

DECEMBER 1, 2023

PROJECT NO: 2297-6402

SENT VIA: EMAIL

City of Mississauga
201 City Centre Drive, 8th Floor
Mississauga ON, L5B 2T4

**Attention: Paulina Szmudrowska
Transportation & Work (Parking), City of Mississauga**

**RE: PARKING JUSTIFICATION LETTER
805 DUNDAS STREET EAST
CITY OF MISSISSAUGA, REGION OF PEEL**

Dear Paulina,

C.F. Crozier & Associates Inc. (Crozier) was retained by KJC Properties Inc. to undertake a Transportation Impact Study in support of the proposed mixed-use residential commercial development located at 805 Dundas Street East in the City of Mississauga, Regional Municipality of Peel.

The following submissions were previously prepared in support of the development:

- Transportation Impact Study (October 2022)
- Transportation Impact Study Update (June 2023)

The Parking Justification Letter herein, accompanies the previously submitted transportation studies and includes the following:

- Development Proposal Update
- Vehicle Parking Requirements
- Vehicle Parking Justification
- Accessible Parking Requirements
- Electric Vehicle Ready Parking Requirements
- Transportation Demand Management

1.0 Development Proposal Update

The most recent Site Plan prepared by Kirkor Architects and Planners, dated November 13, 2023, is included as **Attachment 1**.

The most recent Site Plan proposes a high-rise mixed-use residential commercial building with 399 residential units and 2,374 m² of ground floor retail space as well as three 3-storey townhouse buildings, totalling 20 units. To support the development, 486 vehicle parking spaces and 266 bicycle parking spaces are proposed as well as a full moves access off Haines Road.

Table 1 outlines the development proposal, as well as changes in the site statistics when compared to the previous submissions.

Table 1: Proposed Development Breakdown (Comparison)

Building	Land Use	October 2022	June 2023	December 2023
Building A	Apartment	399 units	399 units	399 units
	Retail ¹	1,972 m ²	2,374 m ² (+402 m ²)	2,374 m ²
Building B	Townhouse	6 units	6 units	6 units
Building C	Townhouse	8 units	8 units	8 units
Building D	Townhouse	6 units	6 units	6 units
Parking				
Vehicle Parking		513 spaces	526 spaces ² (+13 spaces)	486 spaces (-40 spaces)
Bicycle Parking		461 spaces	266 spaces (-195 spaces)	266 spaces

Note 1: Retail gross floor area includes retail storage and retail common/service areas.

Note 2: Vehicle parking supply includes two (2) carshare spaces.

As shown in **Table 1**, the most recent Site Plan proposes an unchanged residential and commercial yield. As a reduction of 40 parking spaces is proposed, the Parking Justification Letter herein reviews the proposed vehicle parking supply.

2.0 Vehicle Parking Requirements

In June 2022, the City of adopted Zoning By-Law Amendment 0117-2022, which amended Zoning By-Law 0225-2007 with updated parking requirements that reflect the changing trends associated with parking across the Greater Toronto Horseshoe Area, particularly in communities expected to benefit from significant transit improvement.

It is noted that per Zoning By-Law 0225-2007 Section 3.1.2.4, a shared arrangement is permitted for residential visitor and non-residential parking, which requires the greater of the visitor parking rate for the non-residential parking rate, as applicable, be provided at the development.

Additionally, it is noted that the non-residential parking rate calculated was assumed based on the “Retail Center” rate to provide the most appropriate estimate of the parking required at the proposed non-residential space.

The parking requirements per City of Mississauga Zoning By-Law 0225-2007 are outlined in **Table 2**. The Subject Site is located in Precinct 3.

Table 2: City of Mississauga Zoning By-Law 0225-2007 Minimum Parking Requirements

Type	Land Use	Statistic	Parking Rate	Required Parking	Proposed Parking
Residential (Residents)	Condominium Apartment	399 units	1.0 space per unit	399 spaces	361 spaces ¹ (-38 spaces)
	Condominium Townhouse	20 units	2.0 spaces per unit	40 spaces	40 spaces (+0 spaces)
Residential (Visitors) ²	Condominium Apartment	399 units	0.2 spaces per unit	80 spaces	85 spaces (+0 spaces)
	Condominium Townhouse	20 units	0.25 spaces per unit	5 spaces	
Retail ^{2,3}		2,000 m ²	3.5 spaces per 100 m ²	70 spaces	
Total				524 spaces	486 spaces (-38 spaces)

Note 1: The 361 proposed residential apartment parking spaces include two (2) carshare spaces at grade.

Note 2: As the residential visitors and retail parking are to be shared, the minimum parking requirements is the greater of the requirements for the two land uses.

Note 3: Retail gross floor area includes retail common/service area. A 5% reduction was applied as outlined in Zoning By-Law 0225-2007 Section 3.1.1.9.

The most recent Site Plan proposes a deficit of 38 spaces in comparison to the City of Mississauga Zoning By-Law requirements of 524 spaces. It is noted that the proposed deficit is less than a 10% reduction of the Zoning By-Law requirements. Consistent with the City of Mississauga's Terms of Reference Parking Utilization Studies for Site Specific Applications (September 2021), parking utilization surveys were not conducted for the Parking Justification Letter herein.

Attachment 2 contains relevant City of Mississauga Zoning By-Law excerpts. **Attachment 3** contains relevant Terms of Reference Parking Utilization Studies for Site Specific Applications excerpts.

3.0 Vehicle Parking Justification

3.1 ITE Parking Generation Rates

The peak parking demand for the Proposed Development was forecasted using published data from the ITE Parking Generation Handbook, 5th Edition. The ITE Parking Generation Handbook is a compendium of industry collected parking data across North America for a variety of land uses and is used industry wide as a source for parking demand forecasts.

The peak parking demand was forecasted using Land Use Code (LUC) 222 “Multifamily Housing (High-Rise)” for the apartment building, LUC 220 “Multifamily Housing (Low-Rise)” for the townhouse units, and LUC 820 “Shopping Center” for the retail space .

It is noted that the parking rates for the residential land uses noted below are inclusive of visitor parking spaces, and the non-residential parking demand was calculated separately from the visitor parking demand at the site; thus, the following review provides a conservative estimate of parking demands expected at the site.

The forecasted peak parking generation for the proposed development is outlined in **Table 3**.

Table 3: Peak Parking Demand Forecast (ITE Parking Generation Manual)

Land Use	Statistic	Rate	Forecasted Peak Parking	Proposed Parking
LUC 222 "Multifamily Housing (High Rise)"	399 units	$P = 1.25 X - 105.47$	394 spaces	361 spaces
LUC 220 "Multifamily Housing (Low-Rise)"	20 units	$\ln(P) = 0.99 \ln(X) + 0.15$	23 spaces	40 spaces
LUC 820 "Shopping Center"	25,549 ft ²	$P = 2.67 X - 11.49$	57 spaces	85 spaces ¹
Total			474 spaces	486 spaces (+12 spaces)

Note 1: 85 parking spaces will be shared between resident and retail visitors.

As noted in **Table 3**, the Subject Site is expected to provide a sufficient amount of parking to meet the forecasted parking demands on-site, with a surplus of 12 spaces.

It is noted that while the residential high-rise parking appears to be deficient, the ITE rates consider combined visitor and resident parking, with no distinguishing factor between the two uses. If a visitor parking rate of 0.20 spaces per unit (per the City's Zoning By-Law) is assumed to distinguish between visitor parking (80 spaces) and residential parking for the high-rise apartment building, the forecasted demand for the high-rise apartment residents is 314 resident parking spaces. As such, the proposed parking supply of 361 resident parking spaces for the high-rise apartment building is sufficient, along with the parking supply for the other land uses at the Subject Site.

3.2 Future Mode Shifts: Transit Oriented Community

The Subject Development is located within the Cawthra Focus Area and the Cawthra Major Transit Station Area (MTSA), due to its proximity to a future Dundas BRT stop.

With the construction of the Dundas BRT expected by 2026, a major shift in travel modes is expected beyond the buildout of the development. The Dundas BRT will significantly improve transit connectivity, transit capacity and travel times along the Dundas Street corridor. A future Dundas BRT stop is proposed at Dundas Street East and Cawthra Road, approximately 450 metres from the Subject Property. Thus, transit services are expected to improve materially within the study area and a higher transit mode split is expected in the medium term future, reducing the vehicle dependency of the Subject Site.

Furthermore, based on other mass transit improvements within the City of Mississauga (i.e., GO-Regional Express Rail, MiWay Five, and LRTs, etc.), as well as the increased vehicle ownership costs and increased parking costs within the City, the future peak parking demands are expected to be lower than the existing peak parking demand within the study area. As such, the Zoning By-

Law requirements can once again, be considered conservative, and the proposed parking supply is supportable from this perspective.

3.3 On-Site Parking Management

Future tenants of the apartment building could not be offered parking bundled with the unit cost. Parking spaces could be sold on a first-come first-serve basis. Prospective tenants will be made aware of the current parking availability on-site and will make separate parking or living arrangements elsewhere, if needed.

By advising potential tenants of the parking availability prior to the purchase agreements, the ambiguity of the parking demand and parking availability can be managed. This parking arrangement allows for prospective tenants to choose whether they wish to incur the added cost of purchasing a parking space, particularly if parking is not desired due to vehicle ownership choices. Additionally, this strategy allows parking spaces to be acquired on a first come, first-served basis, and once resident parking spaces are no longer available, prospective residents requiring the use of a parking space would seek alternate accommodations or make alternate parking arrangements to secure parking in a proximal lot. Thus, the proposed parking supply is supportable from this perspective.

3.4 Transportation Demand Management Strategies

In addition to the unbundled paid parking mentioned above, the existing apartment's peak parking demand rate is also expected to be reduced due to the following site-specific TDM strategies:

- TDM Information Package
- Pre-Loaded PRESTO Cards
- Bicycle Initiatives
- Provision of Carshare Spaces
- Unbundled Parking

The TDM strategies are further detailed below in **Section 6.0** of the letter.

4.0 Accessible Parking Requirements

The parking requirements per the amended City of Mississauga Zoning By-Law 0225-2007 are outlined in **Table 4**.

Table 4: City of Mississauga Zoning By-Law 0225-2007 Minimum Accessible Parking Requirements

Type	Required Vehicle Parking	Parking Rate	Required Parking	Proposed Parking
Residential (Visitors)	85 spaces	4% of required spaces	3 spaces	16 spaces
Retail	70 spaces	4% of required spaces	3 spaces	
Total			6 spaces	16 spaces (+10 spaces)

As outlined in **Table 4**, a minimum of 6 barrier free parking spaces are required. As 16 barrier free parking spaces are provided, the proposed accessible parking supply exceeds the City of Mississauga's Zoning By-Law requirements.

Attachment 2 contains relevant City of Mississauga Zoning By-Law excerpts.

5.0 Electric Vehicle Ready Parking Requirements

The recently amended City of Mississauga Zoning By-Law 0225-2007 outlines the minimum electric vehicle (EV) ready parking space requirements. The minimum EV ready parking requirements are outlined in **Table 5**.

Table 5: City of Mississauga Zoning By-Law 0225-2007 Minimum EV Ready Parking Requirements

Type	Land Use	Required Vehicle Parking	Parking Rate	Required Parking	Proposed Parking
Residential (Residents)	Condominium Apartment	399 spaces	20% of required spaces	80 spaces	390 spaces
	Condominium Townhouse	40 spaces	1.0 of required spaces	40 spaces	
Residential (Visitors)	Condominium Apartment	80 spaces	10% of required spaces	8 spaces	
	Condominium Townhouse	5 spaces	-	-	
Retail ¹		70 spaces	10% of required spaces	7 spaces	
Total EV Ready Parking Spaces				135 spaces	
Total EV Parking Spaces				-	390 spaces

Note 1: Retail gross floor area includes retail common/service area. A 5% reduction was applied as outlined in Zoning By-Law 0225-2007 Section 3.1.1.9.

The proposed development is required to provide 135 EV ready parking spaces. As 390 EV parking spaces are proposed, the development exceeds the minimum requirements.

Attachment 2 contains relevant City of Mississauga Zoning By-Law excerpts.

6.0 Transportation Demand Management

The recommended Transportation Demand Management (TDM) measures remain unchanged from the previously submitted Transportation Impact Study Update (Crozier, June 2023) and are as follows:

- TDM Information Package
- Wayfinding Signage
- Pre-Loaded PRESTO Cards
- Bicycle Repair Station
- Provision of Carshare Spaces
- Unbundled Parking
- Smart Commute

6.1 TDM Information Package

Various educational measures and incentives may be promoted at the new residential site to build an overall robust TDM brand and promote use of alternative modes of transportation available to residents.

The residential units being sold at the Subject Site should be promoted with a strong TDM brand, where marketing should highlight the convenience of proximity to nearby bus stops and amenities. Education on available transit in the vicinity of the Subject Site would also be highly effective in promoting transit to new residents, who may not be aware of the variety of options available in the area. Handouts on local transit offerings and stop/schedule information, as well as nearby cyclist and pedestrian routes, may be provided to residents as part of a welcome package, and extra copies should be made available in the lobby for reference.

6.2 Wayfinding Signage

Fixtures such as kiosks or displays may be provided in the building lobby to inform residents of transit information, such as routes, schedules, and stop locations of nearby bus routes. Additionally, brochures outlining nearby transit nodes, bicycle routes, and pedestrian routes should be made available in the lobby. Additional wayfinding signage to lead residents to nearby bus stops along Dundas Street East and Haines Road may also be provided on the premises to promote the use of local and regional transit options.

6.3 Pre-Loaded PRESTO Cards

It is recommended that one-time pre-loaded PRESTO cards should be provided to all new residents to encourage the use of MiWay and GO Transit. The pre-loaded PRESTO cards can be valued between \$50 to \$100 per unit.

6.4 Bicycle Repair Station

A compact bicycle repair station with a toolkit and pump is recommended. The station can be provided near bicycle parking spaces to promote cycling use. The station also increases confidence and reliability for prospective cyclists to cycle as their primary mode of transportation, as cyclists will be able to perform preventative and emergency maintenance on their bike.

6.5 Provision of Carshare Spaces

The most recent Site Plan proposes two (2) carshare spaces, which are to be publicly accessible and located at grade. Those who do not require a vehicle frequently, may utilize the carshare on an as needed basis, reducing the overall parking demand of the site.

Carshare marketing material should be included in the TDM information package for new and existing tenants, if applicable.

6.6 Unbundled Parking

Parking will be purchased by residents on a first-come first-serve basis in addition to unit costs, as opposed to automatically including a parking space with the unit costs.

Prospective owners should be advised in advance of the parking availability and cost of purchasing a parking space, if available. As such, the residential parking demand can be controlled. By advising the parking availability to potential tenants prior to the purchase agreements, the ambiguity of the parking demand and parking availability can be managed.

This strategy allows for prospective tenants to choose whether they wish to incur the added cost of purchasing a parking space, particularly if parking is not desired due to vehicle ownership choices and access to sustainable modes such as the nearby GO stations and bus stops, including the future Dundas BRT stops.

6.7 Smart Commute

Smart Commute is a non-profit Transportation Management Association (TMA) committed to reducing traffic congestion, improving air quality, and acting on climate change. Smart Commute Peel operates in Mississauga and the Brampton-Caledon area, including the Subject Site. Smart Commute works with many businesses in the City of Mississauga by providing resources and tools which allow commuters to consider transportation alternatives.

More specifically, the following Transportation Demand Strategies are provided by Smart Commute and have been historically shown to reduce single-occupant vehicle (SOV) trips to and from workplaces. Employers at the ground-floor non-residential spaces may work with Smart Commute to take advantage of the following programs:

- Carpooling: Smart Commute promotes carpooling to employees as a viable mode choice. A new online tool called "SmartTripsON" is in the works, which will help commuters find and share carpool trips, and aid in trip planning. Employers can also set up their networks to assist their staff in finding carpool partners. Additionally, Smart Commute highlights carpooling benefits, such as cost savings, benefits to the environment, and stress reduction.
- Cycling and Walking: Smart Commute encourages increased walking and cycling by offering an online tool where users can set goals and track active commuting habits and calories burned. Smart Commute facilitates employee engagement events, where employees can also earn rewards for walking and cycling to work.
- Awareness and Education: Smart Commute helps employees develop an action plan to use alternative modes of transportation and offers access to various resources and studies relating to the benefits of carpooling, transit, and active transportation.
- Emergency Ride Home: Smart Commute is aware that when employees walk, cycle, take transit or carpool on a regular basis, the need for an unexpected trip may arise in the middle of the day, outside a scheduled plan for commuting. The Emergency Ride Home program reimburses employees making an emergency trip home in unexpected circumstances if they regularly use sustainable modes of commuting.

Smart Commute also promotes initiatives such as flexible working hours and telework. However, given the Proposed Development's non-residential space, employees would likely be expected to work on-site. However, for office-focused roles, telework and flexible working hours may be an option.

The Smart Commute program is utilized region-wide by many employers and organizations and will reduce SOV trips generated by the Proposed Development.

7.0 Conclusions

The most recent Site Plan proposes a high-rise mixed-use residential commercial building with 339 residential units and 2,374 m² of ground floor retail space, as well as three 3-storey townhouse buildings, with a total of 20 units. To support the Subject Development, 486 parking spaces are provided. In comparison to the previous submission (Crozier, June 202), an unchanged development yield and a decrease of 40 parking spaces are proposed. As such, the Parking Justification Letter herein focuses on the proposed parking supply.

Per the City of Mississauga Zoning By-Law 0225-2007, the development is required to provide 524 parking spaces. As the Site Plan provides 486 parking spaces, a deficit of 38 spaces is proposed.

The Subject Site is located within the Cawthra Major Transit Station Area, approximately 450 metres from a future Dundas Bus Rapid Transit stop. As such, a significant improvement in transit connectivity, capacity and travel times is expected within the study area and along the Dundas Street Corridor. As such, a higher transit mode split is expected, reducing the vehicle dependency of the Proposed Development.

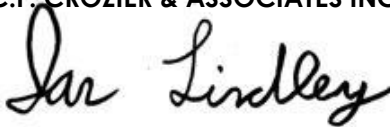
Moreover, the proposed parking supply is supportable as prospective tenants will be made aware of the on-site parking availability and the parking cost, should a parking space be available.

The proposed accessible and electric vehicle ready parking supply exceeds the requirements outlined in the City of Mississauga Zoning By-Law 0225-2007.

We trust that this review addresses any transportation related concerns with the project. Should you have any questions or require any further information, please do not hesitate to contact the undersigned.

Respectfully submitted by,

C.F. CROZIER & ASSOCIATES INC.



Ian Lindley, M.A.Sc., P.Eng.
Project Engineer, Transportation

C.F. CROZIER & ASSOCIATES INC.



Aaron Wignall, Associate
Senior Project Manager, Transportation

C.F. CROZIER & ASSOCIATES INC.



My-Linh Yee, EIT
Engineering Intern, Transportation

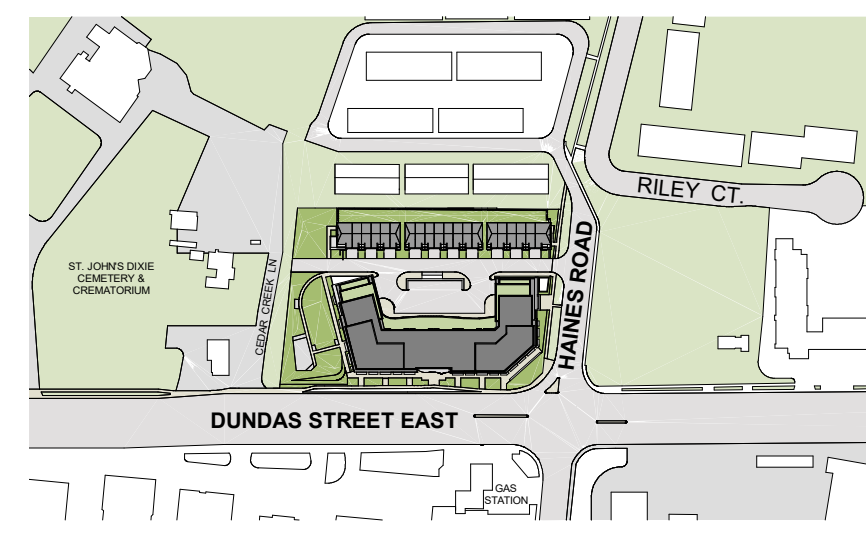
Enclosed
Attachment 1: Site Plan
Attachment 2: City of Mississauga Zoning By-Law 0225-2007 Excerpts
Attachment 3: City of Mississauga Terms of Reference Parking Utilization Studies Excerpts

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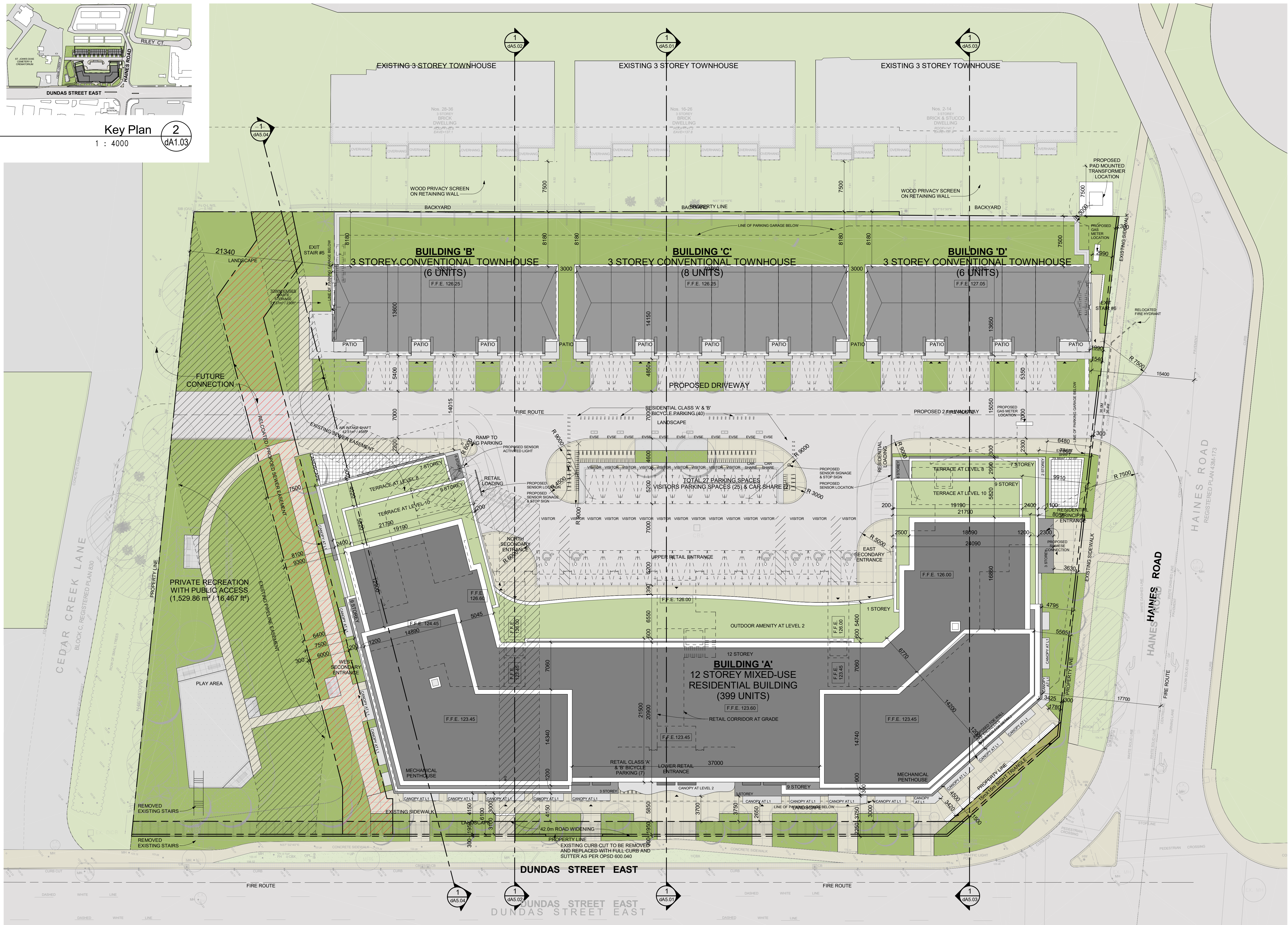
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ATTACHMENT 1:

Site Plan



Key Plan 2
1 : 4000
dA1.03



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Do not scale the drawings.
This Drawing is Not To Be Used For Construction Until Signed By The Architect.
Date:

KIRKOR
ARCHITECTS AND PLANNERS

20 De Boers Drive Suite 400
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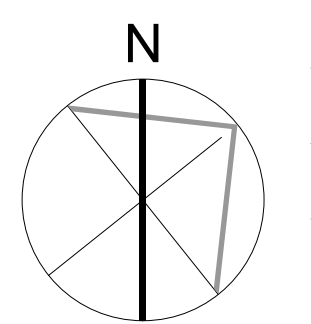
Revisions:		Date:
No.:	Revision:	Date:

4	Revised as per City's Comments	Nov. 13, 2023
3	Revised as per City's Comments	Oct. 16, 2023
2	Rezoning Re-submission	June 23, 2023
1	Rezoning Submission	Oct. 31, 2022
No.:	Issued For:	Date:

Client:
KJC PROPERTIES INC.
805 Dundas Street East, Mississauga, ON.
Proposed Residential Development

Drawing Title:
Site Plan

Scale:
As indicated
Drawn by:
G.H.
Checked by:
D.S.
Project No.:
21-115
Date:
NOV. 13, 2023
Drawing No.:

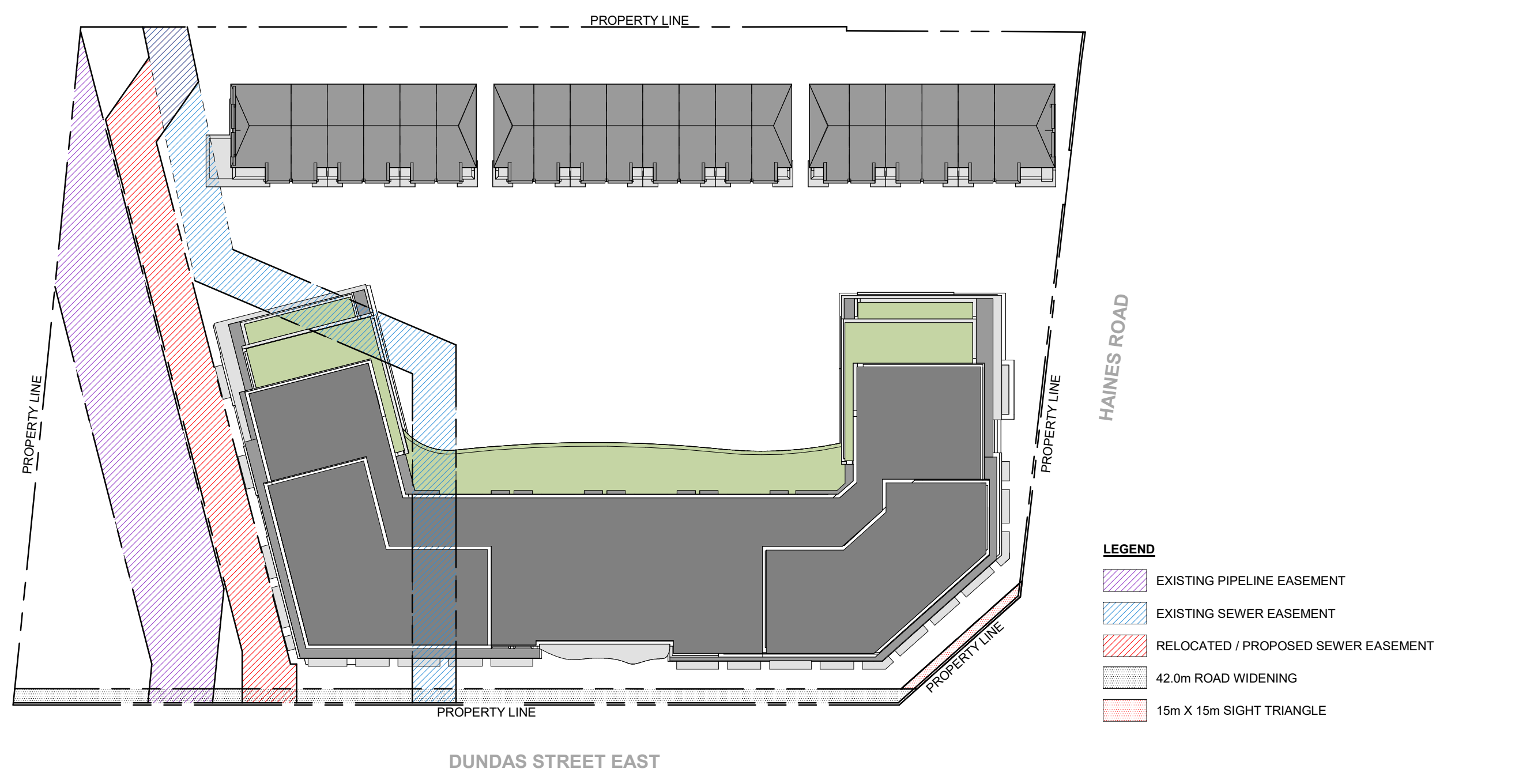


Site Plan 1
1 : 250
dA1.03

dA1.03

PART 1:
PLAN OF PART OF LOT 10
CONCESSION 1
NORTH OF DUNDAS STREET
CITY OF MISSISSAUGA
REGIONAL MUNICIPALITY OF PEEL

Legal Description 4
dA1.04



Easements Diagram 3
dA1.04

General Note:

- I hereby certify that this drawing conforms in all respects to the site development plans Architect or Engineer's Signature (if applicable) and Professional seal.
- The City of Mississauga requires that all working drawings submitted to the Building Division as part of an application for the issue of a building permit shall be certified by the architect or engineer as being in conformity with the site development plan as approved by the City of Mississauga.
- All exterior lighting will be directed onto the site and will not infringe upon the adjacent properties.
- All rooftop mechanical units shall be screened from view by the applicant.
- Parking spaces reserved for people with disabilities must be identified by a sign, installed at the applicant's expense, in accordance with the By-law Requirements and Building Code Requirements.
- The applicant will be responsible for ensuring that all plans conform to Transport Canada's restrictions.
- Grades will be met with a 33% maximum slope at the property lines and within the site.
- All damaged areas are to be reinstated with topsoil and sod prior to the release of securities.
- Signage shown on the site development plans is for information purposes only. All signs will be subject to the provisions of Sign by-law 0054-2002, as amended, and a separate sign application will be required through the Building Division.
- Any fencing adjacent to municipal lands is to be located 15 cm (6.0 in.) inside the property line.
- Only "shielded" lighting fixtures are permitted for all development, except for detached and semi-detached dwellings within 60m (196.8 ft.) of a residentially zoned property and must conform to the Engineer Certified Lighting Plan.
- The Engineer Certified Lighting Plan must be signed by the consulting Engineer.
- The Owner covenants and agrees to construct and install "shielded" lighting fixtures on the subject lands, in conformity with the Site Plan and Engineer Certified Lighting Plan to the satisfaction of the City of Mississauga.
- The applicant will be responsible for ensuring that all plans conform to Transport Canada's restrictions.
- Where planting is to be located in landscaped areas on top of an underground parking structure, it is the responsibility of the applicant to arrange the coordination of the design of the underground parking structure with the Landscape Architect and the Consulting Engineering. Underground parking structures with landscaping area to be capable of supporting the following loads:
 - 15 cm of drainage gravel plus 40 cm topsoil for sod
 - 15 cm of drainage gravel plus 60 cm topsoil for shrubs
 - 15 cm of drainage gravel plus 90 cm for trees
 Or
 - Prefabricated sheet drain system" with a compressive strength of 1003 Kpa plus 40 cm topsoil for sod
 - Prefabricated sheet drain system" with a compressive strength of 1003 Kpa plus 60 cm topsoil for shrubs
 - Prefabricated sheet drain system" with a compressive strength of 1003 Kpa plus 90 cm topsoil for trees
- The structural design of any retaining wall over 0.6 m in height or any retaining wall located on a property line is to be shown on the Site Grading plan for this project and is to be approved by the Consulting Engineer for the project.
- Continuous 15 cm high barrier type poured concrete curbing will be provided between all asphalt and landscaped areas throughout the site.
- All utility companies will be notified for locates prior to the installation of the hoarding that lies within the site and within the limited of the City boulevard area.

Additional Site Plan Notes:

- Signage shown on the site development plans is for information purposes only. All signs will be subject to the provisions of sign by-law 0054-2002, as amended, and a separate sign application will be required through the building division.
- The applicant is advised that they will be required to provide inspection staff 48 hours notice prior to commencement of any road construction.
- The applicant is advised that confirmation must be received from the Development Construction Section that they have made arrangements for a preconstruction meeting.
- Fire access route will be designed to support a load of not less than 11,363 kg. per axle and have a change in gradient of not more than 1 in 12.5 over a minimum distance of 15m.
- If the final course of asphalt paving is delayed, install a temporary lift of asphalt at ramps or curb cuts to provide barrier-free access.
- 1) Prior to Site Plan Approval, the Detailed Noise Report shall determine the noise impacts associated with the mechanical equipment and ventilation systems (i.e. cooling towers, garage exhaust fans, emergency generator, HVAC units etc.) for the proposed buildings and the building(s) in the immediate vicinity to ensure that all mechanical equipment will meet the Ministry of the Environment, Conservation and Parks (MECP) guidelines for stationary noise sources.
- 2) The site plan shall include sufficient securities to ensure the construction of all noise mitigation features required and recommended in the Detailed Noise Report including, noise barriers, noise screens or any off-site stationary noise mitigation.
- 3) Prior to Site Plan Approval, the following clause is to be included on the Site Plan: "The Acoustical Consultant shall certify to the Planning and Building Department that the 'as constructed' site features for noise control including, but not limited to noise walls and berms, the as constructed buildings, mechanical equipment and ventilation systems for the buildings on-site and the off-site stationary noise sources are in compliance with the Detailed Noise Report as prepared for the particular building and in compliance with the Ministry of the Environment, Conservation and Parks (MECP) guidelines for transportation and stationary noise sources." The Acoustical Consultant shall also certify to the Planning and Building Department that the indoor noise levels and noise levels for outdoor living areas resultant from all transportation noise sources will meet Regional guideline conditions based on outside sound energy exposures outlined in the Detailed Noise Report for the subject building.
- 4) Prior to the release of site plan securities, the Acoustical Consultant shall certify to the Planning and Building Department that the 'as constructed' site features for noise control including, but not limited to noise walls and berms, the as constructed buildings, mechanical equipment and ventilation systems for the buildings on site and the off-site stationary noise sources are in compliance with the Detailed Noise Report as prepared for the particular building and in compliance with the Ministry of the Environment, Conservation and Parks (MECP) guidelines for stationary noise sources. The Acoustical Consultant shall also certify to the Planning and Building Department that the indoor noise levels and noise levels for outdoor living areas resultant from all transportation noise sources will meet Regional guideline conditions based on outside sound energy exposures outlined in the Detailed Noise Study for the subject building and that no new noise impacts have been identified since the latest approved Detailed Noise Study.
- 5) The site plan securities required by the Planning and Building Department will include \$5000 to secure for the Noise Certification to be prepared by a Professional Engineer with experience in environmental acoustics. The \$5000 securities shall only be released to the applicant when the required Noise Certification has been provided to the satisfaction of the Planning and Building Department.
- 6) Prior to Site Plan Approval, the details of all noise screens and noise walls are to be provided to ascertain how they impact the site design, building designs and landscape design. Prior to Site Plan Approval, the Noise Consultant shall confirm that the design details of the noise walls/screens are in accordance with the specifications provided in the Detailed Noise Study and were these screens also provide a combined wind protection function, the Wind consultant shall also confirm that they are in accordance with the recommendations of the Quantitative Wind Study.
- 7) The Applicant will provide a minimum of one (1) week written notice to the Manager of Park Planning, and the Manager of Storm Water Management, City of Mississauga, prior to initiating any construction activities within the adjoining parkland, which had been approved through the development application. The Applicant accepts the responsibility for arranging all necessary repairs to and the reinstatement of, the adjoining greenbelt land / storm water pond, due to damages incurred by the construction works associated with this application. The Applicant acknowledges that securities being held by the City will be released only upon completion of all construction activities and the repairs/reinstatement works for the parkland / storm water pond, to the satisfaction of Transportation and Works in consultation with the Community Services Department.

General Notes 2
dA1.04

Level/Description	Area	Area	Area	Area
Development Area	1.0002	2.7161	10.0072	13.7235
Private Recreation with Public Access	0.1440	0.3069	1.4380	1.8889
42.0m Road Widening	0.0274	0.0676	0.2730	0.3680
15m X 15m Sight Triangle	0.0001	0.0001	0.0001	0.0001
Total Site Area	1.1717	3.1476	12.7256	17.0444

Level/Description	Area	Area	Area	Area
Level 1 Lower	277.73	2.442	602.09	7.024
Level 1 Upper	2.2397	1.4	2.2397	21.206
Level 2	2.2397	1.4	2.2397	21.206
Level 3	2.2397	1.4	2.2397	21.206
Level 4 to 5	2.2397	1.4	2.2397	21.206
Level 6	2.2397	1.4	2.2397	21.206
Level 7	2.2397	1.4	2.2397	21.206
Level 8	2.2397	1.4	2.2397	21.206
Level 9	2.2397	1.4	2.2397	21.206
Level 10	2.2397	1.4	2.2397	21.206
Level 11 to 12	2.2397	1.4	2.2397	21.206
Total Residential GFA - Building 'A'	27.531	1.4	36.513	328.442

Level/Description	Area	Area	Area	Area
Level P2	1.0746	4.709	1.532	14.211
Level P1	1.532	4.709	1.532	14.211
Total Parking Garage GFA	2.6066	9.418	3.064	28.422

Level/Description	Area	Area	Area	Area
Level P2	1.0746	4.709	1.532	14.211
Level P1	1.532	4.709	1.532	14.211
Total Parking Garage GFA	2.6066	9.418	3.064	28.422

Level/Description	Area	Area	Area	Area
Level P2	1.0746	4.709	1.532	14.211
Level P1	1.532	4.709	1.532	14.211
Total Parking Garage GFA	2.6066	9.418	3.064	28.422

Level/Description	Area	Area	Area	Area
Level P2	1.0746	4.709	1.532	14.211
Level P1	1.532	4.709	1.532	14.211
Total Parking Garage GFA	2.6066	9.418	3.064	28.422

Level/Description	Area	Area	Area	Area
Level P2	1.0746	4.709	1.532	14.211
Level P1	1.532	4.709	1.532	14.211
Total Parking Garage GFA	2.6066	9.418	3.064	28.422

Level/Description	Area	Area	Area	Area
Level P2	1.0746	4.709	1.532	14.211
Level P1	1.532	4.709	1.532	14.211
Total Parking Garage GFA	2.6066	9.418	3.064	28.422

Site Statistics 1
dA1.04

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Date:



20 De Boers Drive Suite 400
Toronto, ON M3J 0H1

No.	Revision:	Date:
4	Revised as per City's Comments	Nov. 13, 2023
3	Revised as per City's Comments	Oct. 16, 2023
2	Rezoning Re-submission	June 23, 2023
1	Rezoning Submission	Oct. 31, 2022

No.	Issued For:	Date:
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805 Dundas Street East, Mississauga, ON.
Proposed Residential Development

Site Statistics & Easements Diagram

Scale: 1:600
Drawn by: G.H.
Checked by: D.S.
Project No.: 21-115
Date: NOV. 13, 2023
Drawing No.:

dA1.04

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20 De Boers Drive Suite 400
Toronto, ON M3J 0H1

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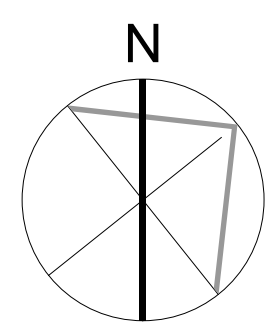
No.: Issued For: Date:

Client:
KJC PROPERTIES INC.

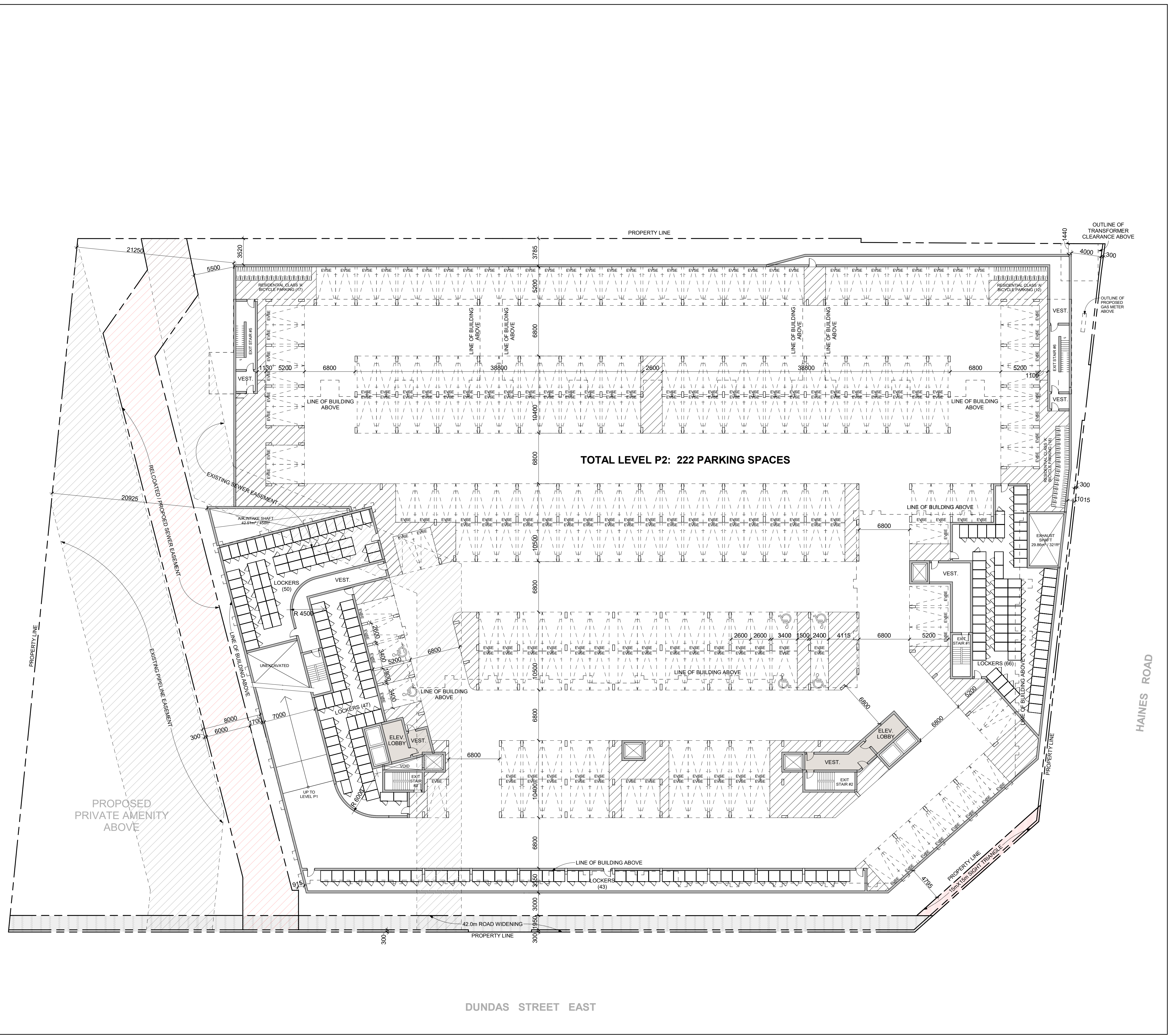
805 Dundas Street East, Mississauga, ON.
Proposed Residential Development

Drawing Title:
Parking Floor Plan - Level P2

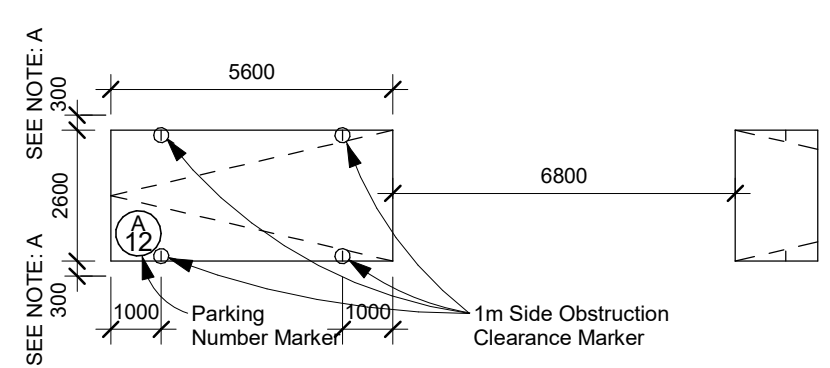
Scale:
As indicated
Drawn by:
G.H.
Checked by:
D.S.
Project No.:
21-115
Date:
NOV. 13, 2023
Drawing No.:



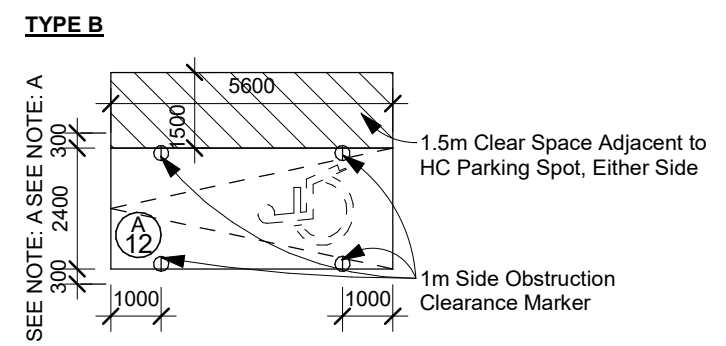
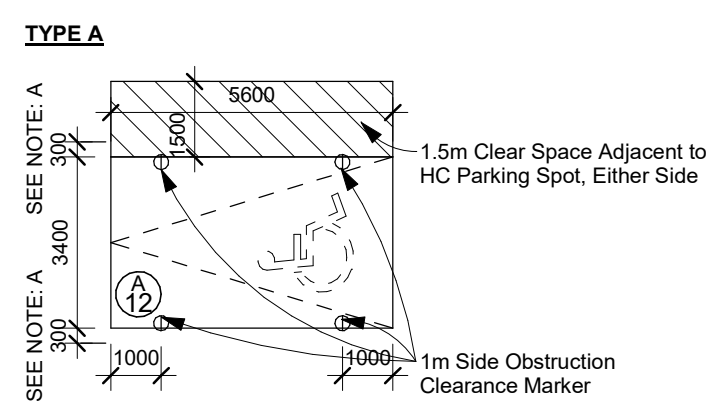
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TYPICAL PARKING SPACE:
Drive Aisle @ 6.8m min.

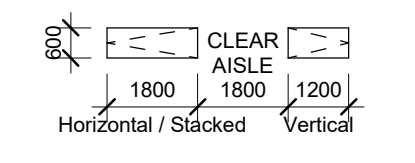


ACCESSIBLE PARKING SPACE:



NOTE: A: PROVIDE AN ADDITIONAL 300mm FOR PARKING SPACE WIDTH WHEN OBSTRUCTIONS OCCUR BETWEEN THE FRONT AND REAR 1000mm

BICYCLE PARKING SPACE LEGEND



CONVEX MIRROR



Parking Space Legend **2**
NTS dA2.01

Floor Plan - Level P2 **1**
1 : 250 dA2.01

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20 De Boers Drive Suite 400
Toronto, ON M3J 0H1

Revisions:

No.: Revision: Date:

4	Revised as per City's Comments	Nov. 13, 2023
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No.:	Issued For:	Date:

Client:
KJC PROPERTIES INC.

805 Dundas Street East, Mississauga, ON.
Proposed Residential Development

Drawing Title:
Parking Floor Plan - Level P1

Scale:
As indicated

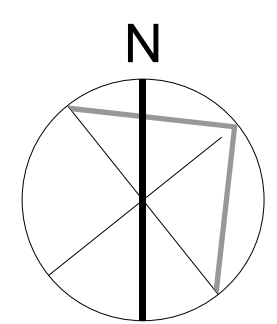
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G.H.

Checked by:
D.S.

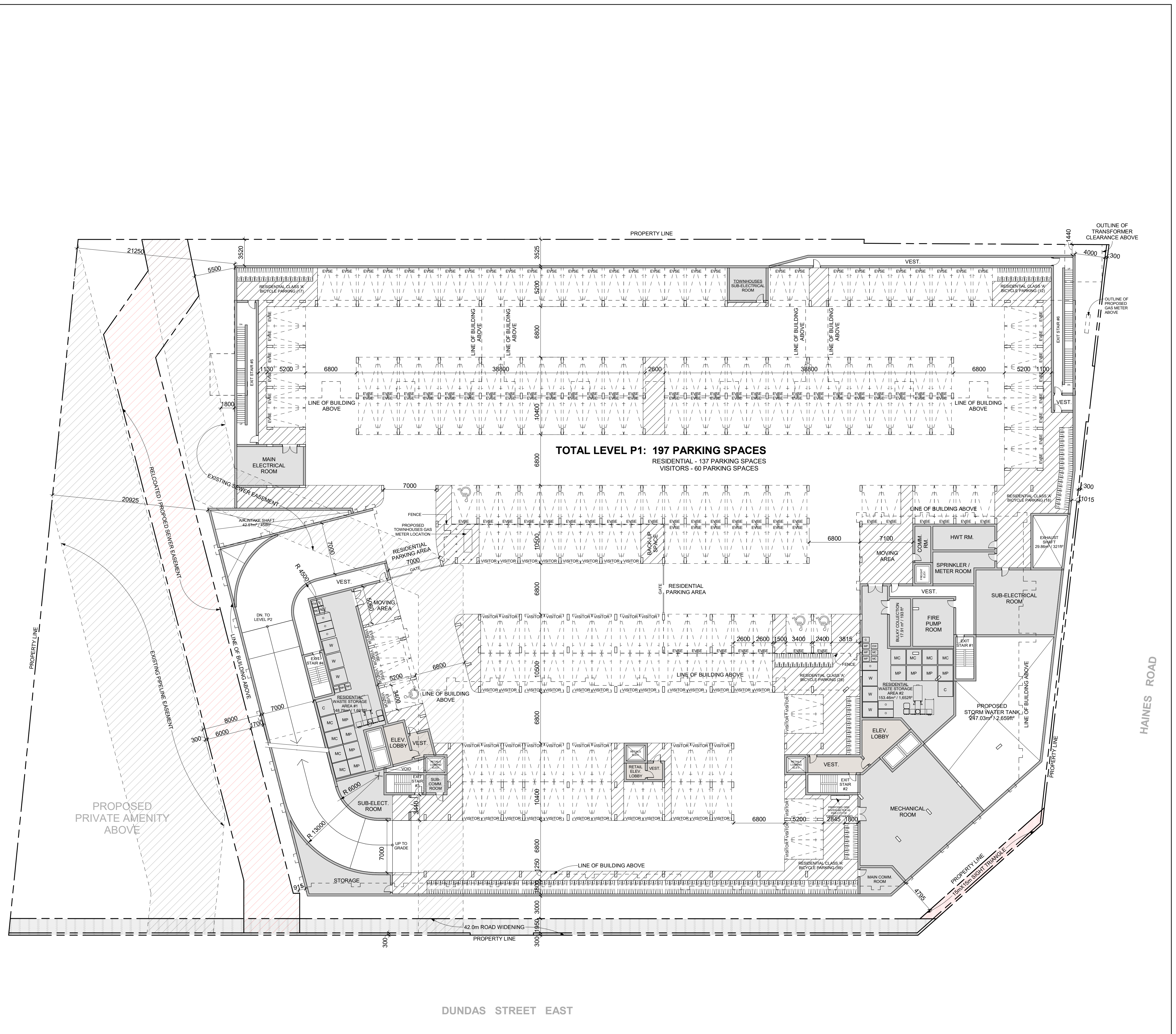
Project No.:
21-115

Date:
NOV. 13, 2023

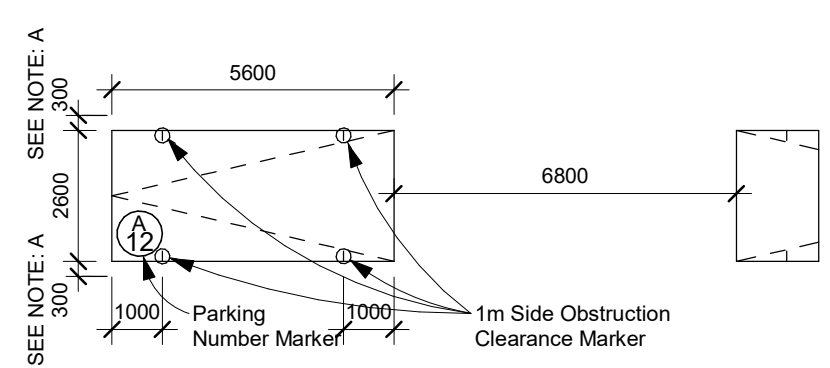
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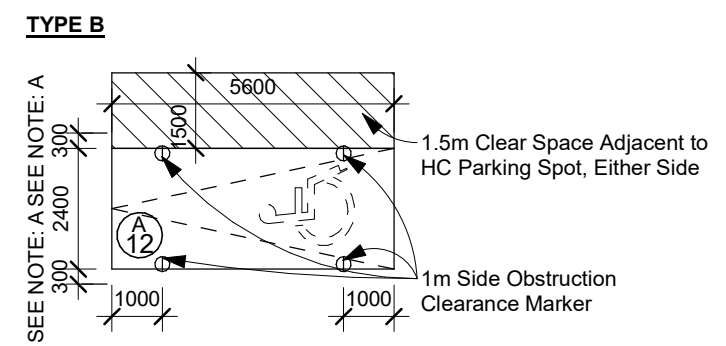
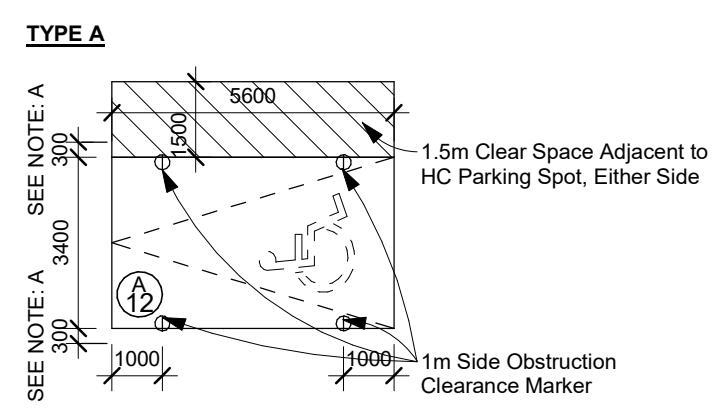
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TYPICAL PARKING SPACE:
Drive Aisle @ 6.8m min.

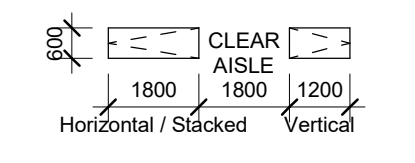


ACCESSIBLE PARKING SPACE:



NOTE: A - PROVIDE AN ADDITIONAL 300mm FOR PARKING SPACE WIDTH WHEN OBSTRUCTIONS OCCUR BETWEEN THE FRONT AND REAR 1000mm

BICYCLE PARKING SPACE LEGEND



CONVEX MIRROR



Parking Space Legend **2**
NTS dA2.02

Floor Plan - Level P1 **1**
1 : 250 dA2.02

Plot Date: 11/13/2023 9:23:31 AM File Path: C:\Users\jg201311591\OneDrive\Desktop\805 Dundas Street East_P1.dwg Plot Date: 11/13/2023 9:23:31 AM

ATTACHMENT 2:

City of Mississauga Zoning By-Law 0225-2007 Excerpts



You are printing a partial view of the Mississauga Interactive Zoning By-law 0225-2007 on 12/1/2023, 4:17:18 PM based on your selection(s). This information is provided for convenience purposes only as it may not reflect recently approved amendments. To view the entire Interactive Zoning By-law, visit www.mississauga.ca/zoningbylaw.

3.1.1.9 Alternative Gross Floor Area Deductions for Non-Residential Uses

For the purposes of calculating required parking for a non-residential **use**, **gross floor area**, as defined by this By-law, may be used 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**.

3.1.2.1 Required Number of Parking Spaces for Residential Uses

3.1.2.2 Required Number of Parking Spaces for Non-Residential Uses

Off-street **parking spaces** for non-residential **uses** shall be provided in accordance with [Table 3.1.2.2](#) - Required Number of Off-Street Parking Spaces for Non-Residential Uses. ([0117-2022](#))

Table 3.1.2.2 - Required Number of Parking Spaces for Non-Residential Uses

([0358-2007](#)), ([0207-2008](#)), ([0325-2008](#)), ([0379-2009](#)), ([0308-2011](#)), ([0190-2014](#)), ([0050-2013/LPAT Order 2020 June 08](#)), ([0018-2015](#)), ([0055-2015](#)), ([0212-2015](#)), ([0111-2019/LPAT Order 2021 March 09](#)), ([0018-2021](#)), ([0117-2022](#)), ([0100-2023](#))

Column	A	B	C	D	E	F
Line	TYPE OF USE	UNIT OF MEASUREMENT	PRECINCT 1	PRECINCT 2	PRECINCT 3	PRECINCT 4
1.0						
2.0	<u>Active Recreational Use</u>	spaces per 100 m ² <u>GFA</u> - <u>non-residential</u> , except for an arena or a <u>marina</u>	4.5	4.5	4.5	4.5
3.0	<u>Adult Entertainment Establishment</u>	spaces per 100 m ² <u>GFA</u> - <u>non-residential</u>	16.3	16.3	16.3	16.3
4.0	Animal Services:					
4.1	<u>Animal Boarding Establishment</u>	spaces per 100 m ² <u>G</u> <u>FA - non-residential</u>	3.0	3.0	3.6	3.6
4.2	<u>Animal Care Establishment</u>	spaces per 100 m ² <u>GFA</u> - <u>non-residential</u>	3.0	3.0	4.0	5.0>
5.0	Arena	space per four seats of permanent fixed seating ⁽¹⁾	1.0	1.0	1.0	1.0
6.0	Art Gallery, Museum	spaces per 100 m ² <u>GFA</u> - <u>non-residential</u>	3.0	3.0	3.6	3.6
7.0	<u>Banquet Hall/ Conference Centre/ Convention Centre</u>	spaces per 100 m ² <u>GFA</u> - <u>non-residential</u>	10.8	10.8	10.8	10.8
8.0	<u>Commercial School</u>	spaces per 100 m ² <u>GFA</u> - <u>non-residential</u>	5.0	5.0	5.0	5.0
9.0	<u>Community Centre</u>	spaces per 100 m ² <u>GFA</u> - <u>non-residential</u> , except for an arena	4.5	4.5	4.5	4.5

10.0	Composting Facility	spaces per 100 m ² GFA - non-residential up to 2 325 m ² GFA - non-residential ;	1.6	1.6	1.6	1.6
		and				
		spaces per 100 m ² GFA - non-residential between 2 325 m ² and 9 300 m ² GFA - non-residential ;	1.1	1.1	1.1	1.1
		and				
		spaces per 100 m ² GFA - non-residential over 9 300 m ² GFA - non-residential .	0.6	0.6	0.6	0.6
11.0	Contractor Service Shop	spaces per 100 m ² GFA - non-residential	1.1	1.1	1.1	1.1
12.0	Contractor's Yard	spaces per 100 m ² GFA - non-residential	0.6	0.6	0.6	0.6
13.0	Convenience Retail and Service Kiosk	spaces per 100 m ² GFA - non-residential plus a stacking lane where a drive-through is provided ⁽²⁾	3.0	3.0	4.0	5.0
14.0	Day Care	spaces per 100 m ² GFA - non-residential	2.5	2.5	2.5	2.5
15.0	Education and Training Facility	spaces per 100 m ² GFA - non-residential	5.0	5.0	5.0	5.0
16.0	Entertainment Establishment	space per five seats of permanent fixed seating ⁽¹⁾ ;	1.0	1.0	1.0	1.0
		or				
		spaces per 100 m ² GFA - non-residential , whichever is greater.	10.0	10.0	10.0	10.0
17.0	Essential Emergency Service	space per staff on duty with a minimum of 2.0 spaces	1.0	1.0	1.0	1.0
18.0	Financial Institution	spaces per 100 m ² GFA - non-residential plus a stacking lane where a drive-through is provided ⁽²⁾	3.0	3.0	4.0	5.0
19.0	Food Bank	spaces per 100 m ² GFA - non-residential	3.0	3.0	3.0	3.0

20.0	<u>Funeral Establishment</u>	spaces per 100 m ² <u>GFA - non-residential</u> for the area accessible to the public	7.5	7.5	7.5	7.5
21.0	<u>Garden Centre</u>	spaces per 100 m ² <u>GFA - non-residential</u> used for retail sales and display of products and/or <u>office</u> ;	2.0	2.5	2.8	3.0
		and				
		spaces per 100 m ² <u>GFA - non-residential</u> used for warehousing and/or wholesaling.	1.1	1.1	1.1	1.1
22.0	<u>Golf Course</u>	spaces per hole	10.0	10.0	10.0	10.0
23.0	<u>Hospital</u>	spaces per 100 m ² <u>GFA - non-residential</u>	2.5	2.5	2.5	2.5
24.0	<u>Library</u>	spaces per 100 m ² <u>GFA - non-residential</u>	3.2	3.2	3.2	3.2
25.0	<u>Manufacturing Facility (Single-Occupancy Building)</u> ⁽⁶⁾	spaces per 100 m ² <u>GFA - non-residential</u> up to 2 325 m ² <u>GFA - non-residential</u> ;	1.6	1.6	1.6	1.6
		and				
		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> ;	1.1	1.1	1.1	1.1
		and				
		spaces per 100 m ² <u>GFA - non-residential</u> over 9 300 m ² <u>GFA - non-residential</u> .	0.6	0.6	0.6	0.6

26.0	Manufacturing Facility (Multiple-Occupancy Mixed Use Building) ⁽⁴⁾	spaces per 100 m ² GFA - non-residential	1.6	1.6	1.6	1.6
			Parking for restaurant , convenience restaurant , banquet hall/conference centre/convention centre , night club , and adult entertainment establishment will be provided in accordance with the applicable regulations contained in Table 3.1.2.2 of this By-law. Parking for individual manufacturing occupancies which exceed a GFA - non-residential of 2 325 m ² shall be calculated in accordance with the provisions applicable to manufacturing facility (Single-Occupancy Building). Parking for individual warehouse/ distribution occupancies, and wholesaling occupancies which exceed a GFA - non-residential of 6 975 m ² shall be calculated in accordance with the regulations applicable to warehouse/ distribution facilities , wholesaling facilities (Single-Occupancy Building).			
27.0	Marina	spaces per slip or berth	0.6	0.6	0.6	0.6
28.0	Medicinal Product Manufacturing Facility	spaces per 100 m ² GFA - non-residential up to 2 325 m ² GFA - non-residential ;	1.6	1.6	1.6	1.6
		and				
	Medicinal Product Manufacturing Facility - Restricted	spaces per 100 m ² GFA - non-residential between 2 325 m ² and 9 300 m ² GFA - non-residential ;	1.1	1.1	1.1	1.1
	Plant-Based Manufacturing Facility	and				
		spaces per 100 m ² GFA - non-residential over 9 300 m ² GFA - non residential .	0.6	0.6	0.6	0.6
29.0	Motor Vehicle Body Repair Facility , Motor Vehicle Repair Facility - Commercial Motor Vehicle, Motor Vehicle Repair Facility - Restricted	spaces per 100 m ² GFA - non-residential , of which 50% of the required spaces may be tandem parking spaces	4.3	4.3	4.3	4.3

30.0	Motor Vehicle Sales, Leasing and/or Rental Facility - Commercial Motor Vehicles ; Motor Vehicle Sales , Leasing and/or Rental Facility - Restricted	spaces per 100 m ² GFA - non-residential (exclusive of display and storage parking)	4.3	4.3	4.3	4.3
31.0	Motor Vehicle Service Station	spaces per 100 m ² GFA - non-residential	3.0	3.0	4.0	5.0
32.0	Motor Vehicle Wash Facility - Commercial Motor Vehicle, Motor Vehicle Wash Facility - Restricted	spaces per wash bay, of which 2.0 spaces can be located at vacuum stations, plus a stacking lane ⁽²⁾	4.0	4.0	4.0	4.0
33.0	Night Club :					
33.1	Night Club	spaces per 100 m ² GFA - non-residential	25.2	25.2	25.2	25.2
33.2	Night Club (in CC1, CC2, CCO zones)	spaces per 100 m ² GFA - non-residential	9.0			
34.0	Office :					
34.1	Office ⁽⁶⁾	spaces per 100 m ² GFA - non-residential	2.0	2.5	2.8	3.0
		Where the non- office uses , including medical office , in an office building , are greater than 10% of the total GFA - non-residential of the office building , separate parking will be required for all of such uses in accordance with the regulations contained in Table 3.1.2.2 of this By-law.				
34.2	Medical Office , Medical Office - Restricted	spaces per 100 m ² GFA - non-residential	3.8	4.0	4.5	5.5

35.0	Overnight Accommodation	space per guest room;	0.8	0.8	0.8	0.8
		plus				
		spaces per 100 m ² GFA - non-residential used for public use 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 overnight accommodation .	10.0	10.0	10.0	10.0
36.0	Pilot Plant, Prototype Production Facility	spaces per 100 m ² GFA - non-residential up to 2 325 m ² GFA - non-residential ;	1.6	1.6	1.6	1.6
		and				
		spaces per 100 m ² GFA - non-residential between 2 325 m ² and 9 300 m ² GFA - non-residential ;	1.1	1.1	1.1	1.1
		and				
		spaces per 100 m ² GFA - non-residential over 9 300 m ² GFA - non-residential .	0.6	0.6	0.6	0.6

37.0	<u>Place of Religious Assembly</u>	space per 4.5 seats for permanent fixed seating ⁽¹⁾ ;	1.0	1.0	1.0	1.0
		plus				
		spaces for any non-fixed moveable seating per 100 m ² <u>GFA - non-residential</u> , all in the <u>worship area</u> ;	27.1	27.1	27.1	27.1
		or				
		spaces for all non-fixed moveable seating per 100 m ² <u>GFA - non-residential</u> , in the <u>worship area</u> ;	27.1	27.1	27.1	27.1
		or				
		spaces per 100 m ² <u>GFA - non-residential</u> , whichever is greater.	10.0	10.0	10.0	10.0
		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> .				
38.0	<u>Power Generating Facility</u>	space per staff on duty with a minimum of 2.0 spaces	1.0	1.0	1.0	1.0
39.0	<u>Private Club</u>	spaces per 100 m ² <u>GFA - non-residential</u>	4.5	4.5	4.5	4.5
40.0	<u>Recreational Establishment</u>	spaces per 100 m ² <u>GFA - non-residential</u> , except for an arena	4.5	4.5	4.5	4.5
41.0	<u>Repair Establishment</u>	spaces per 100 m ² <u>GFA - non-residential</u>	3.0	3.0	4.0	5.0
42.0	Retail Centre:					
42.1	Retail Centre (Less than or equal to 2 000 m ² <u>GFA - non-residential</u>)	spaces per 100 m ² <u>GFA - non-residential</u>	3.0	3.0	3.5	4.3
Parking for <u>restaurant</u> and <u>convenience restaurant</u> over 220 m ² <u>GFA - non-residential</u> , <u>place of religious assembly</u> , <u>funeral establishment</u> , <u>overnight accommodation</u> , <u>banquet hall/ conference centre/convention centre</u> and <u>entertainment establishment uses</u> will be provided in accordance with the applicable regulations contained in Table 3.1.2.2 of this By-law.						

42.2	Retail Centre (Greater than 2 000 m ² GFA - non-residential)	spaces per 100 m ² GFA - non-residential	3.8	3.8	4.5	5.4
43.0	Retail Store	spaces per 100 m ² GFA - non-residential	3.0	3.0	4.0	5.0
44.0	Restaurants :					
44.1	Convenience Restaurant	spaces per 100 m ² GFA - non-residential				
		Less than or equal to 220 m ² GFA - non- residential	3.0	3.0	4.0	5.0
		Over 220 m ² GFA - non- residential plus a stacking lane ⁽²⁾	6.0	6.0	9.0	9.0
44.2	Restaurant	spaces per 100 m ² GFA - non-residential				
		Less than or equal to 220 m ² GFA - non- residential	3.0	3.0	4.0	5.0
		Over 220 m ² GFA - non- residential	6.0	6.0	9.0	9.0
44.3	Take-out Restaurant	spaces per 100 m ² GFA - non-residential	3.0	3.0	4.0	5.0
45.0	Schools:					
45.1	College, University	spaces per 100 m ² GFA - non-residential used for academic purposes;	1.1	1.1	1.1	1.1
		plus				
		spaces per resident student and/or staff.	0.15	0.15	0.15	0.15
45.2	Public/Private School (up to and including Grade 8)	space per 100 m ² GFA - non-residential (excluding portables)	1.0	1.0	1.0	1.0
		plus				
		spaces per portable classroom ⁽³⁾	1.0	1.0	1.0	1.0
45.3	Public/Private School (Grade 9 and above)	spaces per 100 m ² GFA - non-residential (excluding portables)	1.5	1.5	1.5	1.5
		plus				
		spaces per portable classroom ⁽³⁾	1.0	1.0	1.0	1.0

46.0	<u>Science and Technology Facility</u>	spaces per 100 m ² <u>GFA</u> <u>- non-residential</u>	2.0	2.5	2.8	3.0
47.0	Self Storage Facility	spaces per 100 m ² <u>GFA</u> <u>- non-residential</u> (exclusive of storage parking)	0.25	0.25	0.25	0.25
48.0	<u>Service Establishment</u>	spaces per 100 m ² <u>GFA</u> <u>- non-residential</u>	3.0	3.0	4.0	5.0
49.0	<u>Transit Terminal</u>	space per staff on duty with a minimum of 2.0 spaces	1.0	1.0	1.0	1.0
50.0	<u>Truck Terminal</u>	spaces per 100 m ² <u>GFA</u> <u>- non-residential</u> used for <u>office</u> purposes;	2.0	2.5	2.8	3.0
		and/or spaces per 100 m ² <u>GFA</u> <u>- non-residential</u> used for <u>warehouse/distribution facility</u>	1.1	1.1	1.1	1.1
51.0	Utility:					
51.1	<u>Utility Building</u>	space per staff on duty with a minimum of 2.0 spaces	1.0	1.0	1.0	1.0
51.2	<u>Water Treatment Facility</u>	space per staff on duty with a minimum of 2.0 spaces	1.0	1.0	1.0	1.0
51.3	<u>Sewage Treatment Plant</u>	space per staff on duty with a minimum of 2.0 spaces	1.0	1.0	1.0	1.0
51.4	<u>Electric Transformer and Distribution Facility</u>	space per staff on duty with a minimum of 2.0 spaces	1.0	1.0	1.0	1.0
52.0	<u>Vehicle Pound Facility</u>	spaces per 100 m ² <u>GFA</u> <u>- non-residential</u> used for <u>office</u> , with a minimum of 4.0 spaces	2.0	2.5	2.8	3.0
53.0	<u>Veterinary Clinic</u>	spaces per 100 m ² <u>GFA</u> <u>- non-residential</u>	3.0	3.0	3.6	3.6

54.0	Warehouse/ Distribution Facility , Wholesaling Facility (Single-Occupancy Building) ⁽⁶⁾	spaces per 100 m ² GFA - non-residential up to 6 975 m ² GFA - non-residential ;	1.1	1.1	1.1	1.1
		and				
		spaces per 100 m ² GFA - non-residential over 6 975 m ² GFA - non-residential .	0.6	0.6	0.6	0.6
55.0	Warehouse/ Distribution Facility , Wholesaling Facility (Multiple-Occupancy Building) ⁽⁵⁾	spaces per 100 m ² GFA - non-residential	1.1	1.1	1.1	1.1
		Parking for individual warehouse/distribution occupancies and wholesaling occupancies which exceed a GFA - non-residential of 6 975 m ² shall be calculated in accordance with the regulations applicable to <u>warehouse/ distributi</u> , wholesaling facilities (Single-Occupancy Building) .				
56.0	Waste Processing Station	spaces per 100 m ² GFA - non-residential up to 2 325 m ² GFA - non-residential ;	1.6	1.6	1.6	1.6
		and				
		spaces per 100 m ² GFA - non-residential between 2 325 m ² and 9 300 m ² GFA - non-residential ;	1.1	1.1	1.1	1.1
		and				
		spaces per 100 m ² GFA - non-residential over 9 300 m ² GFA - non-residential .	0.6	0.6	0.6	0.6
57.0	Waste Transfer Station	spaces per 100 m ² GFA - non-residential up to 6 975 m ² GFA - non-residential ;	1.1	1.1	1.1	1.1
		and				
		spaces per 100 m ² GFA - non-residential over 6 975 m ² GFA - non-residential .	0.6	0.6	0.6	0.6
58.0	Other Non-Residential Uses Not Specified Above	spaces per 100 m ² GFA - non-residential	5.4	5.4	5.4	5.4

NOTES: (1) See Sentence 3.1.2.2.1 of this By-law.

(2) See also Subsection 3.1.5 of this By-law.

- (3) See also [Article 3.1.1.11](#) of this By-law.
 (4) See [Sentence 3.1.2.2.2](#) of this By-law.
 (5) See [Sentence 3.1.2.2.3](#) of this By-law.
 (6) See [Sentence 3.1.2.2.4](#) of this By-law.

3.1.3.1 Required Number of Accessible Parking Spaces

3.1.3.1 A

Accessible parking spaces for non-residential **uses** shall be provided in compliance with [Table 3.1.3.1](#) - Accessible Parking Regulations. (0144-2016)

3.1.1.12 Electric Vehicle Ready Parking Spaces

3.1.1.12.1

Electric vehicle ready parking spaces shall be provided in accordance with [Table 3.1.1.12](#) - Minimum Required Number of Electric Vehicle Ready Parking Spaces. (0117-2022)

Table 3.1.1.12 - Minimum Required Number of Electric Vehicle Ready Parking Spaces

Column	A	B
Line 1.0	TYPE OF USE	MINIMUM NUMBER OF REQUIRED ELECTRIC VEHICLE READY PARKING SPACES
2.0	Detached Dwelling, Linked Dwelling, Semi-Detached, Street Townhouse, Duplex, Triplex, Back to Back and Stacked Townhouse	1.0 of the required parking spaces with an exclusive use garage
3.0	Condominium and Rental Apartment , resident parking	20% of the total required parking spaces or 1.0 space, whichever is greater
4.0	Condominium and Rental Apartment , visitor parking	10% of the total required parking spaces or 1.0 space, whichever is greater
5.0	Back to back and stacked townhouse , without exclusive use garage and/or driveway .	20% of the total required parking spaces or 1.0 space, whichever is greater
6.0	Non-residential uses identified in Table 3.1.2.2 of this By-law, with a parking structure with 10 or more parking spaces	10% of the total required parking spaces or 1.0 space, whichever is greater

3.1.1.12.2

Notwithstanding Sentence 3.1.1.12.1 of this By-law, required **electric vehicle ready parking spaces** shall only be required for the construction of new **buildings**, or portions thereof, effective June 8, 2023.

3.1.1.12.3

Notwithstanding Sentence 3.1.1.12.1 of this By-law, **electric vehicle ready parking spaces** shall not be required for **transitional housing**.

3.1.1.12.4

Notwithstanding Sentence 3.1.1.12.2 of this By-law, **electric vehicle ready parking spaces** shall not be required for any additions to an **existing building** that adds three or less **dwelling units**.

3.1.2.1.2

Visitor **parking spaces** shall not be required for an **apartment** legally **existing** within CC1 to CC4 zones for which a building permit has been issued on or before May 29, 2009. (0207-2008), (0174-2017), (0018-2021), (0117-2022)

3.1.2.2.1

Where permanent fixed seating in an arena, **entertainment establishment** or **place of religious assembly** is an open-style bench, each 0.5 m of bench is equal to one seat for the purpose of calculating required parking. (0018-2021)

3.1.2.2.2

For the purpose of Article 3.1.2.2 of this By-law, a **manufacturing facility** (multiple-occupancy mixed use **building**) is a **building(s)**, occupied by more than one occupant located on one **lot**, primarily used for **manufacturing, warehouse/distribution** and/or **wholesaling facilities**, but may contain other non-manufacturing, non-warehouse/distribution and/or non-wholesaling facilities. Where the non-manufacturing, non-warehouse/distribution and/or non-wholesaling facilities exceed 50% of the total **gross floor area - non-residential** of the site, separate parking will be required for all **uses** in accordance with the regulations contained in Table 3.1.2.2 of this By-law. (0325-2008), (0379-2009), (0190-2014), (0018-2021)

3.1.2.2.3

For the purpose of Article 3.1.2.2 of this By-law, a **warehouse/distribution facility, wholesaling facility** (multiple-occupancy **building**) is a **building(s)** occupied by more than one occupant located on one **lot**, where the primary function of all occupants is warehousing, distribution or wholesaling. (0379-2009), (0018-2021)

3.1.2.2.4

For the purpose of Article 3.1.2.2 of this By-law, where a single occupant **office building** includes a **manufacturing, warehouse/distribution** and/or **wholesaling facility** component and the **GFA - non-residential** of the **manufacturing, warehouse/ distributi** and/or **wholesaling facility** component is greater than 10% of the total **GFA - non-residential** of the **building**, parking for the **manufacturing, warehouse/ distributi** and/or **wholesaling facility** component shall be calculated in accordance with the applicable **manufacturing, warehouse/distribution** and/or **wholesaling facility** (single occupancy) regulations contained in Table 3.1.2.2 of this By-law. (0308-2011), (0018-2021)

3.1.3.1.1

Where only one **accessible parking space** is required, a Type A **accessible parking space** shall be provided. (0018-2021)

3.1.3.1.2

Where more than one **accessible parking space** is required:

(0018-2021)

(1) if an even number of **accessible parking spaces** is required, an equal number of Type A and Type B **accessible parking spaces** must be provided;

(2) if an odd number of **accessible parking spaces** is required, an equal number of Type A and Type B **accessible parking spaces** must be provided and the odd space may be a Type B **accessible parking space**.

See Illustration No. 15 - Section 1.3 - Illustrations

3.1.3.1.3

Where a shared parking arrangement is used for the calculation of required visitor/ non-residential parking, the required **accessible parking space** requirement will be calculated on either the visitor component or non-residential component. (0144-2016), (0018-2021)

3.1.2.1.4

Notwithstanding the regulations contained in Table 3.1.2.1 of this By-law, the required number of off-street **parking spaces** for **dwelling units** that are **affordable ownership housing units** or **affordable rental housing units** located within the Inclusionary Zoning Overlay Area boundaries identified on Schedule B of Part 13 of this By-law shall be subject to a parking rate of:

(0213-2022)

(1) Precinct 1: 50% of the required number of **parking spaces** for the corresponding residential **uses** as otherwise required pursuant to this By-law;

(2) Precincts 2, 3 and 4: 70% of the required number of **parking spaces** for the corresponding residential **use** as otherwise required pursuant to this By-law.

3.1.2.1.1

Off-street **parking spaces** for residential **uses** shall be provided in accordance with Table 3.1.2.1 - Required Number of Off-Street Parking Spaces for Residential Uses. (0117-2022)

Table 3.1.2.1 - Required Number of Off-Street Parking Spaces for Residential Uses

(0207-2008), (0297-2013), (0174-2017), (0179-2018), (0181-2018/LPAT Order 2019 February 15), (0111-2019/LPAT Order 2021 March 09), (0018-2021), (0117-2022), (0213-2022)

Column	A	B	C	D	E	F
Line	TYPE OF USE	UNIT OF MEASUREMENT	PRECINCT 1	PRECINCT 2	PRECINCT 3	PRECINCT 4
1.0						
2.0	Condominium Apartment	resident spaces per unit	0.8	0.9	1.0	1.1
		visitor spaces per unit	0.2	0.2	0.2	0.2
3.0	Rental Apartment	resident spaces per unit	0.8	0.8	0.9	1.0
		visitor spaces per unit	0.2	0.2	0.2	0.2
4.0	Public authority dwelling unit or dwelling unit provided by a non-profit housing provider in a rental apartment	resident spaces per unit	0.4	0.6	0.65	0.7
		visitor spaces per unit	0.2	0.2	0.2	0.2
5.0	Apartment (within CC1 to CC4 zones)	0.8 resident spaces per unit 0.15 visitor spaces per unit ⁽¹⁾				
6.0	Detached Dwelling , Linked Dwelling , Semi-Detached , Street Townhouse	spaces per unit	2.0	2.0	2.0	2.0
7.0	Condominium Detached Dwelling , Condominium Semi-Detached , Condominium Townhouse , Detached Dwelling on a CEC - Road , Semi-Detached on a CEC - Road , Townhouse on a CEC - Road	resident spaces per unit	2.0	2.0	2.0	2.0
		visitor spaces per unit	0.25	0.25	0.25	0.25
8.0	Duplex , Triplex	spaces per unit	1.25	1.25	1.25	1.25
9.0	Dwelling units located above a commercial development with a maximum height of three storeys	spaces per unit	1.0	1.0	1.0	1.0
10.0	Group Home	spaces per unit	2.0	2.0	2.0	2.0

11.0	<u>Back to Back</u> and <u>Stacked Townhouse</u> without exclusive use <u>garage</u> and <u>driveway</u> .	resident spaces per unit	1.0	1.1	1.3	1.5
		visitor spaces per unit	0.25	0.25	0.25	0.25
12.0	<u>Back to Back</u> and <u>Stacked Townhouse</u> with exclusive use <u>garage</u> and <u>driveway</u> .	resident spaces per unit	2.0	2.0	2.0	2.0
		visitor spaces per unit	0.25	0.25	0.25	0.25
13.0	<u>Long-Term Care Building</u>	spaces per bed	0.33	0.33	0.33	0.33
14.0	<u>Retirement Building</u>	spaces per unit	0.5	0.5	0.5	0.5
15.0	<u>Public authority dwelling unit</u> or <u>dwelling unit</u> provided by a <u>non-profit housing provider</u> in a <u>retirement building</u>	spaces per unit	0.25	0.35	0.35	0.35
16.0	<u>Transitional Housing</u>	spaces per unit or sleeping rooms, whichever is greater	0.1	0.1	0.1	0.1
17.0	All other housing forms not identified above with more than two <u>dwelling units</u>	resident spaces per unit	2.0	2.0	2.0	2.0
		visitor spaces per unit	0.25	0.25	0.25	0.25

NOTES: (1) See Sentence 3.1.2.1.2 of this By law.

(2) *deleted by 0117 2022*

ATTACHMENT 3:

City of Mississauga Terms of Reference Parking Utilization Studies for Site Specific Applications Excerpts

TERMS OF REFERENCE

Parking Utilization Studies for Site Specific Applications



Why are parking provisions important?

The City of Mississauga parking policies are outlined in Section 8.4 of the Mississauga Official Plan. Parking is an essential part of the overall transportation and land development system, and a means to help realize other community development objectives, such as land use efficiency, good urban design and economic vitality. The availability and cost of parking can influence travel behaviours and choice of transportation modes.

An oversupply of parking is costly for business, visually unattractive, and may negatively impact urban design and streetscape. Conversely, an undersupply of spaces may compromise access and circulation, and create spillover problems for adjacent uses. It is, therefore, important for the supply of parking to strike a balance between oversupply and undersupply.

When is a Parking Utilization Study required?

The City requires the submission of a Parking Utilization Study to justify parking reductions of generally more than 10% from current Zoning By-law standards.

When the parking reduction is relatively minor (generally less than 10% of the By-law standards) a Letter of Justification based on the nature of the operation and its land use circumstances may be acceptable.

A Parking Utilization Study or a Letter of Justification is usually required as part of a rezoning or a Committee of Adjustment application.

The majority of site specific Parking Utilization Studies are undertaken for an existing building where an increase in floor area of a particular use or the introduction of a new use is being proposed. In these types of situations, an assessment of the existing reoccurring peak parking demand and demand ratio, and an analysis of additional parking spaces required by the proposal, can be done with reasonable accuracy and confidence.

In unbuilt situations, where the type of tenants and the characteristics of the tenants are unknown, the general rule is to require parking at Zoning By-law standards.

Who should prepare the Parking Utilization Study?

The Parking Utilization Study should be undertaken by a qualified consultant with experience in conducting this type of study.