September 14, 2026

PLD 7564 Tenth Line Investment LP
185 the West Mall, Suite 700
Toronto, ON M9C 5L5
c/o Mainline Planning Services Inc.

Attention: Mr. Tony Nguyen

Re: Parking Justification Study
Proposed Industrial Development
7564 Tenth Line West, City of Mississauga

CGE Consulting was retained to prepare a Parking Justification Study in support of an industrial development located at 7564 Tenth Line West in the City of Mississauga.

This study was undertaken to evaluate the adequacy of the on-site parking supply for a proposed data center. Our assessment included a comprehensive review of the City of Mississauga's parking by-law requirements, on-site parking utilization surveys carried out at a comparable proxy site recorded over two weeks (6 days in total), and recommendations for several applicable Transportation Demand Management (TDM) strategies to further reduce the site's parking demand.

Overall, our findings conclude that the current By-law requirement of 163 parking spaces for the subject site is excessive and overstates the anticipated demand for this type of development. The proposed parking supply of 45 spaces is seen as reasonable and is well supported by empirical evidence gathered from the proxy site (7445 Tranmere Drive). Accordingly, it is the opinion of CGE Transportation Consulting that the proposed parking supply will adequately support the unique operational demands of the proposed development.

Should you have any questions regarding this study, please do not hesitate to contact the undersigned.

Yours truly,
CGE TRANSPORTATION CONSULTING

Casey Ge, P.Eng.
President

Mahdi Gabaire, M.ASc., EIT
Traffic Engineer

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1.0 INTRODUCTION

CGE Consulting was retained to prepare a Parking Justification Study for the proposed development located at 7564 Tenth line in the City of Mississauga, the Regional Municipality of Peel.

1.1 Site Description:

The subject property is currently occupied by a vacant lot and is located on the north-west corner of the Tenth Line West and Argentia Road intersection, towards the end of the cul-du-sac of Tenth Line West. Vehicular access to the property is provided through one driveway connection along Tenth Line West. **Figure 1** provides a satellite view of the project location.

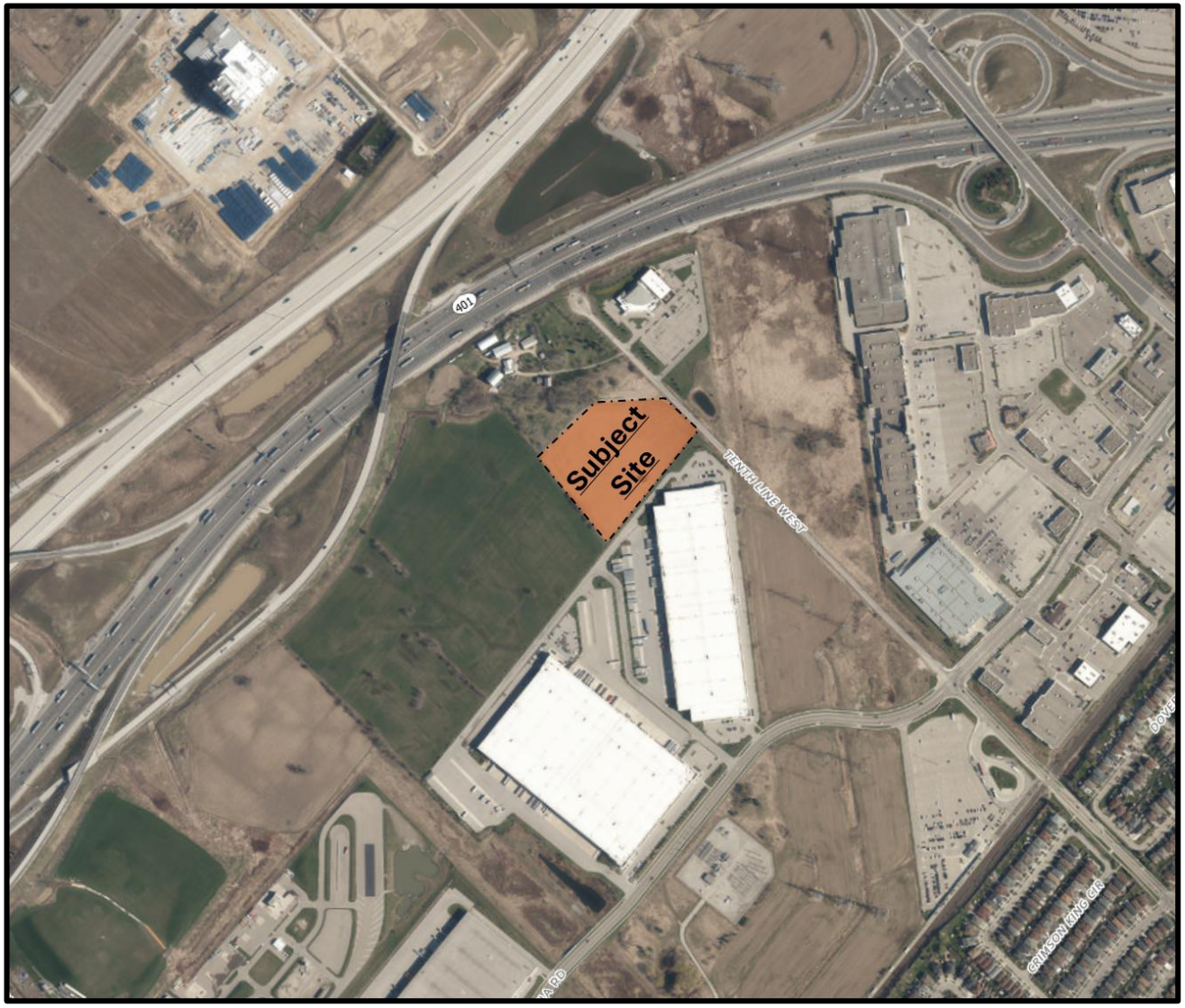
The subject property is zoned as 'Development Zone 8 (D8)' under the City of Mississauga Zoning By-laws. This designation is a short-term classification applied to lands where the intended zoning is yet to be confirmed and is to be determined through future development applications.

1.2 Development Description:

The proposed development consists of a data center anticipated to operate continuously, 24 hours per day across all seven days of the week. The facility is anticipated to employ approximately 30 staff members on-site across rotating shifts. The primary working hours are from 8:00 a.m. to 5:00 p.m. Staff members are expected to consist of 1-2 security personnel, critical operations tech teams as well as managers and engineers. It is important to note that external visitors are not anticipated as part of the facilities' day-to-day operations.

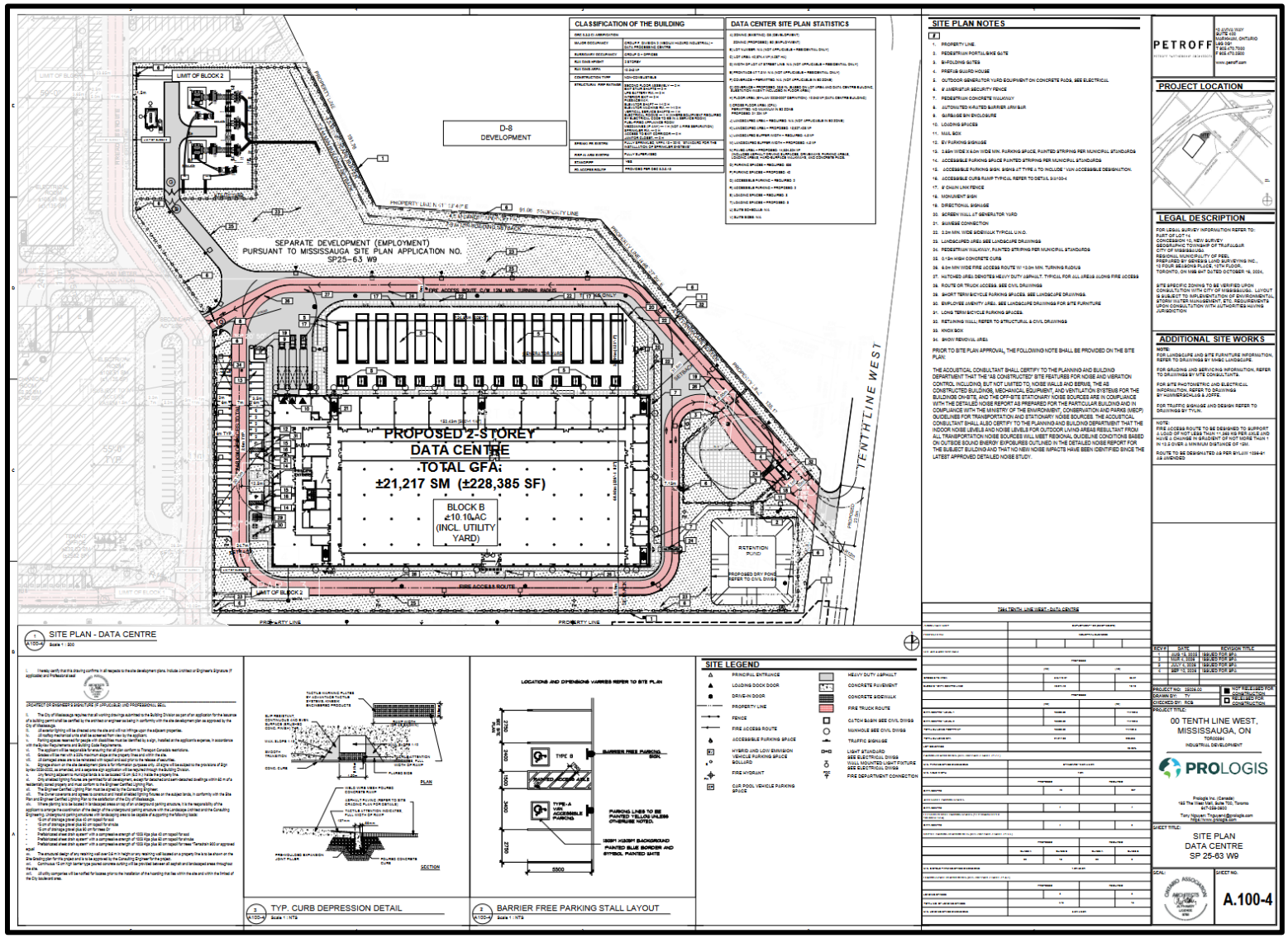
According to the latest site plan (published August 12, 2025), the layout of the building has a total Gross Floor Area (GFA) of approximately 21,217 m^2 (228,378 ft^2) and a total on-site parking supply of 45 spaces, including 2 barrier-free accessible parking spaces. **Figure 2** shows the most recent site plan.

Figure 1: Site Location – 7564 Tenth Line West, City of Mississauga



Source: City of Mississauga Interactive Zoning Maps

Figure 2: Site Plan – 7564 Tenth Line West, City of Mississauga



2.0 CITY OF MISSISSAUGA ZONING BY-LAW

2.1 Vehicle Parking By-Laws

Zoning By-law 0225-2007 (Part 3 – Table 3.1.2.2.) establishes minimum vehicle parking requirements for various land uses within the City of Mississauga.

In the case of the subject property, the primary land use present is the data center. The total GFA is approximately 21,217 m^2 (228,378 ft^2). Functionally, the closes land use area that would describe the operational characteristics of the proposed development would be "Warehouse and Distribution Facility". According to the guidelines presented within the Zoning By-law, the required parking rate for Warehouse and Distribution Facility uses (Single-Occupancy Building) is 1.1 parking spaces for each 100 m^2 for the first 6,975 m^2 of GFA. For any remaining GFA, the recommended parking rate is 0.6 parking space per 100m^2.

Table 1 summarizes the minimum vehicle parking requirement calculations.

Table 1: Minimum Vehicle Parking Requirements

Land Use	Required Number of Vehicle Parking Spaces			Number of Provided Parking Spaces
	Zoning By-law 0225-2007			
	Rate	GFA (m^2)	Total	
Warehouse and Distribution Facility **(21,2**17 **m^2)**	For the first 6975 m^2: 1.1 spaces / 100 m^2	6,975	77	45
	For the remaining GFA: 0.6 spaces / 100 m^2	14,242	86	
Total		**21,217**	**163**	**45**

Currently, the parking spaces provided on-site are 45. Ultimately, this represents a 118-space shortfall. To ensure that the existing parking supply is adequate to accommodate the demands of the property, a comprehensive parking reduction justification was conducted. The parking reduction justification included the following methodologies:

- Comprehensive On-Site Parking Utilization Surveys from a pre-approved proxy site.

- Assessment of non-auto/ Transportation Demand Management (TDM) opportunities within and in the vicinity of the site.

2.2 Bicycle Parking By-Laws

Section 3.1.6 of the **City of Mississauga Zoning By-law 0225-2007** (Table 3.1.6,6) establishes the minimum bicycle parking requirements for various land uses within the City of Mississauga.

For "Warehouse and Distribution Facility" land use, the recommended bicycle parking rates are the following:

- For the long term (Class A) supply, the bicycle parking rate is 0.1 spaces per 100 m^2.
- For the short term (Class B) supply, the bicycle parking rate is 2 spaces per 100 m^2.

Table 2 summarizes the minimum Bicycle parking requirement calculations.

Table 2: Minimum Bicycle Parking Requirements

Land Use	Required Number of Bicycle Parking Spaces			Proposed Number of Bicycle Parking Spaces
	Zoning By-law 0225-2007			
	Rate	GFA (m^2)	Total	
Warehouse and Distribution Facility **(21,217 m^2)**	Class A: 0.1 spaces per 100 m² GFA	**21,217**	21	22
	Class B: 2 spaces per 100 m² GFA		2	10
Total		**21,217**	**430**	**10**

Based on the most recent site plan, the proposed development is expected to provide a total of 22 Class A (long-term) and 10 Class B (short-term) bicycle parking spaces. Overall, the proposed parking supply satisfies and exceeds the minimum bicycle parking requirements outlined by the City's Zoning By-law 0225-2007.

3.0 PROXY SITE PARKING UTILIZATION SURVEYS

3.1 Proxy Site Description:

Following consultations with City Staff, the proxy site selected for the parking utilization surveys was the “CentriLogic” data center located at 7445 Tranmere Drive, Mississauga. The facility is a single-story structure with an approximate gross floor area of 2,496 m^2 (26,867 ft^2). The site was selected as a proxy based on its comparable operational characteristics and land uses profile to the proposed data center located at 7564 Tenth Line West.

Both facilities provide cloud computing and IT services throughout the Greater Toronto Area (GTA) and operate 24-hours during all seven days of the week with minimal staff on-site employed. As such, with the approval of City Staff, the parking demand patterns observed at 7445 Tranmere Drive was a suitable benchmark for establishing the unique parking demands of the proposed development.

3.2 First week Parking Survey Methodology and Results:

To assess the adequacy of the proposed parking supply, parking utilization surveys were conducted at 7445 Tranmere Drive (Mississauga) over the course of two weeks. During the first week, the following days were selected for surveying:

- Monday, June 8, 2026
- Tuesday, June 9, 2026
- Saturday, June 13, 2026
- Sunday, June 14, 2026

Data collected between 7:00 a.m. to 12:00 a.m. on both weekdays and weekends, in accordance with the survey parameters outlined by City Staff. The detailed study proposal and other relevant correspondence with City Staff is available in **Appendix A**.

Table 3 summarizes the parking survey from Week #1.

Table 3: 7445 Tranmere Drive, Mississauga – Parking Utilization Surveys (Week #1)

Time	08-Jun-26		09-Jun-26		13-Jun-26		14-Jun-26	
	Parked Vehicles		Parked Vehicles		Parked Vehicles		Parked Vehicles	
	Regular	Accessible	Regular	Accessible	Regular	Accessible	Regular	Accessible
07:00 to 07:30	1	0	1	0	1	0	1	0
07:30 to 08:00	1	0	1	0	1	0	1	0
08:00 to 08:30	1	0	1	0	1	0	1	0
08:30 to 09:00	2	0	1	0	1	0	1	0
09:00 to 09:30	2	0	1	0	1	0	1	0
09:30 to 10:00	4	0	1	0	1	0	3	0
10:00 to 10:30	5	0	2	0	1	0	4	0
10:30 to 11:00	5	0	2	0	1	0	4	0
11:00 to 11:30	5	0	2	0	1	0	4	0
11:30 to 12:00	6	0	4	0	1	0	4	0
12:00 to 12:30	6	0	4	0	1	0	3	0
12:30 to 13:00	6	0	4	0	1	0	1	0
13:00 to 13:30	5	0	4	0	1	0	1	0
13:30 to 14:00	5	0	4	0	1	0	1	0
14:00 to 14:30	5	0	5	0	1	0	1	0
14:30 to 15:00	5	0	5	0	1	0	1	0
15:00 to 15:30	5	0	5	0	1	0	1	0
15:30 to 16:00	5	0	5	0	1	0	1	0
16:00 to 16:30	5	0	5	0	1	0	1	0
16:30 to 17:00	5	0	6	0	1	0	1	0
17:00 to 17:30	2	0	4	0	1	0	1	0
17:30 to 18:00	1	0	3	0	1	0	1	0
18:00 to 18:30	1	0	2	0	1	0	1	0
18:30 to 19:00	1	0	1	0	1	0	1	0
19:00 to 19:30	1	0	1	0	1	0	1	0
19:30 to 20:00	1	0	1	0	1	0	1	0
20:00 to 20:30	1	0	1	0	1	0	1	0
20:30 to 21:00	1	0	1	0	1	0	1	0
21:00 to 21:30	1	0	1	0	1	0	1	0
21:30 to 22:00	1	0	1	0	1	0	1	0
22:00 to 22:30	1	0	1	0	1	0	1	0
22:30 to 23:00	1	0	1	0	1	0	1	0
23:00 to 23:30	1	0	1	0	1	0	1	0
23:30 to 00:00	1	0	1	0	1	0	1	0
Available Spaces	**50**	**2**	**50**	**2**	**50**	**2**	**50**	**2**

Based on the first week of survey data, below is a summary of the observed parking demand:

- **Total occupied GFA** – 2496 m^2 (26,867 ft^2).
- **Total available parking supply** – 50 spaces
- **Peak parking demand observed** – 6 spaces (12% Utilization)
- **Surplus parking** – 44 spaces

The results of the parking survey indicate a peak parking demand of 6 cars or a parking demand ratio of **0.24 cars per 100 m^2** (or **1 car per 416 m^2**) occurring at 11:30 a.m. on **Monday, June 8, 2026**. These findings confirm that the site's actual parking demand is significantly lower than the City's minimum by-law requirement and strongly support the conclusion that the existing parking supply is sufficient to meet current needs.

3.4 Second week Parking Survey Methodology and Results:

For the second week of parking utilization surveys, the two days demonstrating the highest parking demand were identified as critical days and researched to ensure consistent and accurate results. Based on the first week results, Monday (June 8) and Tuesday (June 9) were found to contain the highest parking demand. **Table 4** summarizes the parking survey from Week #2. The same survey parameters and methodology were utilized as presented in the first week.

Based on the second week of survey data, below is a summary of the observed parking demand:

- **Total occupied GFA** – 2496 m^2 (26,867 ft^2).
- **Total available parking supply** – 50 spaces
- **Peak parking demand observed** – 6 spaces (12% Utilization)
- **Surplus parking** – 44 spaces

Similar to the first week, the second week parking survey results recorded a peak parking demand of 6 cars occurring at 14:00 p.m. on **Monday, June 15, 2026**. This low demand is consistent with this type of development. Furthermore, the similarity of the recorded parking demand across week 1 and 2 confirm the overall reliability of the survey and ensure no irregular utilization rates were used to draw our final conclusions.

Table 4: 7445 Tranmere Drive, Mississauga – Parking Utilization Surveys (Week #2)

Time			15 June 26		16 June 26	
			Parked Vehicles		Parked Vehicles	
			Regular	Accessible	Regular	Accessible
07:00	to	07:30	1	0	1	0
07:30	to	08:00	1	0	1	0
08:00	to	08:30	1	0	2	0
08:30	to	09:00	2	0	2	0
09:00	to	09:30	2	0	2	0
09:30	to	10:00	3	0	2	0
10:00	to	10:30	3	0	3	0
10:30	to	11:00	3	0	4	0
11:00	to	11:30	3	0	4	0
11:30	to	12:00	4	0	4	0
12:00	to	12:30	5	0	4	0
12:30	to	13:00	5	0	3	0
13:00	to	13:30	5	0	4	0
13:30	to	14:00	5	0	3	0
14:00	to	14:30	6	0	3	0
14:30	to	15:00	5	0	3	0
15:00	to	15:30	5	0	2	0
15:30	to	16:00	5	0	3	0
16:00	to	16:30	4	0	3	0
16:30	to	17:00	3	0	3	0
17:00	to	17:30	3	0	3	0
17:30	to	18:00	3	0	2	0
18:00	to	18:30	2	0	1	0
18:30	to	19:00	2	0	1	0
19:00	to	19:30	1	0	2	0
19:30	to	20:00	1	0	2	0
20:00	to	20:30	1	0	1	0
20:30	to	21:00	1	0	1	0
21:00	to	21:30	1	0	1	0
21:30	to	22:00	1	0	1	0
22:00	to	22:30	1	0	1	0
22:30	to	23:00	1	0	1	0
23:00	to	23:30	1	0	0	0
23:30	to	00:00	0	0	0	0
Available Spaces			**50**	**2**	**50**	**2**

3.5 Discussion and Findings:

Based on the parking utilization surveys conducted over the study period, 7445 Tranmere Drive was found to experience significantly lower parking demand than would be traditionally predicted under the City Zoning by-law parking requirements.

During the 17-hour survey period, the proxy site demonstrated low vehicle activity, with most of the weekday and weekend recording a parking demand of 1 or 2. An interesting distinction to note between weekday and weekend parking patterns was the lack of morning parking demand during the weekends. While during the weekdays, the parking demand gradually increases throughout the morning, remains consistent during the afternoon and tapers off towards the evening.

The peak parking demand observed at the proxy site was found to be 6 spaces, representing 12% utilization of the total parking supply. Based on the estimated floor area of the building, this translates to a parking rate of approximately one car per 416 m^2. The proxy site also provides two accessible parking spaces for visitors and employees. Throughout the survey period, no accessible spaces were observed to be occupied.

Overall, the observed parking demand and vehicle traffic on-site provides a realistic representation of the operational characteristics of the proxy site (and by extension the subject site). The findings from the survey establish clear disconnect between the City's current parking requirements and the actual parking demand generated by this land use type.

Given the unique operational characteristics of data centers, CGE Transportation Consulting concludes that the current By-law requirement of 163 spaces is overly excessive and is not reflective of real-world conditions for this type of development. The parking survey identified a peak parking demand of 6 spaces or a demand rate of 0.24 cars per 100 m^2. Accordingly, the proposed parking supply of 45 spaces, equivalent to 0.21 per 100 m^2, is seen as reasonable and adequate to support future operations of the proposed development.

4.0 TRANSPORTATION DEMAND MANAGEMENT (TDM)

Transportation Demand Management (TDM) refers to a comprehensive framework of strategies aimed at reducing congestion by minimizing the number of single-occupant vehicles as much as possible. Rather than increasing the capacity of the city's transportation infrastructure, TDM measures seek to reduce traffic demand by promoting positive changes in how, when, where and why people travel.

Ultimately, a well-designed TDM framework has the potential to encourage transportation efficiency and reduce negative environmental effects, all while supporting and enhancing mobility options for residents.

The City of Mississauga Traffic Impact Study Guidelines (Appendix E) and TDM Strategy and Implementation Plan (2023) are documents that provide a framework of proven and verified TDM strategies for proposed development applications within the city. Based on a comprehensive review of the checklists, the following section identifies several strategies that are applicable given the characteristics of the subject site:

4.1 Recommended TDM Strategies:

4.1.1 Promote Transit Usage

Given the site's proximity to Lisgar GO Station, as illustrated in **Figure 3**, through targeted awareness campaigns and incentives, both employees and clients of the proposed development can be encouraged to use public transportation.

4.1.2 Encourage More Carpooling and Vanpooling

The nature of the site's industrial characteristics support opportunities for employee carpooling, particularly given the constant work schedule from Monday to Friday. Facilitating ride-matching among employees/staff and prioritizing parking for carpooling can further promote this practice. Not only would this minimize the peak traffic demand experienced by the transportation network but also increase the system's efficiency through lowering the overall number of single occupancy vehicle trips.

4.1.3 Electric Vehicle Support

With the goal of promoting environmentally friendly commuting, the development is on track to provide four reserved and designated parking spaces for hybrid and electric vehicles. This would overall encourage the adoption of low-emission vehicles which would be in alignment with the City's sustainability objectives.

4.1.4 Active Transportation and Pedestrian Connectivity

Given that the development is located within an 800-meter walking distance from a future rapid transit station (Lisgar GO Station), the site was designed with pedestrian convenience and accessibility in mind. The following are key pedestrian and cycling facilities that are being explored and anticipated to be provided:

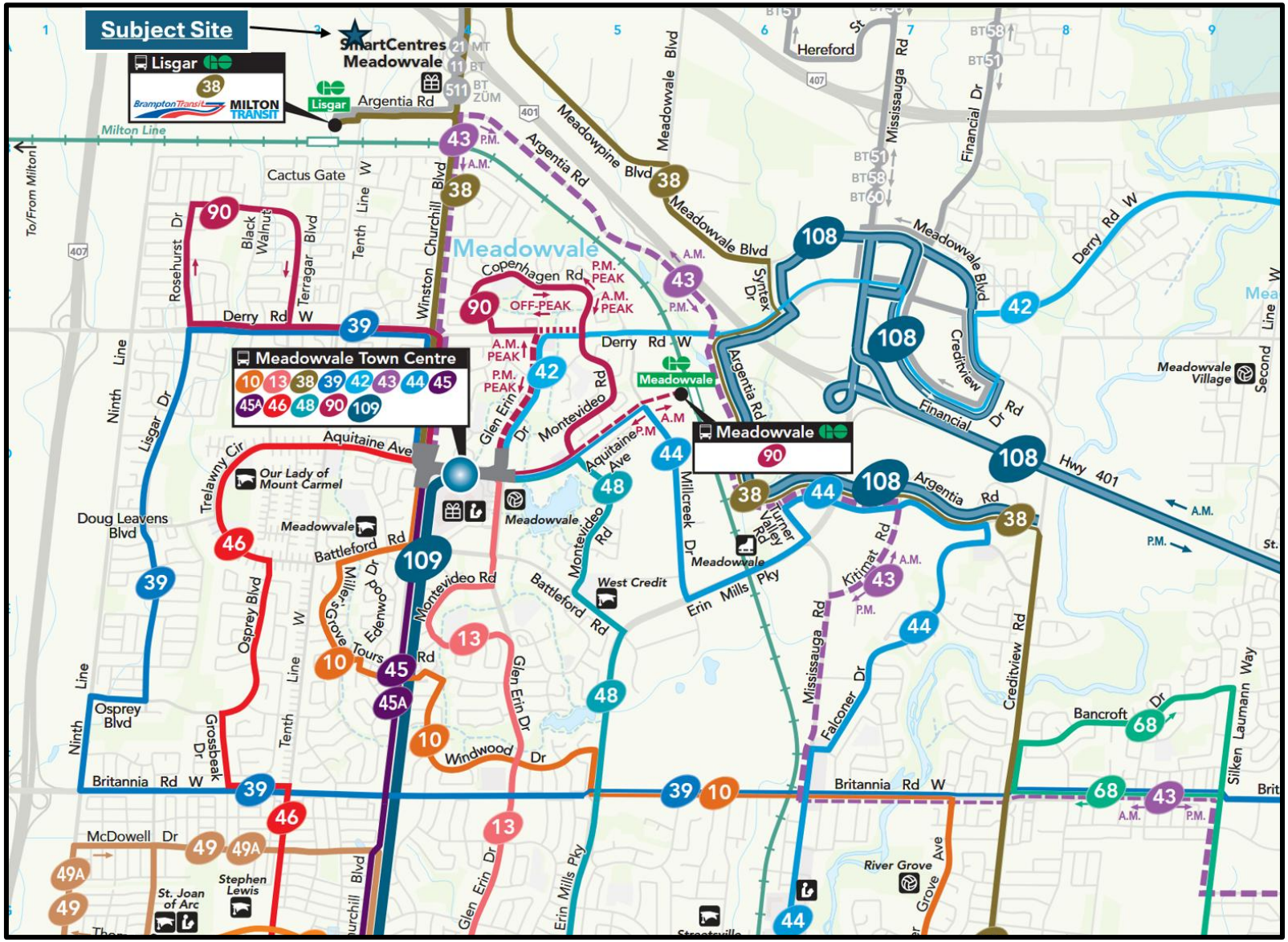
- Accessible on-site pedestrian routes that provide direct connections to surrounding network and transit.
- Vehicle parking areas located away from street and pedestrian routes
- On-site cycling routes that provide convenient connections to the surrounding network.
- Class A (long-term) and Class B (short-term) bicycle parking spaces provided by City of Mississauga Zoning By-law (discussed in detail in Section 2.2).
- Bicycle repair station is located at-grade and near long-term bicycle parking.

Below is a summary of the potential TDM strategies that are applicable to the site along with their associated costs.

Table 5: TDM Recommendations

TDM Measure	Unit Price	Quantity	Total Cost	Cost Borne By
Working with Smart Commute (Mississauga) to serve the site and provide materials for information sessions.	–	–	–	Region of Peel
Supporting Active Transportation and pedestrian Connectivity	TBD	–	TBD	Developer
EV/Hybrid Priority Parking Support	TBD	–	TBD	Developer
Bike Repair Station	TBD	1 Station	TBD	At the site plan stage, it is recommended a bike repair station be considered
Evaluation and Monitoring of TDM Strategies	TBD	–	TBD	Developer
Total Cost to the Applicant			TBD	

Figure 3: Mississauga Transit Routes



5.0 CONCLUSIONS & RECOMMENDATIONS

The key findings are summarized below:

- CGE Consulting was retained to prepare a Parking Justification Study for the proposed development located at 7564 Tenth line in the City of Mississauga, the Regional Municipality of Peel. The subject property is currently occupied by a vacant lot and is located on the north-west corner of the Tenth Line West and Argentia Road intersection, towards the end of the cul-du-sac of Tenth Line West.
- **Zoning By-law 0225-2007 (Part 3 – Table 3.1.2.2.)** establishes minimum vehicle parking requirements for various land uses within the City of Mississauga. In the case of the subject property, the primary land use present is the data center. The total GFA is approximately 21,217 m^2 (228,378 ft^2).
- Currently, the parking spaces provided on-site are 45. Ultimately, this represents a 118-space shortfall. To ensure that the existing parking supply is adequate to accommodate the demands of the property, a comprehensive parking reduction justification was conducted, including parking utilization surveys from a pre-approved proxy site and an assessment of non-auto/Transportation Demand Management opportunities within and in the vicinity of the site.
- Following consultations with City Staff, the proxy site selected for the parking utilization surveys was the “CentriLogic” data center located at 7445 Tranmere Drive, Mississauga. The results from the first week of parking utilization surveys indicate a peak parking demand of 6 cars or a parking demand ratio of **0.24 cars per 100 m^2** (or **1 car per 416 m^2**) occurring at 11:30 a.m. on **Monday, June 8, 2026**.
- Results from the second week of parking surveys recorded a peak parking demand of 6 cars occurring at 14:00 p.m. on **Monday, June 15, 2026**. This low demand is consistent with this type of development. Furthermore, the similarity of the recorded parking demand across week 1 and 2 confirm the overall reliability of the survey and ensure no irregular utilization rates were used to draw our final conclusions.
- Based on the survey results, the proposed parking supply of 45 spaces, equivalent to **0.21 per 100 m^2**, is seen as reasonable and adequate to support future operations of the proposed development.
- Several strategies have been suggested that could lower the number of single occupancy vehicles, such as encouraging more transit use among employees, carpooling, supporting active transportation and EV/Hybrid Vehicle Priority Parking Support. Ultimately, the Transportation Demand Management (TDM) plan outlined in this study aims to complement the City’s vision for sustainability and growth.

Based on the findings of this study, it is our opinion that the subject site will have sufficient parking supply to accommodate the unique operational needs and anticipated parking demand associated with the proposed development. Should you have any questions regarding this study, please do not hesitate to contact the undersigned.

Appendix A: City Correspondence

Outlook

RE: 7564 Tenth Line W, Mississauga - Parking Study TOR

From Paulina Armacinski <Paulina.Armacinski@mississauga.ca>
Date Thu 6/4/2026 9:20 AM
To Andy Mok <andymok@mainlineplanning.com>; Alana Zheng <Cen.Zheng@mississauga.ca>; Connor DiPietro <Connor.DiPietro@mississauga.ca>
Cc Casey Ge <casey@cgeconsulting.ca>; Mahdi Gabaire <gabaire@cgeconsulting.ca>; Nicholas Moore <NMoore@mainlineplanning.com>; Parkingstudy Review <Parkingstudy.Review@mississauga.ca>

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

Good morning Andy,

Thank you for your continued cooperation, patience, and support in providing staff with the necessary information to formulate appropriate surveying parameters for the proposal at hand.

Patron Count Surveying
Seeing how 7445 Tranmere Drive is gated off with no public access to the site; and the 7564 Tenth Line West development proposal is planned to operate in the same manner, the number of patrons visiting the subject business shall be counted (i.e. vehicle traffic entering the gates to park, as well as pedestrian traffic entering the gates to access the building). Could you kindly confirm that Main Line Planning Services Inc. will be granted access onto the site to count any existing number of cars at the start of surveying at 7 a.m.? And likewise, to double check the remaining number of cars at the end of the surveying at 12 a.m.?

Staff can approve the following surveying parameters to be conducted at the subject site of **7445 Tranmere Drive (Centrilogic), Mississauga**:

- Monday, June 8th: 7:00am – 12:00am Tuesday, June 9th
- Tuesday, June 9th: 7:00am – 12:00am Wednesday, June 10th
- Saturday, June 13th: 7:00am – 12:00am Sunday, June 14th
- Sunday, June 14th: 7:00am – 12:00am Monday, June 15th

Between June 15th through to June 22nd, repeat surveying within the same above outlined parameters on the 2 busiest days observed from the 1st week of surveying.

Please keep in mind surveying must continue until the peak parking demand is captured i.e. (1) if demands do not taper off by the end times stipulated above, surveying must continue until demands evidently decrease/ remain steady for the night, and (2) if a peak parking demand is captured at the start of surveying based on the times as stipulated above, the surveyor must ensure to start surveying earlier on that same day in the consecutive week in order to ensure peak parking demand is captured accurately.

Please ensure to follow the City's Parking Terms of Reference (ToR) for all other requirements while you finalize the Parking Utilization Study (PUS) document. Please ensure that the PUS is finalized as a standalone document for formal submission to the City.

If you have any questions regarding the requirements as laid out within the ToR, please do not hesitate to reach out to us for clarification either during the surveying timeframe or as you draft the final PUS for submission.

Upon organizing and coordinating logistics on your end, kindly confirm whether the above surveying dates can be accommodated? If not, please respond back to staff with alternative consecutive surveying weeks that are not impacted by a holiday.

Thank you in advance. We look forward to hearing back from you with confirmation to our above questions.
Paulina

From: Andy Mok <andymok@mainlineplanning.com>

<andymok@mainlineplanning.com>; Nicholas Moore <nmoore@mainlineplanning.com>
Subject: Re: 7564 Tenth Line W, Mississauga - Parking Study TOR

Hi Paulina,

Please find the completed form below.

The following are the proposed proxy sites:

1. **7445 Tranmere Drive (Preferred Proxy Site)**

- Who are the tenant(s) and what are their use(s)? **Tenant:** Centrilogic Data Center. **Use:** Data Center.
- Are there any vacant unit(s)? - No, vacant units were observed.
- How many number of existing parking spaces are there on-site currently? - Approximate 33 parking spaces.
- How are the existing number of parking spaces managed on-site (i.e. are they first come first serve, or designated per use by signage…etc.)? - Difficult to assess without an on-site visit.

2. **6820 Century Ave (Alternative Proxy Site)**

- Who are the tenant(s) and what are their use(s)? **Tenant:** CGI Mississauga Data Center. **Use:** Data Center
- Are there any vacant unit(s)?- No, vacant units were observed.
- How many number of existing parking spaces are there on-site currently?- Approximate 88 parking spaces.
- How are the existing number of parking spaces managed on-site (i.e. are they first come first serve, or designated per use by signage…etc.)? - Difficult to assess without an on-site visit.

3. **2251 Speakman (Alternative Proxy Site)**

- Who are the tenant(s) and what are their use(s)? **Tenant:** Nuvollo Mississauga Data Center. **Use:** Data Center
- Are there any vacant unit(s)? - No, vacant units were observed.
- How many number of existing parking spaces are there on-site currently? - the site has shared parking between 3 buildings so its difficult to assess without interviews and an on-site visit.
- How are the existing number of parking spaces managed on-site (i.e. are they first come first serve, or designated per use by signage…etc.)? - Difficult to assess without an on-site visit.

Proposal vs. Proxy Sites for consideration

- How do uses and operations differ between the proposal on the subject site (7700 Tenth Line West) and proposed surveying site (7445 Tranmere Drive)?

7700 Tenth Line West	7445 Tranmere Drive
Business Name: TBD **Description of Operations:** Employment use (E2), Science and Technology Facility permitted uses under E2.	**Business Name:** Centrilogic **Description of Operations:** Data Center operations
Proposed Hours of Operation: All seven days all hours. **Number of Shifts:** N/A	**Hours of Operation:** All seven days all hours.

	Number of Shifts: N/A

Precinct: 4

Precinct: 4

Transit Service: i.e. # of MiWay Routes, Go Train Service (buses and/or trains)?, Other? - The site isnt serviced by any transit routes.

Distance to Transit Stop(s): i.e. MiWay Bus Stop/Station, Go Train Station, GO Bus Stop, Other? None are near the site.

Transit Service: i.e. # of MiWay Routes, Go Train Service (buses and/or trains)?, Other? - The site is serviced by Brampton Transit - Bus 15.

Distance to Transit Stop(s): i.e. MiWay Bus Stop/Station, Go Train Station, GO Bus Stop, Other? - Is located 900m away from the site or a 12 mins walk.

Number of Units On-Site: 1

Number of Units On-Site: 1

Etc.

Etc.

- How do uses and operations differ between the proposal on the subject site (7700 Tenth Line West) and proposed surveying site (6820 Century Avenue)?

7700 Tenth Line West	6820 Century Avenue
Business Name: TBD **Description of Operations:** Employment use (E2), Science and Technology Facility permitted uses under E2.	**Business Name:** CGI Mississauga Data Center. **Description of Operations:** Data Center operations
Proposed Hours of Operation: All seven days all hours. **Number of Shifts:** N/A	**Hours of Operation:** All seven days all hours. **Number of Shifts:** N/A
Precinct: 4	**Precinct: 4**

Transit Service: i.e. # of MiWay Routes, Go Train Service (buses and/or trains)?, Other? - The site isnt serviced by any transit routes. **Distance to Transit Stop(s)**: i.e. MiWay Bus Stop/Station, Go Train Station, GO Bus Stop, Other? None are near the site.	**Transit Service:** i.e. # of MiWay Routes, Go Train Service (buses and/or trains)?, Other? The site is serviced by MiWay Routes 38 and 44. **Distance to Transit Stop(s)**: i.e. MiWay Bus Stop/Station, Go Train Station, GO Bus Stop, Other? Nearest bus stop is at Argentia Rd and East Century Ave, approximately a 15 min walk.
Number of Units On-Site: 1	**Number of Units On-Site: 1**
Etc.	**Etc.**

- How do uses and operations differ between the proposal on the subject site (7700 Tenth Line West) and proposed surveying site (2251 Speakman Drive)?

7700 Tenth Line West	2251 Speakman Drive
Business Name: **Description of Operations:** Employment use (E2), Science and Technology Facility permitted uses under E2.	**Business Name:** Nuvollo Mississauga Data Center. **Description of Operations:** Data Center operations
Proposed Hours of Operation: All seven days all hours. **Number of Shifts:** N/A	**Hours of Operation:** All seven days all hours. **Number of Shifts:** N/A
Precinct: 4	**Precinct: 4**
Transit Service: i.e. # of MiWay Routes, Go Train Service (buses and/or trains)?, Other? - The site isnt serviced by any transit routes. **Distance to Transit Stop(s)**: i.e. MiWay Bus Stop/Station, Go Train Station, GO Bus Stop, Other? None are near the site.	**Transit Service:** i.e. # of MiWay Routes, Go Train Service (buses and/or trains)?, Other? The site is serviced by MiWay Routes 45 and 71. **Distance to Transit Stop(s)**: i.e. MiWay Bus Stop/Station, Go Train Station, GO Bus Stop, Other? Nearest bus stop is at Speakman Dr and Hadwen Rd, approximately a 10 min walk.
Number of Units On-Site: 1	**Number of Units On-Site: 1**

Etc.	**Etc.**

- Please fill in the chart below and add to it/revise to include all the necessary information so that staff can understand how the sites differ/compare?

	7700 Tenth Line West **Precinct '4'**				
Zoning By-Law 0225-2007	**Proposed Use(s)**	**Units or GFA (m2)**	**Required Parking Ratio**	**Required Spaces**	**Proposed Spaces**
	E2 Employment	21,224 sq.m	Precinct 4 = 3.0 spaces per 100 m2 GFA - non-residential	637	40
	Total Required			637	40
	Surplus/Deficit				597
	7445 Tranmere Dr **Precinct '4'**				
Zoning By-Law 0225-2007	**Current Use(s)**	**Units or GFA (m2)**	**Required Parking Ratio**	**Required Spaces**	**# of Actual Spaces**
	Data Center	2,696 sq.m	Precinct 4 = 3.0 spaces per 100 m2 GFA - non-residential	81	33
	Total Required			81	33
	Surplus/Deficit = 48 spaces				

	6820 Century Ave **Precinct '4'**				
Zoning By-Law 0225-2007	**Current Use(s)**	**Units or GFA (m2)**	**Required Parking Ratio**	**Required Spaces**	**# of Actual Spaces**

	Data Center	1,782 sq.m	Precinct 4 = 3.0 spaces per 100 m2 GFA - non-residential	54	88
	Total Required			54	88
	Surplus/Deficit - 34 spaces				
	2251 Speakman Precinct '4'				
Zoning By-Law 0225-2007	**Current Use(s)**	**Units or GFA (m2)**	**Required Parking Ratio**	**Required Spaces**	**# of Actual Spaces**
	Data Center	3,866 sq.m	Precinct 4 = 3.0 spaces per 100 m2 GFA - non-residential	116	NA
	Total Required			116	NA
	Surplus/Deficit - Unknown at this time, would require a survey				

Best Regards,

Mahdi Gabaire, M.ASc (Transportation Engineering), EIT (Ontario)

Traffic Engineer

CGE Consulting Ltd.

e: gabaire@cgeconsulting.ca

p: 437-260-1227

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From: Paulina Armacinski <Paulina.Armacinski@mississauga.ca> on behalf of Parkingstudy Review <Parkingstudy.Review@mississauga.ca>
Sent: Monday, March 30, 2026 2:08 PM
To: Mahdi Gabaire <gabaire@cgeconsulting.ca>
Cc: Casey Ge <casey@cgeconsulting.ca>; Parkingstudy Review <Parkingstudy.Review@mississauga.ca>; Connor DiPietro <Connor.DiPietro@mississauga.ca>
Subject: RE: 7564 Tenth Line W, Mississauga - Parking Study TOR

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

Hi Mahdi,

Could you also fill out the following additional details, below:

The following are the proposed proxy sites:

1. **7445 Tranmere Drive (Preferred Proxy Site)**

- Who are the tenant(s) and what are their use(s)? **Tenant:** Centrilogic Data Center. **Use:** Data Center.
- Are there any vacant unit(s)? - No, vacant units were observed.
- How many number of existing parking spaces are there on-site currently? - Approximate 33 parking spaces
- How are the existing number of parking spaces managed on-site (i.e. are they first come first serve, or designated per use by signage…etc.)? - Difficult to assess without an on-site visit

2. **6820 Century Ave (Alternative Proxy Site)**

- Who are the tenant(s) and what are their use(s)?
- Are there any vacant unit(s)?
- How many number of existing parking spaces are there on-site currently?
- How are the existing number of parking spaces managed on-site (i.e. are they first come first serve, or designated per use by signage…etc.)?

3. **2251 Speakman (Alternative Proxy Site)**

- Who are the tenant(s) and what are their use(s)?
- Are there any vacant unit(s)?
- How many number of existing parking spaces are there on-site currently?
- How are the existing number of parking spaces managed on-site (i.e. are they first come first serve, or designated per use by signage…etc.)?

Proposal vs. Proxy Sites for consideration

- How do uses and operations differ between the proposal on the subject site (7700 Tenth Line West) and proposed surveying site (7445 Tranmere Drive)?

7700 Tenth Line West	7445 Tranmere Drive
Business Name: **Description of Operations:**	**Business Name:** **Description of Operations:**
Proposed Hours of Operation: Sunday Monday Tuesday Wednesday Thursday Friday Saturday **Number of Shifts:**	**Hours of Operation:** Sunday Monday Tuesday Wednesday Thursday Friday Saturday **Number of Shifts:**
Precinct:	**Precinct:**

Transit Service: i.e. # of MiWay Routes, Go Train Service (buses and/or trains)?, Other? **Distance to Transit Stop(s)**: i.e. MiWay Bus Stop/ Station, Go Train Station, GO Bus Stop, Other?	**Transit Service:** i.e. # of MiWay Routes, Go Train Service (buses and/or trains)?, Other? **Distance to Transit Stop(s)**: i.e. MiWay Bus Stop/ Station, Go Train Station, GO Bus Stop, Other?
Number of Units On-Site:	**Number of Units On-Site:**
Etc.	**Etc.**

- How do uses and operations differ between the proposal on the subject site (7700 Tenth Line West) and proposed surveying site (6820 Century Avenue)?

7700 Tenth Line West	**6820 Century Avenue**
Business Name: **Description of Operations:**	**Business Name:** **Description of Operations:**
Proposed Hours of Operation: Sunday Monday Tuesday Wednesday Thursday Friday Saturday **Number of Shifts:**	**Hours of Operation:** Sunday Monday Tuesday Wednesday Thursday Friday Saturday **Number of Shifts:**
Precinct:	**Precinct:**
Transit Service: i.e. # of MiWay Routes, Go Train Service (buses and/or trains)?, Other? **Distance to Transit Stop(s)**: i.e. MiWay Bus Stop/ Station, Go Train Station, GO Bus Stop, Other?	**Transit Service:** i.e. # of MiWay Routes, Go Train Service (buses and/or trains)?, Other? **Distance to Transit Stop(s)**: i.e. MiWay Bus Stop/ Station, Go Train Station, GO Bus Stop, Other?

Number of Units On-Site:	**Number of Units On-Site:**
Etc.	**Etc.**

- How do uses and operations differ between the proposal on the subject site (7700 Tenth Line West) and proposed surveying site (2251 Speakman Drive)?

7700 Tenth Line West	**2251 Speakman Drive**
Business Name: **Description of Operations:**	**Business Name:** **Description of Operations:**
Proposed Hours of Operation: Sunday Monday Tuesday Wednesday Thursday Friday Saturday **Number of Shifts:**	**Hours of Operation:** Sunday Monday Tuesday Wednesday Thursday Friday Saturday **Number of Shifts:**
Precinct:	**Precinct:**
Transit Service: i.e. # of MiWay Routes, Go Train Service (buses and/or trains)?, Other? **Distance to Transit Stop(s)**: i.e. MiWay Bus Stop/ Station, Go Train Station, GO Bus Stop, Other?	**Transit Service:** i.e. # of MiWay Routes, Go Train Service (buses and/or trains)?, Other? **Distance to Transit Stop(s)**: i.e. MiWay Bus Stop/ Station, Go Train Station, GO Bus Stop, Other?
Number of Units On-Site:	**Number of Units On-Site:**
Etc.	**Etc.**

- Please fill in the chart below and add to it/revise to include all the necessary information so that staff can

understand how the sites differ/compare?

	7700 Tenth Line West **Precinct '4'**				
Zoning By-Law 0225-2007	**Proposed Use(s)**	**Units or GFA (m2)**	**Required Parking Ratio**	**Required Spaces**	**Proposed Spaces**
	E2 Employment	21,224 sq.m	Precinct 4 = 3.0 spaces per 100 m2 GFA - non-residential	637	40
	Total Required			637	40
	Surplus/Deficit				597
	7445 Tranmere Dr **Precinct '4'**				
Zoning By-Law 0225-2007	**Current Use(s)**	**Units or GFA (m2)**	**Required Parking Ratio**	**Required Spaces**	**# of Actual Spaces**
	Data Center	2,696 sq.m	Precinct 4 = 3.0 spaces per 100 m2 GFA - non-residential	81	33
	Total Required			81	33
	Surplus/Deficit = 48 spaces				
	Century Avenue **Precinct 'x'**				
Zoning By-Law 0225-2007	**Current Use(s)**	**Units or GFA (m2)**	**Required Parking Ratio**	**Required Spaces**	**# of Actual Spaces**
	Total Required				
	Surplus/Deficit =				

	Speakman Drive **Precinct 'x'**				
Zoning By-Law 0225-2007	**Current Use(s)**	**Units or GFA (m2)**	**Required Parking Ratio**	**Required Spaces**	**# of Actual Spaces**
	Total Required				
	Surplus/Deficit =				

Please be advised, once staff receive a response with answers to our above questions, we will need time to review. Staff reserve the right to inquire about any other additional questions should we feel we need further clarifications. Kindly provide as much detail and elaboration as possible. Please note, surveying will not be able to commence until staff provide approval of satisfactory surveying parameters.

We look forward to hearing back from you with answers to our above questions so that we can work towards approving satisfactory surveying parameters.

Also, staff advise CGE Consulting Ltd. to thoroughly review the City's Parking Terms of Reference (ToR).

We look forward to hearing back from you so that we can work on surveying parameters and continue to advance the application forward.

Thank you,

Paulina

From: Mahdi Gabaire <gabaire@cgeconsulting.ca>
Sent: Saturday, March 21, 2026 6:29 PM
To: Parkingstudy Review <Parkingstudy.Review@mississauga.ca>; Paulina Armacinski <Paulina.Armacinski@mississauga.ca>
Cc: Casey Ge <casey@cgeconsulting.ca>
Subject: [EXTERNAL] Re: 7564 Tenth Line W, Mississauga - Parking Study TOR

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Hi Paulina,

Please find the completed form below. Can you also advise us on the recommended number of survey days and hours for the proxy site?

7564 Tenth Line W Proposed Future Operations/Uses: (City has assigned new address – 7700 Tenth Line W)

- What are the current uses on site? Vacant
- Are any existing uses remaining on-site? If yes, please elaborate. No. Previously agricultural use ended and the property is zoned for development (D-8).
- What are the proposed uses? Employment use (E2), Science and Technology Facility permitted uses under E2.

• **Tenant(s) / Use(s)** **Existing**	• **Tenant(s) / Use(s)** **Remaining / Unaltered**	• **Tenant(s) / Use(s)** **Proposed**
• Vacant land	• Vacant land	• Employment use, tenants TBD (typically AAA or Fortune 500 corporations

Note: Please revise this table as required to relay appropriate/actual information.

- How will the parking spaces be managed on-site (i.e. will they be first come first service, designated per use by signage…etc.)? A total supply of 40 parking spaces is proposed. Only a maximum of 30 employees daily.

***Insert Mississauga Proxy Site Address* Current Operations/Uses (answer for each of the sites you would need staff to consider):**

The following are the proposed proxy sites:

1. **7445 Tranmere Drive (Preferred Proxy Site)**

- Who are the tenant(s) and what are their use(s)? **Tenant:** Centrilogic Data Center. **Use:** Data Center.
- Are there any vacant unit(s)? - No, vacant units were observed.
- How many number of existing parking spaces are there on-site currently? - Approximate 33 parking spaces
- How are the existing number of parking spaces managed on-site (i.e. are they first come first serve, or designated per use by signage…etc.)? - Difficult to assess without an on-site visit

2. **6820 Century Ave (Alternative Proxy Site)**
3. **2251 Speakman (Alternative Proxy Site)**

Proposal vs. Proxy Sites for consideration

- How do uses and operations differ between the proposal on the subject site (7564 Tenth Line West) and proposed surveying site(s) (7445 Tranmere Drive)? Both the subject and proxy site share similar data processing operations and contain a single building on-site. The subject site has a gross floor area of 21,224 sq.m while the proxy site has a gross floor area of 2,696 sq.m. The subject site is served by a single full movement driveway while the proxy site has two full movement access points. In terms of parking layout, the parking supply for the subject site is concentrated towards the left side of the building while for the proxy site the parking arrangement is more evenly distributed around the building.
- Please fill in the chart below and add to it/revise to include all the necessary information so that staff can understand how the sites differ/compare?

	7564 Tenth Line West **Precinct '4'**

Zoning By-Law 0225-2007	**Proposed Use(s)**	**Units or GFA (m2)**	**Required Parking Ratio**	**Required Spaces**	**Proposed Spaces**
	E2 Employment	21,224 sq.m	Precinct 4 = 3.0 spaces per 100 m2 GFA - non-residential	637	40
	Total Required			637	40
	Surplus/Deficit				597
	7445 Tranmere Dr **Precinct '4'**				
Zoning By-Law 0225-2007	**Current Use(s)**	**Units or GFA (m2)**	**Required Parking Ratio**	**Required Spaces**	**# of Actual Spaces**
	Data Center	2,696 sq.m	Precinct 4 = 3.0 spaces per 100 m2 GFA - non-residential	81	33
	Total Required			81	33
	Surplus/Deficit = 48 spaces				

Best Regards,

Mahdi Gabaire, M.ASc (Transportation Engineering), EIT (Ontario)

Traffic Engineer

CGE Consulting Ltd.

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p: 437-260-1227

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From: Paulina Armacinski <Paulina.Armacinski@mississauga.ca> on behalf of Parkingstudy Review <Parkingstudy.Review@mississauga.ca>
Sent: Monday, March 16, 2026 4:56 PM
To: Mahdi Gabaire <gabaire@cgeconsulting.ca>; Casey Ge <casey@cgeconsulting.ca>
Cc: Parkingstudy Review <Parkingstudy.Review@mississauga.ca>