



October 11, 2023

Reference Number: 21111.01

DVB Real Estate Investments Inc

Sent to:

Kaveh Wahdat

Weston Consulting

RE: Transportation Impact Study for the Stacked Townhouse Condominium Development at 3016-3032 Kirwin Avenue, Mississauga, Ontario - Update Letter

LEA Consulting Ltd. (LEA) has been retained by DVB Real Estate Investments Inc. to provide transportation services for the development application for the proposed residential site at 3016, 3020, 3026, 3032 Kirwin Avenue & 3031 Little John Lane in the City of Mississauga (herein referred to as the “subject site” or “3016 Kirwin Ave”).

LEA provided an updated Transportation Impact Study in December 2022. Based on the latest site plan provided to LEA, dated September 18th, 2023, the proposed development site statistics have changed minimally from that previous submission. A comparison of the total number of residential units and preliminary site statistics are outlined in **Table Error! No text of specified style in document.-1** with the proposed site plan illustrated in **Figure Error! No text of specified style in document.-1**.

As seen in the below table, the number of units has decreased by 2 units, which is anticipated to have little to no change in the traffic analysis compared to the previous TIS. The previous conclusions that the proposed development is expected to have minimal traffic impact to the study area intersections is maintained.

The total parking supply has been revised to reallocate parking spaces between residential and visitor parking to satisfy the latest parking requirements set under the updated rates prescribed in Zoning By-Law 0117-2022. This is discussed in the comment response section below.

Table Error! No text of specified style in document.-1: Comparison of the current and proposed plan site statistics

Land Use	Previous Submission (Dec 2022)	Current Submission (Oct 2023)
Residential Units	148	146
Residential Parking	151 (1.02 spaces/unit)	142 (0.97 spaces/unit)
Visitor Parking	21 (0.14 spaces/unit)	29 (0.20 spaces/unit)
Bicycle Parking	115	114
Loading Space	1	1



Figure Error! No text of specified style in document.-1: Ground Floor Plan (Source: KFA Architects + Planning Inc., dated September 18, 2023)



COMMENT RESPONSES

Comments were provided from the City of Mississauga on the previous application submission and are summarized with relevant response locations below for ease of review.

Parking

Staff Comments:

1. Staff advise that updated parking requirements for off-street parking, Zoning By-Law 0117-2022, came into effect June 8, 2022. The updated rates were derived from the Parking Regulations Study (PRS) which undertook a review of off-street parking rates throughout the City, including Cooksville. These updated rates supersede the Interim Hurontario LRT corridor parking rates that were recommended to the Applicant in 2021.

2. Staff note that the proposed resident parking rate for the site exceeds the minimum required per the existing Zoning By-law (1.02 spaces/unit proposed vs 0.8 spaces/unit required for all unit types). The Applicant is proposing 151 resident parking spaces whereas 118 are required.



3. Staff note that the proposed residential visitor parking rate of 0.14 spaces/unit is less than the required 0.20 spaces/unit. Twenty-one (21) residential visitor parking spaces are proposed, whereas 30 residential visitor parking spaces are required, which is a 9 parking space (30%) deficiency.

4. The proposed reduced residential visitor parking rates are not supportive of the Parking Regulations Study recommendations as outlined in the existing City of Mississauga Zoning By-Law 0225-2007, as amended, for Parking Precinct 1 (By-law 0117-2022, June 8, 2022). Additionally, per Staff comments provided in August 16, 2021, the survey methodology and submitted proxy site data provided as justification was limited. For these reasons Staff do not support the proposed residential visitor parking rates in this instance.

5. Staff advise that the applicant reallocate 9 of the excess proposed resident parking spaces to compensate for the deficient visitor parking spaces.

Response: The parking allotment of residential and visitor spaces has been revised to align with the updated parking requirements from By-Law 0117-2022. The residential supply is now 142 spaces (ratio of 0.97) and 29 visitor spaces (0.20). These supplies are meeting or exceeding the minimum requirements indicated by staff and address the above comments.

If there are any questions regarding the information presented in this memorandum, please do not hesitate to contact the undersigned.

Yours truly,

LEA CONSULTING LTD.

Kelsey Waugh, P.Eng., RSP1
Transportation Engineer