

BRIGHTWATER 70 MISSISSAUGA ROAD SOUTH

ZBA Submission
Transportation Study



Prepared For: Credit West Village Partners Inc.

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BA Group

AUTHORSHIP

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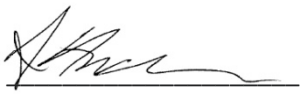

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1.0 INTRODUCTION

BA Group is retained by Port Credit West Village Partners Inc. (“the PCWVP”) to provide urban transportation advisory services for the property formerly known as 70 Mississauga Road South and 181 Lakeshore Road West in the City of Mississauga, referred to as “Brightwater” or “site”. The site is a 72-acre plot of land on the Port Credit waterfront, generally bounded by Mississauga Road to the east, an existing residential neighbourhood to the west, Lakeshore Road West to the north, and a strip of waterfront lands to the south that are not part of this application, as illustrated in **Figure 1**.

The Brightwater site, as approved in 2019, had zoning that permitted as-of-right development to a maximum of 2,995 residential units (excluding affordable housing units) and an overall maximum gross floor area of 417,500m² for residential and non-residential uses. Since the subdivision and zoning approvals, construction has progressed on the site, with six blocks either constructed or in various stages of construction as of June 2025. An OPA was approved in 2024 to allow an increase to the maximum number of residential units and a change to the commercial floor area in Block U.

The purpose of this report is to review the vehicular parking requirements for the proposed buildings, yet to be constructed, on the Brightwater site and to review the access considerations requested by City staff as part of the rezoning submission.



2.0 BACKGROUND

2.1 Previous Applications

An OPA and ZBA application (OZ/OPA 17 12) as well as a Draft Plan of Subdivision for the entire site was approved in November 2019. As part of the minutes of settlement, an updated transportation study was required, which was prepared in April 2020. The updated study report was titled *“70 Mississauga Road South – Port Credit West Village (Brightwater) Urban Transportation Considerations for OPA, ZBA, and Draft Plan of Subdivision”* (herein referred to as the “April 2020 Report”) and was prepared by BA Group.

Since the 2019 approval, several Site Plan Applications have been made to support the development of various blocks within the overall Brightwater development, including:

- **Block C2/C3 (175 Lakeshore Road West):** *“70 Mississauga Road South & 181 Lakeshore Road West Site Plan Application for Building C2/C3 (Block C) – Transportation Review, BA Group, October 2019”*
- **Block I (10-60 Lou Parsons Way, 15-55 Lou Parsons Way, 50-100 Coveside Drive):** *“70 Mississauga Road South & 181 Lakeshore Road West Site Plan Application (Resubmission) For Block I – Transportation Review, BA Group, May 2021”*
- **Block D (200 Missinnihe Way):** *“70 Mississauga Road South & 181 Lakeshore Road West (Brightwater) Block D Site Plan Application for Block D – Transportation Review, BA Group, October 2021”*
- **Block C1/C4/H (215 Lakeshore Rd W & 220 Missinnihe Way):** *“70 Mississauga Road South & 181 Lakeshore Road West Block CH Site Plan Application (January 2022 Resubmission) Site Plan Applications SP 19-138 W1 and SP 19-155 W1, BA Group, January 2022”*
- **Block L (1-18 Ships Landing Place, 20 & 30 Pierview Way):** *“70 Mississauga Road South & 181 Lakeshore Road West Site Plan Application for Block L – Transportation Review, BA Group, June 2022”*
- **Block G (55 Coveside Dr & 251 Masonry Way):** *“70 Mississauga Road South & 181 Lakeshore Road West (Brightwater) Site Plan Application for Block G Transportation Review for Resubmission, BA Group, August 2022”*
- **Block K (75-105 Coveside Dr, 253 Missinnihe Way, 90 The Brightwater Boulevard, & 200 River Run Way):** *“70 Mississauga Road South & 181 Lakeshore Road West (Brightwater) Site Plan Application for Block K – Transportation Review, BA Group, September 2022”*

Figure 2 illustrates the various Blocks within the overall Brightwater development, including the aforementioned Blocks that have gone through the Site Plan Application process. At the time of this report, Blocks C, D, G, H, and I have been constructed and have started to become occupied.

An updated OPA application for the entire site was submitted in 2024. As part of the submission, BA Group prepared a report entitled, *“Brightwater – 70 Mississauga Road South – OPA Submission – Transportation Impact Study”*, (herein referred to as the “March 2024 Report”) to reflect an increase to the maximum number of residential units and a change to the commercial floor area in Block U. Comments were subsequently received from the City of Mississauga and, accordingly, BA Group provided a response to the transportation-related items in an August 2024 memorandum entitled, *“Brightwater – 70 Mississauga Road South, City Of Mississauga Official Plan Amendment –*



Response To Comments” (herein referred to as the “August 2024 Memorandum”). These responses were accepted by City staff and the OPA was subsequently approved for the entire site.

This report will review the vehicular parking requirements for the proposed buildings, yet to be constructed on the Brightwater site, and review the access considerations requested by City staff as part of the rezoning submission.



Figure 1 Site Location



Figure 2 Brightwater Block Plan



3.0 BRIGHTWATER MASTER PLAN

In accordance with the Master Plan, the subject site is developing as a mixed-use development comprising residential, retail, community/recreational, and office/commercial uses. The Master Plan demonstrates how a mixed-use development will be realized on the site with consideration for good planning and urban design principles. As noted, the approved plan is under construction, with the first buildings occupied in 2024 and additional buildings undergoing occupancy as they are constructed.

The latest Master Plan concept is illustrated in **Figure 3** and is attached in **Appendix B**.

The Master Plan concept has been designed to be a walkable, mixed-use neighbourhood. Key considerations have been given to transportation items including the provision of a mobility network that will support the site with pedestrian and cycling connections, and connections to existing and planned transit facilities. First and last mile transportation connections (including a shuttle to/from Port Credit GO Station) are already in place to support transit utilization, and micromobility options will also be provided to further encourage non-auto trips. Appropriate parking supplies for the site are guided by the urban form of the Master Plan and the non-auto opportunities being provided.

A summary of the current Master Plan site statistics is provided in **Table 1**.

Table 1 Development Statistics

Use		Current Proposal ¹
Residential (includes traditional townhouses, stacked and back-to-back townhouses, apartments, and affordable units.		3,893 units
Non-Residential	Retail	9,805 m ²
	Commercial (Including community/recreational uses)	14,000 m ²

Notes:

1. The proposed non-residential GFA is a high-level estimate and is based on market conditions, constructability, and ultimate tenant mix. It is noted that the current proposal, with respect to the retail and commercial GFA, is unchanged from the approved / as-of-right GFA.



Figure 3 Brightwater Master Plan



3.1 Site Plan Considerations

The proposed site plan elements of the Brightwater site are consistent with BA Group's March 2024 Report and August 2024 Memorandum. The proposed site plan elements of the Master Plan site are reproduced below for ease of reference with additional, updated information regarding ridership on the Brightwater shuttle.

The layout of the site has been designed to create a fine-grained internal road network with reduced pavement widths wherever possible and curb radii designed to facilitate a slower movement of vehicles. Despite the reduced pavement widths, the design still allows for waste collection vehicles and emergency vehicles, and for a transit loop in the northwest corner of the site. Parking is generally provided below grade and will be aligned with current market conditions for demand of parking spaces.

From a pedestrian and cyclist perspective, the design of the site includes key active transportation connections on the west, east, and south of the site, as well as a connecting mews that runs east-west approximately through the centre of the site, and additional pedestrian connections through blocks wherever possible. An on-site shuttle stop is also provided for the shuttle to/from Port Credit GO Station.

3.1.1 Internal Road Network

As part of the redevelopment of the site, the street network services the property and provides connectivity to the existing surrounding transportation infrastructure. A finer grain of local roads is provided in a 'grid' throughout the site, with key connections onto Lakeshore Road West to the north and Mississauga Road South to the east. The road network is in line with Mississauga Official Plan objectives for Intensification Areas, which identifies creating a finer grained road network, and providing the completion of road network connections through site development.

The internal road network comprises a hierarchy of roads that provide network connectivity for all modes of travel:

- Shoreside Drive;
- The Brightwater Boulevard;
- Missinnihe Way;
- Pierview Way;
- Masonry Way;
- Coveside Drive; and
- River Run Way.

3.1.2 Internal Cycling Route Network

There are two main components of the internal cycling route network:

- The off-road two-way route running along the western edge of the site to the waterfront, an east-west midblock cycling link along the Mews / River Run Way alignment, and the existing Waterfront Trail; and
- The separated cycle facilities on each side of The Brightwater Boulevard and along the west side of Mississauga Road between Lakeshore Road West and the existing Waterfront Trail (the separated cycling facility on Mississauga Road is already built as part of site work completed since the zoning approval).



The off-road two-way cycling facilities will be 3.0 metres wide and will function primarily as recreational routes connecting to the waterfront area and throughout the site. The street-based cycle facilities will be a minimum of 1.5 metres wide and provide cycling connectivity throughout the site and to the east.

3.1.3 Internal Pedestrian Route Network

In general, pedestrian sidewalks and / or paths are provided along all public and private roads within the Master Plan lands. Additionally, the following pedestrian-focused elements are provided:

- A natural corridor running along the western border of the site (conveyed as a public park), connecting Lakeshore Road West and the waterfront area;
- A central pedestrian plaza located at the north end of The Brightwater Boulevard;
- An east-west off-road pedestrian connection between Mississauga Road South and the western natural corridor;
- A park area located just west of Mississauga Road South and south of the east-west pedestrian connection;
- A 25-metre-wide linear park located on the east side of The Brightwater Boulevard between Mississauga Way and Shoreside Drive;
- A park space located on the east side of Pierview Way, south of the school block;
- A pedestrian plaza centred on Block U, connecting to Shoreside Drive and the waterfront;
- Pedestrian-focused connections throughout Block U, connecting to the waterfront park, Shoreside Drive and the south side of The Brightwater Boulevard; and
- A large park area south of Shoreside Drive and west and south of Block U, which interfaces with the redesigned waterfront recreational trail along the south edge of the site, and includes pedestrian connections generally aligned with Coveside Drive, The Brightwater Boulevard, and Mississauga Road South.

3.1.4 Transit Accessibility

The site is within 1.2 kilometres of the Port Credit GO Station, and there is existing bus service in the area on Lakeshore Road West and Mississauga Road North. The future Hurontario LRT route terminating at the Port Credit GO Station will provide additional transit connectivity for the site, as will the future transit improvements on Lakeshore Road.

The Master Plan has been developed to accommodate a future transit route through the site via the new public road connections. The future route is planned to loop through the site to and from Lakeshore Road West via Masonry Way and The Brightwater Boulevard, and dedicated private space is provided to MiWay within Block G for an operator washroom to support the transit hub. It is noted that MiWay is currently developing their 5- and 10-year service plan and has not yet confirmed when they will introduce service into Brightwater.

Given the site's proximity to existing and proposed higher-order transit facilities, and the provision of a shuttle bus from the site to the Port Credit GO Station, it is anticipated that a significant portion of trips to / from the site will be transit-oriented. As the Master Plan will provide a mix of uses on the subject lands, it is anticipated that the development will increase ridership at the Port Credit GO Station and ultimately on the MiWay bus service, and therefore provide greater utilization of existing and planned infrastructure investments.



Based on the recommendations of the Lakeshore Connecting Communities Study, in the short-term horizon, service on Lakeshore Road West will likely be a bus transit or bus rapid transit (BRT) route to / from the Long Branch GO Station. In the long-term horizon (2041), the route is expected to transition to light rail transit (LRT) or streetcar as an extension of the existing TTC streetcar line that terminates at Long Branch GO Station.

3.1.5 Brightwater Shuttle

Prior to rapid transit on Lakeshore Road West servicing the on-site loop, a shuttle bus to link the site to the Port Credit GO Station has been implemented by PCWVP to provide an enhanced level of service for residents of Brightwater. Since 2024, PCWVP has been providing shuttle service with an electric shuttle bus that operates during peak hours. Based on information from PCWVP, the shuttle had a ridership of approximately 800 total riders in April 2025, considering both directions (to and from the site) in the peak hours, increasing to approximately 900 total riders in May 2025. Comparing the last four months of 2024 to the first four months of 2025, approximately 30% more shuttle passengers have been carried in the four-month period in 2025.

3.1.6 Broader Mixed-Use Site Plan Benefits

The mixed-use development on the site addresses the following transportation objectives:

- A greater potential for the internalization / interaction of site trips within the development site itself, as well as in the local area, that reduces external automobile trip-making while realizing similar or greater development intensity.
- A greater variety of land uses and services within the site and immediate area that reduces trip distances and encourages active transportation for the site and surrounding areas.
- Provision of co-working space to support residents working from home through the provision of shared office spaces in multi-unit buildings. It has been estimated that at full build-out, approximately 1,000 people living at Brightwater are projected to be working from home on any given day, making use either of their homes or the shared co-working space as part of their building's amenity area.
- Potential for more interaction between the site and other area development activities including existing / emerging retail land uses, office development, and other employment land uses in the immediate vicinity.
- More efficient use of on-site infrastructure through:
 - general amenity space shared by employees, residents, and visitors to the development;
 - shared parking supply between residential visitors, retail patrons and staff as well as other non-residential land uses, particularly during evening and weekend periods;
 - shared vehicular servicing / loading requirements – i.e., waste collection, general delivery, and moving needs; and
 - pedestrian facilities / connections to public rights-of-way and public transit facilities (residential and employment peak directions are generally opposite to one another so there are economies of scale when considering peak direction travel demands).



4.0 VEHICLE PARKING CONSIDERATIONS

Throughout the application history of the Brightwater Master Plan site, the proposed vehicular parking requirements and supply have been developed in a manner intended to support sustainable transportation practices and the City of Mississauga's strategic and evolving direction towards a multi-modal city.

An overview of the site's vehicular parking considerations is provided below, as follows:

- History of site vehicle parking requirements, including consideration for the contemporary city-wide Zoning By-law 0225-2007 and Bill 185;
- Application and comparison of the site's vehicle parking requirements from 2019 to current day for Blocks C and H, including a review of the observed parking demand on Blocks C and H;
- Recommended vehicular parking requirements on future Blocks of the site, including a discussion of the appropriateness of the recommended rates; and
- Additional recommended parking-related provisions such as parking reductions through car-share, obstructed parking spaces, and a new shared parking area.

4.1 History of Vehicle Parking Requirements for Brightwater Site

As part of the initial OPA application in 2017, reduced parking requirements from the city-wide Zoning By-law 0225-2007 were proposed for the Brightwater development site and were approved through an LPAT settlement agreement in 2019. Following this approval for the overall Brightwater site, minor variances for Block C, H, and G were approved in 2021 to reduce the minimum resident parking supply on these blocks.

On a city-wide scale, updates to Zoning By-law 0225-2007 were made in 2022 which included changes to various minimum parking off-street requirements across the City. Most recently, in 2024, minimum parking requirements have been further modified as a result of Provincial Bill 185. Bill 185 effectively removes minimum parking requirements in Protected Major Transit Station Areas (MTSAs) across Ontario, including the City of Mississauga. In fact, the City of Mississauga passed By-law 0199-2024 on October 30, 2024 to bring the city-wide Zoning By-law 0225-2007 into alignment with Bill 185, eliminating minimum parking requirements in Protected MTSAs across Mississauga. While the Brightwater site is not located within a PMTSA, the site is located immediately adjacent to and west of the Port Credit GO PMTSA.

In determining the minimum parking requirements applicable to the Brightwater site, it is important to consider clause 3.1.1.1.8 of the city-wide Zoning By-law 0225-2007. Clause 3.1.1.1.8 states that the minimum off-street parking requirements applicable to a site will be the lesser rate between the regulations contained in the city-wide Zoning By-law 0225-2007, the regulations contained in area specific provisions (e.g., site-specific zoning by-law), and the regulations contained in a minor variance.

The following sections provide a more detailed discussion of the parking requirements for the site, including a summary of the applicable rates today in **Table 5**, considering the changes imposed by Bill 185 and clause 3.1.1.1.8 of the city-wide Zoning By-law 0225-2007.



4.1.1 Site-Specific Zoning By-law Requirements (2019 LPAT Case No. PL180196)

As part of the initial OPA application in 2017, reduced parking requirements from the city-wide Zoning By-law 0225-2007 were proposed for the Brightwater development site to recognize its planned mixed-use, walkable context and to facilitate a development that promotes active transportation and the use of transit. An LPAT (Local Planning Appeal Tribunal) settlement agreement and decision for the Master Plan site was issued on November 15, 2019 and included reduced minimum parking requirements. These reduced parking requirements reflect discussions with City staff and further analysis regarding parking demand for the proposed non-residential uses.

The parking requirements contained in the Zoning By-Law Amendment, attached to the LPAT decision of November 15, 2019 are outlined in **Table 2**.

Table 2 Site-Specific Zoning By-law Parking Requirements (LPAT Case No. PL180196)

Use	Zoning Requirement
Townhouse/Condominium/Apartment Dwelling (with shared underground parking)	1.00 resident spaces / unit 0.15 visitor spaces / unit
Rental Apartment Dwelling (RA3-37 zone only)	0.60 resident spaces / unit 0.15 visitor spaces / unit
Retirement Building / Long-term Care Building	0.30 spaces / unit or long-term care bed
Retail, Personal Service Establishment, Financial Institutions, Offices, Real Estate Offices, Repair Establishments, Art Galleries, Museum	3.0 spaces / 100 m ² of GFA
Restaurants	7.1 spaces / 100 m ² of GFA within "Area B" (Blocks H, D, & C) with a cap of 2,700 m ² of total restaurant space in Area B 9.0 spaces per 100 m ² of GFA for all lands outside "Area B"
Medical offices	4.85 spaces / 100 m ² of GFA

4.1.2 2021 & 2022 Parking Variances

Following the approval of the site-specific zoning by-law, BA Group prepared a report, entitled, *"70 Mississauga Road South & 181 Lakeshore Road West – Block CH Parking Variance – (April 2021 Update)"*, (herein referred to as the "April 2021 Minor Variance") to support a minor variance that would permit a reduced resident parking supply for Blocks C and H. As part of the April 2021 Minor Variance, it was proposed to reduce the resident parking requirements to a minimum rate of 0.86 spaces per dwelling unit. This variance was approved as part of CoA File A226/21 in June 2021.

Similarly, Block G was also approved for the same resident parking reduction (0.86 spaces per dwelling unit) that was approved for Blocks C and H, through the minor variance process. Additionally, as part of this minor variance, a portion of the required commercial parking for Block G was permitted to be provided within the surplus commercial parking within the Block C and H parking garage. A maximum of 25 off-site commercial parking spaces was granted for Block G, to be provided within the Block C and H garage. To support the minor variance, BA Group prepared a report entitled, *"70 Mississauga Road South & 181 Lakeshore Road West (Brightwater) – Block G Parking and Loading*



Variance", (herein referred to as the "April 2022 Minor Variance"). This variance was approved as part of CoA File A265/22 (and through a follow up technical variance A616/22) and permitted the same minimum resident parking rates outlined in **Table 3**.

Table 3 Minor Variance Parking Requirements (Block C, H, and G)

Use	Zoning Requirement
Condominium/Apartment Dwelling	0.86 resident spaces / unit 0.15 visitor spaces / unit
Townhouse (Back to Back and Through)	1.00 resident spaces / unit

Overall, these parking reductions took into consideration the evolving policy direction of the City at the time, parking sales data for the Brightwater site, and the City's "Parking Master Plan and Implementing Strategy" (PMPIS), approved in June 2019, which reviewed and analyzed parking needs for all areas of the City. The PMPIS recommended that the minimum parking requirements be reduced and replaced with a policy designed to manage parking more deliberately and to support a multi-modal city.

4.1.3 2022 Updates to the Mississauga City-wide Zoning By-law 0225-2007

While the minor variances were being sought for Blocks C, H, and G in 2021 and 2022, the City of Mississauga was also in the process of reviewing the off-street parking regulations in the city-wide Zoning By-law 0225-2007.

The City developed the "Parking Regulations Study" and "Zoning By-law 0117-2022" which were considered key action documents focused on establishing an appropriate amount of (privately-owned) parking for new development applications in the City. The documents investigated existing and future parking demand and travel patterns, developed neighbourhood-specific "precincts" with specified rates across the City, and attempted to ensure that parking regulations generally reflected the number of zoning and minor variance applications being requested by landowners. The proposed off-street parking standards were passed by Council on June 8, 2022 and are now in effect within Zoning By-law 0225-2007. In general, lower parking requirements were established in urban areas with high accessibility to transit. The site is subject to the parking standards in Precinct 2 of Zoning By-law 0225-2007. A summary of the minimum parking requirements for Precinct 2 is provided in **Table 4**.



Table 4 City of Mississauga Zoning By-law 0225-2007 (Precinct 2)

Use	Zoning Requirement
Condominium Apartment Dwelling	0.9 resident spaces / unit 0.2 visitor spaces / unit
Rental Apartment Dwelling	0.8 resident spaces / unit 0.2 visitor spaces / unit
Street Townhouse	2.0 spaces / unit
Townhouse, Townhouse on a CEC-Road	2.0 resident spaces / unit 0.25 visitor spaces / unit
Back to Back and Stacked Townhouse without exclusive use garage and driveway	1.1 resident spaces / unit 0.25 visitor spaces / unit
Back to Back and Stacked Townhouse with exclusive use garage and driveway	2.0 resident spaces / unit 0.25 visitor spaces / unit
Retirement Building	0.5 spaces / unit
Long-term Care Building	0.33 spaces / bed
Retail, Financial Institutions, Repair Establishments, Art Galleries, Museum, Service Establishment	3.0 spaces / 100 m ² of GFA
Office	2.5 spaces / 100 m ² of GFA
Restaurants	Less than or equal to 220 m ² GFA: 3.0 spaces / 100 m ² of GFA Greater than 220 m ² GFA: 6.0 spaces / 100 m ² of GFA
Medical offices	4.0 spaces / 100 m ² of GFA
Daycare	2.5 spaces / 100 m ² of GFA
Community Centre	4.5 spaces / 100 m ² of GFA

As introduced in **Section 4.1**, clause 3.1.1.1.8 of Zoning By-law 0225-2007, as it reads today, allows for minimum parking requirements for a site to be based on the lesser of rates contained in a site-specific by-law, applicable minor variances on the site, and the city-wide Zoning By-law 0225-2007.

4.1.3.1 RESIDENTIAL VISITOR AND NON-RESIDENT SHARED PARKING ARRANGEMENTS

As part of city-wide Zoning By-law 0225-2007, shared parking arrangements are permitted as per clause 3.1.2.1.3 (Shared Arrangement for Residential Visitor and Non-Residential Parking Component) and clause 3.1.2.4 (Mixed Use Development Shared Parking).



Clause 3.1.2.1.3 of Zoning By-law 0225-2007 permits shared parking arrangements for residential visitor/non-residential parking based on the greater of:

- (1) Visitor spaces per unit; or
- (2) Parking required for all non-residential uses, located in the same building or on the same lot as the residential use, except banquet hall/conference centre/convention centre, entertainment establishment, overnight accommodation, place of religious assembly, recreational establishment and restaurant over 220 m² GFA.

Parking for the above uses over 220 m² GFA shall be provided in accordance with applicable regulations contained in Table 3.1.2.2 of Zoning By-law 0225-2007.

Alternatively, Clause 3.1.2.4 of Zoning By-law 0225-2007 permits shared parking arrangements for mixed-use developments using a shared parking formula based on peak periods of the day. The parking requirement for each individual use is multiplied by the percent of the peak period for each time period. The highest total parking requirement obtained (i.e., summed) from all time periods shall become the required parking for the mixed-use development. It is noted that the site-specific by-law (LPAT Case No. PL180196) for the Brightwater site has set out site-specific shared parking formulas in Table 2.1.32.5. A comparison of both shared parking arrangements, using Blocks C and H as an example, is provided in **Section 4.2.3.1**.

4.1.4 Cutting Red Tape to Build More Homes Act, 2024 (Bill 185)

In addition to the City of Mississauga's 2022 update to the parking requirements within their city-wide Zoning By-law, minimum parking requirements have been further modified as a result of Bill 185.

On April 10, 2024, the Provincial government introduced the *Cutting Red Tape to Build More Homes Act, 2024* – known as Bill 185 – as new legislation with the goal of increasing housing and infrastructure development in Ontario. Bill 185 introduced several changes to Provincial Acts, including the Planning Act. One key change included prohibiting and /or limiting the ability for municipal Official Plans and Zoning By-laws to require that an owner provide parking facilities (other than for bicycle parking) in Protected Major Transit Station Areas (PMTSAs) and areas around most major transit stations. A Major Transit Station Area (MTSA) is defined within the Provincial Planning Statement as the area generally within an approximate 500- to 800-metre radius of a transit station, wherein PMTSAs are a subset of MTSAs where specific Official Plan policies may be applied.

Bill 185 received Royal Assent on June 6, 2024, and is now in force and effect. Subsequently, Mississauga City Council passed By-law 0199-2024 on October 30, 2024 which eliminates minimum parking requirements within Protected MTSAs, bringing Zoning By-law 0225-2007 into alignment with Bill 185.

While the Brightwater site is not located within a PMTSA, the site is located immediately adjacent to the western boundary (i.e., Mississauga Road South) of the Port Credit GO PMTSA, as denoted in Schedule E-2 of the 2022 Region of Peel Official Plan and illustrated on **Figure 1**. While the Brightwater site (located on the west side of Mississauga Road South) is subject to minimum parking requirements, across the street (on the east side of Mississauga Road South), it is permitted for new developments to provide zero parking spaces, as-of-right. While the Brightwater site is not proposed to be a “zero” parking site, its location adjacent to an approved PMTSA with zero parking minimums suggests there is strong support for some form of parking reduction on the site.



4.1.5 Summary of Applicable Site Parking Requirements

As noted in **Section 4.1**, the applicable parking rates for the Brightwater site are the lesser of the parking rates between the site-specific by-law, the site's minor variances, and Zoning By-law 0225-2007. A summary of these parking requirements is provided in **Table 5**, including the final applicable parking rates to the site (i.e., the lowest rates between these three categories).

The minor variances discussed in **Section 4.1.2** were granted for Blocks C, H, and G, and it is considered that these rates should also be applicable to the remaining blocks on the Brightwater site.

Table 5 Current Brightwater Parking Requirements

Use	Site-Specific Zoning By-law (LPAT Case No. PL180196)	Parking Variances (CoA Files A226/21, A265/22, A616/22)	City-wide Zoning By-law 0225-2007 (Precinct 2)	Applicable (i.e., Lowest) Minimum Parking Requirement
Condominium Apartment Dwelling	1.00 resident sps / unit 0.15 visitor sps / unit	0.86 resident sps / unit 0.15 visitor sps / unit	0.90 resident sps / unit 0.20 visitor sps / unit	0.86 resident sps / unit 0.15 visitor sps / unit
Rental Apartment Dwelling	0.60 resident sps / unit 0.15 visitor sps / unit		0.80 resident sps / unit 0.20 visitor sps / unit	0.60 resident sps / unit 0.15 visitor sps / unit
Back to Back Townhouse, Stacked townhouse without exclusive use garage and driveway	1.00 resident sps / unit 0.15 visitor sps / unit	1.00 resident sps / unit	1.10 resident sps / unit 0.25 visitor sps / unit	1.00 resident sps / unit 0.15 visitor sps / unit
Townhouse, Townhouse on a CEC-Road (with exclusive use garage)	0.15 visitor sps / unit	-	2.0 resident spaces / unit 0.25 visitor spaces / unit	2.0 resident spaces / unit 0.15 visitor spaces / unit
Retirement Building	0.30 sps / unit	-	0.50 sps / unit	0.30 sps / unit
Long-term Care Building	0.30 sps / bed	-	0.33 sps / bed	0.30 sps / bed
Retail Store	3.0 sps / 100 m ² of GFA	-	3.0 sps / 100 m ² of GFA	3.0 sps / 100 m ² of GFA
Office	3.0 sps / 100 m ² of GFA	-	2.5 sps / 100 m ² of GFA	2.5 sps / 100 m ² of GFA
Real Estate Office	3.0 sps / 100 m ² of GFA	-	-	3.0 sps / 100 m ² of GFA
Art Gallery, Museum	3.0 sps / 100 m ² of GFA	-	3.0 sps / 100 m ² of GFA	3.0 sps / 100 m ² of GFA

Table continued on next page.



Financial Institution	3.0 sps / 100 m ² of GFA	-	3.0 sps / 100 m ² of GFA	3.0 sps / 100 m ² of GFA
Repair Establishment	3.0 sps / 100 m ² of GFA	-	3.0 sps / 100 m ² of GFA	3.0 sps / 100 m ² of GFA
Personal Service Establishment	3.0 sps / 100 m ² of GFA	-	3.0 sps / 100 m ² of GFA	3.0 sps / 100 m ² of GFA
Restaurant	7.1 spaces / 100 m ² of GFA within "Area B" (Blocks H, D, & C) with a cap of 2,700 m ² of total restaurant space in Area B 9.0 spaces per 100 m ² of GFA for all lands outside "Area B"	-	Less than or equal to 220 m ² GFA: 3.0 spaces / 100 m ² of GFA Greater than 220 m ² GFA: 6.0 spaces / 100 m ² of GFA	Less than or equal to 220 m ² GFA: 3.0 spaces / 100 m ² of GFA Greater than 220 m ² GFA: 6.0 spaces / 100 m ² of GFA
Medical Office	4.85 spaces / 100 m ² of GFA	-	4.0 sps / 100 m ² of GFA	4.0 sps / 100 m ² of GFA
Daycare	-	-	2.5 spaces / 100 m ² of GFA	2.5 spaces / 100 m ² of GFA
Community Centre	-	-	4.5 spaces / 100 m ² of GFA	4.5 spaces / 100 m ² of GFA



4.2 Application of Historic Vehicle Parking Requirements (Blocks C and H)

The following sections review the required vehicle parking supply for Blocks C and H of the Brightwater site at the time of the original approvals against the current parking requirements applicable in 2025. It is noted that Blocks C and H have already been built (with a shared underground parking garage) and are currently fully occupied at the time of this application. The purpose of calculating the required vehicle parking, with shared parking provisions, is to understand how the vehicle parking requirements have changed since the original approvals in 2019 and variances in 2021. This information also forms a baseline against which a review of observed parking occupancy is reviewed in following sections of this report.

4.2.1 Blocks C and H: Required Parking with Site-Specific Zoning (LPAT) in 2019

As per BA Group's May 2021 SPA memorandum for Blocks C and H, application of the approved 2019 site-specific minimum parking requirements resulted in a requirement of 650 parking spaces, inclusive of 311 resident parking spaces and 339 non-resident parking spaces.

4.2.2 Blocks C and H: Required Parking in 2021

A minor variance for resident parking was approved in 2021, reducing the required rate from 1.0 spaces per unit to 0.86 spaces per unit. As per BA Group's May 2021 SPA memorandum for Blocks C and H, a total of 267 resident parking spaces were required based on this reduced resident rate. As such, a total of 606 parking spaces were required (reduced from 650 spaces), inclusive of 267 resident parking spaces and 339 non-resident parking spaces.

4.2.3 Blocks C and H: Required Parking in 2025

The as-built development statistics of Blocks C and H and the minimum parking requirement rates that would be applicable for Blocks C and H in 2025 are summarized in **Table 6** and **Table 7**, respectively. The applicable parking rates are the lesser of the parking rates between the site-specific by-law, the site's minor variances, and Zoning By-law 0225-2007. In addition, shared parking is permitted for the residential visitor and non-resident uses on the site as per clause 3.1.2.1.3 of Zoning By-law 0225-2007 (Shared Arrangement for Residential Visitor and Non-Residential Parking Component) and clause 3.1.2.4 of Zoning By-law 0225-2007 (Mixed Use Development Shared Parking) of Zoning By-law 0225-2007, as introduced in **Section 4.1.3**. **Table 8** summarizes the resultant parking requirements based on application of the two shared parking clauses.

Ultimately, application of the shared parking clause for mixed-use developments (clause 3.1.2.4, as amended by the Brightwater site-specific by-law) to Blocks C and H results in a total requirement of 516 vehicle parking spaces, inclusive of 267 resident parking spaces and 249 non-resident parking spaces (shared between all non-resident uses). A comparison between the total minimum parking required for Blocks C and H in 2019 (650 spaces), and what is required in 2025 (516 spaces), totalling to a reduction of approximately 20% from 2019 to 2025, is indicative of the scale of the downward evolution of minimum parking requirements in the City of Mississauga.



Table 6 As-Built Development Statistics (Blocks C and H)

Use	Units / GFA		
	Block C	Block H	TOTAL
Residential	76 units	235 units	311 units
Office	1,855 m ²	477 m ²	2,332 m ²
Medical Office	601 m ²	-	601 m ²
Retail	5,016 m ²	478 m ²	5,494 m ²
Financial Institution	332 m ²	-	332 m ²
Restaurant	1,028 m ²	-	1,028 m ²
TOTAL			311 units 9,787 m ² of non-residential GFA

Notes:

1. The above development statistics assumes that every vacant unit on the ground floor is future retail, and every vacant unit on the second floor of C2/C3 is office.

Table 7 Vehicle Parking Requirement Rates (Blocks C&H)

Use	Applicable Minimum Parking Requirement	
	Rate	Source
Resident	0.86 spaces / unit	Parking Variance
Residential Visitor	0.15 visitor spaces / unit	Site-Specific Zoning By-law
Office	2.5 spaces / 100 m ² of GFA	City-wide Zoning By-law 0225-2007
Medical Office	4.0 spaces / 100 m ² of GFA	City-wide Zoning By-law 0225-2007
Retail Store	3.0 spaces / 100 m ² of GFA	Site-Specific Zoning By-law and City-wide Zoning By-law 0225-2007
Financial Institution	3.0 spaces / 100 m ² of GFA	Site-Specific Zoning By-law and City-wide Zoning By-law 0225-2007
Restaurant	Less than or equal to 220 m ² GFA: 3.0 spaces / 100 m ² of GFA Greater than 220 m ² GFA: 6.0 spaces / 100 m ² of GFA	City-wide Zoning By-law 0225-2007



4.2.3.1 SHARED PARKING REQUIREMENTS

Shared parking is permitted for the residential visitor and non-resident uses on the site as per clause 3.1.2.1.3 of Zoning By-law 0225-2007 (Shared Arrangement for Residential Visitor and Non-Residential Parking Component) and clause 3.1.2.4 of Zoning By-law 0225-2007 (Mixed Use Development Shared Parking) of Zoning By-law 0225-2007. **Table 8** summarizes the resultant parking requirements based on application of the two shared parking clauses.

Table 8 Blocks C and H Minimum Parking Requirement Comparison (Sharing Clauses in Zoning By-law 0225-2007)

Shared Parking Clause	Parking Requirement		
	Resident	Non-Resident	Total
Clause 3.1.2.1.3 of Zoning By-law 0225-2007 (Shared Arrangement for Residential Visitor and Non-Residential Parking Component)	267 spaces	319 spaces	586 spaces
Clause 3.1.2.4 of Zoning By-law 0225-2007 (Mixed Use Development Shared Parking), as amended by site-specific by-law	267 spaces	249 spaces	516 spaces

A detailed calculation of the parking requirements based on the two sharing clauses is provided below. **Table 9** summarizes the shared parking requirements as per clause 3.1.2.1.3 while **Table 10** and **Table 11** summarize the weekday and weekend sharing provisions as per clause 3.1.2.4, respectively.



Table 9 Blocks C and H Zoning By-law 0225-2007 Shared Parking Requirements (Sharing Clause 3.1.2.1.3)

Use	Units / GFA ¹	Minimum Parking		Minimum Parking After Sharing
		Parking Rate	Parking Spaces ²	Parking Spaces
Resident				
Dwelling Unit	311 units	0.86 spaces / unit	267 sps	267 sps
Resident Subtotal			267 sps	267 sps
Non-Resident				
Residential Visitor	311 units	0.15 spaces / unit	47 sps	Greater of 47 res vis spaces or 319 non-residential spaces (i.e., the sum of all non-residential uses, excluding residential visitor uses ³)
Office	2,332 m²	2.5 spaces / 100 m² GFA	58 sps	
Medical Office	601 m²	4.0 spaces / 100 m² GFA	24 sps	
Retail	5,494 m²	3.0 spaces / 100 m² GFA	165 sps	
Financial Institution	332 m²	3.0 spaces / 100 m² GFA	10 sps	
Restaurant	1,028 m²	6.0 spaces / 100 m² GFA	62 sps	
Non-Resident Subtotal			366 sps	319 sps
TOTAL			633 sps	586 sps

Notes:

1. Based on development statistics, as-built today.
2. Parking calculations are rounded to the nearest whole number, except accessible parking, which is rounded up to the nearest whole number, as per Zoning By-law 0225-2007 Section 3.1.1.1.4.
3. The total shared non-resident parking required is the greater of the visitor spaces or the sum of all other non-residential uses. In the case of Blocks C and H, the greater is the sum of all other non-residential uses.

Application of the shared parking clause for residential visitor and non-residential parking (clause 3.1.2.1.3) to Blocks C and H results in a total requirement of 586 vehicle parking spaces, inclusive of 267 resident parking spaces and 319 non-resident parking spaces (shared between all non-resident uses).



Table 10 Blocks C and H Zoning By-law 0225-2007 Shared Parking Requirements (Sharing Clause 3.1.2.4, Weekday, as amended by Site-Specific Zoning in 2019)

Use	Units / GFA ¹	Minimum Parking		Shared Parking Requirements ³			
		Parking Rate	Parking Spaces ²	Morning	Noon	Afternoon	Evening
Resident							
Dwelling Unit	311 units	0.86 spaces / unit	267 sps	267 <i>(100%)</i>	267 <i>(100%)</i>	267 <i>(100%)</i>	267 <i>(100%)</i>
<i>Resident Subtotal</i>			267 sps	267 sps	267 sps	267 sps	267 sps
Non-Resident							
Residential Visitor	311 units	0.15 spaces / unit	47 sps	9 <i>(20%)</i>	9 <i>(20%)</i>	24 <i>(50%)</i>	47 <i>(100%)</i>
Office	2,332 m ²	2.5 spaces / 100 m ² GFA	58 sps	58 <i>(100%)</i>	52 <i>(90%)</i>	55 <i>(95%)</i>	6 <i>(10%)</i>
Medical Office	601 m ²	4.0 spaces / 100 m ² GFA	24 sps	24 <i>(100%)</i>	22 <i>(90%)</i>	23 <i>(95%)</i>	2 <i>(10%)</i>
Retail	5,494 m ²	3.0 spaces / 100 m ² GFA	165 sps	83 <i>(50%)</i>	83 <i>(50%)</i>	116 <i>(70%)</i>	124 <i>(75%)</i>
Financial Institution	332 m ²	3.0 spaces / 100 m ² GFA	10 sps	7 <i>(70%)</i>	8 <i>(75%)</i>	10 <i>(100%)</i>	8 <i>(80%)</i>
Restaurant	1,028 m ²	6.0 spaces / 100 m ² GFA	62 sps	16 <i>(25%)</i>	40 <i>(65%)</i>	16 <i>(25%)</i>	62 <i>(100%)</i>
<i>Non-Resident Subtotal</i>			366 sps	197 sps	214 sps	244 sps	249 sps
TOTAL			633 sps	464 sps	481 sps	511 sps	516 sps

Notes:

1. Based on development statistics, as-built today.
2. Parking calculations are rounded to the nearest whole number, except accessible parking, which is rounded up to the nearest whole number, as per Zoning By-law 0225-2007 Section 3.1.1.1.4.
3. The percent of parking required for each time period is based on Table 2.1.32.5 of the site-specific zoning by-law (LPAT Case No. PL180196).



Table 11 Blocks C and H Zoning By-law 0225-2007 Shared Parking Requirements (Sharing Clause 3.1.2.4, Weekend, as amended by Site-Specific Zoning in 2019)

Use	Units / GFA ¹	Minimum Parking		Shared Parking Requirements ³			
		Parking Rate	Parking Spaces ²	Morning	Noon	Afternoon	Evening
Resident							
Dwelling Unit	311 units	0.86 spaces / unit	267 sps	267 <i>(100%)</i>	267 <i>(100%)</i>	267 <i>(100%)</i>	267 <i>(100%)</i>
Resident Subtotal			267 sps	267 sps	267 sps	267 sps	267 sps
Non-Resident							
Residential Visitor	311 units	0.15 spaces / unit	47 sps	9 <i>(20%)</i>	9 <i>(20%)</i>	28 <i>(60%)</i>	47 <i>(100%)</i>
Office	2,332 m ²	2.5 spaces / 100 m ² GFA	58 sps	6 <i>(10%)</i>	6 <i>(10%)</i>	6 <i>(10%)</i>	6 <i>(10%)</i>
Medical Office	601 m ²	4.0 spaces / 100 m ² GFA	24 sps	2 <i>(10%)</i>	2 <i>(10%)</i>	2 <i>(10%)</i>	2 <i>(10%)</i>
Retail	5,494 m ²	3.0 spaces / 100 m ² GFA	165 sps	83 <i>(50%)</i>	124 <i>(75%)</i>	165 <i>(100%)</i>	17 <i>(10%)</i>
Financial Institution	332 m ²	3.0 spaces / 100 m ² GFA	10 sps	9 <i>(90%)</i>	9 <i>(90%)</i>	9 <i>(90%)</i>	2 <i>(20%)</i>
Restaurant	1,028 m ²	6.0 spaces / 100 m ² GFA	62 sps	12 <i>(20%)</i>	56 <i>(90%)</i>	31 <i>(50%)</i>	62 <i>(100%)</i>
Non-Resident Subtotal			366 sps	121 sps	206 sps	241 sps	136 sps
TOTAL			633 sps	388 sps	473 sps	508 sps	403 sps

Notes:

1. Based on development statistics, as-built today.
2. Parking calculations are rounded to the nearest whole number, except accessible parking, which is rounded up to the nearest whole number, as per Zoning By-law 0225-2007 Section 3.1.1.1.4.
3. The percent of parking required for each time period is based on Table 2.1.32.5 of the site-specific zoning by-law (LPAT Case No. PL180196) for the Brightwater site.

Application of the shared parking clause for mixed-use developments (clause 3.1.2.4, as amended by the Brightwater site-specific by-law) to Blocks C and H results in a total requirement of 516 vehicle parking spaces, inclusive of 267 resident parking spaces and 249 non-resident parking spaces (shared between all non-resident uses). This total is representative of the weekday evening period which yielded the highest time of day parking requirement across both weekdays and weekends.



4.3 Observed Parking Occupancy (Blocks C and H)

4.3.1 Blocks C and H: Observed Parking Demand

The City of Mississauga requires the submission of a Parking Utilization Study to justify parking reductions of generally more than 10% from current Zoning By-law standards, as is outlined by the “*Terms of Reference: Parking Utilization Studies for Site Specific Applications*” document (dated September 2021).

In accordance with the requirements of a Parking Utilization Study, BA Group conducted parking demand studies on Blocks C and H of the Brightwater site for three consecutive days (Thursday, Friday, and Saturday) over the course of two weeks during the last two weeks of March 2025. Blocks C and H have been constructed and are largely occupied.

Based on our experience, the peak demand for residential parking is almost always in the early hours of the morning. As a result, an early morning observation is always included in our surveys (generally between 2-3am). Collecting resident parking occupancy data at 30 minute intervals in the morning and afternoon periods is typically not helpful in identifying peak residential parking occupancy, and hourly observations have been made during the morning, afternoon and evening periods, and with the additional observation made in the early morning.

Parking data was collected on Thursday, Friday and Saturday on the two consecutive weeks. With remote work more common in recent years, the ability to work remotely over a weekend period is more available to people, and while hybrid work requirements do vary, employees (if engaged in hybrid work) are more commonly required to be in the office Tuesday through Thursday, which would imply they may be less likely to be out of town on those days. While this effect may or may not be significant depending on the number of office employees/hybrid workers living in a particular residential building, we recommend conducting surveys Thursday through Saturday so that the period contains at least one day on which office commuters may be more likely to be present. A survey period of Friday through Monday may not contain days when hybrid office workers may more commonly be required to be in the office.

The survey results are attached in **Appendix A**.

4.3.1.1 RESIDENT AND RESIDENTIAL VISITOR PARKING DEMAND SURVEY DETAILS

Resident and residential visitor parking demands surveys were conducted by BA Group on Blocks C and H, as summarized in **Table 12**. It is noted that only the condominium parking component of Blocks C and H were counted as part of the surveys. The rental apartment parking component in Block D was not surveyed.

Collectively, Blocks C and H contain a total of 311 units that are supported by a shared underground parking garage with 268 resident parking spaces. A supply of 47 residential visitor spaces is also provided within the shared non-residential parking area. At the time of the survey, a total of 309 units were sold and 295 units occupied (representing an approximate 95% occupancy). In regard to parking spaces, 264 resident parking spaces were sold.



Table 12 Blocks C and H: Resident and Residential Visitor Parking Utilization Study Details

Address	Survey Date(s)	Resident Survey Time Periods	Res Visitor Survey Time Periods	Survey Time Periods	Units (Condo Tenure)	Resident Parking Supply	Res Visitor Parking Supply
Blocks C & H	Thu, Mar 20, 2025 Fri, Mar 21, 2025 Sat, Mar 22, 2025 Thu, Mar 27, 2025 Fri, Mar 28, 2025 Sat, Mar 29, 2025	19:00-23:00 (all days) 0:00-3:00 (spot count, all days)	17:00-23:00 11:00-23:00 11:00-23:00 15:00-23:00 11:00-23:00 11:00-23:00	Hourly	Total: 311 units Sold: 309 units Occupied: 295 units	Total: 268 spaces (0.86 spaces / unit) Sold: 264 spaces	47 spaces (0.15 spaces per unit)



Resident Parking Demand

A summary of the observed resident parking demands on Blocks C and H of the Brightwater site is provided in **Table 13**. The peak resident parking demand observed over the surveyed days ranged from 0.54 resident spaces per occupied unit to 0.66 resident spaces per occupied unit, calculated based upon the observed peak demand of 195 spaces and 295 occupied units.

The peak observed demand of 0.66 spaces per unit (assuming all spaces are available to all users) is significantly lower than the required resident parking rate of 0.86 spaces per unit. Therefore, there is potential to reduce the resident parking rate on future blocks of the Brightwater site to better align with the observed demands today. However, in practice, condominium parking spaces are typically owned by individual residents and are not available for use by other residents. Therefore the “composite” resident parking demand was determined as a means of reflecting the current site operation where each parking space can only be used by one specific user, and is discussed in the following section.

Table 13 Blocks C and H: Resident Parking Utilization

Address	Survey Date	Survey Time Periods ¹	Units	Peak Resident Parking Demand			
				Spaces	Time	Rate per Unit	Rate per Occupied Unit
Blocks C & H	Thu, Mar 20, 2025	19:00-23:00	311 units (295 units occupied)	158	23:00	0.51	0.54
		00:00-3:00		160	3:00	0.51	0.54
	Fri, Mar 21, 2025	19:00-23:00		152	22:00	0.49	0.52
		00:00-3:00		149	3:00	0.48	0.51
	Sat, Mar 22, 2025	19:00-23:00		156	23:00	0.50	0.53
		00:00-3:00		179	3:00	0.58	0.61
	Thu, Mar 27, 2025	19:00-23:00		173	22:00	0.56	0.59
		00:00-3:00		185	3:00	0.59	0.63
	Fri, Mar 28, 2025	19:00-23:00		175	23:00	0.56	0.59
		00:00-3:00		195	3:00	0.63	0.66
	Sat, Mar 29, 2025	19:00-23:00		173	23:00	0.56	0.59
		00:00-3:00		185	3:00	0.59	0.63

Notes:

1. The survey time period of 00:00-3:00 represents the overnight count of the survey day. For example, the Thursday, March 20, 2025 count from 00:00-3:00 occurred during the overnight period between Thursday night and Friday morning.



Composite Resident Parking Demand

The composite parking demand is calculated on the basis of each parking space being reserved for a particular user, which is how the vast majority of condominium parking facilities are treated since condominium parking spaces are typically individually owned. Based on observations made during the survey at Blocks C and H, a total of 224 individual, sold spaces were observed to be occupied at least once across all the six overnight parking observations, which results in a composite parking demand rate of approximately 0.76 spaces per occupied unit, or 0.72 spaces per sold unit. Assuming that individual ownership of parking spaces and their allocation to a single user is maintained, a parking supply of 0.76 spaces per occupied residential unit would be sufficient to meet the observed demand during the surveyed period. If operation is changed such that any parking space can be used by any resident, the site parking surveys indicate that parking supply could be reduced to approximately 0.66 spaces per occupied unit as has been discussed in the previous section.

This report reviews a potential resident parking rate of 0.75 spaces per unit for future apartment blocks of the Brightwater site. Although the observed composite resident rate results in 0.76 spaces per unit, the provision of 0.75 spaces per unit on future blocks is suitable as the site builds out with more non-residential land uses (commercial uses, schools, etc.) that can be accessed without a personal vehicle, creating a more complete community.

Residential Visitor Parking Demand

Given the nature of the shared parking garage and based on signage within the garage, visitor demands were estimated based on the occupancy of 30 spaces which were assessed on-site as being primarily intended for visitor use. A summary of the observed residential visitor parking demands on Blocks C and H of the Brightwater site within the 30 spaces is provided in **Table 14**. The 30 spaces are within a parking area containing approximately 100 parking spaces that are available for shared use by residential visitors and retail customers.

The peak residential parking demand observed during the two-week period ranged from 0.05 residential visitor spaces per unit to 0.08 residential spaces per unit. The peak visitor demand of 0.08 spaces per unit was observed in the late evening and is below the city-wide, Zoning By-law 0225-2007 “Precinct 2” rate of 0.20 spaces per unit. The data indicates that the Precinct 2 rates exceed the Brightwater site’s residential visitor parking demands observed today.

Table 14 Blocks C and H: Residential Visitor Parking Utilization

Address	Survey Date	Survey Time Periods	Units	Peak Residential Visitor Parking Demand			
				Spaces	Time	Rate per Unit	Rate per Occupied Unit
Blocks C & H	Thu, Mar 20, 2025	17:00-23:00	311 units (295 units occupied)	23	22:00, 23:00	0.07	0.08
	Fri, Mar 21, 2025	11:00-23:00		22	22:00, 23:00	0.07	0.07
	Sat, Mar 22, 2025	11:00-23:00		23	22:00	0.07	0.08
	Thu, Mar 27, 2025	15:00-23:00		20	23:00	0.06	0.07
	Fri, Mar 28, 2025	11:00-23:00		16	21:00, 23:00	0.05	0.05
	Sat, Mar 29, 2025	11:00-23:00		20	23:00	0.06	0.07



4.3.1.2 NON-RESIDENT PARKING DEMAND

Non-resident parking demands surveys were conducted by BA Group on Blocks C and H, as summarized in **Table 15**.

Collectively, Blocks C and H contain a total of 9,787 m² of non-residential GFA consisting of office, medical office, retail, financial institution, and restaurant uses. Occupancy of the non-residential floor area at the time of the parking surveys in March 2025 is included in **Appendix A**. These non-residential uses are supported by a total parking supply of 378 parking spaces consisting of 40 surface spaces on Block C, 68 surface spaces on Block H, and a shared underground parking garage with 270 shared non-resident parking spaces for both blocks. The 270 underground spaces include shared residential visitor/retail parking in the underground parking on Blocks C and H. The shared resident/visitor parking area was surveyed on all survey days.

At the time of the survey, a total of 5,218 m² of the non-residential GFA was occupied (representing an approximate 53% overall occupancy and not containing any operating restaurant uses at the time of the surveys). The retail and medical office units on Blocks C and H became occupied starting in June 2024 through to the fall of 2024, such that at the time of the parking surveys, the businesses in the occupied non-residential GFA had been operating for six months or more.

Table 15 Blocks C and H: Non-Residential Parking Utilization Study Details

Address	Survey Dates	Survey Time Periods	Survey Count Interval	Non-Residential Uses (GFA)	Non-Resident Parking Supply
Blocks C & H	Thu, Mar 20, 2025 Fri, Mar 21, 2025 Sat, Mar 22, 2025 Thu, Mar 27, 2025 Fri, Mar 28, 2025 Sat, Mar 29, 2025	17:00-23:00 11:00-23:00 11:00-23:00 15:00-23:00 11:00-23:00 11:00-23:00	Hourly	Office: 2,332 m ² Medical Office: 601 m ² Retail: 5,494 m ² Financial Institution: 332 m ² Restaurant: 1,028 m ² <hr/> Total: 9,787 m ² Total Occupied: 5,218 m ²	Surface: 40 spaces (Block C) 68 spaces (Block H) Underground: 270 spaces <hr/> Total: 378 spaces

Notes:

- 25 parking spaces of the total 378 spaces on Blocks C and H are intended to accommodate the commercial uses on Block G. Block G contains a total of 466 m² of commercial GFA, all of which was unoccupied at the time of survey.



Non-Residential Parking Demand

A summary of the observed non-resident parking demands on Blocks C and H of the Brightwater site is provided in **Table 16**.

Based on the occupied retail GFA, the peak non-resident parking demand observed during the two-week period ranged from 1.72 spaces per 100m² occupied GFA to 2.36 spaces per 100m² occupied GFA. The peak of 2.36 spaces per 100m² occupied GFA was observed at 12:00pm on Saturday, March 22, 2025 and is well below the minimum parking requirement for office, medical office, retail, financial institution, and restaurant uses. In fact, the observed rate of 2.36 spaces per 100m² of occupied GFA is lower than the required rates for the aforementioned non-residential uses (3.0 spaces per 100m² for most uses, except for office with a required rate of 2.50 spaces per 100m²).

Table 16 Non-Residential Parking Utilization

Address	Survey Date	Survey Time Periods	Non-Residential GFA	Peak Non-Residential Parking Demand			
				Spaces	Time	Rate per 100m ² GFA	Rate per 100m ² Occupied GFA
Blocks C & H	Thu, Mar 20, 2025	17:00-23:00	9,787 m ² (5,218 m ² occupied)	90	17:00	0.92	1.72
	Fri, Mar 21, 2025	11:00-23:00		96	12:00, 14:00	0.98	1.84
	Sat, Mar 22, 2025	11:00-23:00		123	12:00	0.98	2.36
	Thu, Mar 27, 2025	15:00-23:00		97	17:00	1.26	1.86
	Fri, Mar 28, 2025	11:00-23:00		94	17:00	0.99	1.80
	Sat, Mar 29, 2025	11:00-23:00		96	12:00	0.96	1.84

Based on the observed parking occupancy, a parking requirement rate of 2.5 spaces per 100m² of occupied GFA would be sufficient for all commercial uses on Blocks C and H.

The parking survey data does not reflect operation of restaurant uses, and parking demands could increase with those uses added to the site. However, an increased mix of land uses on a site typically increases the extent to which people visit more than one land use on a site, and as the site builds out and more residential units are occupied, the proportion of retail customers living within walking distance also increases. Both of these factors can be expected to have an overall effect of reducing parking demands compared to a stand-alone retail or commercial land use. Overall, a parking requirement rate of 2.5 spaces per 100m² of GFA (for combined non-residential areas) is considered suitable for future planning of the site. Further discussion is provided in **Section 4.6** of this report.



4.4 Blocks C and H: Parking Summary

The following section provides a summary of the historic parking requirements for Blocks C and H compared to the peak parking demand observed on the site today. **Table 17** summarizes the previous 2019 and 2021 parking requirements for Blocks C and H, the parking requirements if the application for Blocks C and H was submitted today (i.e., 2025), and the peak demand observed on Blocks C and H in March 2025.

Table 17 Comparison of Parking Requirements and Observed Parking Demand (Blocks C and H)

Parking Scenario	Vehicle Parking Spaces		
	Resident	Non-Resident	Total
Required Parking in 2019 (Rates as per Site-Specific Zoning By-law (LPAT))	311 spaces	339 spaces	650 spaces
Required Parking in 2021 (Rates as per Site-Specific Zoning By-law & Minor Variance)	267 spaces	339 spaces	606 spaces
Required Parking in 2025¹ (Lowest Rates between Site-Specific Zoning By-law, Minor Variance, and Updated Mississauga City-wide Zoning By-law 0225-2007)	267 spaces	249 - 319 spaces ²	516 - 586 spaces
Observed Peak Parking Demand in 2025 (Based on counts conducted by BA Group in March 2025)	195-224 spaces	154 spaces ³	349 - 378 spaces

Notes:

1. This scenario represents a hypothetical situation wherein the applications for Blocks C and H are submitted today, in 2025.
2. This range in non-resident parking spaces represents the parking requirements when applying the two shared parking calculation methods, as summarized in **Table 8**.
3. The peak non-resident parking demand of 154 spaces was observed on Saturday, March 22, 2025 at 12:00pm, including both the residential visitor and commercial parking at-grade and below-grade.

Based on the foregoing, it is evident that the required parking supply for Blocks C and H, even if the application was submitted today, exceeds the actual parking demand observed on the site. The lowest resident parking supply permitted for the site is 267 spaces whereas the observed peak demand was lower (between 195 and 224 spaces), representing of a difference of 43 to 72 spaces. Of the total 311 units, 309 units have been sold, and 295 units were occupied at the time of the survey (95% occupied). Of the total 268 resident parking spaces, 264 spaces have been sold. As such, the residential component of the building is effectively at occupancy.

The lowest non-resident parking supply permitted for the site is 249 spaces whereas the observed peak demand was 154 spaces, representing a difference of 83 spaces. At the time of survey, the non-residential GFA was not fully occupied. However, if the peak observed rate of 2.36 parking spaces per 100m² of occupied GFA is applied to the full non-residential GFA of 9,787 m², a peak demand of 230 spaces would be estimated for the fully occupied non-residential GFA.



4.5 Future Blocks: Recommended Parking

The following section reviews the recommended vehicle parking requirements for the development of the remaining blocks on the Brightwater site. The following vehicle parking requirements are recommended:

- Resident (Condominium Apartment and Townhouse without exclusive garage): 0.75 spaces per unit;
- Residential Visitor: 0.15 spaces per unit (consistent with 2019 Site-Specific Zoning By-law);
- Commercial: 2.5 spaces per 100m² of commercial GFA; and
- Restaurant: 3.0 spaces per 100m² of restaurant GFA.

4.5.1 Parking Rates

A reduction in required parking rates is considered appropriate in the context of the history of parking reductions over the past 8 years, the evolving City and Provincial policy context, and the observed parking demands on the built portions of the site, discussed further in **Section 4.6**.

4.5.1.1 POTENTIAL RESIDENTIAL VISITOR AND NON-RESIDENTIAL SHARING

Two methods of calculating shared parking on mixed-use blocks are discussed below.

Greater of Residential Visitor and Non-Residential

Clause 3.1.2.1.3 of the City of Mississauga Zoning By-law 0225-2007 specifies that a shared parking arrangement may be used for the calculation of required residential visitor / non-residential parking wherein the shared requirement is the greater of the required visitor spaces or the parking required for all other non-residential uses.

Lesser of Residential Visitor and Non-Residential

An alternate shared parking arrangement is being contemplated for the required residential visitor / non-residential parking wherein the shared requirement is the lesser of the required visitor spaces or the parking required for all non-residential uses, subject to meeting the minimum residential visitor rate of 0.15 spaces per unit.

4.5.1.2 EXAMPLE – HYPOTHETICAL MIXED-USE BUILDING

Overview

To demonstrate the impact of the different calculations, as an example, the parking requirements of a future / hypothetical mixed-use building is considered. This hypothetical building contains 600 residential units and 1,600 m² of commercial / retail GFA.

Greater of Residential Visitor and Non-Residential

Application of the greater of residential visitor and non-residential shared parking arrangement to the hypothetical, mixed-use building is summarized in **Table 18**.



Table 18 Application of “Greater Of” Sharing Clause 3.1.2.1.3 of Zoning By-law 0225-2007 (Hypothetical Mixed-Use Building)

Use	Units / GFA ¹	Minimum Non-Resident Parking		Minimum Non-Resident Parking After Sharing ³
		Parking Rate	Parking Spaces ²	Parking Spaces
Residential Visitor	600 units	0.15 spaces / unit	90 sps	Greater of 90 res vis spaces or 40 non-residential spaces (i.e., the sum of all non-residential uses, excluding residential visitor uses)
Commercial / Retail	1,600 m ²	2.5 spaces / 100 m ² GFA	40 sps	
TOTAL			130 sps	90 sps

Notes:

1. Based on potential site statistics of a hypothetical mixed-use building
2. Parking calculations are rounded to the nearest whole number, except accessible parking, which is rounded up to the nearest whole number, as per Zoning By-law 0225-2007 Section 3.1.1.1.4.
3. The total shared non-resident parking required is the greater of the visitor spaces or the sum of all other non-residential uses, as per Zoning By-law 0225-20074 Section 3.1.2.1.3.

Application of the “greater of” shared parking clause for residential visitor and non-residential parking (clause 3.1.2.1.3) to the hypothetical building results in a total requirement of 90 non-resident parking spaces, shared between all non-resident uses including residential visitors.

Lesser of Residential Visitor and Non-Residential

Application of the lesser of residential visitor and non-residential shared parking arrangement to the hypothetical, mixed-use building is summarized in **Table 19**.

Table 19 Application of “Lesser Of” Sharing Clause (Hypothetical Mixed-Use Building)

Use	Units / GFA ¹	Minimum Non-Resident Parking		Minimum Non-Resident Parking After Sharing ³
		Parking Rate	Parking Spaces ²	Parking Spaces
Residential Visitor	600 units	0.15 spaces / unit	90 sps	Lesser of 90 res vis spaces or 40 non-residential spaces (i.e., the sum of all non-residential uses, excluding residential visitor uses), subject to meeting the minimum res vis spaces
Commercial / Retail	1,600 m ²	2.5 spaces / 100 m ² GFA	40 sps	
TOTAL			130 sps	90 sps

Notes:

1. Based on potential site statistics of a hypothetical mixed-use building.
2. Parking calculations are rounded to the nearest whole number, except accessible parking, which is rounded up to the nearest whole number, as per Zoning By-law 0225-2007 Section 3.1.1.1.4.
3. The total shared non-resident parking required is the lesser of the visitor spaces or the sum of all other non-residential uses, subject to meeting the minimum residential visitor rate of 0.15 spaces per unit.



Application of the proposed “lesser of” shared parking clause for residential visitor and non-residential parking to the hypothetical building results in a total requirement of 90 non-resident parking spaces (shared between all non-resident uses including residential visitors). In the case of this hypothetical building, the “lesser of” shared parking method results in the same requirement as the “greater of” shared parking method as per Clause 3.1.2.1.3 of Zoning By-law 0225-2007 as the minimum residential visitor rate of 0.15 spaces per unit must be met.

4.5.1.3 PROPOSED RESIDENTIAL VISITOR AND NON-RESIDENTIAL SHARING

It is proposed to adopt the “lesser of” shared parking clause for the future Brightwater blocks. As part of this shared parking arrangement being contemplated, the required residential visitor/non-residential parking for a building is the lesser of the required visitor spaces or the parking required for all other non-residential uses, subject to meeting the minimum residential visitor rate of 0.15 spaces per unit.

It is noted that the example site statistics provided in **Section 4.5.1.2** resulted in the same non-resident parking requirements when applying both the “greater of” and the “lesser of” parking requirements. In the case where there is a larger non-residential component compared to residential units, the proposed “lesser of” shared parking clause would result in only the residential visitor parking requirement needing to be met. Therefore, meeting the “lesser of” parking requirement will maintain competitiveness for potential commercial tenants, takes advantage of the mixed-use nature of the Brightwater site, and aligns with current policy direction in PMTSAs and Strategic Growth Areas, discussed further in **Section 4.6.1**.

Additionally, the latest City of Mississauga OP repeatedly acknowledges support and encouragement for shared parking:

7.6 The parking that is provided should increasingly be in structured - preferably underground - parking facilities and on-street where it can be shared amongst multiple users.

7.6.2 Mississauga will encourage the shared use of parking and allow off-site parking, where appropriate.

7.7.3 Mississauga will encourage employers to implement TDM programs, such as carpooling, carshare and shared micromobility, alternative work arrangements, bike to work programming, discount transit pass, and shared parking.



4.6 Appropriateness of Proposed Vehicle Parking Requirements for Future Blocks

The following parking reductions are being sought as part of this application:

- Residential (Condominium Apartment and Townhouse without exclusive garage): 0.75 spaces per unit;
- Commercial: 2.5 spaces per 100m² of commercial GFA; and
- Restaurant: 3.0 spaces per 100m² of restaurant GFA.

The proposed parking reductions are considered appropriate based upon the following considerations, explored in greater detail in **Section 4.6.1** through **Section 4.6.5**:

- Emergence of non-auto supportive regional and local plans and policy directives;
- Existing and planned transit and active transportation facilities afforded to the site area;
- Support from the site's TDM strategy;
- Mixed-use nature of the site; and
- Observed parking demand on Blocks C and H of the Brightwater site.

4.6.1 Planning and Policy Review

4.6.1.1 BILL 185

As introduced in **Section 4.1.4**, the Provincial government introduced the *Cutting Red Tape to Build More Homes Act, 2024* (i.e., Bill 185) which prohibits municipal Official Plans and Zoning By-laws from requiring the provision of minimum parking facilities in areas around major transit stations. Bill 185 received Royal Assent on June 6, 2024, and is now in force and effect. Subsequently, Mississauga City Council passed By-law 0199-2024 which eliminates minimum parking requirements within Protected MTSAs, bringing Zoning By-law 0225-2007 into alignment with Bill 185.

While the site is not located within a PMTSA, the site is located adjacent to the western boundary (i.e., Mississauga Road South) of the Port Credit GO PMTSA, as denoted in the 2022 Region of Peel Official Plan and as illustrated on **Figure 1**. In this way, while the Brightwater site is still subject to minimum parking requirements, across the street from the Brightwater site, it is permitted for new developments to provide zero parking spaces, as-of-right. While the Brightwater site is not proposed to be a “zero” parking site, its proximity to an approved PMTSA indicates there is strong support for some form of parking reduction on the site.

4.6.1.2 CITY OF MISSISSAUGA OFFICIAL PLAN

The new Mississauga Official Plan 2051 was adopted by Council on April 16, 2025 and has been submitted to the Ministry of Municipal Affairs and Housing (MMAH) for their review and approval. As part of this OP, the Brightwater site has been identified as a Strategic Growth Area referred to as the Port Credit West Village Growth Node.

Strategic Growth Areas are priority areas that are intended to accommodate most of the City's future growth and development, making efficient use of land and infrastructure. These areas will be compact, mixed-use, and developed



at densities high enough to support frequent transit service and micromobility. Additionally, walking and cycling will be viable modes of transportation in these areas. In this way, in Strategic Growth Areas, the needs of transit, pedestrians, and cyclists will be at the forefront and pedestrian and bicycle safety will be a priority, as per Section 7.3.4.1 of the OP. At the same time, in Strategic Growth Areas, the City will give consideration to limiting surface parking and coordinating parking initiatives with transportation demand management (TDM) programs. Beyond Strategic Growth Areas, the OP also generally encourages the reduction of off-street parking across the City. This reduction in parking is intended to encourage greater use of transit, cycling, and walking and is intended to work in conjunction with transportation demand management (TDM) initiatives such as those proposed for the site in **Section 4.6.3**.

In summary, the site's designation as a Strategic Growth Area clearly indicates the City's intention for the site to prioritize active transportation (e.g., pedestrians and cyclists) and transit rather than private automobiles. A reduction in vehicle parking supply available is one of the most effective measures in encouraging the use of alternative modes of transportation such as walking, cycling, and transit. As such, the site's designation as a Strategic Growth Area offers strong justification for a reduced on-site parking supply for the residential, commercial, and restaurant uses. In fact, Section 7 of the OP acknowledges that, as Mississauga continues to grow and develop, less land will be devoted to vehicular parking, particularly within Strategic Growth Areas.

4.6.1.3 OVERARCHING POLICY AND PLANNING REGIME

The overarching policy and planning regime applicable to the site reflects initiatives, standards, and investments that prioritize active mobility and the experience of people over the efficiency of car movement. Recent plans and policies aim to mitigate and significantly reduce vehicle traffic through the promotion and facilitation of non-auto trips and the vast improvement of public transit access.

Common themes across provincial and regional directives (e.g., Provincial Planning Statement, Metrolinx Regional Transportation Plan, and Region of Peel Long Range Transportation Plan) as well as municipal plans (e.g., Mississauga Official Plan, Mississauga Transportation Master Plan, Lakeshore Connecting Communities Study, and Inspiration Port Credit) emphasize the following transportation-related implications:

- **Planning transit from a network perspective.**

Public transit in the site area and surrounding neighbourhood is being enhanced to achieve an interconnected network of high-order public transit service, overall offering a greater range of transportation options for residents, visitors, and employees.

- **Designing streets and public realm for people.**

While the efficient movement of automobiles has previously been the focus in transportation planning, the enjoyment, safety, and efficiency of the pedestrian has become the primary focus of mobility planning throughout the City.

- **Connecting and expanding cycling infrastructure.**

The City has been undertaking significant expansion of cycling infrastructure, as well as cycling-supportive amenities (both publicly accessible and integrated with new developments).



- **Reduction of parking as appropriate.**

Based on the above, the provincial and municipal governments have taken significant steps to address increasingly immediate housing needs, environmental concerns, and traffic congestion. One way in which the City aims to tackle these concerns is consideration for the significant reduction or complete elimination of vehicle parking for new developments based on their proximity to transit.

The above themes have been fundamental to the development of the City, which have and will continue to guide the planning / design and overall parking needs.

4.6.2 Site Location and Transportation Context

While the site currently has convenient access to the adjacent or nearby key routes on Lakeshore Road West, Mississauga Road, and Hurontario Street, it is also well-located from a sustainable transportation perspective. There is a wide range of businesses in the Port Credit downtown area to the east along Lakeshore Road, as well as on the north and to the west along Lakeshore Road, that are in close proximity to the subject site and could easily be reached on foot or by bicycle. The retail components of the site development along Lakeshore Road will also become part of the retail strip and add to the shopping and services available within walking distance of future residents of the site.

As for regional transit connectivity, the site is located in close proximity to the Port Credit GO Station (approximately 1 kilometre from the northeastern corner of the site), itself a part of the GO Transit Lakeshore West line which provides frequent train service between Aldershot GO Station in Burlington to the west and Union Station in Toronto to the east. The site is also currently serviced by several local MiWay Transit routes that connect it (from Lakeshore Road West) to Port Credit GO Station. Providing more convenient access to the Port Credit GO Station to and from the site is a key part of the proposed TDM Plan as well.

The Lakeshore Connecting Communities Study recommended provision of rapid transit along Lakeshore Road from Long Branch GO Station to the Brightwater site, and the development plan provides a loop (via Masonry Way and The Brightwater Boulevard) that has been designed to accommodate future rapid transit service. Prior to implementation of bus-based or rail-based rapid transit on Lakeshore Road West, a shuttle bus to link the Brightwater site to the Port Credit GO Station was proposed as part of the Brightwater TDM plan. The applicant committed to commence a shuttle bus service to the Port Credit GO Station at the occupancy of Buildings C1 and H, and the shuttle has been operating since 2024, as discussed in **Section 3.1.5**.

Regarding active transportation, the southern portion of the site is bordered by the Waterfront Trail which alternates between being a paved multi-use trail and a route that shares space with automobiles on residential streets, and travels the extent of the City of Mississauga along its waterfront. Providing more walking and cycling connections throughout the site that link to the surrounding area (and specifically to Port Credit GO Station) is a featured aspect of the proposed TDM Plan, as discussed in **Section 4.6.3**, and is proposed as part of various municipal-level cycling and transportation master plans. The City of Mississauga is also currently undertaking an Environmental Assessment for a new active transportation bridge over the Credit River, north of Lakeshore Road, approximately 700 metres to the north-east of the centre of the Site. A second east-west active transportation bridge, supporting cyclists and pedestrians, is proposed over the Port Credit River near the QEW, located approximately two kilometres north-east of the centre of the Site.



In summary, the site will continue to see improvements to the transit, cycling, and pedestrian connectivity afforded to the site, further increasing the viability of trips to and from the site via active transportation rather than private vehicles that require a parking space on-site.

4.6.3 Transportation Demand Management (TDM) Measures

A range of TDM measures have been proposed as part of the Master Plan for the overall Brightwater site, which will combine to provide a range of travel alternatives that will reduce the demand for automobile travel, and, in turn, reduce the need for residents to own and store private automobiles on the site. A selection of TDM measures are discussed below, but full details can be found in the March 2024 Report.

4.6.3.1 TDM-SUPPORTIVE ELEMENTS OF THE MASTER PLAN

Mixed-Use and Compact Development

The Master Plan includes a mix of land uses on the site and the introduction of a fine-grained network of streets and blocks. Each of these features are conducive to sustainable transportation behaviour. With retail and commercial facilities along Lakeshore Road and community/recreational uses being considered for the southern area of the site, a series of prominent destinations will serve residents that are located close enough to their residence that they will not need to drive. Further, shorter distances between residential blocks and pedestrian connections through the site's development blocks will make the site conducive to walking and cycling activity, as well as for micromobility through provision of a shared e-scooter service.

Car-Share Parking

Car sharing provides a low-commitment transportation alternative for automobile use, which has become common practice in the City of Toronto and is becoming more established in the City of Mississauga. As the car-share fleet grows, it further reduces the appeal of automobile ownership. As car-share programs become popular, they become an increasingly relevant factor in determining the minimum required parking standards. While the private automobile ownership model requires a space for each car owner, a car-share ownership model would only require a space for the number of users expected to use a car at the same time. On Blocks C and H, two car-share vehicles have been available for use for residents and the general public since July 2024. From July 2024 to May 2025, inclusive, the car-share vehicles on-site have had an average of nine unique monthly users and an average of 14 monthly trips.

Car-share programs operate on a self-serve system where members may rent a vehicle from any of the car-share lots or on-street locations scattered across the City. Vehicles are available "on demand" with time-based user rates applied, along with subscriptions to the service that are generally a fixed membership fee. Rather than develop their own parking infrastructure, car-share programs can acquire a few spaces in municipal or privately-owned properties for their vehicles. Two parking spaces on Blocks C and H have been designated for car-share use, and additional car-share spaces will be investigated on selected future development blocks elsewhere on the Brightwater site. The availability of car-share facilities on the site will assist in reducing on-site car ownership.

Bicycle Parking, Facilities and Network

Bicycle parking is to be provided within the proposed development, in accordance with the Citywide Zoning By-law 225-2007. Additional bicycle parking can be provided to further support the proposed parking reduction.



Additionally, an internal cycling route network has been designed and built as part of the Master Plan, and includes two main components:

- An off-street, two-way route running along the western edge of the site to the waterfront, an east-west midblock cycling link along the proposed Mews / River Run Way alignment, and the existing Waterfront Trail.
- Separated on-street cycle facilities on each side of The Brightwater Boulevard and along the west side of Mississauga Road between Lakeshore Road West and the existing Waterfront Trail.

The off-road two-way cycling facility is proposed to be 3.0 metres wide and will function primarily as a recreational route connecting to the Waterfront area and throughout the site. The street-based cycle facilities will be a minimum of 1.5 metres wide and provide cycling connectivity throughout the site and to the east.

4.6.3.2 TDM PLAN STRATEGIES

The site context provides for access to public transit services and good pedestrian connectivity. While strong opportunities exist in the area's infrastructure to accommodate sustainable transportation practices, the ability to fully leverage these opportunities, ensuring the success for the TDM strategies is important. To this end, TDM Plan strategies are presented with targeted "intentions" (i.e., what it is trying to achieve and for whom), accompanied by methods of implementation. Potential strategies are then framed in the context of the development.

A summary of the mobility strategy is outlined below in **Table 20**. It is important to note that these TDM strategies will be continuously refined throughout the application process. Several of these measures are currently being implemented, others are at the planning stage, while others are still being explored and are listed as potential measures.



Table 20 Site TDM Measures (Implemented, Planned, and Potential)

Measure	Description	Objective
Shuttle to / from Port Credit GO Station (Implemented)	Prior to rapid transit being provided on Lakeshore Road, a shuttle route will loop within the site and travel to Port Credit GO Station to replace short vehicular trips.	<ul style="list-style-type: none"> • Reduce car dependence and the need for everyday car travel • Promote car sharing and transit
Bicycle Parking (Implemented)	Where possible, provide bicycle parking in excess of Zoning By-Law requirements	<ul style="list-style-type: none"> • Make it easy and attractive for people to walk and cycle
Bike Repair Stations (Implemented)	Include a bicycle repair / maintenance station within each long-term bicycle parking area.	<ul style="list-style-type: none"> • Make it easy and attractive for people to walk and cycle
Unbundled Vehicular Parking (Implemented)	Provide unbundled parking for all residential apartments on the site (excluding townhouse units with dedicated parking), allowing home purchasers to only pay for the amount of parking they require.	<ul style="list-style-type: none"> • Reduce car dependence and the need for everyday travel
Pedestrian Connections (Implemented)	Provide public pedestrian sidewalks on all new public streets within the site, and pedestrian connections through blocks wherever possible.	<ul style="list-style-type: none"> • Make it easy and attractive for people to walk and cycle
Travel Mode Information Packages (Planned)	Implement marketing programs aimed at new residential unit purchasers to ensure that residents are aware of available modal choices in the area.	<ul style="list-style-type: none"> • Reduce car dependence and the need for everyday travel • Make it easy and attractive for people to walk and cycle • Promote car-sharing and transit
Ride-Sharing Program (Planned)	Explore opportunities to offer ride-sharing programs originating within the buildings. Online services are freely available and can be promoted on the site to facilitate carpooling activity.	<ul style="list-style-type: none"> • Reduce car dependence and the need for everyday travel • Promote car-sharing and transit
Car-Share Spaces (implemented) and Subsidized Car-Share Membership (Planned)	Car-share spaces provided on Block C. Explore opportunities for car-share services, on future blocks, ideally with car-share stations (parking spaces) located within the parking area of every multi-unit residential building. Included with this is to provide subsidized memberships to purchasers of new condominium units.	<ul style="list-style-type: none"> • Reduce car dependence and the need for everyday travel • Promote car-sharing and transit
Bike-Share / Bike Fleet / Micromobility System (Planned)	Facilitate the implementation of a bike share or shared e-scooter system on the site and in the surrounding area; make the site a catalyst for a larger bike share or shared e-scooter system in the Port Credit area.	<ul style="list-style-type: none"> • Make it easy and attractive for people to walk and cycle
Pre-Loaded PRESTO Cards (Potential)	Provide PRESTO fare cards to purchasers of new condominium units with \$100 pre-loaded	<ul style="list-style-type: none"> • Promote car-sharing and transit
CAN-BIKE Cycling Course Subsidy (Potential)	Provide subsidy / rebate towards a CAN-BIKE cycling course for purchasers of residential units for the first two years of occupancy.	<ul style="list-style-type: none"> • Make it easy and attractive for people to walk and cycle
Shower and Change Facilities (Potential)	For the office components of the site, provide shower and change facilities in accordance with the Port Credit & Lakeshore Parking Strategy recommendations.	<ul style="list-style-type: none"> • Make it easy and attractive for people to walk, run and cycle to work
Table continued on next page.		



Transit Information Centres (with real-time information screens) (Potential)	Provide an information centre within all commercial, mid-rise, and high-rise buildings that ensures current transit information (arrival times, route information, advisory notices) is conveniently available to all residents and visitors to the site. This information will be delivered electronically via a screen located in a central location of each building.	<ul style="list-style-type: none"> Promote car-sharing and transit.
Community Outreach (Potential)	Organize local events for residents once substantial occupancy has been achieved. At the events, attendees can receive information about the transportation options available to them, including all elements of this TDM plan.	<ul style="list-style-type: none"> Reduce car dependence and the need for everyday travel Make it easy and attractive for people to walk and cycle to work Promote car-sharing and transit

4.6.4 Restaurant Rate

The minimum parking requirement for restaurant uses, currently applicable to the site, is 3.0 spaces per 100 m² of restaurant GFA (for uses less than or equal to 220m² GFA) and 6.00 spaces per 100 m² of restaurant GFA (for uses greater than 220m² GFA). Due to the mixed-use nature of the Brightwater site, it is proposed to reduce the restaurant parking requirement such that restaurants of all sizes are subject to the minimum requirement of 3.0 spaces per 100 m².

The proposed restaurant uses on-site will operate as part of the larger mixed-use Brightwater development and not as a standalone suburban restaurant. As such, it is expected that a portion of visitors will be located within the Brightwater site already (e.g., residents and employees) and will travel to commercial uses, including restaurant uses, using active modes of transportation. Similar to BA Groups' Port Credit Parking Strategy, dated June 2014, a general restaurant parking rate was proposed rather than rates based on restaurant sizes.

Furthermore, as noted previously, the Brightwater site is located across the street (i.e., Mississauga Road South) from the Port Credit GO MTSA wherein no minimum parking is permitted for all uses, including restaurant uses. While it is not proposed to eliminate the minimum parking requirements for restaurant uses, the site's proximity to a PMTSA provides strong support to maintain a minimum requirement of 3.0 spaces per 100 m² of restaurant GFA for restaurants of all sizes.

4.6.5 Observed Parking Demands on Blocks C and H

As discussed in detail in **Section 4.3**, BA Group conducted parking demand studies on Blocks C and H of the Brightwater site to inform the recommended parking rates for future development blocks on the site.

Based on observations made during the survey at Blocks C and H, a total of 224 sold resident parking spaces were observed to be occupied at least once across all the six overnight parking observations. This observed demand results in a composite parking demand rate of approximately 0.76 spaces per occupied unit or 0.72 spaces per sold unit. Assuming that individual ownership of parking spaces and their allocation to a single user is the parking ownership model that is carried forward, a parking supply of 0.76 spaces per occupied residential unit would be sufficient to meet the observed demand during the surveyed period. If operation is changed such that any parking space can be used by any resident, the site parking surveys indicate that parking supply could be reduced to approximately 0.66 spaces per occupied unit. As such, a resident parking rate of 0.75 spaces per unit is currently recommended for future



development blocks of the Brightwater site based on the expectation that parking requirements and parking demands will continue to decrease in the future as the site builds out with more non-residential land uses.

Based on the occupied retail GFA, the peak non-resident parking demand observed during the six days of surveying ranged from 1.72 spaces per 100m² occupied GFA to 2.36 spaces per 100m² occupied GFA. This observed parking demand, combined with our understanding of travel behaviour to retail centres with multiple commercial and retail land uses, indicates that a parking requirement rate of 2.5 spaces per 100m² of GFA is considered suitable for future planning of the Brightwater site.



4.7 Car-Share Reduction

It is proposed to implement a resident vehicle parking reduction strategy on the Brightwater site similar to that which has been applied and approved, widespread, throughout Toronto. As part of this strategy, a reduction of four (4) resident occupant parking spaces will be permitted for each car-share parking space provided on the site.

Car sharing services provide a low-commitment transportation alternative for automobile ownership. The success and influence of car share programs, which were only in their infancy a decade ago, now provide convenient, non-private automobile travel opportunities for thousands of residents, employees, and visitors in the City of Toronto. As car share programs continue to expand throughout the City of Mississauga, these services will provide convenient travel opportunities within the City using non-private automobiles. As vehicles are available “on-demand”, residents are able to take trips by automobile without needing to own a private vehicle that requires parking on-site. The ratio of four resident parking spaces to one car-share space is a ratio that has been readily accepted by City Staff and Council in the City of Toronto.

As noted in **Section 4.6.3**, Blocks C and H of the Brightwater site have two car-share vehicles that have been available for use for residents and the general public since July 2024. From July 2024 to May 2025, inclusive, the car-share vehicles on-site have had an average of nine unique monthly users and an average of 14 monthly trips. This car-share usage demonstrates the success of the car-share program on the Brightwater site, supporting residents that do not own a personal vehicle, and providing a convenient alternative for residents who wish to live without a vehicle, or live without a second vehicle.

4.8 Obstructed Parking Spaces

Minor variance applications for Blocks C / H (March 2024) and Block G (February 2025) were undertaken to address as-built conditions of the parking garages, allowing for a portion of the parking spaces on-site to be obstructed. As part of the 268 resident parking spaces on Blocks C and H, 51 parking spaces (approximately 19% of the total resident supply) were technically deficient with respect to the parking dimension requirements outlined in the City of Mississauga Zoning By-law 0225- 2007. As part of the 165 vehicle parking spaces on Block G, 19 spaces, consisting of one visitor parking space and 18 resident parking spaces, (approximately 12% of the total parking supply) were technically deficient with respect to the parking dimension requirements outlined in the City of Mississauga Zoning By-law 0225-2007.

Obstructed parking spaces are discussed in Clause 3.1.1.4.3 and Clause 3.1.1.4.4 of Zoning By-law 0225-2007:

- Clause 3.1.1.4.3: *The minimum width of a parking space, other than an accessible parking space or parallel parking space, shall be increased to 2.75 m where the length of one side of the parking space abuts a building, structure or part thereof, except for a building, structure or part thereof, that extends 1.0 m or less into the front and/or rear of the parking space.*
- Clause 3.1.1.4.4: *The minimum width of a parking space, other than an accessible parking space or parallel parking space, shall be increased to 2.9 m where the length of both sides of the parking space abuts a building, structure or part thereof, except for a building, structure or part thereof, that extends 1.0 m or less into the front and/or rear of the parking space.*



On future Brightwater Blocks, it is proposed to allow for 20% of the total parking supply to be obstructed parking spaces, similar to that which has already been approved for Blocks C and H (it is proposed that the obstruction clauses in the zoning by-law (3.1.1.4.3 and 3.1.1.4.4) would not apply to 20% of the proposed parking supply). This provision will allow for minor obstructions due to construction-related items such as vertical pipes for fire sprinkler systems beside building columns and fire hose cabinets without the need for a minor variance to address minor deviations with respect to the City's obstructed parking space requirements. It is noted that this proposed provision is intended to permit parking spaces wherein deviations from obstruction standards will not affect the functionality of the parking space.

4.9 Shared Parking Areas

As part of the approved site-specific zoning (LPAT) for the Brightwater site, residential visitor and non-resident parking for uses within two mixed-use blocks; Block C, D, and H ('Area A') and Blocks A, B, and F ('Area B') are permitted to be shared within their respective areas due to the proximity of the blocks. As part of this application, it is proposed to delineate a new lot area, 'Area C' that includes Blocks P, Q, and U and allows for residential visitor and non-resident parking to be shared between these three blocks due to their proximity. Blocks P, Q, and U are located at the southeast corner of the site and are adjacent to each other, as illustrated on **Figure 2**. A shared parking configuration between Blocks P, Q, and U will allow for more efficient use of the parking supplied. Additionally, Section 8.6.4.4 of the latest City of Mississauga OP explicitly states that "shared parking between developments will be encouraged, where appropriate".

4.10 Vehicular Parking Conclusion

Throughout the application history of the Brightwater Master Plan site, the proposed vehicular parking requirements and supply have been developed in a manner intended to support sustainable transportation practices and the City of Mississauga's strategic and evolving direction towards a multi-modal city. That is, the minimum parking requirements applicable to the site have decreased from the time of the original Brightwater applications approved in 2019 to the rates applicable in 2025. In addition, the passing of Bill 185 effectively removes minimum parking requirements in Protected Major Transit Station Areas (PMTSAs) across Ontario, including the City of Mississauga, wherein the site is located immediately adjacent to the western boundary (i.e., Mississauga Road South) of the Port Credit GO PMTSA.

It is proposed to provide vehicular parking on-site at supply rates that are lower than those currently stipulated by City of Mississauga Zoning By-law 0225-2007. The following vehicle parking requirements are recommended:

- Resident (Condominium Apartment and Townhouse without exclusive garage): 0.75 spaces per unit;
- Residential Visitor: 0.15 spaces per unit (consistent with 2019 Site-Specific Zoning By-law);
- Commercial: 2.5 spaces per 100m² of commercial GFA
- Restaurant: 3.0 spaces per 100m² of restaurant GFA



The proposed parking reductions are considered appropriate based upon the emergence of non-auto supportive regional and local plans and policy directives, existing and planned transit and active transportation facilities afforded to the site area, support from the site's TDM strategy, the mixed-use nature of the site, and the observed parking demand on Blocks C and H of the Brightwater site.

The site's designation as a Strategic Growth Area clearly indicates the City's intention for the site to prioritize active transportation (e.g., pedestrians and cyclists) and transit rather than private automobiles. A reduction in vehicle parking supply available is one of the most effective measures in encouraging the use of alternative modes of transportation such as walking, cycling, and transit.

Furthermore, parking demand studies conducted on Blocks C and H of the Brightwater site during the last two weeks of March 2025 support the proposed reduced parking rates:

- Observed resident parking demand: Approximately 0.76 spaces per unit (assuming individual ownership / allocation of parking spaces) and 0.66 spaces per unit (assuming all spaces are available to all users) based on 95% of units occupied;
- Observed non-residential parking demand: Approximately 2.4 spaces per 100 m² of non-residential GFA, based on 53% occupancy and no restaurant uses in operation at the time of the surveys.

As part of this ZBA application, it is also proposed to adopt the following permissions:

- Adopt a "lesser of" shared parking clause for vehicular parking requirements on future Brightwater blocks. As part of this shared parking arrangement being contemplated, the required residential visitor/non-residential parking for a building is the lesser of the required visitor spaces or the parking required for all other non-residential uses, subject to meeting the minimum residential visitor rate of 0.15 spaces per unit.
- Permit resident parking reductions based on the provision of car-share spaces. Similar to the City of Toronto, a reduction of four resident occupant parking spaces will be permitted for each car-share parking space provided on the site.
- Allow for 20% of the total parking supply to be obstructed parking spaces. This provision will allow for minor obstructions due to construction-related items and is intended to permit parking spaces wherein deviations from obstruction standards do not affect the functionality of the parking space.
- Delineate a new defined area, 'Area C' that includes Blocks P, Q, and U and allows for residential visitor and non-resident parking to be shared between these three blocks due to their proximity.



5.0 ACCESS CONSIDERATIONS

An access review has been prepared by BA Group to identify driveways that are approved and/or constructed, driveways under review, and potential driveway locations for future blocks on the Brightwater Master Plan site. The following sections describe

5.1 Site Road Network

The site includes a collector road network including:

- Masonry Way;
- The Brightwater Boulevard;
- Missinnihe Way;
- Pierview Way; and
- Shoreside Drive.

One local road is proposed, known as Coveside Drive which extends from Masonry Way to The Brightwater Boulevard, in an “L” shape. The remainder of the proposed roads are private and located internal to the proposed blocks.

5.2 Driveway Locations

Potential driveway locations for future blocks that have not gone through the SPA process yet were reviewed in conformance with the Transportation Association of Canada (TAC) Geometric Design Guide for Canadian Roads (June 2017) and Ontario Traffic Manual design standards while considering the future uses and new road classifications proposed for the site.

Potential driveway locations for blocks not yet studied on the site were reviewed by considering corner clearances and potential sight line constraints, and considering the road hierarchy of the site’s road network. The potential driveway locations conform to the following design standards:

- Corner clearances per TAC Manual (2017) Chapter 8.8, measured from the near curb of a roadway intersection and the near edge of a driveway throat; and
- Driveway spacings per TAC Manual (2017) Chapter 8.9 for local and collector streets.

The access review plan is provided in **Appendix B**. The plan highlights potential locations for future driveways in a light orange colour, and dimensions corner clearances from intersections in a dark purple colour. Additionally, the plan indicates driveways already proposed as part of the approved plan of subdivisions and driveways which have been approved and/or constructed or under review as part of separate studied blocks and applications.

Given the curvature of Masonry Way south of Lakeshore Road West, sight lines were taken into consideration as per TAC Manual (2017) Chapter 9.9. The potential driveway location for Blocks A / F, located within the southeast quadrant of Masonry Way and Lakeshore Road West, will be further reviewed at the time of a potential SPA.



Appendix A: Parking Demand Survey Results



Project No: 7189.21
Project: Brightwater Blocks C & H
Study Location: Brightwater Condos, Lake Shore Rd / Mississauga Rd
Municipality: Mississauga

Parking Accumulation

Thursday, March 20, 2025

Area	Surface								Total	Occupancy
	Block C				Block H					
	Regular	Accessible	Total	Occupancy	Regular	Accessible	Total	Occupancy		
Supply	38	2	40		61	7	68		108	
17:00	6	0	6	15%	56	6	62	91%	68	63%
18:00	5	0	5	13%	55	4	59	87%	64	59%
19:00	7	0	7	18%	51	1	52	76%	59	55%
20:00	6	0	6	15%	48	1	49	72%	55	51%
21:00	3	0	3	8%	34	1	35	51%	38	35%
22:00	0	0	0	0%	32	0	32	47%	32	30%
23:00	0	0	0	0%	30	0	30	44%	30	28%

Area	Underground	
	Retail Regular	Occupancy
Supply	270	
17:00	22	8%
18:00	20	7%
19:00	24	9%
20:00	33	12%
21:00	25	9%
22:00	26	10%
23:00	25	9%

Commercial

Commercial Total	Surface + Underground	
	All	Occupancy
Supply	378	
17:00	90	24%
18:00	84	22%
19:00	83	22%
20:00	88	23%
21:00	63	17%
22:00	58	15%
23:00	55	15%

Residential Visitor

Area	Underground	
	Visitor Regular	Occupancy
Supply	30	
17:00	12	40%
18:00	13	43%
19:00	22	73%
20:00	18	60%
21:00	21	70%
22:00	23	77%
23:00	23	77%

102
97
105
106
84
81
78

Resident

Area	Underground			
	Resident Regular	Resident Accessible	Total	Occupancy
Supply	266	2	268	
17:00	n/a	n/a	n/a	n/a
18:00	n/a	n/a	n/a	n/a
19:00	131	1	132	49%
20:00	142	1	143	53%
21:00	147	1	148	55%
22:00	151	1	152	57%
23:00	157	1	158	59%

Friday, March 21, 2025

Area	Surface								Total	Occupancy
	Block C				Block H					
	Regular	Accessible	Total	Occupancy	Regular	Accessible	Total	Occupancy		
Supply	38	2	40		61	7	68		108	
11:00	2	0	2	5%	49	3	52	76%	54	50%
12:00	8	0	8	20%	58	3	61	90%	69	64%
13:00	6	0	6	15%	51	2	53	78%	59	55%
14:00	11	0	11	28%	55	3	58	85%	69	64%
15:00	7	0	7	18%	44	1	45	66%	52	48%
16:00	11	0	11	28%	52	1	53	78%	64	59%
17:00	9	0	9	23%	59	1	60	88%	69	64%
18:00	4	0	4	10%	55	1	56	82%	60	56%
19:00	6	0	6	15%	47	3	50	74%	56	52%
20:00	2	0	2	5%	42	3	45	66%	47	44%
21:00	2	0	2	5%	41	1	42	62%	44	41%
22:00	0	0	0	0%	40	1	41	60%	41	38%
23:00	0	0	0	0%	42	0	42	62%	42	39%

Area	Underground	
	Retail Regular	Occupancy
Supply	270	
11:00	23	9%
12:00	27	10%
13:00	25	9%
14:00	27	10%
15:00	28	10%
16:00	24	9%
17:00	21	8%
18:00	25	9%
19:00	16	6%
20:00	19	7%
21:00	15	6%
22:00	16	6%
23:00	16	6%

Commercial Total	Surface + Underground	
	All	Occupancy
Supply	378	
11:00	77	20%
12:00	96	25%
13:00	84	22%
14:00	96	25%
15:00	80	21%
16:00	88	23%
17:00	90	24%
18:00	85	22%
19:00	72	19%
20:00	66	17%
21:00	59	16%
22:00	57	15%
23:00	58	15%

Area	Underground	
	Visitor Regular	Occupancy
Supply	30	
11:00	10	33%
12:00	13	43%
13:00	10	33%
14:00	12	40%
15:00	13	43%
16:00	13	43%
17:00	13	43%
18:00	13	43%
19:00	15	50%
20:00	15	50%
21:00	17	57%
22:00	22	73%
23:00	22	73%

87
109
94
108
93
101
103
96
87
81
76
79
80

Area	Underground			
	Resident Regular	Resident Accessible	Total	Occupancy
Supply	266	2	268	
11:00	n/a	n/a	n/a	n/a
12:00	n/a	n/a	n/a	n/a
13:00	n/a	n/a	n/a	n/a
14:00	n/a	n/a	n/a	n/a
15:00	n/a	n/a	n/a	n/a
16:00	n/a	n/a	n/a	n/a
17:00	n/a	n/a	n/a	n/a
18:00	n/a	n/a	n/a	n/a
19:00	128	1	129	48%
20:00	137	1	138	51%
21:00	147	1	148	55%
22:00	151	1	152	57%
23:00	148	1	149	56%

Saturday, March 22, 2025

Area	Surface										Total C & H	Occupancy
	Block C				Block H							
	Regular	Accessible	Total	Occupancy	Regular	Accessible	Total	Occupancy				
Supply	38	2	40		61	7	68		108			
11:00	7	0	7	18%	56	6	62	91%	69	64%		
12:00	9	0	9	23%	55	5	60	88%	69	64%		
13:00	14	0	14	35%	55	4	59	87%	73	68%		
14:00	17	0	17	43%	58	2	60	88%	77	71%		
15:00	13	0	13	33%	58	3	61	90%	74	69%		
16:00	10	0	10	25%	57	1	58	85%	68	63%		
17:00	10	0	10	25%	52	3	55	81%	65	60%		
18:00	8	0	8	20%	56	1	57	84%	65	60%		
19:00	6	0	6	15%	43	2	45	66%	51	47%		
20:00	11	0	11	28%	52	2	54	79%	65	60%		
21:00	12	0	12	30%	51	0	51	75%	63	58%		
22:00	0	0	0	0%	46	0	46	68%	46	43%		
23:00	0	0	0	0%	38	0	38	56%	38	35%		

Area	Underground	
	Retail Regular	Occupancy
Supply	270	
11:00	52	19%
12:00	54	20%
13:00	46	17%
14:00	39	14%
15:00	34	13%
16:00	34	13%
17:00	31	11%
18:00	23	9%
19:00	24	9%
20:00	21	8%
21:00	19	7%
22:00	18	7%
23:00	18	7%

Commercial Total	Surface + Underground	
	All	Occupancy
Supply	378	
11:00	121	32%
12:00	123	33%
13:00	119	31%
14:00	116	31%
15:00	108	29%
16:00	102	27%
17:00	96	25%
18:00	88	23%
19:00	75	20%
20:00	86	23%
21:00	82	22%
22:00	64	17%
23:00	56	15%

Area	Underground	
	Visitor Regular	Occupancy
Supply	30	
11:00	22	73%
12:00	22	73%
13:00	22	73%
14:00	18	60%
15:00	18	60%
16:00	17	57%
17:00	19	63%
18:00	20	67%
19:00	20	67%
20:00	19	63%
21:00	19	63%
22:00	23	77%
23:00	22	73%

143
145
141
134
126
119
115
108
95
105
101
87
78

Area	Underground			
	Resident Regular	Resident Accessible	Total	Occupancy
Supply	266	2	268	
11:00	n/a	n/a	n/a	n/a
12:00	n/a	n/a	n/a	n/a
13:00	n/a	n/a	n/a	n/a
14:00	n/a	n/a	n/a	n/a
15:00	n/a	n/a	n/a	n/a
16:00	n/a	n/a	n/a	n/a
17:00	n/a	n/a	n/a	n/a
18:00	n/a	n/a	n/a	n/a
19:00	129	1	130	49%
20:00	133	0	133	50%
21:00	131	1	132	49%
22:00	145	1	146	54%
23:00	155	1	156	58%

Project No: 7189.21
Project: Brightwater Blocks C & H
Study Location: Brightwater Condos, Lake Shore Rd / Mississauga Rd
Municipality: Mississauga

Parking Accumulation

Thursday, March 27, 2025

Area	Surface								Total	Occupancy
	Block C				Block H					
	Regular	Accessible	Total	Occupancy	Regular	Accessible	Total	Occupancy		
Supply	38	2	40		61	7	68		108	
15:00	8	1	9	23%	42	5	47	69%	56	52%
16:00	7	0	7	18%	41	3	44	65%	51	47%
17:00	19	0	19	48%	50	3	53	78%	72	67%
18:00	13	0	13	33%	39	3	42	62%	55	51%
19:00	10	0	10	25%	49	3	52	76%	62	57%
20:00	4	0	4	10%	53	1	54	79%	58	54%
21:00	2	0	2	5%	48	3	51	75%	53	49%
22:00	0	0	0	0%	34	0	34	50%	34	31%
23:00	0	0	0	0%	33	0	33	49%	33	31%

Area	Underground			
	Farm Boy Regular	Retail Regular	Total Retail	Occupancy
Supply	70	200	270	
15:00	14	13	27	10%
16:00	12	12	24	9%
17:00	12	13	25	9%
18:00	8	13	21	8%
19:00	10	15	25	9%
20:00	9	14	23	9%
21:00	9	16	25	9%
22:00	5	14	19	7%
23:00	5	15	20	7%

Commercial Total	Surface + Underground	
	All	Occupancy
Supply	378	
15:00	83	22%
16:00	75	20%
17:00	97	26%
18:00	76	20%
19:00	87	23%
20:00	81	21%
21:00	78	21%
22:00	53	14%
23:00	53	14%

Area	Underground Visitor	
	Regular	Occupancy
Supply	30	
15:00	13	43%
16:00	15	50%
17:00	16	53%
18:00	16	53%
19:00	13	43%
20:00	15	50%
21:00	14	47%
22:00	18	60%
23:00	20	67%

96
90
113
92
100
96
92
71
73

Area	Underground			
	Resident Regular	Resident Accessible	Total	Occupancy
Supply	266	2	268	
15:00	n/a	n/a	n/a	n/a
16:00	n/a	n/a	n/a	n/a
17:00	n/a	n/a	n/a	n/a
18:00	n/a	n/a	n/a	n/a
19:00	140	2	142	53%
20:00	155	2	157	59%
21:00	167	1	168	63%
22:00	172	1	173	65%
23:00	170	1	171	64%

Friday, March 28, 2025

Area	Surface								Total	Occupancy
	Block C				Block H					
	Regular	Accessible	Total	Occupancy	Regular	Accessible	Total	Occupancy		
Supply	38	2	40		61	7	68		108	
11:00	8	0	8	20%	50	5	55	81%	63	58%
12:00	10	0	10	25%	59	3	62	91%	72	67%
13:00	11	0	11	28%	48	3	51	75%	62	57%
14:00	11	0	11	28%	50	2	52	76%	63	58%
15:00	11	0	11	28%	52	2	54	79%	65	60%
16:00	17	0	17	43%	52	3	55	81%	72	67%
17:00	15	0	15	38%	57	2	59	87%	74	69%
18:00	14	0	14	35%	45	2	47	69%	61	56%
19:00	8	0	8	20%	43	1	44	65%	52	48%
20:00	6	0	6	15%	42	2	44	65%	50	46%
21:00	8	0	8	20%	48	1	49	72%	57	53%
22:00	0	0	0	0%	34	0	34	50%	34	31%
23:00	0	0	0	0%	33	0	33	49%	33	31%

Area	Underground			
	Farm Boy Regular	Retail Regular	Total Retail	Occupancy
Supply	70	200	270	
11:00	9	10	19	7%
12:00	9	11	20	7%
13:00	8	11	19	7%
14:00	9	10	19	7%
15:00	10	10	20	7%
16:00	9	10	19	7%
17:00	9	11	20	7%
18:00	9	12	21	8%
19:00	8	15	23	9%
20:00	7	11	18	7%
21:00	7	12	19	7%
22:00	3	14	17	6%
23:00	2	13	15	6%

Commercial Total	Surface + Underground	
	All	Occupancy
Supply	378	
11:00	82	22%
12:00	92	24%
13:00	81	21%
14:00	82	22%
15:00	85	22%
16:00	91	24%
17:00	94	25%
18:00	82	22%
19:00	75	20%
20:00	68	18%
21:00	76	20%
22:00	51	13%
23:00	48	13%

Area	Underground Visitor	
	Regular	Occupancy
Supply	30	
11:00	11	37%
12:00	10	33%
13:00	9	30%
14:00	10	33%
15:00	11	37%
16:00	14	47%
17:00	14	47%
18:00	14	47%
19:00	14	47%
20:00	15	50%
21:00	16	53%
22:00	14	47%
23:00	16	53%

93
102
90
92
96
105
108
96
89
83
92
65
64

Area	Underground			
	Resident Regular	Resident Accessible	Total	Occupancy
Supply	266	2	268	
11:00	n/a	n/a	n/a	n/a
12:00	n/a	n/a	n/a	n/a
13:00	n/a	n/a	n/a	n/a
14:00	n/a	n/a	n/a	n/a
15:00	n/a	n/a	n/a	n/a
16:00	n/a	n/a	n/a	n/a
17:00	n/a	n/a	n/a	n/a
18:00	n/a	n/a	n/a	n/a
19:00	147	2	149	56%
20:00	146	0	146	54%
21:00	152	0	152	57%
22:00	163	1	164	61%
23:00	174	1	175	65%

Saturday, March 29, 2025

Area	Surface										Total	Occupancy
	Block C				Block H							
	Regular	Accessible	Total	Occupancy	Regular	Accessible	Total	Occupancy				
Supply	38	2	40		61	7	68		108			
11:00	3	0	3	8%	54	1	55	81%	58	54%		
12:00	13	1	14	35%	55	5	60	88%	74	69%		
13:00	8	0	8	20%	56	3	59	87%	67	62%		
14:00	8	0	8	20%	50	4	54	79%	62	57%		
15:00	10	0	10	25%	43	3	46	68%	56	52%		
16:00	8	0	8	20%	44	2	46	68%	54	50%		
17:00	7	0	7	18%	52	3	55	81%	62	57%		
18:00	4	0	4	10%	47	3	50	74%	54	50%		
19:00	5	0	5	13%	44	1	45	66%	50	46%		
20:00	3	0	3	8%	31	1	32	47%	35	32%		
21:00	3	0	3	8%	39	0	39	57%	42	39%		
22:00	0	0	0	0%	35	0	35	51%	35	32%		
23:00	0	0	0	0%	30	0	30	44%	30	28%		

Area	Underground			
	Farm Boy Regular	Retail Regular	Total Retail	Occupancy
Supply	200	70	270	
11:00	12	14	26	10%
12:00	10	12	22	8%
13:00	14	14	28	10%
14:00	18	12	30	11%
15:00	24	14	38	14%
16:00	17	15	32	12%
17:00	19	14	33	12%
18:00	10	11	21	8%
19:00	8	9	17	6%
20:00	21	7	28	10%
21:00	6	11	17	6%
22:00	5	8	13	5%
23:00	3	9	12	4%

Commercial Total	Surface + Underground	
	All	Occupancy
Supply	378	
11:00	84	22%
12:00	96	25%
13:00	95	25%
14:00	92	24%
15:00	94	25%
16:00	86	23%
17:00	95	25%
18:00	75	20%
19:00	67	18%
20:00	63	17%
21:00	59	16%
22:00	48	13%
23:00	42	11%

Area	Underground Visitor	
	Regular	Occupancy
Supply	30	
11:00	15	50%
12:00	17	57%
13:00	10	33%
14:00	12	40%
15:00	14	47%
16:00	14	47%
17:00	13	43%
18:00	15	50%
19:00	15	50%
20:00	17	57%
21:00	19	63%
22:00	18	60%
23:00	20	67%

99
113
105
104
108
100
108
90
82
80
78
66
62

Area	Underground			
	Resident Regular	Resident Accessible	Total	Occupancy
Supply	266	2	268	
11:00	n/a	n/a	n/a	n/a
12:00	n/a	n/a	n/a	n/a
13:00	n/a	n/a	n/a	n/a
14:00	n/a	n/a	n/a	n/a
15:00	n/a	n/a	n/a	n/a
16:00	n/a	n/a	n/a	n/a
17:00	n/a	n/a	n/a	n/a
18:00	n/a	n/a	n/a	n/a
19:00	150	2	152	57%
20:00	153	2	155	58%
21:00	161	2	163	61%
22:00	166	2	168	63%
23:00	171	2	173	65%

Parking Accumulation

	Total Spaces Unoccupied Each Day
Thur, Mar 20, 2025	110
Fri, Mar 21, 2025	121
Sat, Mar 22, 2025	91
Thur, Mar 27, 2025	83
Fri, Mar 28, 2025	73
Sat, Mar 29, 2025	84

Residents

Spaces that were never occupied across all survey days
40

224
0.72 sold spaces per occupied unit

Project No: 7189.21
Project: Brightwater Blocks C & H
Study Location: Brightwater Condos, Lake Shore Rd / Mississauga Rd
Municipality: Mississauga
Study Dates: March 20-22 and 27-29, 2025
Study Time: 12:00 am to 3:00 am

Parking Accumulation

Resident Parking Supply (Total)	268
Resident Parking Supply (Sold)	264
Unsold Parking Supply	4

Residents								
Stall No.	Type	Study Dates						No. of Days Occupied
		Thu, Mar 20	Fri, Mar 21	Sat, Mar 22	Thu, Mar 27	Fri, Mar 28	Sat, Mar 29	
102	Regular	1	1	1	1	1	1	6
103	Regular	0	0	1		1	1	3
104	Regular	1	1	0		1	1	4
105	Regular	1	1	1		1		4
106	Regular	0	0	1	1		1	3
107	Regular	1	1	1	1	1	1	6
108	Regular	0	0	0				0
109	Regular	0	0	0	1			1
110	Regular	1	0	1		1	1	4
111	Regular	1	1	1	1	1	1	6
112	Regular	1	1	1		1	1	5
113	Regular	1	1	1	1	1	1	6
114	Regular	1	0	0	1	1		3
115	Regular	1	0	1	1	1	1	5
116	Regular	1	1	1	1	1	1	6
117	Regular	1	1	1	1	1	1	6
118	Regular	1	1	1	1	1		5
119	Regular	0	1	1		1	1	4
120	Regular	0	1	1	1	1	1	5
121	Regular	0	0	0				0
122	Regular	1	1	1	1	1	1	6
123	Regular	0	0	0				0
124	Regular	0	0	1	1	1	1	4
125	Regular	1	1	1	1	1	1	6
126	Regular	1	1	1	1	1	1	6
127	Regular	1	1	1	1	1	1	6
128	Regular	1	1	1	1	1	1	6
129	Regular	1	1	1	1	1	1	6
130	Regular	0	0	0				0
131	Regular	1	1	1	1	1	1	6
132	Regular	1	0	1	1	1	1	5
133	Regular	0	1	1	1	1		4
134	Regular	1	1	1	1	1	1	6
135	Regular	1	1	1	1	1	1	6
136	Regular	1	0	1	1	1	1	5
137	Regular	1	0	1	1	1		4
138	Regular	1	1	0	1	1	1	5
139	Regular	1	1	1	1			4
140	Regular	1	1	1	1	1	1	6
141	Regular	1	1	1	1	1	1	6
142	Regular	1	1	1	1	1		5
143	Regular	0	0	1				1
144	Regular	1	1	1	1	1	1	6
145	Regular	1	1	1	1	1	1	6
146	Regular	0	0	0				0
147	Regular	1	1	1	1	1	1	6
148	Regular	0	0	1	1	1	1	4
149	Regular	1	0	1	1		1	4
150	Regular	0	0	0	1	1	1	3
151	Regular	1	0	1	1	1	1	5
152	Regular	0	0	0			1	1
153	Regular	0	1	0	1		1	3
154	Regular	0	1	0	1	1	1	4
155	Regular	1	1	1	1	1	1	6
156	Regular	1	1	1	1			4
157	Regular	0	0	1		1		2
158	Regular	1	1	1	1	1	1	6
159	Regular	0	1	0		1	1	3
160	Regular	0	0	0				0
161	Regular	1	1	1		1	1	5
162	Regular	0	0	0				0
163	Regular	0	0	0				0
164	Regular	1	0	1	1			3
165	Regular	1	1	1	1	1	1	6
166	Regular	0	1	1	1	1	1	5
167	Regular	1	1	0	1	1	1	5
168	Regular	1	0	1	1	1	1	5
169	Accessible	0	1	0		1	1	3
170	Regular	1	1	1				3
171	Tandem	2	2	2	1	1	1	9
172	Regular	0	0	0				0
173	Regular	1	0	0	1	1	1	4
174	Regular	1	1	0	1	1	1	5
175	Regular	1	1	1	1	1	1	6
176	Regular	1	0	0		1		2
177	Regular	1	1	1		1	1	5
178	Regular	1	0	1	1	1	1	5
179	Regular	0	0	0	1	1	1	3
180	Regular	1	1	1	1	1	1	6
No Stall #	Regular	1	1	1	1	1	1	6
181	Regular	1	1	1	1	1	1	6
182	Regular	1	1	1	1	1	1	6
183	Regular	1	0	0	1	1	1	4
184	Regular	1	1	1	1	1		5
185	Regular	0	1	1	1	1	1	5
186	Regular	1	1	1	1	1	1	6
187	Regular	1	1	1	1	1		5
188	Regular	1	1	1	1	1	1	6
189	Regular	1	1	1	1	1	1	6
190	Regular	0	0	1	1	1	1	4
191	Regular	1	1	1	1	1	1	6
192	Regular	1	1	1	1	1	1	6
193	Regular	1	0	1			1	3
194	Regular	1	1	1	1	1	1	6
195	Regular	1	1	1	1	1	1	6
196	Regular	1	0	1	1	1		4
197	Regular	1	0	1	1	1	1	5
198	Regular	1	1	1	1	1	1	6
199	Regular	0	0	1				1
200	Regular	0	0	0	1	1	1	3
201	Regular	1	1	1	1	1	1	6

Project No: 7189.21
Project: Brightwater Blocks C & H
Study Location: Brightwater Condos, Lake Shore Rd / Mississauga Rd
Municipality: Mississauga
Study Dates: March 20-22 and 27-29, 2025
Study Time: 12:00 am to 3:00 am

Parking Accumulation

Resident Parking Supply (Total)	268
Resident Parking Supply (Sold)	264
Unsold Parking Supply	4

Residents		Stall No.	Stall Type	Study Dates							No. of Days Occupied
				Thu, Mar 20	Fri, Mar 21	Sat, Mar 22	Thu, Mar 27	Fri, Mar 28	Sat, Mar 29		
	202	Regular	0	0	0				0		
	203	Regular	1	1	1	1	1	1	6		
	204	Regular	1	1	1	1	1	1	6		
	205	Regular	1	1	1	1			4		
	206	Regular	0	0	0	1	1	1	3		
	207	Regular	0	0	0				0		
	208	Regular	1	1	1	1	1	1	6		
	209	Regular	1	1	1	1	1	1	6		
	210	Regular	1	1	1	1	1	1	6		
	211	Regular	1	1	1	1	1	1	6		
	212	Regular	0	0	0				0		
	213	Regular	0	0	0				0		
	214	Accessible	0	0	0				0		
	215	Regular	1	0	1	1			3		
	216	Regular	1	0	0		1	1	3		
	217	Regular	1	1	1	1	1		5		
	218	Regular	1	0	1	1	1	1	5		
	219	Regular	0	1	1		1	1	4		
	220	Regular	1	1	1		1	1	5		
	221	Regular	1	1	1	1	1	1	6		
	222	Regular	1	1	1	1	1	1	6		
	223	Regular	1	1	1	1	1	1	6		
	224	Regular	1	1	1			1	4		
	225	Regular	1	1	1	1	1	1	6		
	226	Regular	1	1	0	1		1	4		
	227	Regular	0	0	0		1		1		
	228	Regular	1	1	1	1	1	1	6		
	229	Regular	1	1	1	1	1	1	6		
	230	Regular	1	1	1	1	1	1	6		
	231	Regular	1	1	1	1	1	1	6		
	232	Regular	1	0	0				1		
	233	Regular	1	1	1	1	1	1	6		
	234	Regular	1	1	1	1	1	1	6		
	235	Regular	1	1	1	1	1	1	6		
	236	Regular	1	1	1	1	1	1	6		
	237	Regular	0	1	1	1	1	1	5		
	238	Regular	0	0	0				0		
	239	Regular	0	0	0				0		
	240	Regular	0	0	0	1			1		
	241	Regular	1	1	1	1	1	1	6		
	242	Regular	1	1	1	1	1	1	6		
	243	Regular	1	1	1	1	1	1	6		
	244	Regular	0	0	0				0		
	245	Regular	1	1	1	1	1	1	6		
	246	Regular	1	1	1	1	1	1	6		
	247	Regular	1	1	1	1	1	1	6		
	248	Regular	1	1	1	1	1	1	6		
	249	Regular	1	1	1	1	1	1	6		
	250	Regular	1	1	1	1	1	1	6		
	251	Regular	0	0	1	1	1		3		
	252	Regular	1	1	1	1	1	1	6		
	253	Regular	1	1	1	1	1	1	6		
	254	Regular	1	1	1	1	1	1	6		
	255	Regular	1	1	1	1	1	1	6		
	256	Regular	0	0	0			1	1		
	257	Regular	1	1	1	1	1	1	6		
	258	Regular	1	1	1		1	1	5		
	259	Regular	0	0	0	1	1	1	3		
	260	Regular	0	0	0			1	1		
	261	Regular	0	0	0				0		
	262	Regular	0	0	0	1	1	1	3		
	263	Regular	0	0	0				0		
	264	Regular	1	1	1	1	1	1	6		
	265	Regular	1	1	1	1	1	1	6		
	266	Regular	1	1	1	1	1	1	6		
	267	Regular	1	1	0		1	1	4		
	268	Regular	1	1	1	1	1	1	6		
Total		268	160	149	179	185	195	185	1053		
Total Spaces Occupied			60%	56%	67%	69%	73%	69%			

Total Units	311						
Sold Units	309						
Spaces per unit (total)		0.51	0.48	0.58	0.59	0.63	0.59
Spaces per unit (sold)		0.52	0.48	0.58	0.60	0.63	0.60

Total Units	311						
Occupied Units	295						
Spaces per unit (total)		0.51	0.48	0.58	0.59	0.63	0.59
Spaces per unit (occupied)		0.54	0.51	0.61	0.63	0.66	0.63

Commercial occupancy as at March 2025 (at time of parking surveys)

C1					
	Name	Status	Classification	GFA (sf)	GFA (sm)
Tenant 1	Retail #9	Vacant	Retail	1,710.00	158.86
Tenant 2	Retail #8	Vacant	Retail	1,306.00	121.33
Tenant 3	Retail #11 - North - Pop On Nails	Operating	Retail	1,206.00	112.04
Tenant 4	Retail #11 - South	Vacant	Restaurant	1,206.00	112.04
Tenant 5	Retail #12	Vacant	Retail	653.00	60.67
Tenant 6	Retail #4	Vacant	Restaurant	2,194.00	203.83
Tenant 7	Retail #5 - North	Vacant	Retail	986.00	91.60
Tenant 8	Retail #5 - South - COBS Bread	Operating	Retail	1,219.00	113.25
Tenant 9	Retail #6 - Cornerstone	Operating	Medical Office	2,285.00	212.28
Tenant 10	BMO	Operating	Financial Institution	3,570.00	331.66
Total				16,335.00	1,517.56

C2/C3					
	Name	Status	Classification	GFA (sf)	GFA (sf)
Tenant 1	C2 A - Farm Boy	Operating	Retail	27,598.67	2,563.98
Tenant 2	C2 B/C/D - Rexall	Operating	Retail	9,832.59	913.47
Tenant 3	C3 A - LCBO	Operating	Retail	7,308.00	678.93
Tenant 4	C3 B - Bone & Biscuit	Operating	Retail	1,151.00	106.93
Tenant 5	C3 C	Vacant	Retail	1,022.00	94.95
Tenant 6	Ground Common Area	Vacant	Office	2,902.19	269.62
Tenant 7	2nd Unit 1	Vacant	Office	4,681.00	434.88
Tenant 8	2nd Unit 2	Vacant	Office	4,015.00	373.00
Tenant 9	2nd Unit 3	Vacant	Office	3,796.00	352.66
Tenant 10	2nd Unit 4	Vacant	Medical Office	2,181.00	202.62
Tenant 11	2nd Unit 5 - Port Credit Village Dental	Operating	Medical Office	2,000.00	185.80
Tenant 12	2nd Common Area	Vacant	Office	4,569.28	424.50
Total				71,056.73	6,601.33

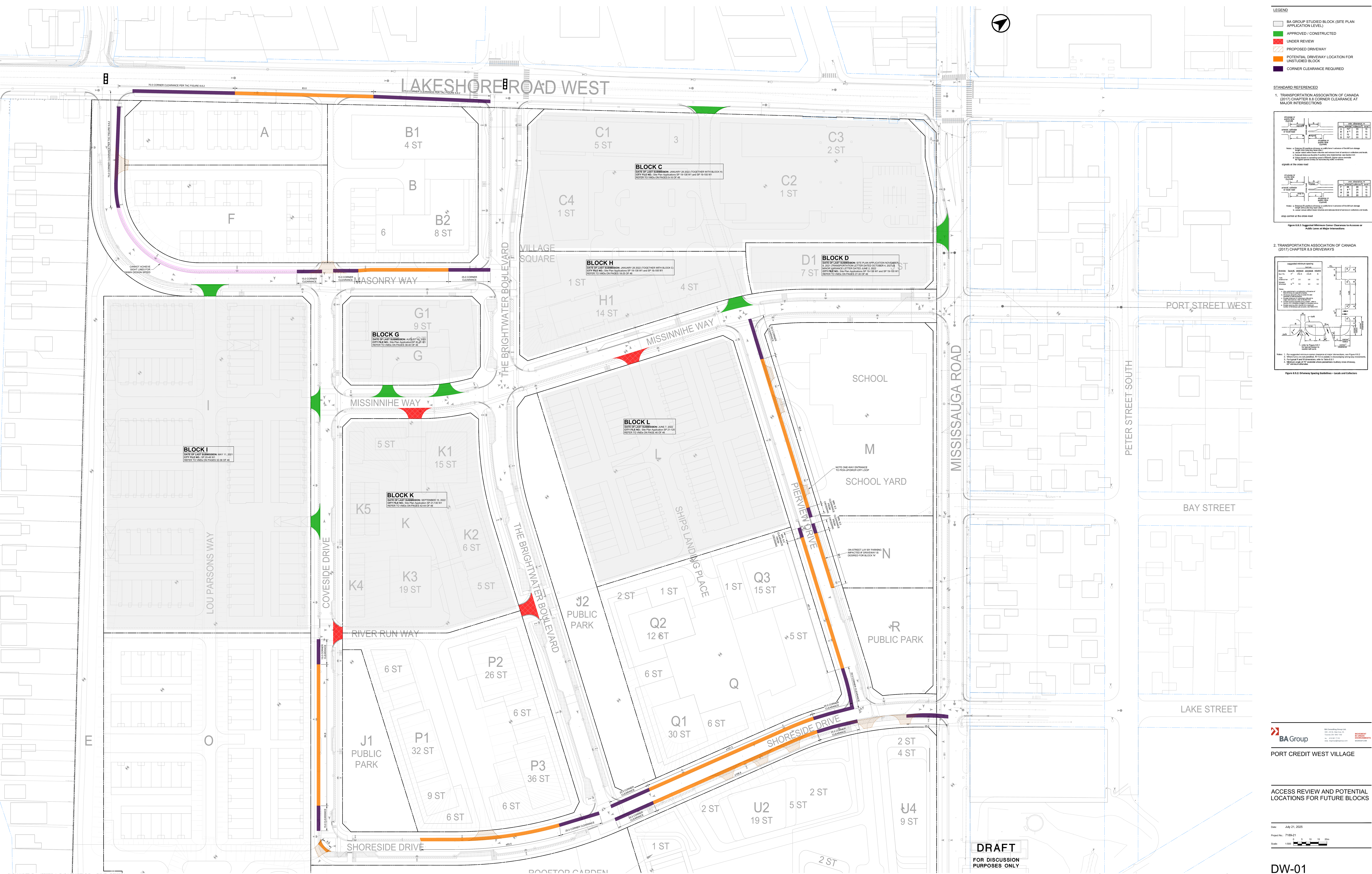
C4					
	Name	Status	Classification	GFA (sf)	GFA (sf)
Tenant 1	C4 1	Vacant	Restaurant	3,718.00	345.41
Tenant 2	C4 2	Vacant	Restaurant	3,947.00	366.69
Total				7,665.00	712.10

H					
	Name	Status	Classification	GFA (sf)	GFA (sf)
Tenant 1	H1 1	Vacant	Retail	5,148.38	478.30
Tenant 2	H1 2	Vacant	Office	5,132.23	476.80
Total				10,280.61	955.09

All Buildings					
	Name			GFA (sf)	GFA (sf)
Total				105,337.34	9,786.08

Appendix B: Access Review





LEGEND

- BA GROUP STUDIED BLOCK (SITE PLAN APPLICATION LEVEL)
- APPROVED / CONSTRUCTED
- UNDER REVIEW
- PROPOSED DRIVEWAY
- POTENTIAL DRIVEWAY LOCATION FOR UNSTUDIED BLOCK
- CORNER CLEARANCE REQUIRED

STANDARD REFERENCED

1. TRANSPORTATION ASSOCIATION OF CANADA (2017) CHAPTER 8.8 CORNER CLEARANCE AT MAJOR INTERSECTIONS

Figure 8.8.1: Suggested Minimum Corner Clearances to Accesses or Public Lanes at Major Intersections

Figure 8.8.2: Driveway Spacing Guidelines - Locals and Collectors

2. TRANSPORTATION ASSOCIATION OF CANADA (2017) CHAPTER 8.8 DRIVEWAYS

Figure 8.8.2: Driveway Spacing Guidelines - Locals and Collectors

BA Group

PORT CREDIT WEST VILLAGE

ACCESS REVIEW AND POTENTIAL LOCATIONS FOR FUTURE BLOCKS

Date: July 21, 2025
Project No.: 7189-21
Scale: 1:600

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FOR DISCUSSION PURPOSES ONLY

DW-01