

January 09, 2025

U & N Enterprise Ltd.

**Re: Parking Study  
Proposed Commercial/Office Development  
3650 Eglinton Avenue West, City of Mississauga, ON  
Our Project No. NT-22-129**

---

NexTrans Consulting Engineers (a Division of NextEng Consulting Group Inc.) was retained by U & N Enterprise Ltd. (the 'Client') to undertake a Parking Justification Study to support proposed vehicle parking reduction for a proposed retail/office development. The subject site is located at 3650 Eglinton Avenue West, south of Eglinton Avenue West and west of Ridgeway Drive. The proposed development is a two-story building with 895.64 m<sup>2</sup> GFA of retail and 924.93 m<sup>2</sup> GFA of office. A total of 57 vehicle parking spaces will be provided.

## **1.0 PURPOSE OF THIS STUDY**

The purpose of this Parking Justification Study is to use the following factors to support and justify the recommended vehicle parking rates for the proposed development. These factors are:

- Parking utilization study results for proxy sites with similar characteristics
- Existing land uses in the area
- Travel characteristics for the area based on the 2022 Transportation Tomorrow Survey
- Existing Transit and active transportation network to support non-auto mode of transportation
- Recommended mitigation measures such as Transportation Management to support non-auto modes of transportation.

## **2.0 DEVELOPMENT OVERVIEW**

### **2.1. Proposed Development**

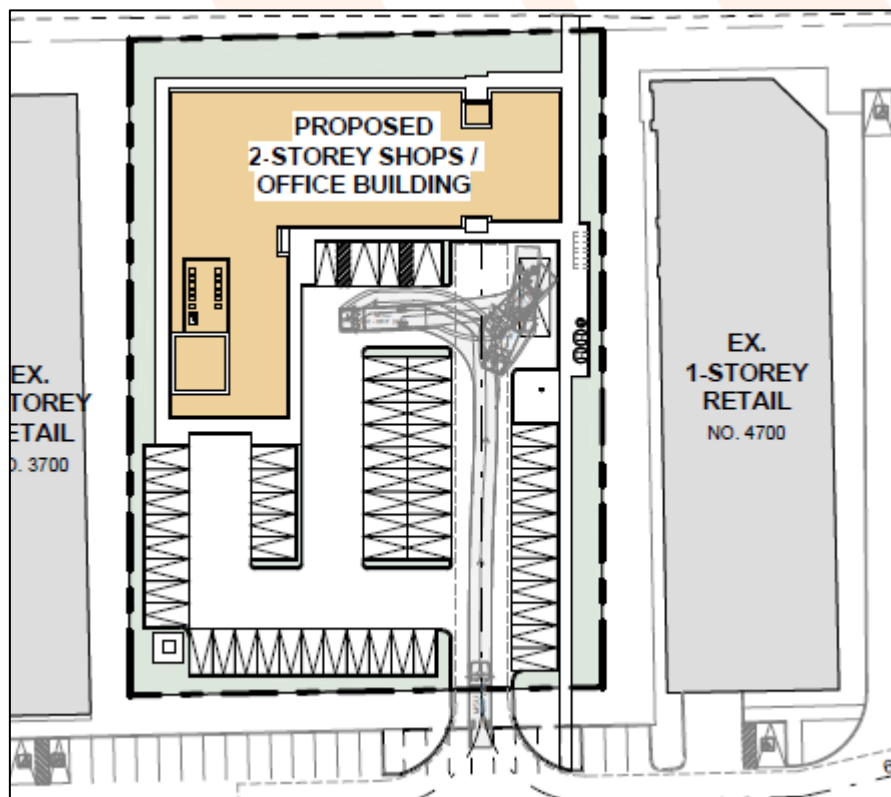
Currently, the subject site is occupied by a single house. The redevelopment proposal includes a two-story building with 895.64 m<sup>2</sup> GFA of retail and 924.93 m<sup>2</sup> GFA of office with a total of 57 parking spaces. The proposed development will provide one full movement onto the Ridgeway Plaza shared driveway located to the east of the property. **Figure 1** illustrates the subject site location. **Figure 2** illustrates the site plan.

Figure 1 – Proposed Development Location



Source: Google Map

Figure 2 – Proposed Development Site Plan



## 2.2. Zoning By-law Vehicle Parking Requirement

City of Mississauga Zoning By-Law 0225-2007 is applied to the proposed development. As the proposed development is a single building and the proponent intends to use the Precinct 4 Retail Centre (Less than or equal to 2,000 m<sup>2</sup> GFA non-residential) parking rate, the parking rate of 4.3 spaces per 100 m<sup>2</sup> is applied to the entire building. The parking requirements and supply for the proposed development are summarised in **Table 1**.

**Table 1 – City of Mississauga Zoning By-law Vehicle Parking Requirements**

Type	GFA (m <sup>2</sup> )	Parking Rates	Parking Requirement	Parking Provided	Different
Retail Centre (less than 2000m <sup>2</sup> )	1820.57	4.3 spaces per 100 m <sup>2</sup>	78 spaces	57 spaces	-21 spaces

Based on the City's Zoning By-Law 0225-2007, the proposed development requires 78 parking spaces. However, the proposed development provides 57 vehicle parking spaces, which presents a technical shortfall of 21 parking spaces or a 26.9% reduction. A parking justification study is required to justify the proposed parking reduction.

## 2.3. Recommended Parking Rate for The Proposed Development

The following is the recommended parking rate (Table 2) for the proposed development, based on the parking justification provided in subsequent sections of this Study.

**Table 2 – Recommended Vehicle Parking Rates for the Proposed Development**

Type	GFA (m <sup>2</sup> )	Parking Rate	Parking Provided
Retail Centre (less than 2000m <sup>2</sup> )	1820.57	3.13 spaces per 100 m <sup>2</sup>	57 spaces

Based on the recommended vehicle parking rate of 3.13 spaces per 100 m<sup>2</sup>, the proposed development will provide a total of 57 parking spaces.

## 3.0 Vehicle Parking Justification Based Surveys

It is NexTrans' understanding that the City of Mississauga requires the proposed development to provide empirical data from proxy site parking utilization surveys. The Parking Utilization Survey Term of Reference for proxy sites in the City of Mississauga was submitted to the City in December 2024 and approved by the City.

The City has approved two proxy sites that have similar characteristics (land uses, transit corridors, etc...) as follows:

- 5550 Winston Churchill Blvd is located at the south-west corner of Winston Churchill Blvd and Thomas Street intersection, the plaza contains retail, restaurants, and offices. This plaza has a similar characteristic as the proposed development, such as land use, active transportation, and transit vicinity, and is located along Winston Churchill Blvd which is the arterial road. The site has approximately 3,174.81 m<sup>2</sup> GFA, 156 parking spaces, and is 100% occupied.
- The Ridgeway Plaza is bounded by Eglinton Ave West to the north, Ridgeway Drive to the east, and Platinum to the south. The proposed development is located within the Ridgeway Plaza and has access to the shared driveway within the Plaza. The Ridgeway Plaza contains retail, restaurants, and offices which have the same characteristics as the proposed development land use. Based on the Ridgeway Plaza site plan provided by the City of Mississauga, the total GFA of the plaza is 19,477.32 m<sup>2</sup> and 893 parking spaces. It is important to note that the south plaza will lose approximately 9 parking spaces when the proposed development is fully built out, therefore, a total of 884 parking spaces will be used for calculation to determine the actual parking demand of the plaza. The site plan of the Ridgeway Plaza is attached in the Appendix.

Figures 3 and 4 illustrate the proxy site location.

Figure 3 – 5550 Winston Churchill

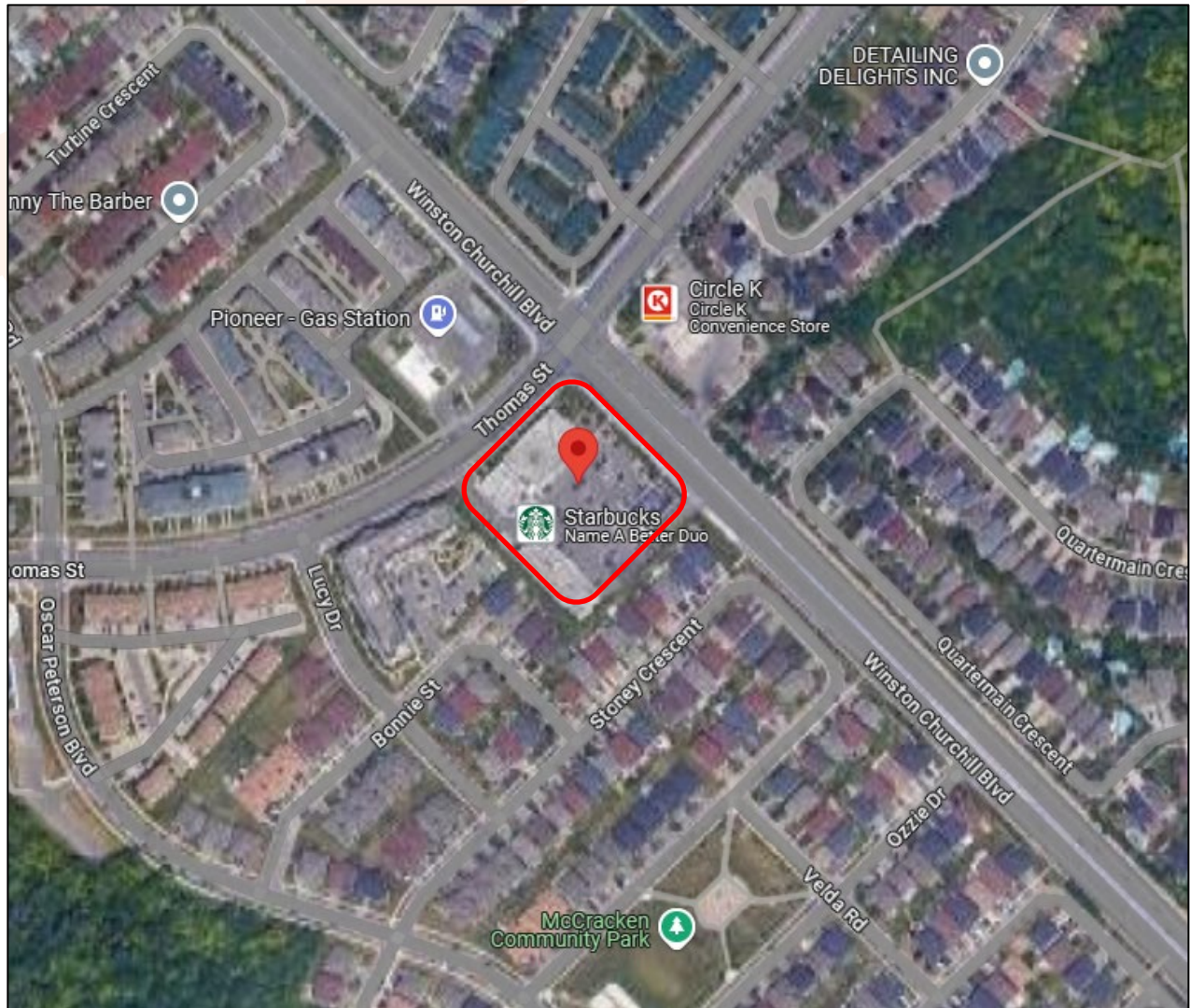
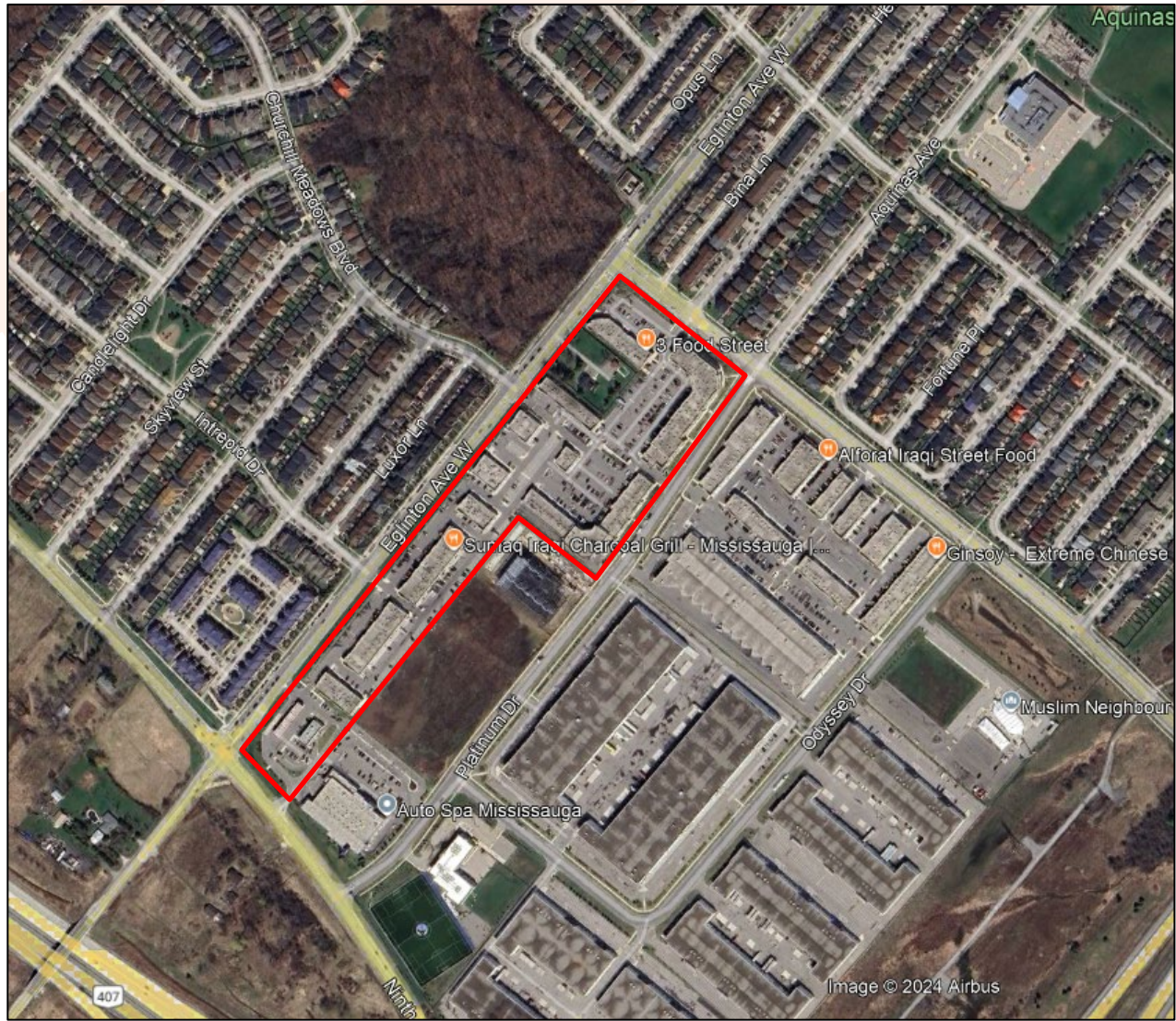


Figure 4 – Ridgeway Plaza



### 3.1. Vehicle Parking Utilization Survey Results

Based on the City directions to conduct the parking utilization survey on two weekdays and two weekends on the first week and two busiest days on the second week, such the parking utilization survey study was conducted on:

- Thursday, December 12, 2024 – from 9:00 am to 10:00 pm
- Friday, December 13, 2024 – from 9:00 am to 10:00 pm
- Saturday, December 14, 2024 – from 9:00 am to 10:00 pm
- Sunday, December 15, 2024 – from 9:00 am to 10:00 pm
- Thursday, December 19, 2024 – from 9:00 am to 10:00 pm
- Friday, December 20, 2024 – from 9:00 am to 10:00 pm
- Saturday, December 21, 2024 – from 9:00 am to 10:00 pm
- Sunday, December 22, 2024 – from 9:00 am to 10:00 pm

For analysis purposes, NexTrans has utilized two main indicators to analyze the survey results:

- Parking utilization percentage – is the percentage calculated based on the total number of parked vehicles divided by the total number of available spaces.
- Parking utilization rates – is the ratio calculated based on the total number of parked vehicles divided by the total GFA.

The survey results and detailed calculations are included in **Appendix A**.

### 3.2. Parking Utilization Percentage

For this assessment, three percentage categories have been established, average, lowest, and highest utilization percentage. **Table 3** summarizes the survey results.

**Table 3 – Parking Utilization Percentage**

Site	Category	First Week (Dec 12 to Dec15)				Second Week (Dec 19 to Dec 22)			
		Thursday	Friday	Saturday	Sunday	Thursday	Friday	Saturday	Sunday
5550 Winston Churchill Blvd	Average	29%	33%	20%	18%	31%	34%	-	-
	Lowest	6%	8%	5%	4%	7%	10%	-	-
	Highest	44%	48%	32%	33%	46%	47%	-	-
The Ridgeway Plaza	Average	32%	31%	37%	34%	-	-	35%	33%
	Lowest	8%	10%	8%	7%	-	-	10%	8%
	Highest	46%	49%	54%	55%	-	-	54%	55%

Based on the assessment noted above, the average parking demand percentage ranges are the following:

- 5550 Winston Churchill Blvd: the lowest demand is 10%, the highest demand is 48% and the average demand is 34%.
- The Ridgeway Plaza: the lowest demand is 10%, the highest demand is 55% and the average demand is 37%.

It is our opinion that the 5550 Winston Churchill has the most similar characteristics to the proposed development which are the sizes and land uses. The highest parking demand percentage of this plaza is 48% and the highest parking demand of the proposed development is 73.1%. As such, the proposed parking rate is sufficient, reasonable, and justified.

For the parking demand of the Ridgeway Plaza, the highest parking demand of this plaza is 55%. It is important to note that the proposed development is located within this plaza and will share the driveway, and the parking lot in the future. As such, there are sufficient parking spaces to accommodate the proposed 26.9% reduction.

### 3.3. Parking Utilization Rates

For this assessment, three percentage categories have been established, average, lowest, and highest utilization percentage. **Table 4** summarizes the survey results.

**Table 4 – Parking Utilization Rates**

Site	Category	First Week (Dec 12 to Dec15, 2024)				Second Week (Dec 19 to Dec 22, 2024)			
		Thursday	Friday	Saturday	Sunday	Thursday	Friday	Saturday	Sunday
5550 Winston Churchill Blvd	Average	1.42	1.62	1.01	0.89	1.53	1.67	-	-
	Lowest	0.31	0.38	0.25	0.19	0.35	0.47	-	-
	Highest	2.17	2.36	1.57	1.61	2.27	2.30	-	-
The Ridgeway Plaza	Average	1.45	1.43	1.70	1.54	-	-	1.60	1.50
	Lowest	0.36	0.46	0.39	0.31	-	-	0.45	0.37
	Highest	2.07	2.24	2.47	2.51	-	-	2.45	2.51

Based on the survey results noted above, the highest utilization rate, measured in spaces per 100 m<sup>2</sup> of GFA, is 2.51 spaces per 100 m<sup>2</sup> on Sunday, December 15, 2024. **As such, the proposed parking rate of 3.13 spaces per 100 m<sup>2</sup> for commercial/retail, office, and restaurant (small plaza) is reasonable and justified.**

#### 4.0 Mode Assessment

##### 4.1. Transit Mode Assessment

Based on the study prepared by the Ministry of Transportation of Ontario (MTO) entitled: 'Transit Supportive Guidelines', dated January 2012, transit users are generally willing to walk 400 meters to a local stop or 800 meters to a transit station. The subject site is situated in a transit-supportive area with a bus stop located about 100 m to Miway Bus Route 35 Eglinton (approximately 100 m) from the subject site, which is within comfortable walking distance. The route services in the immediate area are described below:

- **Miway Bus Route 35 Eglinton** – The bus route 35 operates in an east-west direction between Kipling Bus Terminal and Churchill Meadows Community Centre Terminal. This route operates every day, and the service frequency is about 10 minutes during peak periods.

##### 4.2. Active Transportation Mode Assessment

###### Sidewalk

Currently, there are sidewalks located on both sides of public roads, except the south side of Eglinton Ave W and the south side of Southwick Street, in the vicinity of the proposed development.

###### Bicycle Facility

Currently, there is a dedicated bicycle lane on both sides of Ridgeway Drive in the vicinity of the proposed development. It is Nexttrans' opinion that cycling facilities could be improved in the area, as part of the future City capital projects or cycling initiatives. These types of projects are beyond the scope of the proposed development.

##### 4.3. Existing Mode Share

**Table 5** summarizes the travel mode information, based on the review of the 2022 Transportation Tomorrow Survey data for several representative Traffic Zones 3636. The detailed analysis and TTS data extraction are included in **Appendix B**.

**Table 5 – Modes of Travel based on 2022 TTS Data for Traffic Zone 3636**

Time	Trips Made by Traffic Zones 3636					
	Auto Driver	Auto Passenger	Taxi/Paid Ride Share	Transit	Cycle	Walk
AM Peak Period (6:00-9:00 AM)	62%	25%	0%	1%	0%	12%
PM Peak Period (4:00-7:00 PM)	65%	23%	1%	6%	1%	4%

Based on the information outlined in the table above, the predominant modes of travel to and from the area are driving with 62% and 65% during the morning and the afternoon peak periods, respectively. This assessment suggests that there are viable alternative modes of transportation other than driving private automobiles.

#### **4.4. City of Mississauga Parking Master Plan and Implementation Strategy (May 2019)**

WSP has completed a Parking Master Plan and Implementation Strategy dated May 2019 for the City of Mississauga. The goals of the Strategy are to improve the efficiency and effectiveness of current and future resources dedicated to parking and to use parking as a tool to realize the city-building objectives set out in the City's planning documents.

Source: <https://www.mississauga.ca/wp-content/uploads/2020/01/29100838/Mississauga-PMPIS-Report-AODA.pdf>

The Parking Vision Statement was developed through extensive consultation with the public and relevant City divisions. The Vision for Parking in the City is that parking policies and practices should consider parking as a valuable resource that influences city building, transportation choices, and economic development, and provides an important service for residents and businesses. The City should strive to ensure a balance between parking provision and management to maximize support for Mississauga as a multi-modal city. Finally, the City should strive to ensure a fair distribution of parking costs.

The Study recommended that the City requires all future parking policies and practices to be strategically consistent with the vision statement.

In the subsequent WSP Parking Regulations Study, Policy Directions for Consultation, dated March 24, 2022, WSP provided proposed policy directions for minimum parking reductions:

*"Minimums can be lowered through site-specific applications with a parking demand study that justifies lowering the required number of parking spaces."*

*"The City should continue to monitor parking demand and could make further changes in the future when additional transit and infrastructure supporting non-auto modes of travel are available to limit the potential oversupply of parking spaces."*

As cited above, WSP advises that the City review site-specific parking reductions and notes that changes may be made when transit and supporting non-auto modes of travel are available.

#### **4.5. Transportation Demand Management**

Transportation Demand Management (TDM) is a coordinated series of actions aimed at maximizing the people-moving capability of the transportation system. It is intended to help reduce single-occupant auto use. Potential TDM measures may include but are not limited to: TDM-supportive land use, bicycle and pedestrian programs and facilities, public transit improvements, preferential treatments for buses and high occupancy vehicles (if applicable), ridesharing, and employee incentives.

- Reduce parking rates to reduce the number of single-occupant vehicle trips to and from the proposed development.

- Provide bicycle parking spaces at convenient and secured locations.
- Encourage employees to take transit, carpool, or other modes of transportation such as walking and cycling to and from work. The owner can also consider providing incentives for employees such as subsidized monthly transit passes.

## 5.0 Conclusion

Based on the comprehensive justifications provided above, it is concluded that a reduction to the proposed parking rate is justified, desirable and would support the City of Mississauga Official Plan Policies:

- **The proxy parking utilization survey indicates that 3.13 spaces per 100 m2 for commercial/retail, office is reasonable and justified.**
- The proposed parking rate reductions would be consistent with the PPS, the Growth Plan, the Region's comments on this specific development proposal, and the approaches followed by many municipalities in the GTA. In particular, the experience in these other cited municipalities demonstrates that automobile parking minimums can be eliminated and still achieve Official Plan policies that require adequate parking off-street or onsite.

We trust the enclosed sufficiently addresses your needs. Should you have any questions, please do not hesitate to contact the undersigned.

Yours truly,

### Nextrans Consulting Engineers

A Division of NextEng Consulting Group Inc.

Prepared by:



Sam Nguyen, Dipl.  
Transportation Analyst

Approved by:



Richard Pernicky, MITE  
Principal

# Appendix A – Parking Survey Result

## Appendix B – TTS Data



## **Appendix C – TERM OF REFERENCE and SITE PLAN**



## **Appendix A – Parking Survey Result**

## Parking Survey Result at Ridgewood Plaza

GFA

19477.32

Total Parking Spaces :

893

884

Date: Thursday, Dec 12

Time	Parking Demand	Percentage	Rate
9:00:00 AM	71	8%	0.36
9:30:00 AM	115	13%	0.59
10:00:00 AM	132	15%	0.68
10:30:00 AM	168	19%	0.86
11:00:00 AM	224	25%	1.15
11:30:00 AM	236	27%	1.21
12:00:00 PM	255	29%	1.31
12:30:00 PM	267	30%	1.37
1:00:00 PM	279	32%	1.43
1:30:00 PM	263	30%	1.35
2:00:00 PM	255	29%	1.31
2:30:00 PM	367	42%	1.88
3:00:00 PM	341	39%	1.75
3:30:00 PM	321	36%	1.65
4:00:00 PM	356	40%	1.83
4:30:00 PM	331	37%	1.70
5:00:00 PM	284	32%	1.46
5:30:00 PM	291	33%	1.49
6:00:00 PM	353	40%	1.81
6:30:00 PM	459	52%	2.36
7:00:00 PM	431	49%	2.21
7:30:00 PM	442	50%	2.27
8:00:00 PM	403	46%	2.07
8:30:00 PM	389	44%	2.00
9:00:00 PM	276	31%	1.42

Date: Friday, Dec 13

Time	Parking Demand	Percentage	Rate
9:00:00 AM	89	10%	0.46
9:30:00 AM	135	15%	0.69
10:00:00 AM	143	16%	0.73
10:30:00 AM	150	17%	0.77
11:00:00 AM	189	21%	0.97
11:30:00 AM	195	22%	1.00
12:00:00 PM	207	23%	1.06
12:30:00 PM	305	35%	1.57
1:00:00 PM	313	35%	1.61
1:30:00 PM	357	40%	1.83
2:00:00 PM	342	39%	1.76
2:30:00 PM	258	29%	1.32
3:00:00 PM	241	27%	1.24
3:30:00 PM	265	30%	1.36
4:00:00 PM	277	31%	1.42
4:30:00 PM	331	37%	1.70
5:00:00 PM	318	36%	1.63
5:30:00 PM	328	37%	1.68
6:00:00 PM	418	47%	2.15
6:30:00 PM	410	46%	2.11
7:00:00 PM	426	48%	2.19
7:30:00 PM	423	48%	2.17
8:00:00 PM	437	49%	2.24
8:30:00 PM	321	36%	1.65
9:00:00 PM	265	30%	1.36

9:30:00 PM	198	22%	1.02
10:00:00 PM	130	15%	0.67
		32%	1.45

9:30:00 PM	216	24%	1.11
10:00:00 PM	153	17%	0.79
		31%	1.43

Date: Sat, Dec 14

Time	Parking Demand	Percentage	Rate
9:00:00 AM	75	8%	0.39
9:30:00 AM	113	13%	0.58
10:00:00 AM	120	14%	0.62
10:30:00 AM	212	24%	1.09
11:00:00 AM	240	27%	1.23
11:30:00 AM	287	32%	1.47
12:00:00 PM	315	36%	1.62
12:30:00 PM	329	37%	1.69
1:00:00 PM	346	39%	1.78
1:30:00 PM	339	38%	1.74
2:00:00 PM	386	44%	1.98
2:30:00 PM	439	50%	2.25
3:00:00 PM	435	49%	2.23
3:30:00 PM	471	53%	2.42
4:00:00 PM	487	55%	2.50
4:30:00 PM	467	53%	2.40
5:00:00 PM	457	52%	2.35
5:30:00 PM	481	54%	2.47
6:00:00 PM	477	54%	2.45
6:30:00 PM	479	54%	2.46
7:00:00 PM	453	51%	2.33
7:30:00 PM	333	38%	1.71
8:00:00 PM	351	40%	1.80
8:30:00 PM	267	30%	1.37
9:00:00 PM	209	24%	1.07

Date: Sunday, Dec 15

Time	Parking Demand	Percentage	Rate
9:00:00 AM	61	7%	0.31
9:30:00 AM	89	10%	0.46
10:00:00 AM	113	13%	0.58
10:30:00 AM	132	15%	0.68
11:00:00 AM	164	19%	0.84
11:30:00 AM	153	17%	0.79
12:00:00 PM	187	21%	0.96
12:30:00 PM	261	30%	1.34
1:00:00 PM	298	34%	1.53
1:30:00 PM	327	37%	1.68
2:00:00 PM	332	38%	1.70
2:30:00 PM	408	46%	2.09
3:00:00 PM	487	55%	2.50
3:30:00 PM	476	54%	2.44
4:00:00 PM	459	52%	2.36
4:30:00 PM	488	55%	2.51
5:00:00 PM	485	55%	2.49
5:30:00 PM	476	54%	2.44
6:00:00 PM	487	55%	2.50
6:30:00 PM	458	52%	2.35
7:00:00 PM	431	49%	2.21
7:30:00 PM	352	40%	1.81
8:00:00 PM	341	39%	1.75
8:30:00 PM	215	24%	1.10
9:00:00 PM	165	19%	0.85

9:30:00 PM	182	21%	0.93
10:00:00 PM	178	20%	0.91
		37%	1.70

9:30:00 PM	142	16%	0.73
10:00:00 PM	131	15%	0.67
		34%	1.54

Date: Sat, Dec 21

Time	Parking Demand	Percentage	Rate
9:00:00 AM	87	10%	0.45
9:30:00 AM	121	14%	0.62
10:00:00 AM	135	15%	0.69
10:30:00 AM	216	24%	1.11
11:00:00 AM	235	27%	1.21
11:30:00 AM	257	29%	1.32
12:00:00 PM	347	39%	1.78
12:30:00 PM	362	41%	1.86
1:00:00 PM	351	40%	1.80
1:30:00 PM	342	39%	1.76
2:00:00 PM	397	45%	2.04
2:30:00 PM	431	49%	2.21
3:00:00 PM	492	56%	2.53
3:30:00 PM	467	53%	2.40
4:00:00 PM	468	53%	2.40
4:30:00 PM	477	54%	2.45
5:00:00 PM	488	55%	2.51
5:30:00 PM	476	54%	2.44
6:00:00 PM	423	48%	2.17
6:30:00 PM	387	44%	1.99
7:00:00 PM	342	39%	1.76
7:30:00 PM	265	30%	1.36
8:00:00 PM	231	26%	1.19
8:30:00 PM	187	21%	0.96
9:00:00 PM	146	17%	0.75

Date: Sun, Dec 22

Time	Parking Demand	Percentage	Rate
9:00:00 AM	73	8%	0.37
9:30:00 AM	119	13%	0.61
10:00:00 AM	132	15%	0.68
10:30:00 AM	162	18%	0.83
11:00:00 AM	176	20%	0.90
11:30:00 AM	184	21%	0.94
12:00:00 PM	172	19%	0.88
12:30:00 PM	206	23%	1.06
1:00:00 PM	253	29%	1.30
1:30:00 PM	282	32%	1.45
2:00:00 PM	341	39%	1.75
2:30:00 PM	451	51%	2.32
3:00:00 PM	437	49%	2.24
3:30:00 PM	460	52%	2.36
4:00:00 PM	488	55%	2.51
4:30:00 PM	481	54%	2.47
5:00:00 PM	499	56%	2.56
5:30:00 PM	460	52%	2.36
6:00:00 PM	468	53%	2.40
6:30:00 PM	430	49%	2.21
7:00:00 PM	371	42%	1.90
7:30:00 PM	317	36%	1.63
8:00:00 PM	268	30%	1.38
8:30:00 PM	210	24%	1.08
9:00:00 PM	158	18%	0.81

9:30:00 PM	152	17%	0.78
10:00:00 PM	134	15%	0.69
		35%	1.60

9:30:00 PM	136	15%	0.70
10:00:00 PM	129	15%	0.66
		33%	1.50

## Parking Survey Result at 5550 Winston Churchill

GFA

3,174.81

Total Parking Spaces:

156

Date: Thursday, Dec 12

Time	Parking Demand	Percentage	Rate
9:00:00 AM	30	19%	0.94
9:30:00 AM	51	33%	1.61
10:00:00 AM	62	40%	1.95
10:30:00 AM	62	40%	1.95
11:00:00 AM	60	38%	1.89
11:30:00 AM	57	37%	1.80
12:00:00 PM	56	36%	1.76
12:30:00 PM	57	37%	1.80
1:00:00 PM	54	35%	1.70
1:30:00 PM	69	44%	2.17
2:00:00 PM	63	40%	1.98
2:30:00 PM	58	37%	1.83
3:00:00 PM	54	35%	1.70
3:30:00 PM	54	35%	1.70
4:00:00 PM	51	33%	1.61
4:30:00 PM	47	30%	1.48
5:00:00 PM	48	31%	1.51
5:30:00 PM	43	28%	1.35
6:00:00 PM	40	26%	1.26
6:30:00 PM	44	28%	1.39
7:00:00 PM	30	19%	0.94
7:30:00 PM	31	20%	0.98
8:00:00 PM	28	18%	0.88
8:30:00 PM	25	16%	0.79
9:00:00 PM	20	13%	0.63

Date: Friday, Dec 13

Time	Parking Demand	Percentage	Rate
9:00:00 AM	45	29%	1.42
9:30:00 AM	49	31%	1.54
10:00:00 AM	54	35%	1.70
10:30:00 AM	54	35%	1.70
11:00:00 AM	52	33%	1.64
11:30:00 AM	51	33%	1.61
12:00:00 PM	58	37%	1.83
12:30:00 PM	60	38%	1.89
1:00:00 PM	69	44%	2.17
1:30:00 PM	72	46%	2.27
2:00:00 PM	75	48%	2.36
2:30:00 PM	72	46%	2.27
3:00:00 PM	70	45%	2.20
3:30:00 PM	65	42%	2.05
4:00:00 PM	62	40%	1.95
4:30:00 PM	64	41%	2.02
5:00:00 PM	68	44%	2.14
5:30:00 PM	69	44%	2.17
6:00:00 PM	55	35%	1.73
6:30:00 PM	45	29%	1.42
7:00:00 PM	40	26%	1.26
7:30:00 PM	32	21%	1.01
8:00:00 PM	31	20%	0.98
8:30:00 PM	25	16%	0.79
9:00:00 PM	21	13%	0.66

9:30:00 PM	15	10%	0.47
10:00:00 PM	10	6%	0.31
average		29%	1.42

9:30:00 PM	17	11%	0.54
10:00:00 PM	12	8%	0.38
average		33%	1.62

Date: Sat, Dec 14

Time	Parking Demand	Percentage	Rate
9:00:00 AM	14	9%	0.44
9:30:00 AM	20	13%	0.63
10:00:00 AM	34	22%	1.07
10:30:00 AM	41	26%	1.29
11:00:00 AM	43	28%	1.35
11:30:00 AM	47	30%	1.48
12:00:00 PM	46	29%	1.45
12:30:00 PM	44	28%	1.39
1:00:00 PM	42	27%	1.32
1:30:00 PM	48	31%	1.51
2:00:00 PM	49	31%	1.54
2:30:00 PM	50	32%	1.57
3:00:00 PM	49	31%	1.54
3:30:00 PM	46	29%	1.45
4:00:00 PM	44	28%	1.39
4:30:00 PM	39	25%	1.23
5:00:00 PM	37	24%	1.17
5:30:00 PM	25	16%	0.79
6:00:00 PM	22	14%	0.69
6:30:00 PM	27	17%	0.85
7:00:00 PM	26	17%	0.82
7:30:00 PM	19	12%	0.60
8:00:00 PM	17	11%	0.54
8:30:00 PM	10	6%	0.31
9:00:00 PM	8	5%	0.25

Date: Sunday, Dec 15

Time	Parking Demand	Percentage	Rate
9:00:00 AM	11	7%	0.35
9:30:00 AM	15	10%	0.47
10:00:00 AM	28	18%	0.88
10:30:00 AM	33	21%	1.04
11:00:00 AM	36	23%	1.13
11:30:00 AM	37	24%	1.17
12:00:00 PM	35	22%	1.10
12:30:00 PM	38	24%	1.20
1:00:00 PM	45	29%	1.42
1:30:00 PM	49	31%	1.54
2:00:00 PM	49	31%	1.54
2:30:00 PM	51	33%	1.61
3:00:00 PM	42	27%	1.32
3:30:00 PM	43	28%	1.35
4:00:00 PM	36	23%	1.13
4:30:00 PM	39	25%	1.23
5:00:00 PM	32	21%	1.01
5:30:00 PM	27	17%	0.85
6:00:00 PM	25	16%	0.79
6:30:00 PM	22	14%	0.69
7:00:00 PM	17	11%	0.54
7:30:00 PM	14	9%	0.44
8:00:00 PM	14	9%	0.44
8:30:00 PM	9	6%	0.28
9:00:00 PM	7	4%	0.22

9:30:00 PM	8	5%	0.25
10:00:00 PM	8	5%	0.25
average		20%	1.01

9:30:00 PM	6	4%	0.19
10:00:00 PM	6	4%	0.19
average		18%	0.89

Date: Thursday, Dec 19

Time	Parking Demand	Percentage	Rate
9:00:00 AM	27	17%	0.85
9:30:00 AM	36	23%	1.13
10:00:00 AM	40	26%	1.26
10:30:00 AM	54	35%	1.70
11:00:00 AM	65	42%	2.05
11:30:00 AM	66	42%	2.08
12:00:00 PM	68	44%	2.14
12:30:00 PM	70	45%	2.20
1:00:00 PM	72	46%	2.27
1:30:00 PM	65	42%	2.05
2:00:00 PM	57	37%	1.80
2:30:00 PM	61	39%	1.92
3:00:00 PM	63	40%	1.98
3:30:00 PM	64	41%	2.02
4:00:00 PM	63	40%	1.98
4:30:00 PM	56	36%	1.76
5:00:00 PM	57	37%	1.80
5:30:00 PM	49	31%	1.54
6:00:00 PM	47	30%	1.48
6:30:00 PM	45	29%	1.42
7:00:00 PM	44	28%	1.39
7:30:00 PM	35	22%	1.10
8:00:00 PM	30	19%	0.94
8:30:00 PM	29	19%	0.91
9:00:00 PM	26	17%	0.82

Date: Friday, Dec 20

Time	Parking Demand	Percentage	Rate
9:00:00 AM	38	24%	1.20
9:30:00 AM	40	26%	1.26
10:00:00 AM	42	27%	1.32
10:30:00 AM	55	35%	1.73
11:00:00 AM	67	43%	2.11
11:30:00 AM	68	44%	2.14
12:00:00 PM	66	42%	2.08
12:30:00 PM	73	47%	2.30
1:00:00 PM	70	45%	2.20
1:30:00 PM	71	46%	2.24
2:00:00 PM	65	42%	2.05
2:30:00 PM	68	44%	2.14
3:00:00 PM	62	40%	1.95
3:30:00 PM	61	39%	1.92
4:00:00 PM	64	41%	2.02
4:30:00 PM	66	42%	2.08
5:00:00 PM	69	44%	2.17
5:30:00 PM	64	41%	2.02
6:00:00 PM	57	37%	1.80
6:30:00 PM	55	35%	1.73
7:00:00 PM	46	29%	1.45
7:30:00 PM	43	28%	1.35
8:00:00 PM	37	24%	1.17
8:30:00 PM	28	18%	0.88
9:00:00 PM	23	15%	0.72

9:30:00 PM	13	8%	0.41
10:00:00 PM	11	7%	0.35
average		31%	1.53

9:30:00 PM	17	11%	0.54
10:00:00 PM	15	10%	0.47
average		34%	1.67

## **Appendix B – TTS Data**

Fri Jan 10 2025 20:30:17 GMT-0500 (Eastern Standard Time) - Run Time: 3174ms

Cross Tabulation Query Form - Trip - 2022

Row: 2006 GTA zone of destination - gta06\_dest  
Column: Primary travel mode of trip - mode\_prime

Filters:

2006 GTA zone of destination - gta06\_dest In 3636

and

Primary travel mode of trip - mode\_prime In c d g j m p t u w

and

Start time of trip - start\_time In 700-1000

Trip 2022

Table:

	Transit excl	Auto driver	Auto passe	Walk	
3636	35	1458	582	288	2363
	1%	62%	25%	12%	

Fri Jan 10 2025 20:32:28 GMT-0500 (Eastern Standard Time) - Run Time: 3085ms

Cross Tabulation Query Form - Trip - 2022

Row: 2006 GTA zone of destination - gta06\_dest  
Column: Primary travel mode of trip - mode\_prime

Filters:

2006 GTA zone of destination - gta06\_dest In 3636

and

Primary travel mode of trip - mode\_prime In c d g j m p t u w

and

Start time of trip - start\_time In 1600-1900

Trip 2022

Table:

	Transit excl	Cycle	Auto driver	GO rail only	Joint GO ra	Auto passe	Paid ridesh	Walk	
3636	159	32	2001	11	27	709	18	128	3085
	5%	1%	65%	0%	1%	23%	1%	4%	



## **Appendix C – TERM OF REFERENCE**

**Mark Mueller, BES**  
Transportation Planner  
Municipal Parking  
T 905-615-3200 ext.5896  
[mark.mueller@mississauga.ca](mailto:mark.mueller@mississauga.ca)

[City of Mississauga](#) | Transportation and Works,  
Traffic Management and Municipal Parking

Please consider the environment before printing.

---

**From:** Sam Nguyen <[sam@nextrans.ca](mailto:sam@nextrans.ca)>  
**Sent:** Wednesday, December 11, 2024 4:10 PM  
**To:** Mark Mueller <[Mark.Mueller@mississauga.ca](mailto:Mark.Mueller@mississauga.ca)>; Parkingstudy Review <[Parkingstudy.Review@mississauga.ca](mailto:Parkingstudy.Review@mississauga.ca)>  
**Cc:** Paul Stewart <[Paul.Stewart@mississauga.ca](mailto:Paul.Stewart@mississauga.ca)>  
**Subject:** [EXTERNAL] RE: 3650 Eglinton Avenue West Parking Study

---

**[CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.]**

---

Hi Mark,

I confirm that the parking survey parameters for weeks 1 and 2 are acceptable, including the noting observations of vehicle parked illegally. And the peak parking demand occurs at the end of the survey time and will continue until the parking demand decreases. We will check the store hours and include it in the report.

Thanks,

Sam

---

**From:** Mark Mueller <[Mark.Mueller@mississauga.ca](mailto:Mark.Mueller@mississauga.ca)>  
**Sent:** December 11, 2024 4:04 PM  
**To:** Sam Nguyen <[sam@nextrans.ca](mailto:sam@nextrans.ca)>; Parkingstudy Review <[Parkingstudy.Review@mississauga.ca](mailto:Parkingstudy.Review@mississauga.ca)>  
**Cc:** Paul Stewart <[Paul.Stewart@mississauga.ca](mailto:Paul.Stewart@mississauga.ca)>  
**Subject:** RE: 3650 Eglinton Avenue West Parking Study  
**Importance:** High

Hi Sam,

Thank you for the updated proxy sites. We have reviewed and suggest #3, 5550 Winston Churchill Blvd, is suitable given the range of uses at the plaza.

**Please confirm that the parameters for Week 1 and Week 2 survey days and times noted in my email below are acceptable, including noting observations of vehicles parked illegally.**

Please also confirm that should a peak parking demand occur at the end of the survey time (10pm) that surveying will continue until demand decreases. Several of the uses at the proxy site are open until 11pm, midnight or 1 am depending on the night of the week. Starting at 9 am is acceptable given that coincides with opening hours of several key uses at the site.

Also linked for your reference are the City's Parking Terms of Reference: <https://www.mississauga.ca/publication/parking-studies-terms-of-reference/>

Thank you Sam.

Mark



1974-2024



**Mark Mueller, BES**

Transportation Planner  
Municipal Parking  
T 905-615-3200 ext.5896  
[mark.mueller@mississauga.ca](mailto:mark.mueller@mississauga.ca)

[City of Mississauga](#) | Transportation and Works,  
Traffic Management and Municipal Parking

Please consider the environment before printing.

---

**From:** Sam Nguyen <[sam@nextrans.ca](mailto:sam@nextrans.ca)>

**Sent:** Wednesday, December 11, 2024 3:10 PM

**To:** Mark Mueller <[Mark.Mueller@mississauga.ca](mailto:Mark.Mueller@mississauga.ca)>; Parkingstudy Review <[Parkingstudy.Review@mississauga.ca](mailto:Parkingstudy.Review@mississauga.ca)>

**Cc:** Paul Stewart <[Paul.Stewart@mississauga.ca](mailto:Paul.Stewart@mississauga.ca)>

**Subject:** [EXTERNAL] RE: 3650 Eglinton Avenue West Parking Study

---

**[CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.]**

---

Hi Mark,

I have found a list as below:

1. 3050 Artesian Dr
2. 2555 Erin Centre Blvd
3. 5550 Winston Churchill Blvd
4. 5925 Grossbeak Dr
5. 5980 Churchill Meadows Blvd

If you can confirm the proxy site today, I will start the survey tomorrow.

Thank you for your response.

Sam

---

**From:** Mark Mueller <[Mark.Mueller@mississauga.ca](mailto:Mark.Mueller@mississauga.ca)>

**Sent:** December 11, 2024 2:40 PM

**To:** Sam Nguyen <[sam@nextrans.ca](mailto:sam@nextrans.ca)>; Parkingstudy Review <[Parkingstudy.Review@mississauga.ca](mailto:Parkingstudy.Review@mississauga.ca)>

**Cc:** Paul Stewart <[Paul.Stewart@mississauga.ca](mailto:Paul.Stewart@mississauga.ca)>

**Subject:** RE: 3650 Eglinton Avenue West Parking Study

**Importance:** High

Hi Sam,

Thank you for following up. I've reviewed the proposed location of the proxy survey and do not think it is an appropriate site. Please consider other sites within the area that are more representative of the proposal.

Based on the Applicant's provided information, they are seeking permission to build a retail plaza similar to what exists in the immediately surrounding plazas. The proposed proxy site appears to contain significantly larger units with uses that are primarily industrial/warehousing etc; and not retail/office/commercial services.

The proposed survey dates of one weekday and one weekend will not be sufficient. Given the potential range of uses that may occupy a retail plaza, I would recommend a Thursday, Friday, Saturday and Sunday for Week 1. Week 2 would consist of the two busiest days from Week 1. Regarding the survey times, I would also recommend starting at 9am but continuing until 10pm. Observations must also include any illegally parked vehicles within fire routes, parking aisles, and in front of business entrances etc.

If surveys were to commence tomorrow (Thursday), the last day of survey could be Sunday December 22<sup>nd</sup> if Sunday the 15<sup>th</sup> is one of the

2 busiest days in Week 1. This would be acceptable. Otherwise, I would suggest holding off until the 2<sup>nd</sup> week of January.

I'll be in the office today until 4:30pm if you are able to update your proposed survey parameters and would like me to review/confirm.

Thank you.

Mark



**Mark Mueller, BES**  
Transportation Planner  
Municipal Parking  
T 905-615-3200 ext.5896  
[mark.mueller@mississauga.ca](mailto:mark.mueller@mississauga.ca)

[City of Mississauga](#) | Transportation and Works,  
Traffic Management and Municipal Parking

Please consider the environment before printing.

---

**From:** Sam Nguyen <[sam@nextrans.ca](mailto:sam@nextrans.ca)>  
**Sent:** Wednesday, December 11, 2024 1:45 PM  
**To:** Parkingstudy Review <[Parkingstudy.Review@mississauga.ca](mailto:Parkingstudy.Review@mississauga.ca)>  
**Cc:** Paul Stewart <[Paul.Stewart@mississauga.ca](mailto:Paul.Stewart@mississauga.ca)>; Mark Mueller <[Mark.Mueller@mississauga.ca](mailto:Mark.Mueller@mississauga.ca)>  
**Subject:** [EXTERNAL] RE: 3650 Eglinton Avenue West Parking Study  
**Importance:** High

---

**[CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.]**

---

Hi Mark,

In addition to the below, in the case of timing is too close to the holiday, and I am not sure if it is acceptable timing to do the survey. If the city is ok for us to do a survey of this week and the following week, then we will proceed.

If the timing is not acceptable, can I use the survey results that NexTrans has done in other places in Mississauga, Brampton, or Richmond Hill?

Thanks

Sam

---

**From:** Sam Nguyen  
**Sent:** December 11, 2024 1:17 PM  
**To:** Parkingstudy Review <[Parkingstudy.Review@mississauga.ca](mailto:Parkingstudy.Review@mississauga.ca)>  
**Cc:** Paul Stewart <[Paul.Stewart@mississauga.ca](mailto:Paul.Stewart@mississauga.ca)>; Mark Mueller <[Mark.Mueller@mississauga.ca](mailto:Mark.Mueller@mississauga.ca)>  
**Subject:** RE: 3650 Eglinton Avenue West Parking Study

Hi Mark,

I would like to follow up with the email below, can you confirm the location for the proxy survey? We are in a bit rushing position please help me expedite this request.

Thanks

Sam

---

**From:** Sam Nguyen

**Sent:** December 5, 2024 3:01 PM

**To:** Parkingstudy Review <[Parkingstudy.Review@mississauga.ca](mailto:Parkingstudy.Review@mississauga.ca)>

**Cc:** Paul Stewart <[Paul.Stewart@mississauga.ca](mailto:Paul.Stewart@mississauga.ca)>; Mark Mueller <[Mark.Mueller@mississauga.ca](mailto:Mark.Mueller@mississauga.ca)>

**Subject:** RE: 3650 Eglinton Avenue West Parking Study

Hi Mark

To justify the proposed parking rate, we will do the parking survey at the proxy sites during periods as follows:

- The survey time: from 9am to 9pm
- Date of the survey: one weekday and one weekend, and will do the survey for two weeks ( total 4 days)
- Location of the survey: 3650, 3660,3670, 3680 Odyssey Dr ( 4 buildings in one plaza)

Thanks

Sam

---

**From:** Parkingstudy Review <[Parkingstudy.Review@mississauga.ca](mailto:Parkingstudy.Review@mississauga.ca)>

**Sent:** December 2, 2024 4:21 PM

**To:** Sam Nguyen <[sam@nexttrans.ca](mailto:sam@nexttrans.ca)>; Parkingstudy Review <[Parkingstudy.Review@mississauga.ca](mailto:Parkingstudy.Review@mississauga.ca)>

**Cc:** Paul Stewart <[Paul.Stewart@mississauga.ca](mailto:Paul.Stewart@mississauga.ca)>; Mark Mueller <[Mark.Mueller@mississauga.ca](mailto:Mark.Mueller@mississauga.ca)>

**Subject:** RE: 3650 Eglinton Avenue West Parking Study

Good Afternoon Sam,

Thank you for reaching out regarding the required parking justification materials for this proposed application.

As the proposed development is a single building and the proponent intends to use the Precinct 4 Retail Centre (Less than or equal to 2 000 m<sup>2</sup> GFA non-residential) parking rate, the parking rate of 4.3 parking spaces per 100 m<sup>2</sup> is applied to the entire building. Applying the blended parking rate to the entire building indicates that 78 parking spaces are required, whereas 59 parking spaces are proposed. This is a deficiency of 19 parking spaces, or 24%.

A satisfactory Parking Utilization Study is required to justify the proposed parking reduction in this instance as it is greater than 10%

Staff have calculated the above based on the information provided to-date and is subject to change should updated plans be provided.

We look forward to confirming the proposed Terms of Reference for the parking utilization study when available, and prior to the study being undertaken.

If you have any further questions, please let us know.

Thank you.

Mark



**Mark Mueller, BES**

Transportation Planner

Municipal Parking

T 905-615-3200 ext.5896

[mark.mueller@mississauga.ca](mailto:mark.mueller@mississauga.ca)

[City of Mississauga](#) | Transportation and Works,  
Traffic Management and Municipal Parking

Please consider the environment before printing.

---

**From:** Sam Nguyen <[sam@nexttrans.ca](mailto:sam@nexttrans.ca)>

**Sent:** Monday, December 2, 2024 11:45 AM

To: Parkingstudy Review <[Parkingstudy.Review@mississauga.ca](mailto:Parkingstudy.Review@mississauga.ca)>  
Subject: [EXTERNAL] 3650 Eglinton Avenue West Parking Study  
Importance: High

[CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.]

Good morning,

I want to confirm if the parking study is required for this site.

The proposed development consists of 871.4 m<sup>2</sup> of commercial and 949.5 m<sup>2</sup> of office. Based on the zoning bylaw, the following is the parking requirement.

I acknowledge that if the parking deficit is less than 10% then the parking survey is not required. So I just want to get the confirmation from the City so I can get back to the Client on this.

PARKING		
USE	PARKING REQUIRED:	PARKING PROVIDED:
COMMERCIAL	4.3 SPACES / 100 m <sup>2</sup> = 37 SPACES	STANDARD SPACES 55 SPACES
OFFICE	3.0 SPACES / 100 m <sup>2</sup> = 28 SPACES	B/F SURFACE PARKING 4 SPACES
TOTAL	*65 SPACES	TOTAL 59 SPACES
*BARRIER-FREE SPACES REQUIRED = 4.0% OF THE TOTAL (IF 13-100 SPACES ARE REQUIRED) = 3 SPACES		

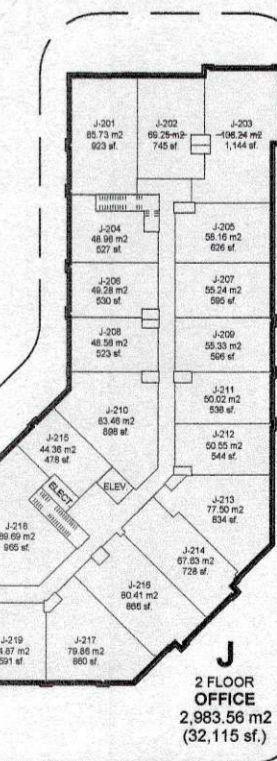
Thanks

Trang Nguyen (Sam)  
Transportation Analyst

o: 905-503-2563 ext. 207  
e: [sam@nextrans.ca](mailto:sam@nextrans.ca)  
w: [www.nextrans.ca](http://www.nextrans.ca)

NexTrans Consulting Engineers  
A Division of NextEng Consulting Group Inc.  
520 Industrial Parkway South, Suite 201  
Aurora ON L4G 6W8

A red rectangular stamp with a double border. Inside, on the left, is the Mississauga logo (a stylized 'M' made of two overlapping triangles). To the right of the logo, the word 'MISSISSAUGA' is written in a serif font. Below this, the words 'PLANNING AND BUILDING' are written in a smaller sans-serif font. In the center, the word 'APPROVED' is written in a large, bold, sans-serif font. Below 'APPROVED', the words 'SITE PLAN' are written in a medium-sized sans-serif font. At the bottom, the text 'File No.: SP 18-80 W8' and the date '2021-01-15' are written in a small sans-serif font.



2,384.00 Hz  
(32,115 Hz)

**TE PLAN**

W2

CKED:	SCALE:
	1:750

WING No.

**A-1.0**

No.	ISSUED	DATE	6	ISSUED FOR MINOR VARIANCE APPLICATION	OCT. 24, 2018	No.	REVISION	DATE
1	ISSUED FOR REVIEW	OCT. 11, 2017	7	RE-ISSUED FOR SPA	DEC. 21, 2018	1	REVISED TO SUIT MUNICIPAL COMMENTS	FEB. 25, 2019
2	ISSUED FOR REVIEW	OCT. 17, 2017	8	RE-ISSUED FOR SPA	MAR. 20, 2019	2	REVISED TO SUIT MUNICIPAL COMMENTS	APRIL 16, 2019
3	ISSUED FOR COORDINATION	MAY 18, 2018	9	RE-ISSUED FOR SPA	JUNE 17, 2019	3	HYDRANT RELOCATION	MAY 03, 2019
4	ISSUED FOR COORDINATION	JUNE 19, 2018	10	RE-ISSUED FOR SPA	SEPT. 20, 2019	4	REVISED AS PER FIRE DEPT. COMMENTS	JUL. 19, 2019
5	ISSUED FOR SPA	JUNE 22, 2018						

BALDASSARRA  
Architects Inc.

200-7800 Jane St | Vaughan ON | L4K 4R6  
T. 905.660.0722 | [www.baldassarra.ca](http://www.baldassarra.ca)

OWNERS INFORMATION:  
**ERIN MILLS COMMERCIAL CENTRE LTD.**  
99 SANTE DRIVE - SUITE C  
CONCORD, ON L4K 3C4  
(905) 738-3675

ONTARIO ASSOCIATION OF ARCHITECTS  
A BALDASSARRA LICENSEE  
3654

## ERIN MILLS-MINUKE

3700, 3870, 3890, 3900, 3910, 3920,  
3960 & 3970 EGLINTON AVE. W.  
4700 RIDGEWAY DRIVE  
3465 & 3525 PLATINUM DRIVE  
MISSISSAUGA, ON

## OVERALL SITE PLAN

SP 18/80 W2

DATE:	DRAWN BY:	CHECKED:	SCALE:
NOV. 2017	HP/DW		1:750

PROJECT No.
DRAWING No.

18-05
A-1.0