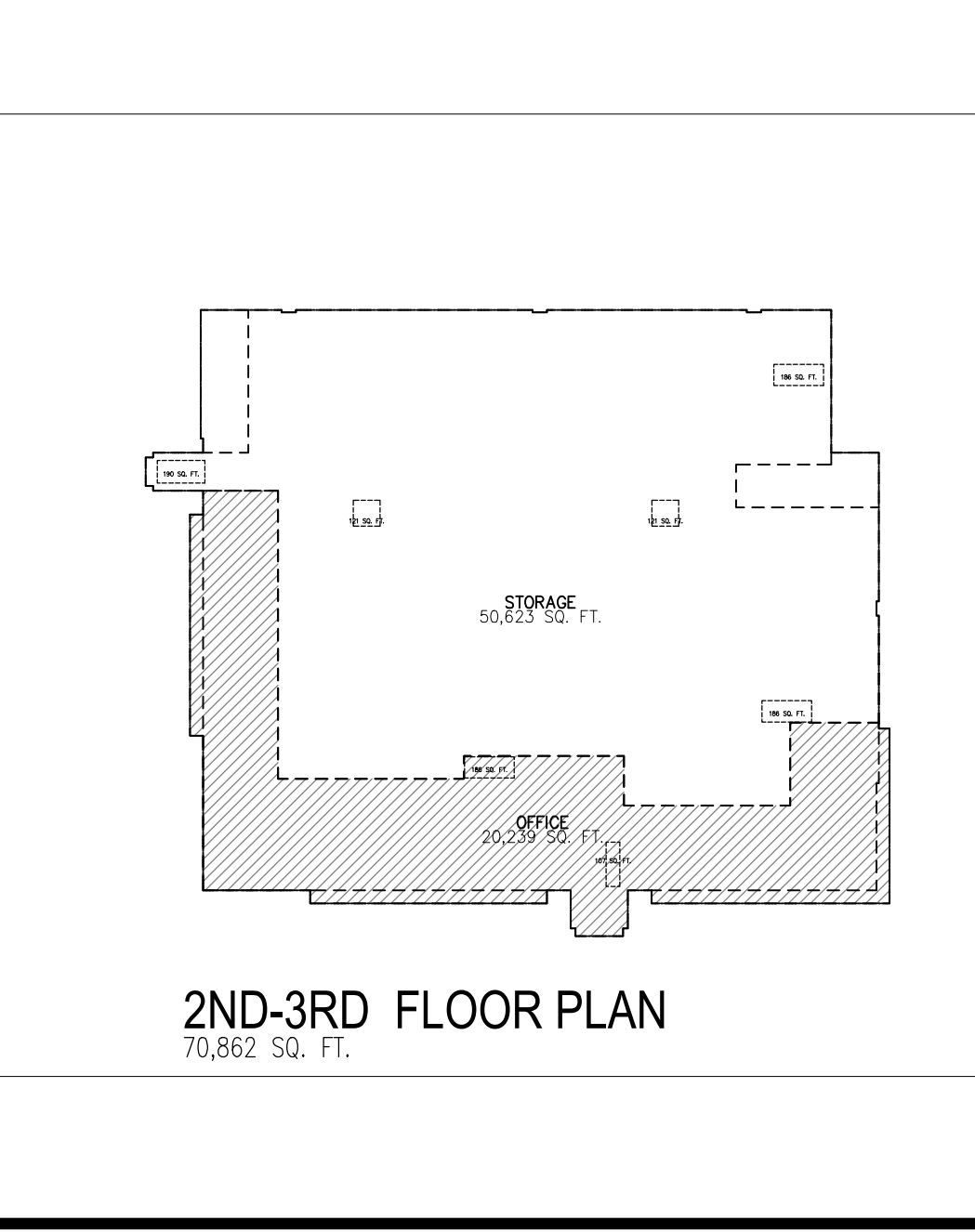
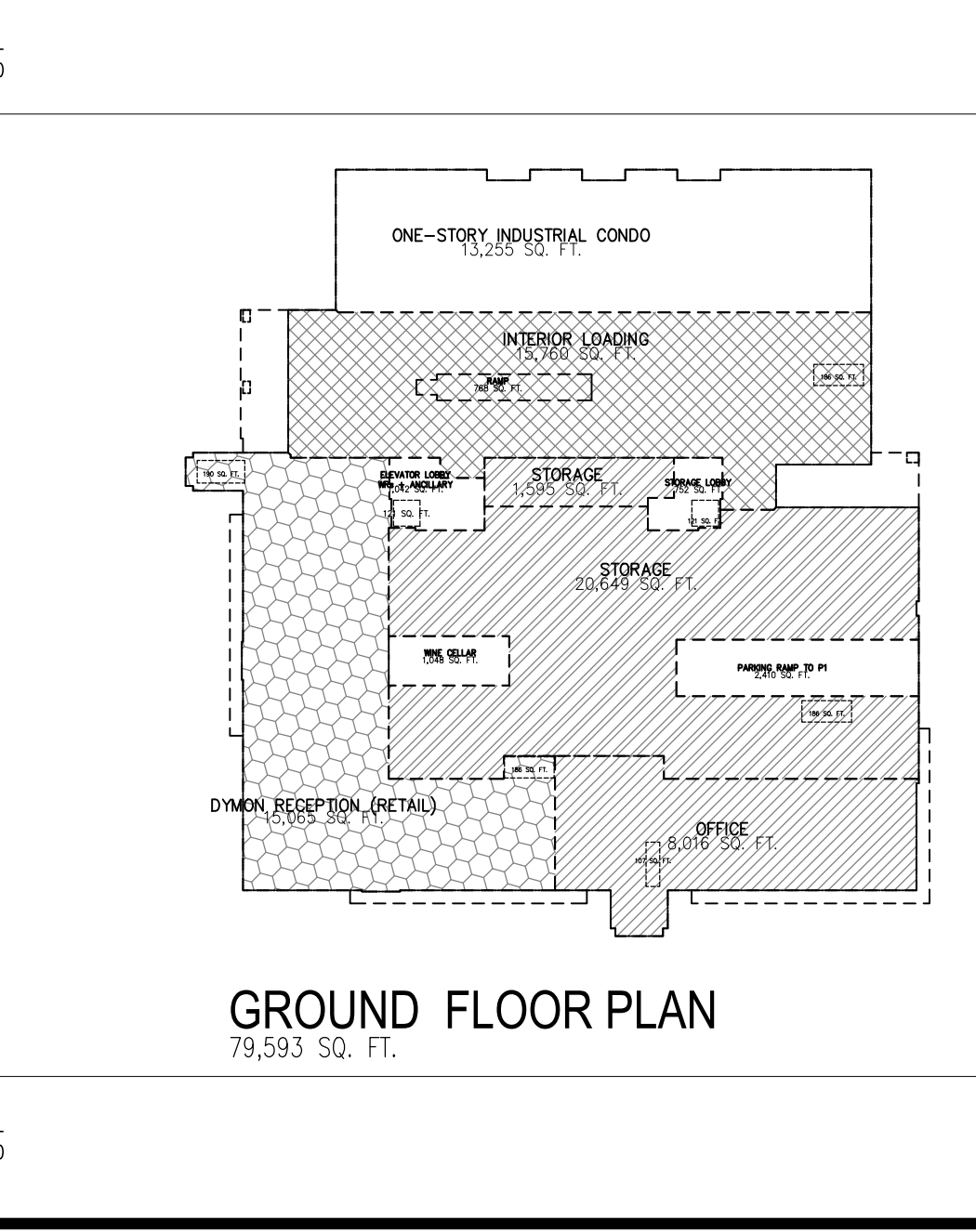
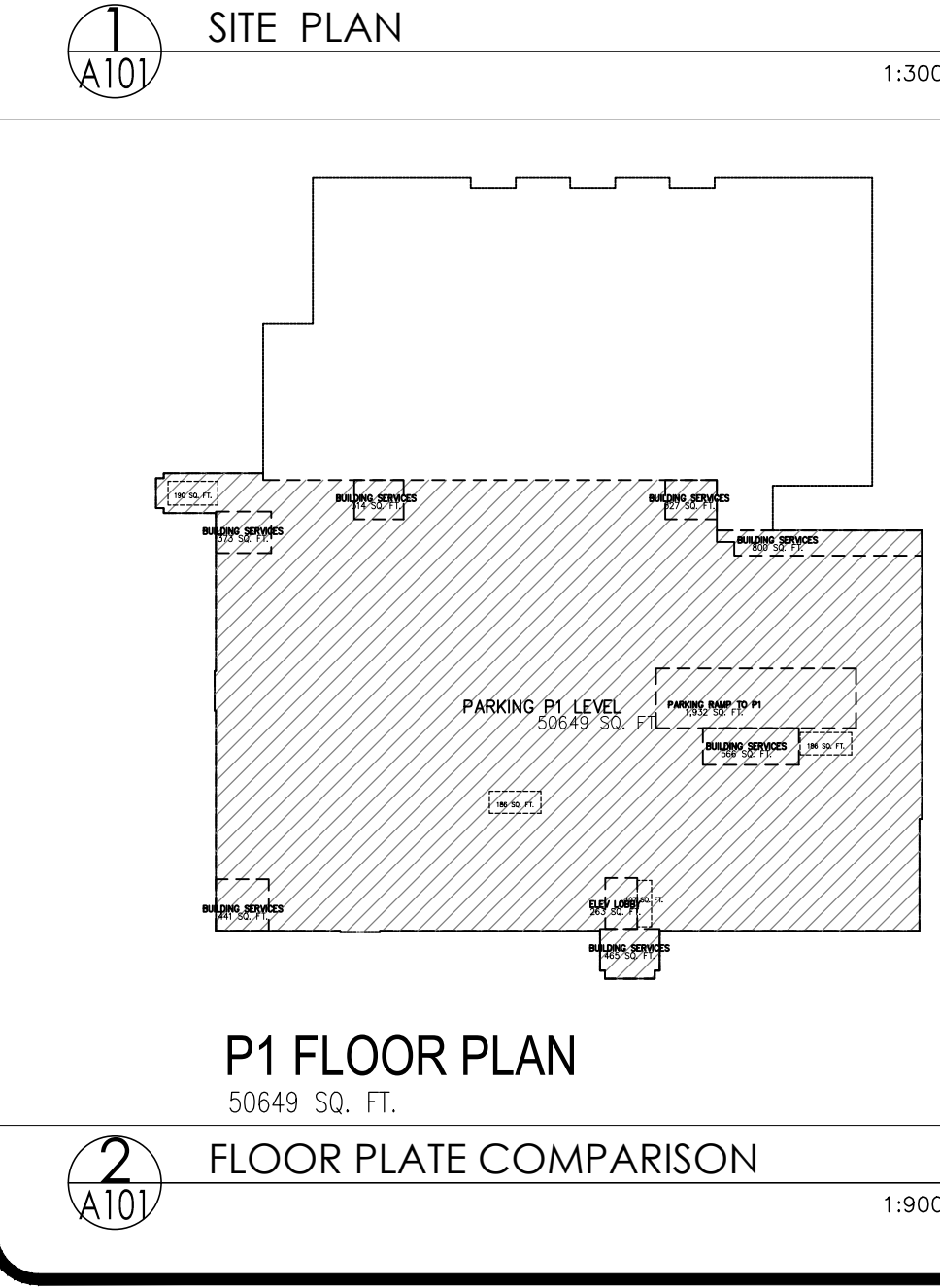
Proposed Site Plan





SITE STATISTICS			
GENERAL INFORMATION OF PROPERTY			
LOT #1 REGISTRATION COMPLED PLAN 542			
CITY OF MISSISSAUGA, REGIONAL MUNICIPALITY OF ILL.			
SURVEYED BY SPEIGHT, VAN NOSTRAND & GIBSON LIMITED			
ONTARIO LAND SURVEYORS 2018			
ZONING REGULATION (By-law 527-2008 (CMB)) REFERRED TO ZONE			
PROPOSED	PERMITTED	REQUIREMENTS	COMPLIANCE
Lot Area	23,871.0m ²	(256,962')	N/A
R.O.V. Road Widening (to be confirmed)	281.3m	(924.0')	
Lot Area	23,589.7m ²	(253,832')	
Building Footprint Area	7,850.0m ²	(84,966')	33.3% of lot area
GFA per uses			
Drive-through Loading Area	1,043.2m ²	(11,200')	
Storage Lobby	165.2m ²	(1,766')	
Reception & Retail Area	1,799.6m ²	(19,067')	
Parking Ramp Area	223.0m ²	(2,404')	
Self Storage Ground to 4th Floor	15,436.2m ²	(166,019')	
Self Storage Ground to 4th Floor	15,436.2m ²	(166,019')	
Wine Cellar & Lounge	97.4m ²	(1,048')	
Industrial Goods Self Storage	1,231.4m ²	(13,259')	
Total Building GFA per uses (excluding P1)	25,953.8m²	(279,365')	
Building Setbacks			
Setback from North Line - Front yard	14.6m	(48.2')	7.5m YES
Setback from Rear yard	45.36m (to 20m easement)	(148.8')	7.5m YES
Setback from Dundas Street West - Exterior Side yard	12.27m	(40.2')	7.5m YES
Setback from north property line - Interior Side yard	21.47m	(70.4')	7.5m YES
Building Height	4storeys		23.3m (5-storey building) YES
Permitted uses			
Retail, Offices & Self Storage Warehouse			
Parking spaces			
As per Parking Classification Report	190 spaces (97 grade & 93 at underground level)	292	NO
Industrial uses (Self Storage Warehouse) - 0.25 per 300m ² net floor area		39	
Retail - 4.3 per 300m ² net floor area		66	
Office - 1.0 per 300m ² net floor area		123	
Industrial Condo - 1.6 per 300m ² net floor area		20	
Accessible Parking Spaces			
Total provided: 12 spaces (6 type A & 6 type B) (80% grade & 2 at underground level)			Total required: 8 spaces (4 type A & 4 type B) YES
Bicycle Parking Spaces			
Total provided: 38 spaces (36% grade & 2 at underground level)			Total required: 23 (30 long term & 3 short term) YES
Landscaping			
Landscaped abutting New Line	7.5m		7.5m YES
Landscaped abutting Dundas Street West	7.5m		7.5m YES
Loading	1 storey & 1 Exterior Loading		N/A
Driver Aisle Width	7.0m (two-way)		7.0m YES
Landscaping			
Planting Area (not landscape)	7,020.0m ²	(80,400')	32.39% N/A
Landscaped Area (not landscape)	6,554.9m ²	(70,644')	36.13% N/A
GFA per floor			
Ground Floor	7,294.4m ²	(78,504')	
2nd Floor	6,981.3m ²	(75,024')	
3rd Floor	6,981.3m ²	(75,024')	
4th Floor	5,203.0m ²	(56,044')	
Parking Level 1	6,705.6m ²	(71,989')	
Total Building GFA (including P1)	36,165.6m²	(386,585')	
One Storey Industrial Condo			
1,211.4m ²	(13,125')	3%	
1,581.3m ²	(17,024')	7%	
GFA breakdown per uses			
Stairs Ground Floor to 4th (Self-Storage)	138.2m ²	(1,488.0')	0.5%
Stairs Ground Floor to 4th (Office)	83.3m ²	(896.0')	0.3%
Elevators Ground Floor to 4th (Self-Storage)	89.5m ²	(962.0')	0.3%
Elevators Ground Floor to 4th (Office)	89.5m ²	(962.0')	0.3%
Stairs & Elevators Underground Level 1	221.8m ²	(2,384.0')	0.8%
Elevators Lobby Underground Level 1	34.4m ²	(368.0')	0.1%
Mechanical & Electrical Services Area	139.3m ²	(1,488.0')	0.5%
Elevator Lobby/Auxiliary Space Ground Floor Self-storage	166.7m ²	(1,784.0')	0.6%
Interior Loading & Parking and Loading Dock	1,484.2m ²	(15,924.0')	5.4%
Dymon Reception & Retail	1,296.6m ²	(13,916.0')	4.6%
Total Self-storage Ground to 4th****	15,388.0m ²	(165,675')	58%
Total Office Ground to 4th****	5,644.6m ²	(60,348')	20%
Total GFA 4-storey Building	25,953.8m²	(279,365')	99%
Total GFA****	26,485.7m²	(283,054')	
Total GFA Underground Level 1****	4,099.6m²	(44,138')	

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



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 8G1
tel: (905) 761-5588

Civil Engineer

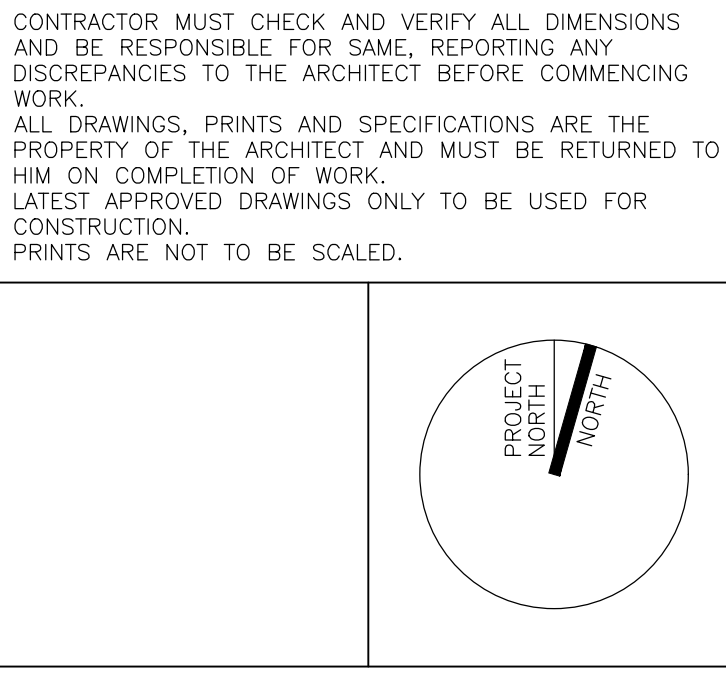
C.F. Crozier & Associates
Consulting Engineers
211 Yonge Street, Suite 301,
Toronto ON, M5B 1M4
tel: (416) 477-3392

NO.	DATE	DESCRIPTION
13	JULY 31, 23	FOR REVIEW & SUBMISSION
12	JULY 25, 23	FOR CIVIL COORDINATION
11	JULY 20, 23	DELETE P2 PARKING/ REVISD SITE PLAN INFO
10	JULY 17, 23	REVISED STAIRS FOR COORDINATION
9	JUN 29, 23	REVISED FOR COORDINATION
8	JUN 14, 23	REVISED SOUTH ENTRANCE
7	JUN 05, 23	FOR COORDINATION
6	MAY 31, 23	SPA PROGRESS FOR COORDINATION
5	APR 13, 23	REVISED CONCEPT PLAN R3
4	DEC 04, 22	REVISED CONCEPT PLAN R2
3	OCT 28, 22	REVISED CONCEPT PLAN R1
2	OCT 19, 22	REVISED TO MTD COMMENTS
1	SEPT 02, 22	ISSUED FOR REVIEW

CONTRACTOR MUST CHECK AND VERIFY ALL DIMENSIONS AND BE RESPONSIBLE FOR SAME, REPORTING ANY DISCREPANCIES TO THE ARCHITECT BEFORE COMMENCING WORK.

ALL DRAWINGS, PRINTS AND SPECIFICATIONS ARE THE PROPERTY OF THE ARCHITECT AND MUST BE RETURNED TO HIM ON COMPLETION OF WORK.

LATEST APPROVED DRAWINGS ONLY TO BE USED FOR CONSTRUCTION. PRINTS ARE NOT TO BE SCALED.



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

PROJECT NAME
**4 STOREY SELF STORAGE FACILITY
& 1 STOREY INDUSTRIAL CONDO**
3855 DUNDAS ST. WEST
MISSISSAUGA ON

DRAWN BY AT

CHECKED BY R.P.

DATE July 25, 2023

SCALE AS NOTED

DRAWING TITLE

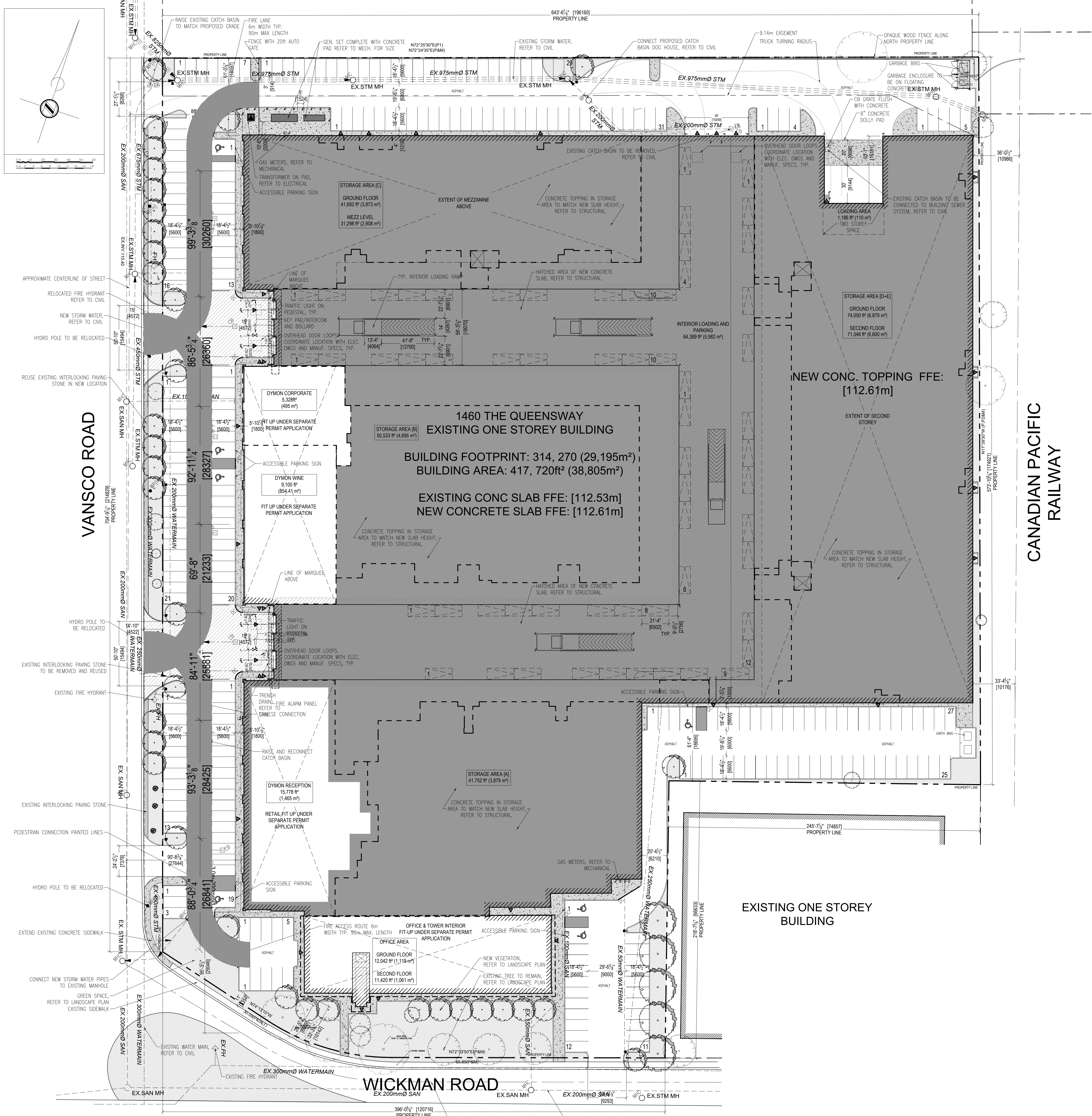
SITE PLAN

PROJECT NO. 22-06

DRAWING NO. A101

Attachment 2

Proxy Site Parking Data and Site Plans



STATISTICS

LEGAL DESCRIPTION OF PROPERTY:
 THE 41,720m² 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 RECEIPTION: 1,231 m² (13,212 ft²)
 TOTAL OFFICE: 2,192 m² (23,749 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 (VEGETATION IS FOR REFERENCE ONLY, REFER TO LANDSCAPE PLAN)
- INTERIOR PARKING
- BARRIER FREE 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

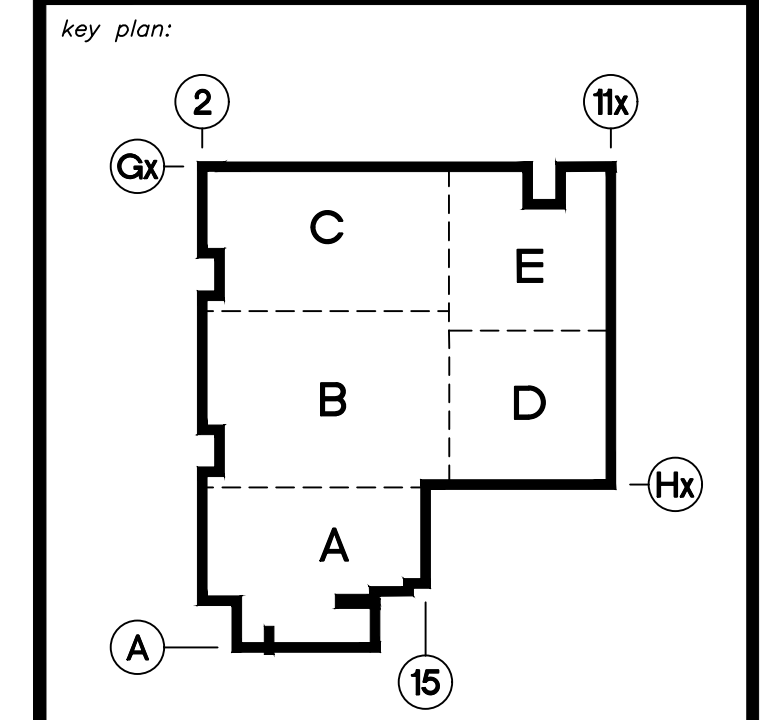
1. Contractor must verify all job dimensions, all drawings, details, specifications and report any discrepancies to owners before proceeding with work.
 2. All drawings and specifications are instruments of service and the property of the architects which must be returned at the completion of the work,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

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

revisions



2020 09 02
ISSUED FOR PERMIT



DESIGN ARCHITECT	TACT Architecture Inc. 660R College St (Rear Lane) Toronto ON M6G 1B8 tel: (416) 516 1949 email: info@tactdesign.ca
STRUCTURAL ENGINEER	Cleland Jardine Engineering Ltd. 206-580 Terry Fox Drive, Kanata ON K2K 4B9 tel: (613) 591-5233 fax: (613) 591-1703 e-mail: mail@clelandjardine.com
MECHANICAL/ELECTRICAL	Tristar Engineering Ltd. 8901 Woodbine Ave. Suite 116, Markham, ON L3R 9Y4 tel: (905) 604 2601 e-mail:
CIVIL ENGINEER	Cole Engineering Ltd. 70 Valleywood Drive, Markham ON L3R 4T5 tel: (416) 987-6161 or (905) 940-6161 fax: (905) 640-2064 www.coleengineering.ca
PLANNING & URBAN DESIGN	Folsom 223 McLeod Street, Ottawa ON K2P 1Z3 tel: (613) 730-5709 fax: (613) 730-1136 www.folsom.com
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
 137 Perrille Street, Ottawa, ON K1S 3K9
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 f: 613 237 8999
 e: info@narchitect.ca
 www.narchitect.ca

project & location
DYMON CAPITAL CORP
 1460 THE QUEENSWAY
 TORONTO, ONTARIO

title of drawing
SITE PLAN

scale AS NOTED	drawing A1-1
date DEC 2016	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

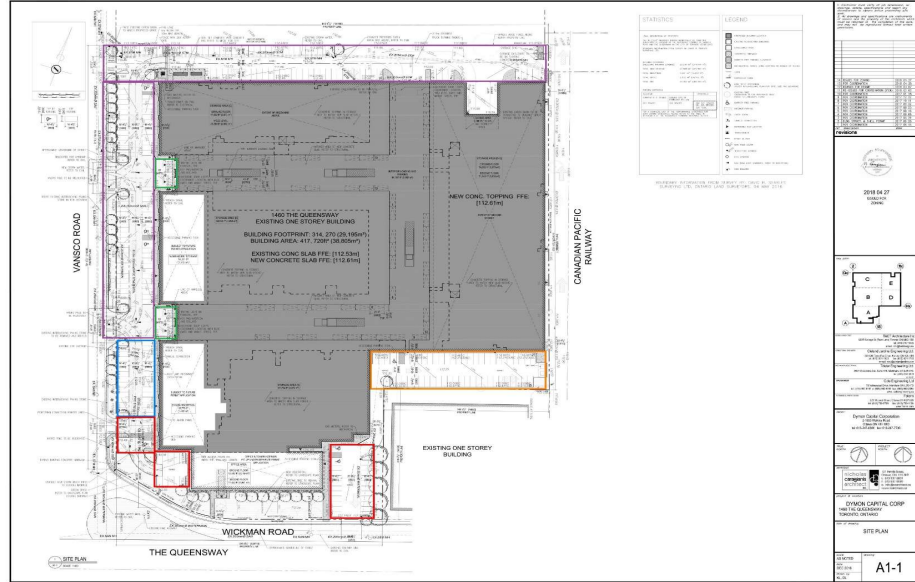
Time	Thursday, October 20, 2022			Thursday, October 20, 2022			Thursday, October 20, 2022			Thursday, October 20, 2022			
	Work Refined Members Access			in front of Work Refined			Vansco access #1 to access #2			Vansco access #2 to access #3			
	Legal	Illegal	Off-Site	Legal	Illegal	Off-Site	Legal	Illegal	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	18	0	0	at least 1 going to WR			
09:00 to 09:30	10	0	0	8	0	0	26	0	0	1			
09:30 to 10:00	11	1	0	9	0	0	27	0	0	2 going to WR	7	0	0
10:00 to 10:30	11	1	0	10	1	0	28	0	0	2	10	0	0
10:30 to 11:00	12	1	0	9	0	0	28	0	0	1	14	0	0
11:00 to 11:30	14	2	0	9	0	0	32	0	0	1	13	0	0
11:30 to 12:00	15	2	0	9	0	0	31	0	0		16	0	0
12:00 to 12:30	15	2	0	9	0	0	28	0	0		17	0	0
12:30 to 13:00	14	2	0	10	0	0	26	0	0		18	0	0
13:00 to 13:30	13	2	0	10	0	0	29	0	0		13	0	0
13:30 to 14:00	13	2	0	9	1	0	28	0	0		13	0	0
14:00 to 14:30	13	2	0	7	0	0	26	0	0		13	0	0
14:30 to 15:00	13	2	0	7	0	0	24	0	0	1 out from WR	14	0	0
15:00 to 15:30	14	2	0	7	0	0	26	0	0		14	0	0
15:30 to 16:00	12	2	0	6	0	0	23	0	0	1 out from WR	12	0	0
16:00 to 16:30	12	2	0	7	0	0	22	0	0	1 out from WR			
16:30 to 17:00	8	2	0	8	0	0	19	0	0				
Available Spaces =	23			10			35				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			