



April 17, 2026

Reference Number: 26050

Mr. Graham Spittal

IMH 1970 & 1980 Fowler Drive Ltd.
1400 - 3280 Bloor Street West
Toronto, Ontario M8X 2X3

**RE: Transportation Impact Study Update Letter (April 2026)
Proposed Residential Development
1970 & 1980 Fowler Drive, Mississauga, Ontario**

1 INTRODUCTION

LEA Consulting Ltd. (LEA) was retained by IMH 1970 & 1980 Fowler Drive Ltd. to prepare a Transportation Impact Study (TIS) Update Letter in support of the Official Plan Amendment (OPA) and Rezoning (RZ) applications for the proposed residential development located at 1970 & 1980 Fowler Drive (the “subject site”), in the City of Mississauga (the “City”). The proposed development will involve a land severance from the existing apartment sites. The subject site is located at the southeast corner of the intersection of N Sheridan Way and Fowler Drive, in the Sheridan Community Node, as illustrated in **Figure 1**.

Figure 1: Subject Site



Source: Google Earth, accessed April 2026



1.1 APPLICATION BACKGROUND

By way of background, a Transportation Impact Study, dated December 2025 (the “December 2025 TIS”) was previously submitted in support of an Official Plan Amendment (OPA) and Rezoning (RZ) application for the proposed development. Following this submission, comments were received from City of Mississauga staff.

The proposed development will involve a land severance from the existing apartment sites, necessitating a need for a standalone site access on North Sheridan Way.

The following TIS Addendum Letter provides a review of the updated development concept, a response to the City’s transportation-related comments, and an assessment of the proposed parking provision.

To support this assessment, updated parking utilization surveys were undertaken at the existing on-site apartment buildings located at 1970 and 1980 Fowler Drive. These surveys captured both on-site parking conditions and off-site parking activity along Roche Court and in the Sheridan Centre mall parking lot to better understand overall parking demand. Survey parameters were confirmed with City staff via email correspondence.

The parking justification also considers comparable development approvals within the City, as well as the applicable policy framework and supporting TDM plan, to assess the appropriateness of the proposed parking supply.



2 PROPOSED DEVELOPMENT

Relative to the December 2025 submission, the revised plan has a decrease in the number of residential units (from 285 to 275), an increase in the vehicle parking supply (from 272 to 275 spaces), and a decrease in the bicycle parking supply (from 186 to 179 spaces). The loading provisions remain consistent with the December 2025 submission.

A summary of the current proposal site statistics is presented in **Table 2-1**. The site plan is illustrated in **Figure 2-1**.

Table 2-1: Summary of Development Statistics

Land Use	December 2025 Proposal	Current April 2026 proposal	Change in Site Statistics
Development			
Residential	Studio: 33 units	Studio: 34 units	Studio: +1 unit
	One-bedroom: 152 units	One-bedroom: 120 units	One-bedroom: -32 units
	Two-bedroom: 71 units	Two-bedroom: 95 units	Two-bedroom: +24 units
	Three-bedroom: 29 units	Three-bedroom: 26 units	Three-bedroom: -3 units
	Total: 285 units	Total: 275 units	Total: -10 units
Site Plan Facilities			
Vehicular Parking Supply	Residential: 243 spaces	Residential: 234 spaces	Residential: -9 spaces
	Resident Visitor: 29 spaces	Resident Visitor: 41 spaces	Resident Visitor: +12 spaces
	Total: 272 spaces	Total: 275 spaces	Total: +3 spaces
Bicycle Parking Supply	Residential Short-Term: 15 spaces	Residential Short-Term: 14 spaces	Short-Term: -1 spaces
	Residential Long-Term: 171 spaces	Residential Long-Term: 165 spaces	Long-Term: -6 spaces
	Total: 186 spaces	Total: 179 spaces	Total: -7 spaces
Loading	2 Loading Spaces	2 Loading Spaces	No changes

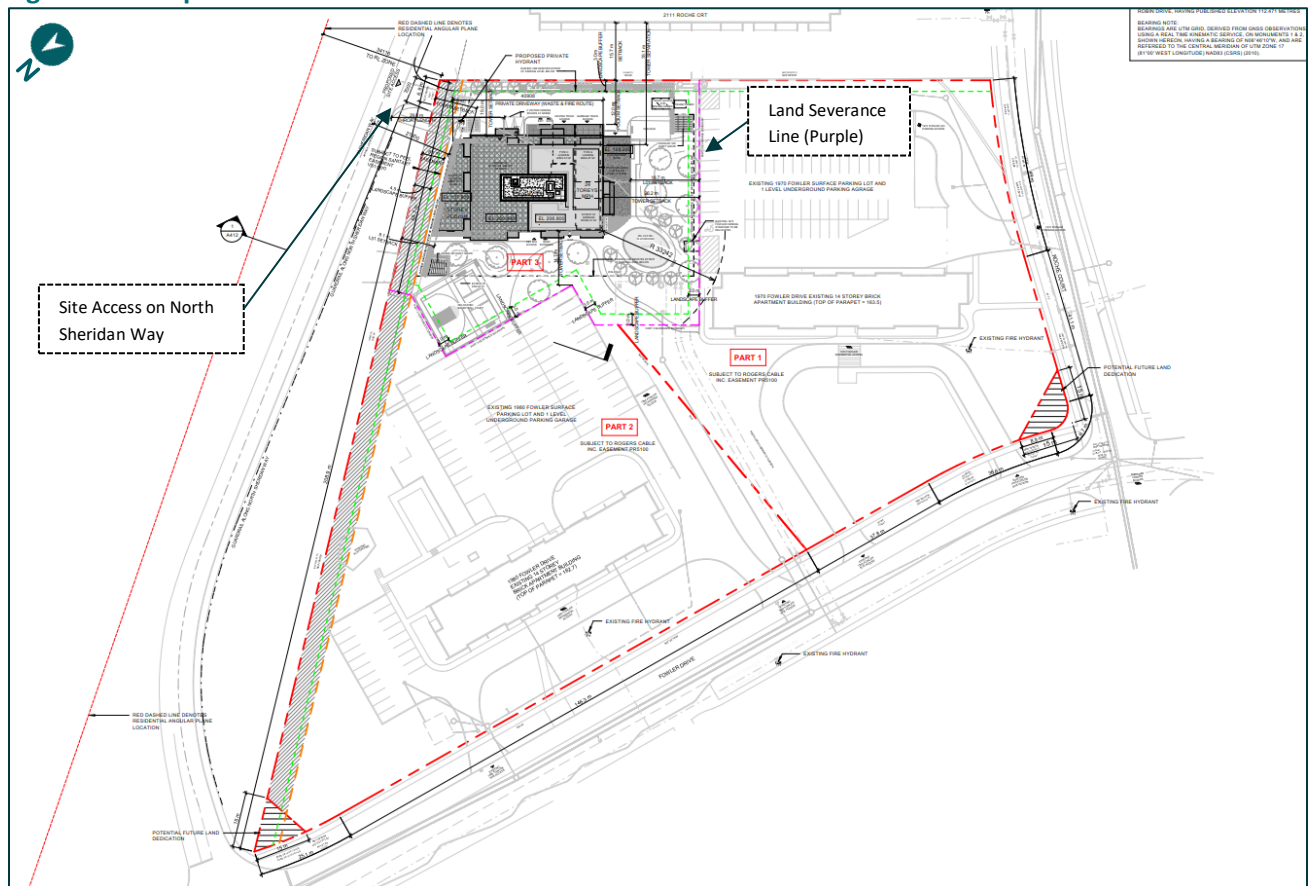
The proposed development continues to comply with the loading and bicycle parking requirements outlined in the City of Mississauga Zoning By-law 0225-2007.

As a result of the refinements to the site plan, a review of the functionality and accessibility of the proposed loading space was completed to determine if it can be accessed and egressed by the appropriate vehicles. Furthermore, the functionality of the proposed parking spaces was also confirmed. The swept path diagrams are provided in **Attachment A**. The review finds that all design vehicles can be accommodated.

It should be noted that the December 2025 TIS assessed a higher residential unit count (285 units) than currently proposed and concluded that the redevelopment was expected to result in minimal impacts to traffic operations within the study area. These conclusions were accepted by City staff in their review of the initial TIS. Given the decrease in proposed unit count relative to the December 2025 TIS (from 285 to 275), the conclusions of the TIS continue to apply, and the proposed development is expected to result in acceptable traffic impacts to the surrounding road network.



Figure 2-1: Proposed Site Plan



Source: Core Architects Inc., April 2026



3 RESPONSE TO COMMENTS

The following section provides a response to the City of Mississauga’s transportation-related comments. The comments are shown in italics, followed by LEA’s response.

3.1 CITY OF MISSISSAUGA COMMENTS (MARCH 10, 2026)

3.1 DEVELOPMENT ENGINEERING SERVICES

Parking

Comment 135: *The existing parking supply on-sites is unclear, staff require detailed information clarifying the number of parking spaces on-sites (i.e. surface and underground), how these parking spaces function (i.e. resident key fob, paid parking, concierge sign-in...etc.). Without this information, staff is unable to validate the surveyed parking demand rate on-sites.*

LEA Response: Noted. Please see the **Section 4** of this letter for additional information on the existing parking supply and arrangement.

Comment 136: *Parking Utilization Study surveying parameters were not approved by the City’s Municipal Parking staff. The City’s Parking Terms of Reference (TOR) stipulates that the consultant should confirm survey dates and times with the City’s Municipal Parking section prior to conducting parking surveys.*

- *Staff would not have recommended surveying to be conducted the week on which an Ontario Statutory Holiday is celebrated such as in this case Victoria Day which was observed on Monday, May 19th, 2025. As per the City’s Parking ToR, the same is advised.*
- *Staff would have recommended surveying to be conducted Friday, Saturday, Sunday and Monday with the 2-busiest days also surveyed in the consecutive week.*
- *Staff would have recommended for surveying to also capture demands during the day as well (not just evenings and night-time hours). The current surveyed hours does not account for residents who may work shifts i.e. residents working overnight in which case their vehicles would not have been accounted for in the surveying. Additionally, these residents may have visitors during the day considering they work evenings and nights in which case, these visitor demands had not been accounted for either.*
- *For uttermost accuracy, staff would have recommended for surveying to be conducted in 30-minute intervals (not 1-hour intervals as had been gathered with the submitted survey).*
- *The number of vacant units has not been provided, and therefore, the rationale should expand to include this detail and should be factored into the parking calculations.*
- *Parking leasing demand results measured by rent roll is important information to validate the surveying results against. This information should also be included within the rationale.*

LEA Response: Noted. Additional parking surveys have been undertaken and are discussed in **Section 4.4.2** of this letter.



Comment 137: *Illegally parked vehicles were not addressed within the report; staff are seeking to understand whether there were any observed illegally parked vehicles i.e. cars parking where there is not a proper vehicle parking spot, or in fire routes? Etc.*

- *Visitor parking spaces are paid at both sites of 1970 and 1980 Fowler Drive. There is also on-street parking along Roche Court and the Sheridan Centre adjacent to the site. The PUS needs to elaborate on visitors who are parking on-street and those who are parking across the street at the Sheridan Centre.*
- *Staff conducted a site-visit on Friday, February 20th, 2026 and observed visitors parking on-street and at the Sheridan Centre in order to avoid paying for parking on-sites.*
- *Staff additionally observed that parking on-street along Roche Court was near to full.*

LEA Response: Noted. Additional parking surveys have been undertaken (including documenting on-street parking on Roche Court and in the adjacent surface lots of the Sheridan Centre Mall) and are discussed in **Section 4** of this letter.

Comment 139: *Staff advise that the updated parking requirements for off-street parking, Zoning By-Law 0117-2022, that came into effect June 8, 2022, is supportive of provincial and municipal land use and transportation policies. The updated rates were derived from the Parking Regulations Study (PRS) which undertook a review of off-street parking rates throughout the City, including Precinct 3 areas. These developed rates were carefully tailored to Mississauga's context as well as current needs.*

LEA Response: Noted.

Comment 138: *Staff commend the Applicant for considering the provision of TDM measures on site. Municipal Parking Staff advise that the Applicant contact TDM Staff in the Transportation Planning Section (tdm@mississauga.ca) should they wish to receive more information on TDM strategies. TDM Staff are unable to provide evaluation of parking requirements.*

LEA Response: Noted, see **Section 4.4.5** for a discussion of the TDM measures as it relates to the parking justification.

Comment 140: *Municipal Parking staff advise that the proposed parking supply justification is not satisfactory. A satisfactory Parking Utilization Study (PUS) is to be submitted, addressing staff's concerns and comments above as well as following the guidelines as outlined in the City's Parking Terms of Reference.*

LEA Response: Noted. The parking supply has been revised and additional parking justification has been provided in **Section 4** of this letter.

Traffic Review

Comment 59: *Existing 0.3m Reserves - The Owner is advised that there are 0.3 meter reserves across the frontage of Fowler Drive.*



LEA Response: Noted.

Comment 61: Internal Site Circulation –

(i) The applicant has provided detailed turning movements (vehicle manoeuvring diagrams) illustrating ingress and egress through the proposed site access(es) in Appendix L in the Transportation Impact Study prepared by LEA Consulting dated December 9, 2025. Please revise to include the Pumper Fire Truck design vehicle.

LEA Response: Noted, the revised FDR is provided in **Attachment A**. The fire route is shown in DWG 001, indicating that the principal entrance is located near the site driveway and can be readily accessed from North Sheridan Way. The site access satisfies the OBC fire route requirements. Further assessment of internal site vehicular functionality can be provided at SPA if required.

(ii) The applicant has provided turning movement diagrams to depict the internal site circulation, in addition to acceptable waste collection swept paths, in Appendix L in the Transportation Impact Study prepared by LEA Consulting dated December 9, 2025. These diagrams have been reviewed and found acceptable.

LEA Response: Noted.

iii) Confirmation from Fire and Emergency Services that the internal road is acceptable from an emergency response perspective.

LEA Response: Noted, the site satisfies the applicable OBC fire route requirements.

iv) Confirmation from the Region of Peel that the internal road is acceptable from a waste collection perspective.

LEA Response: Noted, the site satisfies the applicable Peel Region waste collection requirements.

(v) A turn around facility may be required as a result of the above in addition to providing sufficient snow storage for the proposed development.

LEA Response: Noted, no turnaround facility is required to support site waste collection.

(vi) To aid in safety and operation of these features, additional provisions, such as warning lights and presence of on-site flag person, are requested. It is acknowledged that these elements have been included on Loading Review Entry and Exit Path Drawing Nos. 002 and 003.

LEA Response: Noted. The Functional Design Review (**Attachment A**) includes notations related to warning lights and the provision of an on-site flag person.



Comment 62: Traffic Notes –

- a) All damaged or disturbed areas within the municipal right-of-way are to be reinstated at the Owner's expense.
- b) All landscaping and grading within close proximity to the proposed access points is to be designed to ensure that adequate sight distances are available for all approaching and exiting motorists and pedestrians.
- c) The portion of the driveway within the municipal boulevard is to be paved by the Owner.
- d) Driveway accesses shall maintain a 1.5 m setback from above ground features such as utilities and trees.
- e) Any above ground utilities located within 1.5 m of a proposed access are to be relocated at the Owner's expense.
- f) The cost for any/all road improvements required in support of this development application will be borne by the Owner.
- g) The Owner shall make satisfactory arrangements with the Transportation and Works Department for the design, construction and payment of all costs associated with works necessary to support access to this site.
- h) Any access to internal servicing shall be provided internally through the site.
- i) Details of the site specific access configurations will be finalized in conjunction with the Site Plan review/approval process.

LEA Response: Noted.

Comment 63: Bicycle Lane/ Route Signage – Prior to Site Plan approval and as per the Mississauga Cycling Master Plan, Lakeshore Road East has been identified as a bike route. The applicant is advised that a Bike Lane / Route Sign fee payment for one (1) sign is required in accordance with the current Transportation and Works Fees and Charges By-Law.

1. Prepare payment in one of the accepted methods (certified cheque or bank draft).
2. Include in ONE envelope with the payment and label the envelope with the application number, construction address, and owner's name.
3. Deliver the payment following one of these options:
 - a. Option 1 - Drop the envelope (containing the form and the payment) into the black mailbox labelled M1, located at 3185 Mavis Road. The mailbox is outside at the front of the building; OR
 - b. Option 2 - Courier/mail your form including payment to 'City of Mississauga, Transportation & Works Customer Service Counter' at 3185 Mavis Road, 1st floor, Mississauga, Ontario L5C 1T7'. Please note that at this time the City is not accepting Registered Mail or Xpresspost Certified.
4. For status of fee payment, please contact TW Counter email at tw.counter@mississauga.ca or via phone at 905-615-4950.
5. Once the payment is processed, T&W Counter will email the applicant with the receipt. Upload the receipt into ePlans for clearance of this condition.

For fees paid in 2026, the current rate is \$345.00 per sign. This payment is NOT subject to HST.

LEA Response: Noted, it is unclear if this comment is applicable because the site is not near Lakeshore Road East.



Comment 64: Site Access –

- (i) *Consistent with DARC 23-199 W8 Comment #37 and advised in the Additional Comments section of the approved Terms of Reference Checklist, Traffic Planning staff prefer site access through lower-order roads such as Fowler Drive and Roche Court. However, given that the proposed development proposes a severance to the lot, a North Sheridan Way access can be supported should the site be its own land holding. Please revise the TIS to discuss the land severance access and corresponding rationale for a North Sheridan Way access.*

LEA Response: Noted. Additional discussion regarding the site access, including the rationale for the proposed North Sheridan Way access, has been provided in **Section 6**.

- (ii) *The applicant is required to provide/label clear throat length distances depicting safe access and egress of vehicles onto the subject site.*

LEA Response: Noted. The required site access throat length distances have been labelled on the revised site plan and in the FDR (**Attachment A**).

Comment 68: Reimagining the Mall – *The applicant is advised that there is an outgoing Official Plan Amendment related to Mississauga's mall-based nodes. Additional details can be found at: Reimagining the Mall | City of Mississauga: <https://www.mississauga.ca/projects-and-strategies/city-projects/reimagining-the-mall/>*

LEA Response: Noted.

Comment 69: Transportation Impact Study – *A Transportation Impact Study prepared by LEA Consulting dated December 9, 2025 was submitted in support of the proposed development. Based on the information provided to date staff provide the following comments:*

(A) Future Conditions

As specified in Comment #64, the TIS shall discuss the land severance access and corresponding rationale for a North Sheridan Way access.

LEA Response: Noted, additional discussion and the requested information has been provided in **Section 6** of this Letter.

(B) Terms of Reference Checklist

Please attach the Terms of Reference Checklist approved by the Traffic Reviewer, dated January 20, 2025.

LEA Response: Noted. The Terms of Reference Checklist can be found in **Attachment B**.



(C) Certification Form

Please attach the Certification Form, which can be found in Appendix A of the Transportation Impact Study Guidelines. Please refer to the TIS Guidelines here:

<https://www.mississauga.ca/publication/transportation-impact-study-terms-of-reference/>

LEA Response: Noted. The completed Certification Form will be signed and included in **Attachment C**.

(D) Additional Comments

(i) The TIS shall include a section in the report to address Community Impacts. This section shall include summary statements outlining the resulting traffic increases to the critical streets, movements and intersections. Comments or concerns from the community through future public meetings and engagements that are related to traffic shall also be addressed in this section.

LEA Response: Noted, see **Section 7** for a discussion of community impacts.

Transit Infrastructure

Comment 36: *Pedestrian Connections - MiWay Stops – Convenient and accessible pedestrian linkages are to be provided between the existing municipal sidewalk network and MiWay services/stops to ensure accessibility, reduce walking time and encourage transit use.*

LEA Response: Noted, the site will provide convenient and accessible pedestrian linkages to the existing municipal sidewalk network.

Comment 112: *MiWay Existing and Future Infrastructure – Existing Terminals:*

Please be advised that MiWay currently has transit service and transit infrastructure adjacent to the site (Sheridan Centre Bus Terminal). Transit service and transit infrastructure (stops and shelters) shall be maintained and any negative impacts shall be minimized at all times. Should transit service and/or transit infrastructure be impacted due to construction, please be advised that MiWay requires compliance with MiWay's Construction Notification Schedule.

Please contact MiWay.Infrastructure@mississauga.ca for MiWay's Construction Notification Schedule which outlines in detail the notification and infrastructure requirements for transit impacts.

LEA Response: Noted.

Comment 113: *Transit Infrastructure Costs – Please be advised that all costs associated with the removal, relocation, and reinstatement of existing transit stops and shelters will be the responsibility of the proponent. All work associated with removal, relocation, and reinstatement of transit shelters shall be completed by MiWay's Shelter Contractor. Payment for the cost of relocating a transit shelter shall be arranged directly with the shelter contractor prior to the shelter being removed and/or relocated.*

Please note a MiWay Stop Infrastructure Permit Review Fee, as captured in the Transportation & Works Fees and Charges, as amended, is required for each bus stop impacted by road work. This fee is associated with



relocating bus stop markers, placing temporary bus stops and reinstating stops during construction when needed.

LEA Response: Noted.

Comment 114: *MiWay Notification Requirements – MiWay’s Infrastructure Management Team coordinates stop and shelter relocations and must be contacted prior to the commencement of construction.*

Should any road/boulevard works (including lane disruptions) impact existing transit infrastructure (stops/shelters) or service (routes), the applicant is required to mark off the check box on the ROP/PUCC Application and contact MiWay’s Infrastructure Management Team at MiWay.Infrastructure@mississauga.ca at least 10 business days prior to submission of the Road Occupancy Permit (ROP), and include information on proposed traffic management plans. In addition, kindly note 10 business days notice is required for the following:

- Detour plan in the event of a road closure is needed*
- stop removal/relocation*

Please contact MiWay.Infrastructure@mississauga.ca for MiWay's Construction Notification Schedule which outlines in detail the notification and infrastructure requirements for transit impacts.

LEA Response: Noted.

Transit Reviewer

Comment 35: *Existing MiWay Service – The site is served by Route 29 Park Royal and Route 71 Sheridan, both operating on Fowler Drive adjacent to the site. Route 13 Glen Erin and Route 110 University Express also operate on Erin Mills Parkway in the vicinity of the site.*

LEA Response: Noted.



4 VEHICULAR PARKING REVIEW

This section reviews the bicycle and vehicular parking standards based on the applicable requirements for the subject site.

4.1 BICYCLE PARKING ZONING BY-LAW REQUIREMENTS

The City of Mississauga Zoning By-law 0225-2007 as amended by By-law 0118-2022 has been reviewed to determine the required bicycle parking supply. The by-law requirements and proposed bicycle parking supply are detailed in **Table 4-1**.

Table 4-1: Zoning By-law Bicycle Parking Requirements

Land Use	Units/GFA		Minimum Bicycle Parking Rate		Minimum Bicycle Parking Spaces	
			Long-Term	Short-Term	Long-Term	Short-Term
Residential	275	Units	0.6	0.05	165	14
Total Required					165 spaces	14 spaces
Total Proposed					165 spaces	14 spaces

Note: (1) – For the calculation of required residential parking and bicycle parking spaces, the rate or ratio shall be calculated for each component, then rounded. Fractions of less than 0.5 shall be rounded down to the nearest whole number. Fractions equal to or greater than 0.5 shall be rounded up to the nearest whole number.

The proposed development is required to provide a total of 179 bicycle parking spaces, consisting of 165 long-term and 14 short-term bicycle parking spaces. The proposed bicycle parking supply will satisfy this requirement.

4.2 VEHICLE PARKING ZONING BY-LAW REQUIREMENTS

The City of Mississauga Zoning By-law 0225-2007 has been reviewed to determine the required vehicle parking supply; the site is located in Precinct 3. The by-law requirements and proposed vehicle parking supply are detailed in **Table 4-2**.

Table 4-2: Zoning By-law Vehicular Parking Requirements - Precinct 3

Zoning By-law 0225-2007				
Land Use	Units / GFA	Precinct 3		Proposed Supply
		Minimum Parking Rate	Parking Required	
Residential/ Rental Apartment	275 units	0.90 sp./unit	248	234
Visitor		0.20 sp./unit	55	41
Site Total			303 spaces	275 spaces

The proposed development is required to provide a total of 303 vehicle parking spaces, consisting of 248 residential and 55 visitor parking spaces. The proposed vehicle parking supply consists of 234 residential (0.85 sp./unit) and 41 visitor (0.15 sp./unit) parking spaces, resulting in a minor deficiency of 28 spaces (14 residential and 14 visitor spaces).

A supporting justification for the proposed vehicle parking supply is provided below in **Section 4.4**.



4.3 ACCESSIBLE VEHICLE PARKING REQUIREMENTS

The City of Mississauga Zoning By-law 0225-2007 provides accessible vehicle parking requirements; for residential uses, the accessible parking supply is calculated using the required visitor parking supply. The by-law requirements and proposed supply are illustrated below in **Table 4-3**.

Table 4-3: Zoning By-law Accessible Parking Space Requirements

Land Use	Required Visitor Parking Spaces		Minimum Accessible Visitor Parking Rate	Minimum Accessible Visitor Parking Spaces
Residential	55	Spaces	4% of the total	2
Total Required				2 spaces
Total Proposed				3 spaces

The proposed development is required to provide a minimum of two (2) accessible visitor parking spaces as outlined in the zoning by-law requirements, and there is no minimum required accessible space for residential parking.

The proposed development will satisfy this requirement and provide three (3) accessible parking spaces.



4.4 VEHICLE PARKING JUSTIFICATION

4.4.1 Policy Review

The following planning policies and documents were reviewed to establish an understanding of the current planning and transportation objective applicable to the subject site:

- ▶ Provincial Policy Statement (2024)
- ▶ City of Mississauga Official Plan (2025)

Based on a review of the above-noted planning policies it is noted that the proposed development is subject to important planning goals speaking to avoiding an oversupply of vehicle parking. Key planning policies and goals applicable or comparable to the site are summarized below.

Provincial Planning Statement, 2024

The *Provincial Planning Statement* (PPS 2024) is a streamlined province-wide land use policy framework that replaces both the *Provincial Policy Statement* (2020) and *A Place to Grow: Growth Plan for the Greater Golden Horseshoe* (2019). The new PPS provides policy direction on matters of provincial interest related to land use planning and development. Some of the key changes introduced through the PPS 2024 are changes to growth targets, settlement area expansions, strategic growth areas and major transit station areas, intensification, municipal comprehensive reviews, employment land conversions, and protection of employment uses amongst other changes.

Chapter 2 of the PPS 2024 outlines the direction for building homes, sustaining strong and competitive communities and includes guidance on the achievement of **creating complete communities by accommodating an appropriate range and mix of land uses, housing options, transportation options with multi modal access**, employment, public service facilities and other institutional uses. Section 2.9 of the PPS 2024 states that planning authorities shall plan to reduce greenhouse gas emissions and prepare for the impacts of a changing climate through approaches that support the achievement of compact, transit-supportive and complete communities and promote green infrastructure, low impact development and active transportation. Sections 3.2 and 3.3 provide policy direction on transportation systems and transportation infrastructure corridors to ensure the safe, energy efficient movement of people and goods.

To support an efficient multi-modal transportation network, the parking supply on a site should be designed with careful attention to the needs of the site, taking into account the multi modal transportation connectivity, auto ownership trends, and transportation needs of the area. An oversupply of parking where it is not needed should be avoided. The proposed development will be able to take advantage of the planned transportation context to support future residents' transportation needs while encouraging the use of sustainable travel modes.

In the past, an abundance of residential parking has increased automobile ownership rates, with resulting impacts such as higher levels of traffic congestion and air pollution. A reduced parking supply for new residential developments aligns with the goals of the PPS 2024 as it supports residents who choose to live without a personal vehicle.



City of Mississauga Official Plan

The City's Official Plan sets out a framework for how the municipality will grow by the year 2031. The Official Plan provides policies on protecting the Natural Heritage System and directing growth to support urban form and a strong public transportation system.

One of the key directions of the Official Plan is to transform the City of Mississauga into a transit-oriented city, where "people can get around without a vehicle, and where transit will directly influence and shape the form of the City." To support this objective, policies in the Official Plan speak to prioritizing sustainable transportation networks while guiding high-density development in locations supported by existing and planned higher-order transit. Section 8.4 addresses parking specifically and recognizes it as a tool to help influence travel behaviour and choice of transportation modes. Specifically, Policy 8.4.3 states that "Consideration will be given to reducing off-street parking requirements for developments to reflect levels of vehicle ownership and usage, and as a means of encouraging the greater use of transit, cycling and walking..."

By proposing a reduced a vehicle parking supply, the proposed redevelopment is supportive of the City's Official Plan growth approach as it plans to leverage its location in proximity to the existing MiWay transit routes. This approach will provide housing for individuals or households who do not require a personal vehicle to support their daily travel needs.

4.4.2 On-Site Parking Demand Review

Existing Site Information

Detailed below is an overview of the current parking arrangements associated with the existing apartment buildings:

- The underground parking garage is secured and used only for residents (requires fob access). Tenants are assigned a parking stall within the garage. Newer tenants lease their parking stall separately from the cost of the unit, while some older tenants have parking included in their rent.
- The surface parking is allocated between residential and visitor parking spaces. There are specific stalls that are allocated to visitor parking and have signage to identify them. The rest are numbered and assigned to residents as outdoor parking. Tenants who rent the residential surface stalls pay rent in a similar manner as the underground parking. The stalls are enforced periodically by Target (who manage the visitor parking) and tickets are issued if a vehicle is parked in a surface residential stall that should be vacant.
- The surface visitor is pay to use. The visitor pay themselves through an app. Target has signage with QR codes/website reference where tenants can use their phone to sign in, register, and pay for visitor parking. Target enforces the visitor parking and issues tickets to vehicles who park without registering.

As per the site parking utilization surveys, a total of 164 residential and 13 visitor spaces are provided for 1970 Fowler Drive. A total of 185 residential and 19 visitor spaces are provided for 1980 Fowler Drive.

Supporting rent roll information related to the existing parking utilization is provided in **Attachment E**. It was noted that the current parking lease rates (0.59-0.64 sp./unit across both buildings) is lower than the observed parking demand, and may indicate that this data does not fully reflect current leasing conditions.



Proxy Parking Utilization Data

To assess future parking demand associated with the proposed development, additional parking utilization surveys were conducted at the existing apartment buildings located at 1970 and 1980 Fowler Drive, as requested by City staff. These surveys supplement the previous data collection undertaken as part of the December 2025 TIS.

Surveys were conducted on the following dates to capture peak residential and visitor parking demand:

- ▶ Friday April 10th, 2026: 5:00 AM – 11:00 AM and 4:00 PM – 2:30 AM
- ▶ Saturday April 11th, 2026: 11:00 AM – 2:00 AM
- ▶ Sunday April 12th, 2026: 11:00 AM – 2:00 AM
- ▶ Monday April 13th, 2026: 5:00 AM – 11:00 AM and 4:00 PM – 2:00 AM

Two (2) additional surveys will be completed on April 19th and April 20th and the supporting data will be provided as an addendum.

Survey parameters were confirmed through email correspondence with City staff, as indicated in **Attachment D**.

The observed 95th percentile residential and visitor demand during the weekday and weekend survey periods are summarized in **Table 4-4**; detailed survey data is provided in **Attachment D**.

Note: the parking demand calculations were derived based on the current building occupancy; supporting information is provided in **Attachment E**.

Table 4-4: Parking Utilization Survey Results – 1970 & 1980 Fowler Drive 95th Percentile Demand (April 2026)

Type of Demand	Date of Study	Number of Occupied Units	Existing Supply (Spaces)	95 th Percentile Observed Demand (spaces)	95 th Percentile Observed Demand Rate (spaces/unit)	Parking Utilization Rate (%)
1970 Fowler Drive						
Residential	Monday April 13 th , 2026	152 units	164	120	0.79	73%
Visitor	Sunday April 12 th , 2026;		13	7	0.04	54%
1980 Fowler Drive						
Residential	Monday April 13 th , 2026	160 units	185	151	0.94	82%
Visitor	Saturday April 11 th , 2026; Monday April 13 th , 2026		19	7	0.04	37%
Total						
Residential	-	312 Units	349	271	0.87	78%
Visitor	-		32	14	0.04	44%



Across both existing apartment buildings, the average 95th percentile residential parking demand was 0.87 spaces per unit (78% utilization). The average 95th percentile visitor demand was 0.04 spaces per unit (44% utilization).

The proposed parking supply will include 234 residential parking spaces and 41 visitor parking spaces, corresponding to a residential rate of 0.85 spaces per unit and a visitor rate of 0.15 spaces per unit.

The proposed residential parking supply (0.85 sp./unit) is slightly below the observed 95th percentile residential demand of 0.87 spaces per unit at the two adjacent apartment buildings, however, it remains within a comparable range and is generally consistent with the observed on-site parking demand. The proposed visitor parking supply significantly exceeds the observed 95th percentile visitor demand (0.04 spaces per unit).

Based on the parking utilization data collected at the two existing apartment buildings, the proposed overall vehicle parking supply (1.0 space per unit) is considered appropriate and sufficient to accommodate anticipated demand.

4.4.3 Off-site Visitor Parking (Roche Courte and Sheridan Centre)

In addition to the parking utilization surveys conducted on-site, parking utilization was also recorded along Roche Court and in the adjacent parking lots within the Sheridan Centre to capture off-site parking demand that may be associated with subject site. These surveys were undertaken to better understand visitor parking behaviour, particularly given that the on-site visitor parking is paid, which may encourage visitors to park off-site.

Tracing was conducted to confirm that off-site parking was associated with the two existing apartment buildings and not related to other residential or commercial uses in the surrounding area.

It was assumed that all off-site parking linked to the two existing apartment buildings was visitor demand (rather than residential demand, as this off-site arrangement would not be viable long-term due to the on-street time limit of 5 hours and restrictions on overnight parking on-street and in the Sheridan Centre).

Observed off-site parking and the combined assumed visitor demand is indicated in **Table 4-5**, with detailed parking survey summaries provided in **Attachment D**. Note: for this calculation, the peak demand was reported to provide a more conservative assessment.



Table 4-5: Parking Demand Survey Results – 1970 & 1980 Fowler Drive Peak Visitor Demand and Off-Site Parking (April 2026)

Type of Survey	Date of Study	Peak Time Period	On-Site Visitor	Off-Site Roche Court	Off-Site Sheridan Centre	Total Visitor Demand (On- and Off-Site)	Parking Demand Rate	
1970 Fowler Drive								
Observed Off-Street Parking	Sunday April 12 th , 2026	6:30-7:30 pm	7	2	0	9	0.06	
	Monday April 13 th , 2026	7:30-8:30 pm	7	0-1	0	7-8	0.05	
	1980 Fowler Drive							
	Saturday April 11 th , 2026	8:30 pm	7	1	7	15	0.09	
	Monday April 13 th , 2026	4:00 pm	8	1	0	9	0.06	

As detailed above, off-site parking was not determined to be a significant factor related to visitor parking demand associated with the existing apartment buildings. During peak periods, up to 2 visitors were observed to be parking off-site on Roche Court and walking to/from each building. Use of the Sheridan Centre mall parking lot was generally limited except during a short period on the evening of Saturday, April 11th, when up to 7 vehicles were observed parking in the nearest lot and walking to/from 1980 Fowler Drive. As a result, the total visitor parking demand associated with each building did not exceed 0.09 spaces per unit, significantly below the proposed visitor parking rate of 0.15 spaces per unit.

These findings indicate that the requirement that visitors pay to park on-site is not a significant deterrent resulting in a high number of site vehicles parking on Roche Court or in the Sheridan Centre mall parking lot. These findings are likely attributable to the existing time limit restriction for on-street parking in Mississauga (maximum 5 hours, and not overnight except with a valid permit) and the private enforcement of parking within the Sheridan Centre, as visitors parking for extended periods in either location could be subject to fines.

In addition, it should be noted that the proposed development is located further away from Roche Court and the Sheridan Centre parking lot (when compared to the two existing apartment buildings), further reducing the likelihood that visitors will choose to park off-site rather than using the on-site visitor parking supply.

These findings provide further evidence that the proposed visitor rate of 0.15 spaces per unit is appropriate and will sufficiently accommodate anticipated visitor parking demand.



4.4.4 Development Precedents

In addition to the site-specific survey findings, comparable development approvals in the City of Mississauga have supported reduced visitor parking rates relative to those outlined in the City of Mississauga Zoning By-law 0225-2007.

To ensure that those developments can serve as suitable proxy sites for the subject development, the land use, transit context, and walk scores have been compared as summarized in **Table 4-6**. Information regarding these development applications was obtained from the City’s Development Application database.

Table 4-6: Development Precedents

Site Location	Precinct	Site Statistics	Walk Score/Transit Context	Proposed Visitor Parking Rate (spaces/unit)	Application Status/Approval
1315 Silver Spear Road (Ward 3)	Precinct 3	255 units	Walk Score: 64 Transit Score: 54 Transit Context: 350m to MiWay Route 26, 76 and 5	Vis: 0.15	Under Review
1750 Bloor Street & 3315 Fieldgate Drive (Ward 3)	Precinct 4	560 units	Walk Score: 44 Transit Score: 54 Transit Context: located along MiWay Route 3	Vis: 0.09	Site-specific By-law 0127-2023 OZ 17/014 W3
1381 Lakeshore Road East (Ward 1)	Precinct 3	284 units	Walk Score: 66 Transit Score: 64 Transit Context: located along MiWay Routes 5, 23 and 31	Vis: 0.15	CoA Decision – A401.23 (November 16, 2023)
1485 Williamsport Drive (Ward 3)	Precinct 4	144 units	Walk Score: 59 Transit Score: 51 Transit Context: 180 m to MiWay Route 3	Vis: 0.16	CoA Decision (October 30, 2025)
Subject site					
1970 & 1980 Fowler Drive	Precinct 3	275 rental units	Walk Score: 75 Transit Score: 47 Transit Context: 400 m to MiWay Routes 29 and 71; 750m to MiWay Routes 13 and 110	Vis: 0.15	Proposed

The review of comparable developments indicates visitor parking rates ranging from 0.09 to 0.16 spaces per unit. These rates are consistent with or lower than the visitor rate proposed for the subject site.



4.4.5 Transportation Demand Management

The site parking strategy will be further supported by TDM measures that enhance the viability of living without regular access to a private vehicle and support the use of alternative travel modes such as transit and active transportation. **Table 4-7** summarizes the recommended TDM measures for the proposed development.

Table 4-7: TDM Measures Summary

Recommended TDM Measure	Benefit
Pedestrian-Based Strategies	
On-Site Pedestrian Infrastructure and Connection to the Public Network	Increases the convenience of travelling by active or transit modes
Cycling-Based Strategies	
Provision of Bicycle Parking Facilities	Increase awareness and provide end of trip facilities that improve the viability of cycling as a travel alternative
Provision of Bicycle Repair Facilities	
Promote and Increase Cycling Awareness	
Transit-Based Strategies	
Connection to Transit Networks	Improve awareness of the MiWay routing options available to future residents
Transit Information Packages	
Parking-Based Strategies	
Limited Provision of Residential Vehicle Parking (0.85 spaces per unit)	Limit the supply of parking based on observed demand and unbundled the cost of parking from housing to ensure that households self-select to reside at the site if they are compatible with the on-site provision of parking
Unbundled Parking	

4.4.6 Conclusions

The proposed development will provide 234 residential (0.85 sp./unit) and 41 visitor (0.15 sp./unit) vehicle parking spaces, resulting in an overall parking provision of 1.0 spaces per unit. The proposed vehicle parking supply results in a minor deficiency of 28 spaces relative to the governing by-law requirements.

Provincial and municipal policy direction supports a reduced vehicle parking supply to help promote the use of alternative modes of transportation and enable transit-oriented development. Given the observed parking demand at the adjacent residential apartment buildings, approved/proposed development precedents in the City of Mississauga, along with the planned TDM measures, the proposed vehicle parking supply should be considered appropriate and represents a reasonable deviation from the City by-law requirements.



5 LOADING REVIEW

The City of Mississauga Zoning By-law 0225-2007 has been reviewed to determine the required loading supply. The by-law requirements and proposed loading supply are detailed in **Table 5-1**.

Table 5-1: Zoning By-law Loading Requirements

Land Use	Units/GFA		City of Mississauga ZBL 0225-2007
			Loading Spaces Required
Residential (>30 units)	275	Units	1
		Loading Required	1 loading space
		Proposed Loading	2 loading spaces

The proposed development is required to provide one (1) loading space. The proposed development will provide two (2) loading spaces, satisfying the by-law requirement.

Swept path diagrams demonstrating vehicular and loading functionality are provided in **Attachment A**.



6 SITE ACCESS DESIGN REVIEW

Vehicle access to the subject site will be accommodated via a private driveway off North Sheridan Way, located along the east side of the subject site. The driveway will provide dedicated access to the building and underground parking levels for residents, visitors, and service needs. A standalone access is required on North Sheridan Way because the proposed development will be severed from the existing apartment building sites (1970 and 1980 Fowler Drive) with no internal vehicular connections between these sites. As a result, the site will solely have public street frontage on North Sheridan Way, and will require a driveway access to support vehicular, loading, and emergency vehicle maneuvering.

A sightline analysis has been undertaken confirming the suitability of the proposed driveway location, as shown in **Attachment A**.



7 COMMUNITY IMPACTS

The proposed development will not result in undue impacts to the surrounding community, as demonstrated by the initial Transportation Impact Study and its supporting traffic analysis. The proposed development is predicted to generate 83 two-way vehicle trips (26 inbound and 57 outbound) during the AM hour and 88 two-way vehicle trips (37 inbound and 51 outbound) during the PM peak hour, approximately 1-2 new vehicle trips during the busiest hour of a typical weekday. These findings should be considered conservative, as the site unit count has decreased since the initial application.

The intersection capacity analysis confirmed that the surrounding road network is expected to generally operate with good levels of service and no major constraints. Although some localized constraints were noted under future background conditions, traffic operations are expected to remain similar with the addition of site traffic. Signal optimization and potential extensions to existing turn lanes were recommended for further consideration by the City, if warranted by future background traffic growth. Based on these findings, it was determined that the site will have an acceptable transportation impact on the surrounding street network.

In addition, no major concerns regarding traffic impacts were raised by the public at the community meeting (held on September 9th, 2025).



8 CONCLUSIONS

This TIS update letter provides a review of the current development program, a response to the City's transportation-related comments, and an assessment of the proposed vehicle parking provision.

The revised plan includes a decrease in residential units (from 285 to 275), an increase in the vehicle parking supply (from 272 to 275 spaces), and decrease in the bicycle parking supply (from 186 to 179 spaces). The loading provisions remain consistent with the December 2025 submission.

Given the proposed unit count decrease, it continues to be expected that the proposed development will result in minimal traffic impacts to the surrounding area.

Parking utilization surveys were undertaken to assess vehicle parking demand associated with the existing on-site apartment buildings located at 1970 and 1980 Fowler Drive. The surveys include observations of both on-site parking conditions and off-site parking activity on Roche Court and within the Sheridan Centre mall parking lot.

Across both existing apartment buildings, the average 95th percentile residential parking demand was 0.87 spaces per unit (77% utilization). The average 95th percentile visitor demand was 0.04 spaces per unit (37% utilization).

The proposed residential parking supply (0.85 sp./unit) is slightly below the observed 95th percentile residential demand of 0.87 spaces per unit at the two adjacent apartment buildings, however, it remains within a comparable range and is generally consistent with the observed on-site parking demand. The proposed visitor parking supply significantly exceeds the observed 95th percentile visitor demand (0.04 spaces per unit).

Off-site parking utilization was also reviewed and was determined to generally be minimal, further indicating that the site visitor parking supply is appropriate.

In addition, a review of comparable developments within the City of Mississauga demonstrates that the proposed visitor parking rate is consistent with, and in some cases lower than, recently approved/proposed developments in a similar transportation context.

The proposed parking supply aligns with provincial and municipal planning policy objectives that encourage reduced automobile dependency and support transit and active transportation. In addition, residential travel behaviour continues to evolve as transit services improve and alternative mobility options, such as active transportation infrastructure, continue to expand. As a result, it is our professional experience that vehicle ownership rates in many urban and suburban areas have generally declined relative to historical trends.

Given the observed parking demand at the adjacent residential apartment buildings, approved/proposed development precedents in the City of Mississauga, along with the planned TDM measures, the proposed vehicle parking supply should be considered appropriate and represents a reasonable deviation from the City by-law requirements.



Should you have any questions regarding the contents of this letter, please do not hesitate to contact the undersigned at rkeel@lea.ca.

Yours truly,

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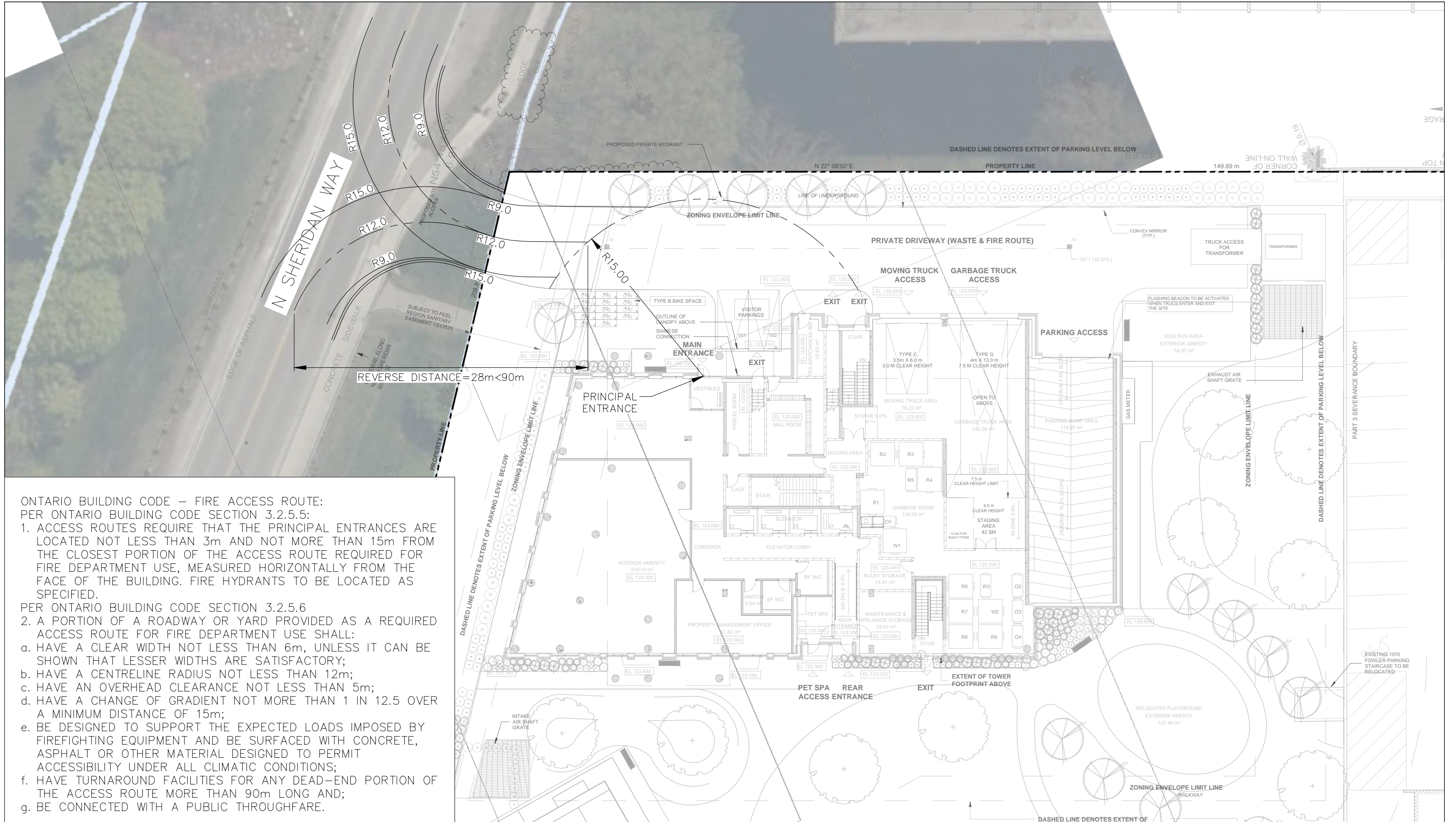
Robert Keel, M.Sc.Pl., MCIP, RPP
Manager, Transportation Planning

Encl. Attachment A: Functional Design Review
 Attachment B: Terms of Reference
 Attachment C: Signed Certification Form
 Attachment D: 1970 and 1980 Fowler Drive Parking Utilization Study Results
 Attachment E: 1970 and 1980 Fowler Drive On-Site Rental Parking Demand (Rent Roll Data)

ATTACHMENT A

Functional Design Review





ONTARIO BUILDING CODE – FIRE ACCESS ROUTE:
 PER ONTARIO BUILDING CODE SECTION 3.2.5.5:
 1. ACCESS ROUTES REQUIRE THAT THE PRINCIPAL ENTRANCES ARE LOCATED NOT LESS THAN 3m AND NOT MORE THAN 15m FROM THE CLOSEST PORTION OF THE ACCESS ROUTE REQUIRED FOR FIRE DEPARTMENT USE, MEASURED HORIZONTALLY FROM THE FACE OF THE BUILDING. FIRE HYDRANTS TO BE LOCATED AS SPECIFIED.

PER ONTARIO BUILDING CODE SECTION 3.2.5.6
 2. A PORTION OF A ROADWAY OR YARD PROVIDED AS A REQUIRED ACCESS ROUTE FOR FIRE DEPARTMENT USE SHALL:
 a. HAVE A CLEAR WIDTH NOT LESS THAN 6m, UNLESS IT CAN BE SHOWN THAT LESSER WIDTHS ARE SATISFACTORY;
 b. HAVE A CENTRELINE RADIUS NOT LESS THAN 12m;
 c. HAVE AN OVERHEAD CLEARANCE NOT LESS THAN 5m;
 d. HAVE A CHANGE OF GRADIENT NOT MORE THAN 1 IN 12.5 OVER A MINIMUM DISTANCE OF 15m;
 e. BE DESIGNED TO SUPPORT THE EXPECTED LOADS IMPOSED BY FIREFIGHTING EQUIPMENT AND BE SURFACED WITH CONCRETE, ASPHALT OR OTHER MATERIAL DESIGNED TO PERMIT ACCESSIBILITY UNDER ALL CLIMATIC CONDITIONS;
 f. HAVE TURNAROUND FACILITIES FOR ANY DEAD-END PORTION OF THE ACCESS ROUTE MORE THAN 90m LONG AND;
 g. BE CONNECTED WITH A PUBLIC THROUGHFARE.

PLOT DATE: April 9, 2026

DRAWN BY: H.S.

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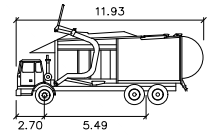
Project No.	26050
Date	APR. 9, 2026

1970 FOWLER DR
 MISSISSAUGA ONTARIO

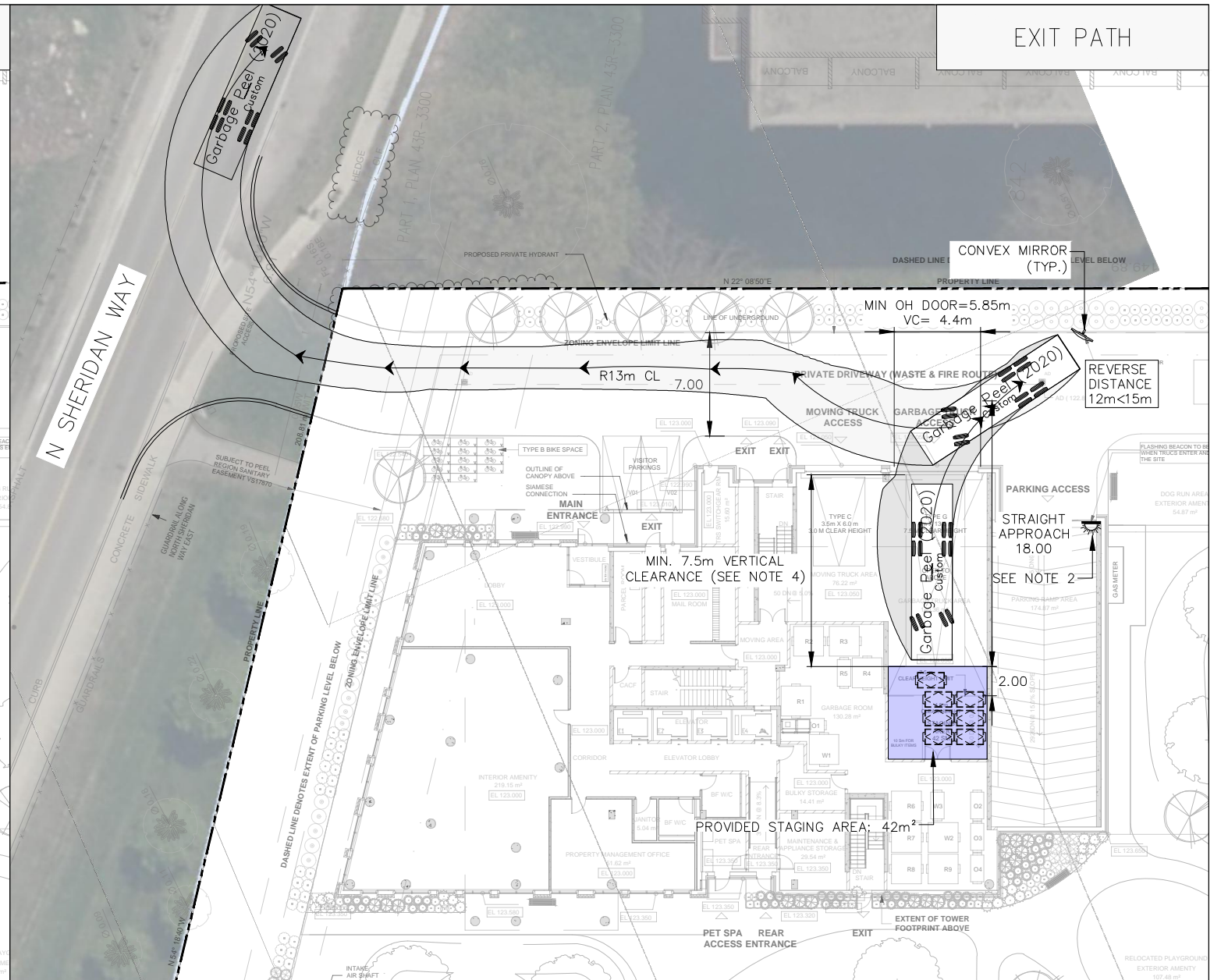
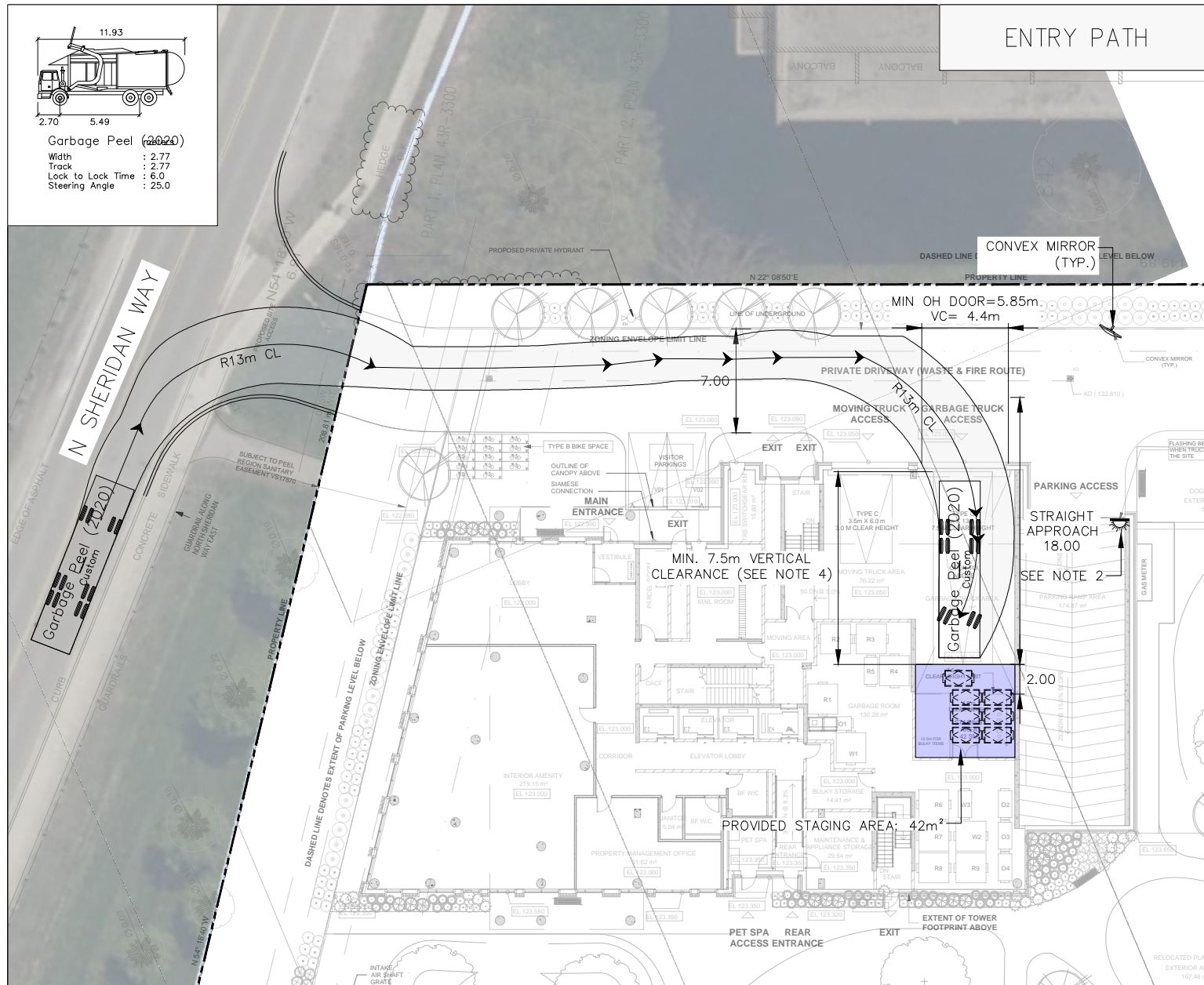
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GROUND FLOOR
 FIRE ROUTE

Drawing No.
 001



Garbage Peel (2020)
 Width : 2.77
 Track : 2.77
 Lock to Lock Time : 6.0
 Steering Angle : 25.0



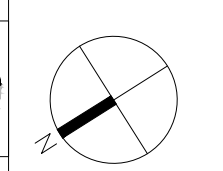
NOTES: AS PER REGION OF PEEL WASTE COLLECTION DESIGN STANDARDS MANUAL (2020):

1. A TRAINED ON-SITE STAFF MEMBER WILL BE AVAILABLE TO MANEUVER THE GARBAGE BINS FOR THE COLLECTION DRIVER AND ACT AS A FLAGMAN WHEN THE TRUCK IS REVERSING. IN THE EVENT THE ON-SITE STAFF MEMBER IS UNAVAILABLE AT THE TIME THE CITY COLLECTION VEHICLE ARRIVES AT THE SITE, THE COLLECTION VEHICLE WILL LEAVE THE SITE AND NOT RETURN UNTIL THE NEXT SCHEDULED COLLECTION DAY.
2. FLASHING BEACON TO BE ACTIVATED WHEN TRUCKS ENTER AND EXIT THE SITE. THE SYSTEM TO REMAIN ACTIVATED DURING THE DELIVERY AND UNTIL THE TRUCK EXITS THE SITE. TWO (2) WARNING SIGNS TO BE MOUNTED BELOW THE FLASHING BEACON.
3. ACCESS ROAD
 - 3.1. TURNS MUST HAVE A MIN. OF 13m TURNING RADIUS FOR WASTE COLLECTION VEHICLES.
 - 3.2. ALL ACCESS ROADS MUST HAVE A MIN. 6m WIDTH AND MAX. 8% GRADING.
 - 3.3. WASTE COLLECTION VEHICLES SHALL NOT REVERSE IN EXCESS OF 15m AND TURN WHILE REVERSING.
 - 3.4. OUTSIDE THE COLLECTION POINT, A CLEARANCE HEIGHT OF 4.4m FROM TOP OF ACCESS ROAD MUST BE PROVIDED ALONG THE WASTE COLLECTION VEHICLE ACCESS.
4. INDOOR WASTE COLLECTION SHOULD HAVE (1) MIN. 18m HEAD-ON APPROACH, (2) MIN. 6m WIDE CONCRETE PAD & MIN. 7.5m OVERHEAD CLEARANCE, (3) MIN. 10m² BULKY SET OUT AREA
5. COLLECTION BINS:
 - 5.1. NUMBER OF RECYCLE BINS IN STAGING AREA IS MEANT TO DENOTE THAT THE SPACE CAN ACCOMMODATE THE NECESSARY NUMBER OF RESIDENTIAL COLLECTION BINS AS PER SECTION 4.
 - 5.2. ASSUME 3-YD³ BINS: FOR 285 UNITS, $\frac{275}{45} = 7$ 3yd³ BINS ARE REQUIRED (REFER TO APPENDIX 7)
 - 5.3. EACH 3-YD³ BIN RESERVED 2mX3m SPACE, TOTAL STAGING AREA REQUIRED = 42m²

WATCH FOR TURNING TRUCKS WHEN FLASHING (600X300) BLACK LEGEND & BORDER YELLOW REFL. BACKGROUND

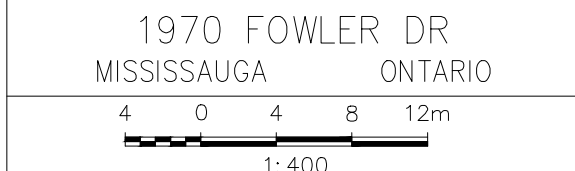
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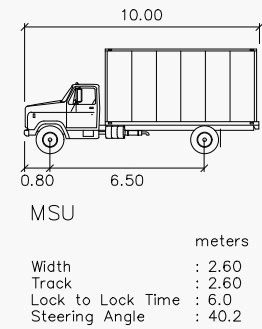
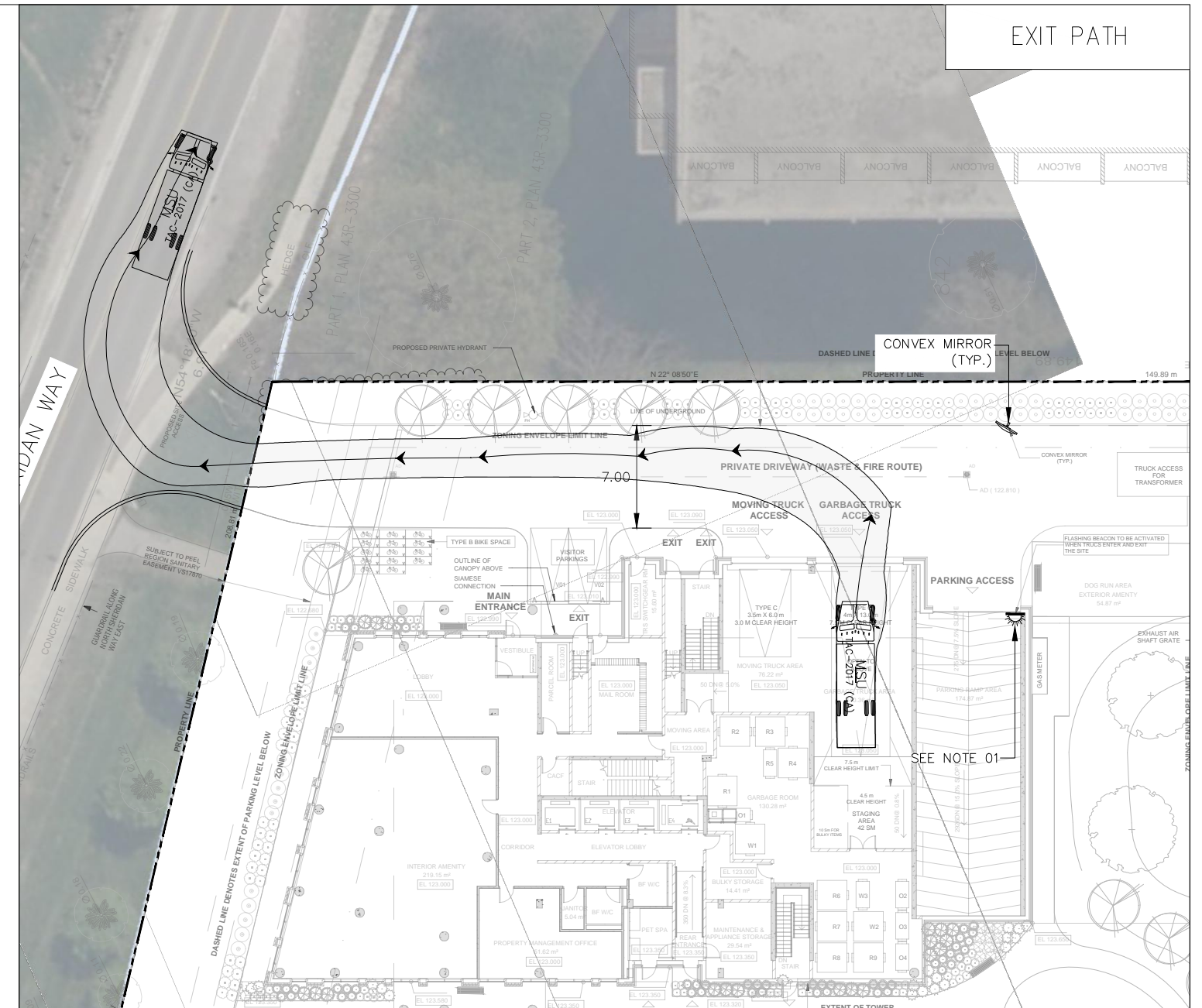
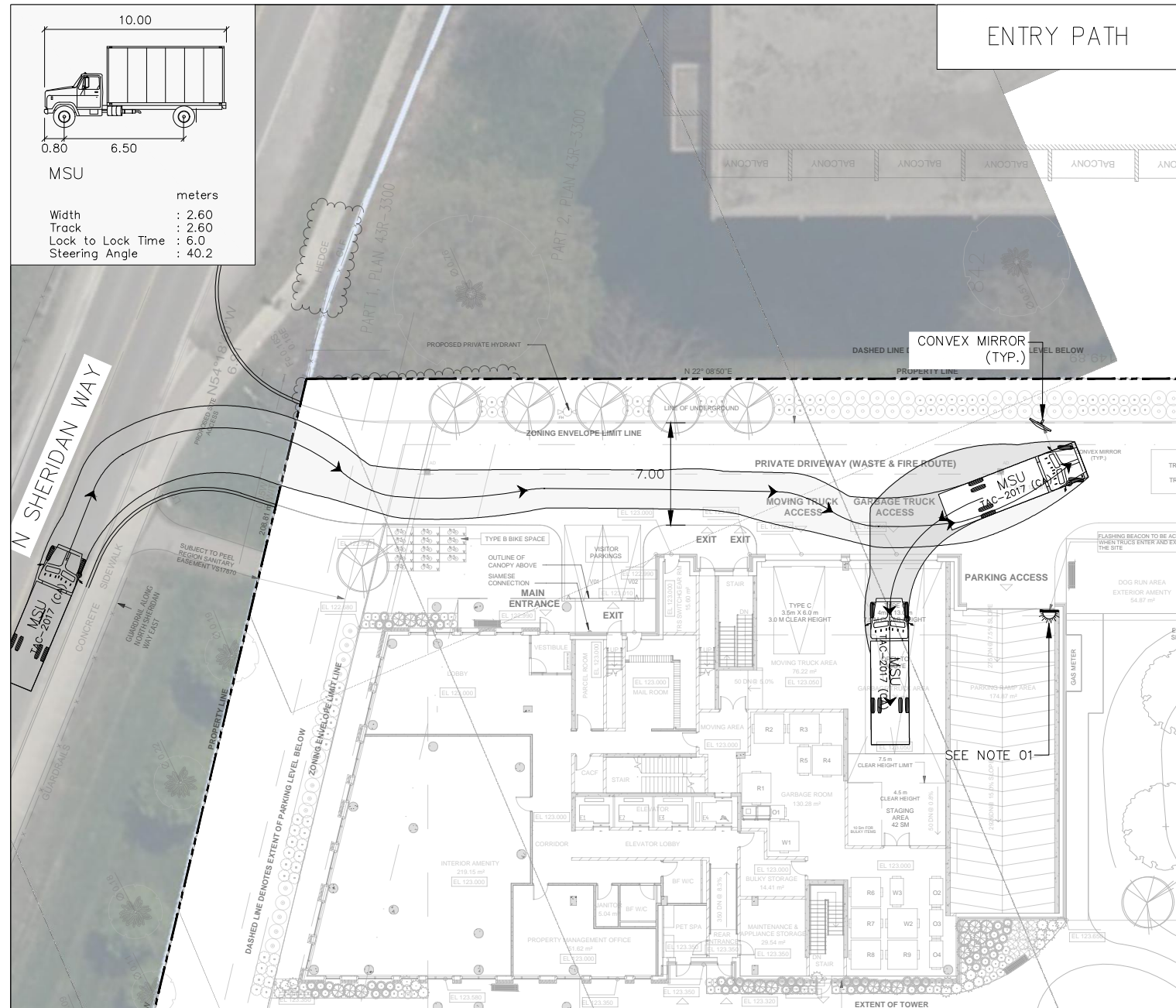
Project No.
 26050
 Date
 APR. 9, 2026

1970 FOWLER DR
 MISSISSAUGA ONTARIO



LOADING REVIEW – GROUND FLOOR
 CITY GARBAGE TRUCK
 ENTRY AND EXIT PATHS

Drawing No.
 002



- NOTES:
1. FLASHING WARNING LIGHT TO BE ACTIVATED WHEN DELIVERY TRUCKS ENTER AND EXIT THE SITE. TWO (2) WARNING SIGN TO BE MOUNTED BELOW THE FLASH LIGHT.
 2. A TRAINED ON-SITE STAFF MEMBER WILL BE AVAILABLE TO MANEUVER THE GARBAGE BINS FOR THE COLLECTION DRIVER AND ACT AS A FLAG MAN WHEN THE TRUCK IS REVERSING. IN THE EVENT THE ON-SITE STAFF MEMBER IS UNAVAILABLE AT THE TIME THE DELIVERY TRUCK ARRIVES AT THE SITE, THE TRUCK WILL LEAVE THE SITE AND NOT RETURN UNTIL THE NEXT SCHEDULED COLLECTION DAY.
 3. MINIMUM VERTICAL CLEARANCE OF 4.4.

WATCH FOR TURNING TRUCKS WHEN FLASHING (600x300) BLACK LEGEND & BORDER, WHITE REFL. BACKGROUND.

PLOT DATE: April 9, 2026

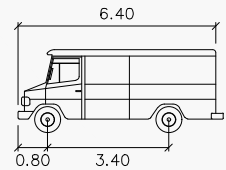
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APR. 9, 2026

1970 FOWLER DR
MISSISSAUGA ONTARIO
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LOADING REVIEW – GROUND FLOOR
MSU DELIVERY TRUCK
ENTRY AND EXIT PATHS

Drawing No.
003

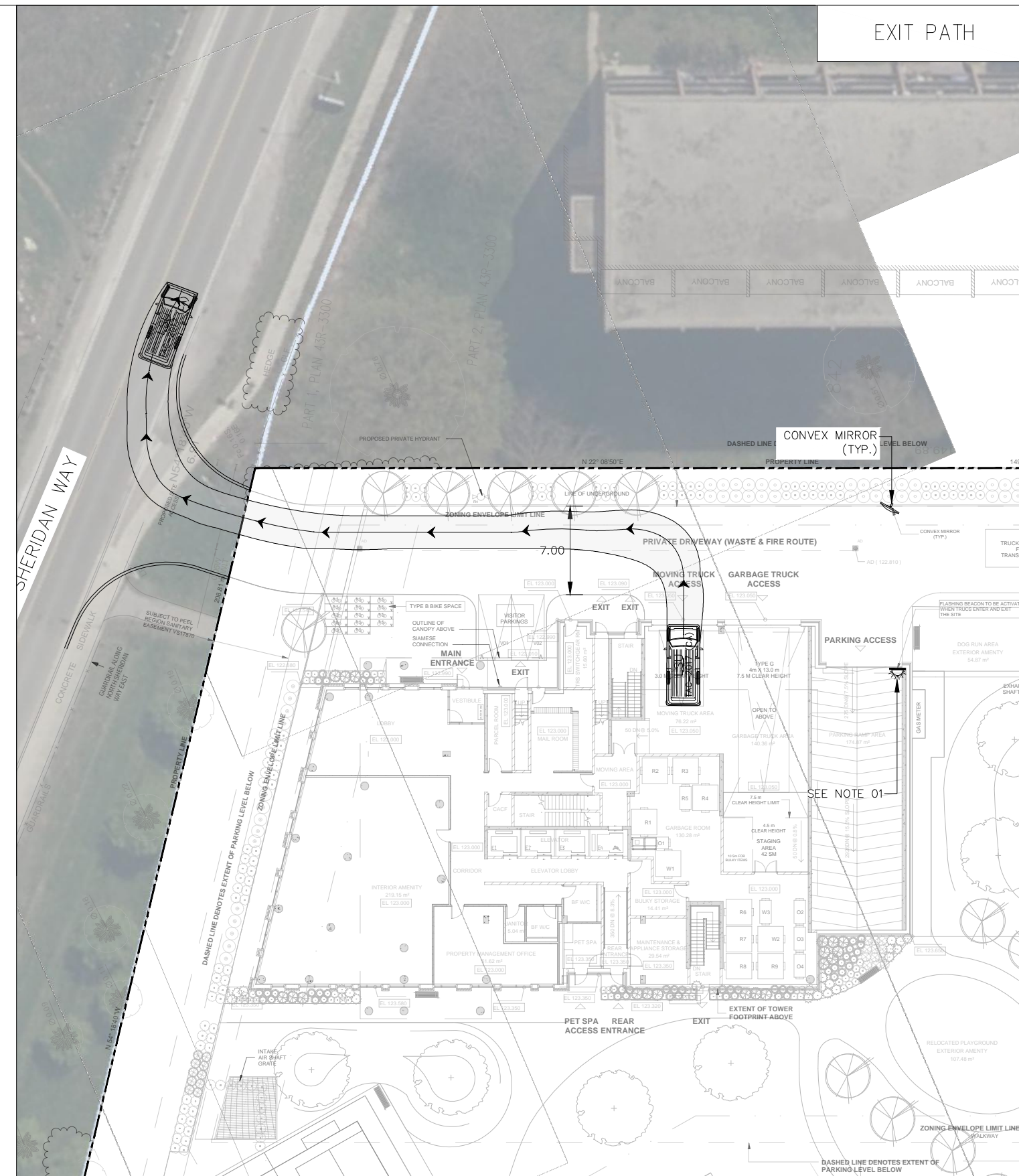
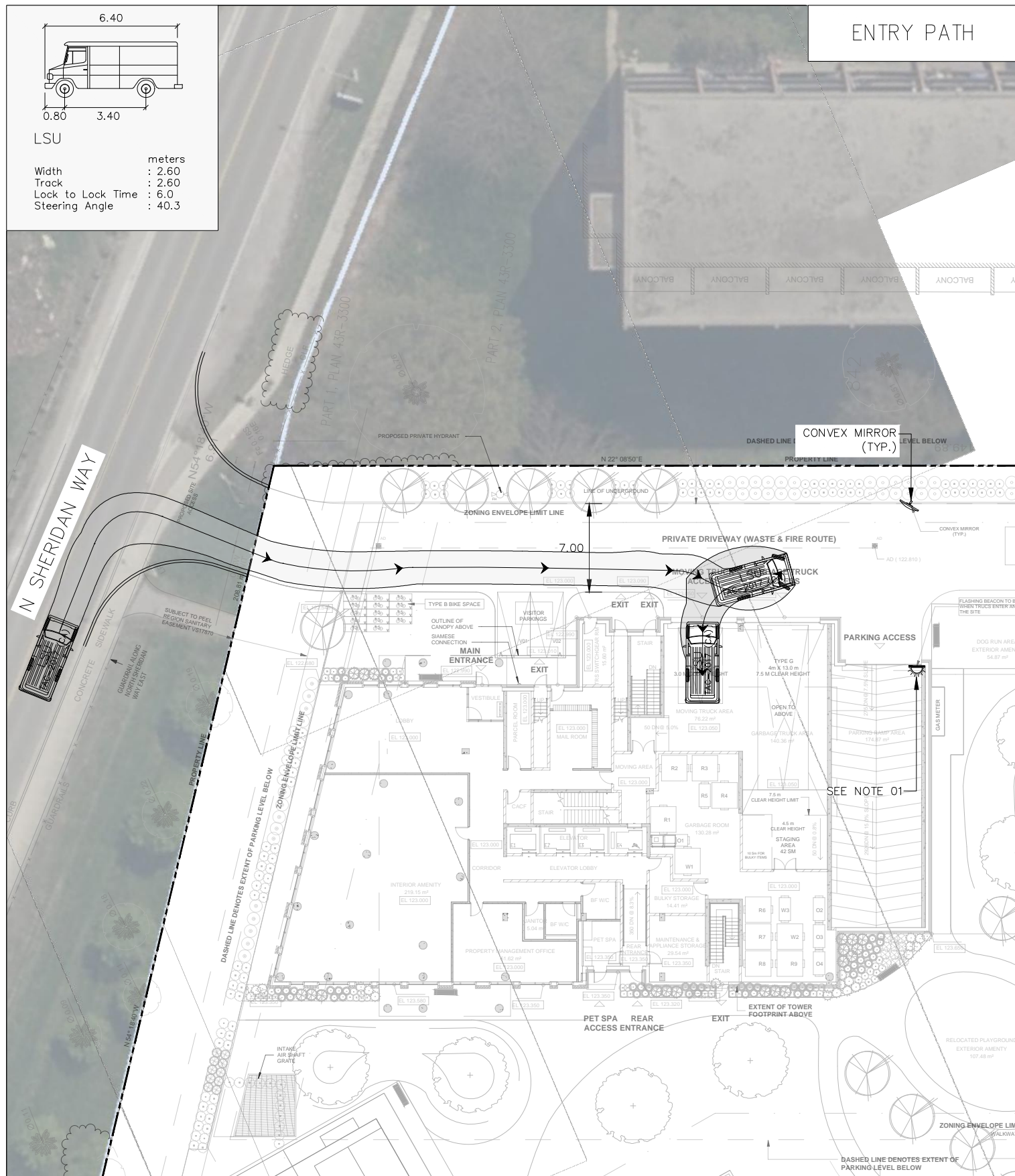


LSU

	metres
Width	: 2.60
Track	: 2.60
Lock to Lock Time	: 6.0
Steering Angle	: 40.3

ENTRY PATH

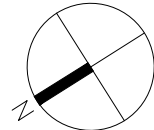
EXIT PATH



PLOT DATE: April 9, 2026

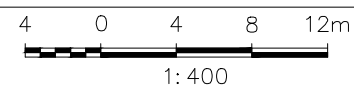
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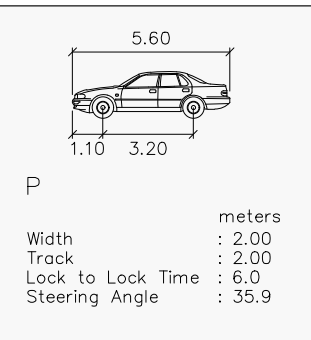
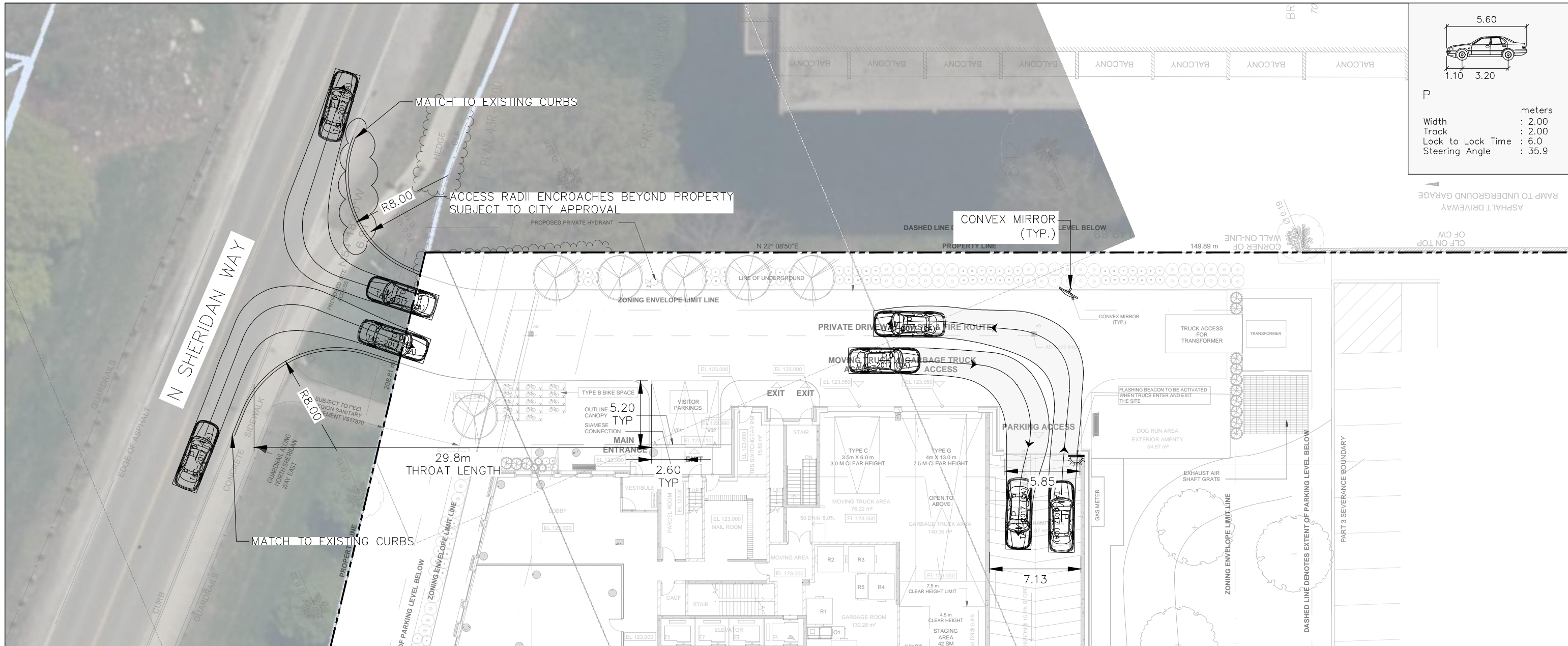
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1970 FOWLER DR
MISSISSAUGA ONTARIO



LOADING REVIEW – GROUND FLOOR
LSU TRUCK
ENTRY AND EXIT PATHS

Drawing No.
004



PER CITY OF MISSISSAUGA ZONING BY-LAW PART 3:

3.1.1.4 PARKING SPACE DIMENSIONS

(A) PARKING SPACES WITH A PARKING ANGLE EXCEEDING 15 DEGREE, EXCEPT THOSE DESIGNATED FOR PERSONS WITH DISABILITIES, SHALL HAVE AN UNOBSTRUCTED RECTANGULAR AREA WITH A MIN WIDTH OF 2.6m AND A MIN LENGTH OF 5.2m, EXCLUSIVE OF ANY AISLE OR DRIVEWAY.

(B) THE MIN WIDTH OF A PARKING SPACE, OTHER THAN AN ACCESSIBLE PARKING PARKING SPACE OR PARALLEL PARKING SPACE, SHALL BE INCREASED TO 2.75m WHERE THE LENGTH OF ONE SIDE OF THE PARKING SPACE ABUTS A BUILDING, STRUCTURE OR PART THEREOF AND 2.9m WHERE THE OBSTRUCTION IS FROM BOTH SIDES OF THE PARKING SPACE, EXCEPT FOR A BUILDING, STRUCTURE OR PART THEROF, THAT EXTENDS 1.0m OR LESS INTO THE FRONT AND/OR REAR OF THE PARKING SPACE.

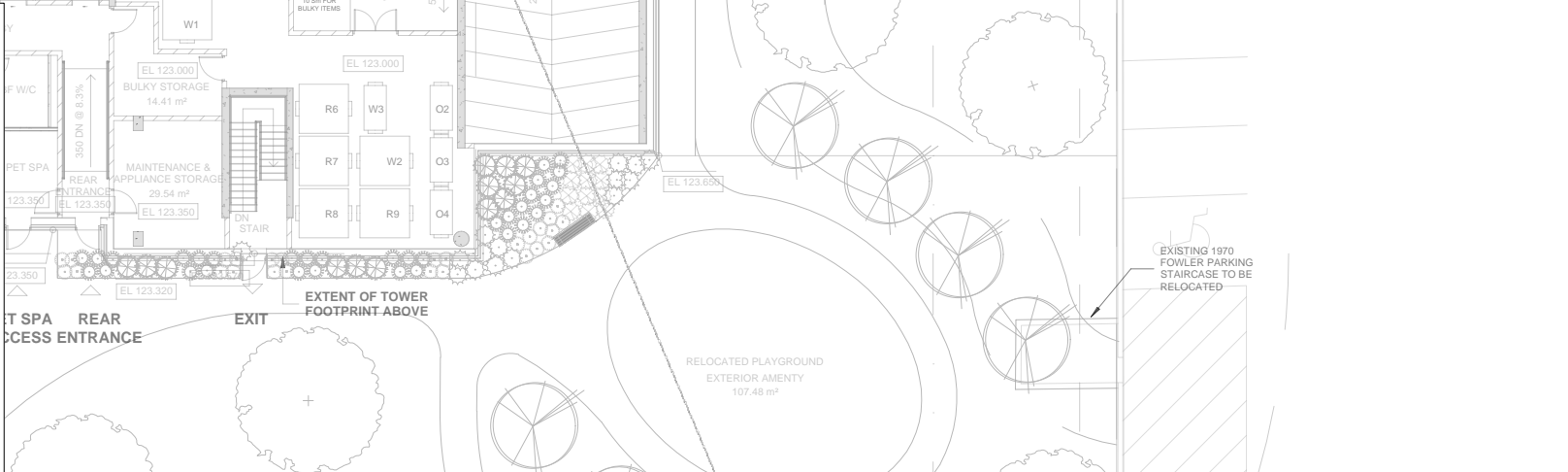
(C) ACCESSIBLE PARKING SOACES ARE TO BE PROVIDED IN TWO SIZES AND MAINTAIN A 1.5m WIDE ACCESS AISLE ABUTTING THE ENTIRE LENGTH OF EACH PARKING SPACE (0190-2014):

(1) TYPE A SHALL HAVE AN UNOBSTRUCTED RECTANGULAR AREA WITH A MIN WIDTH OF 3.4m AND A MIN LENGTH OF 5.2m.

(2) TYPE B SHALL HAVE AN UNOBSTRUCTED RECTANGULAR AREA WITH A MIN WIDTH OF 2.4m AND A MIN LENGTH OF 5.2m.

3.1.1.5 AISLES

(A) THE MIN DRIVE AISLE WIDTH SHALL BE 7.0m.



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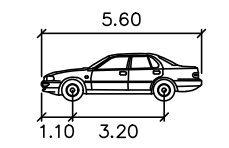
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GROUND FLOOR
RAMP & ACCESS REVIEW

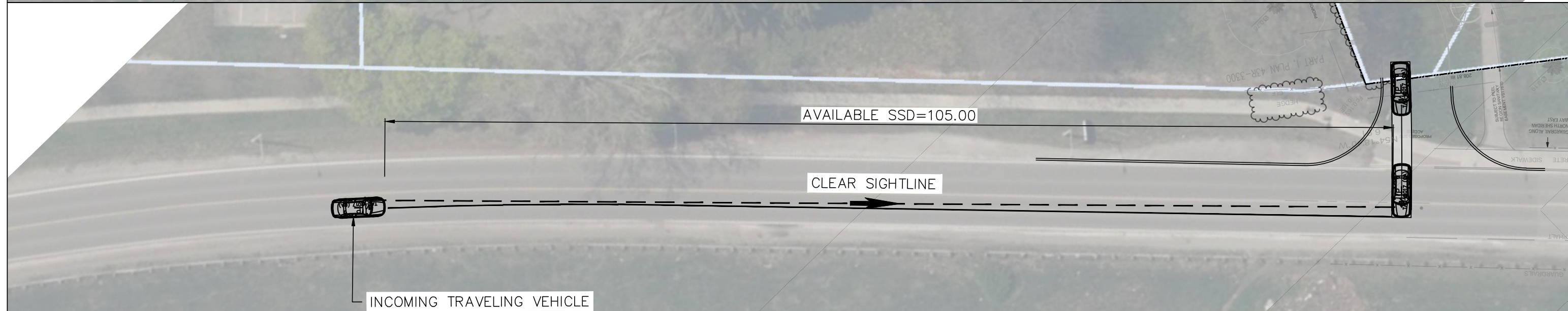
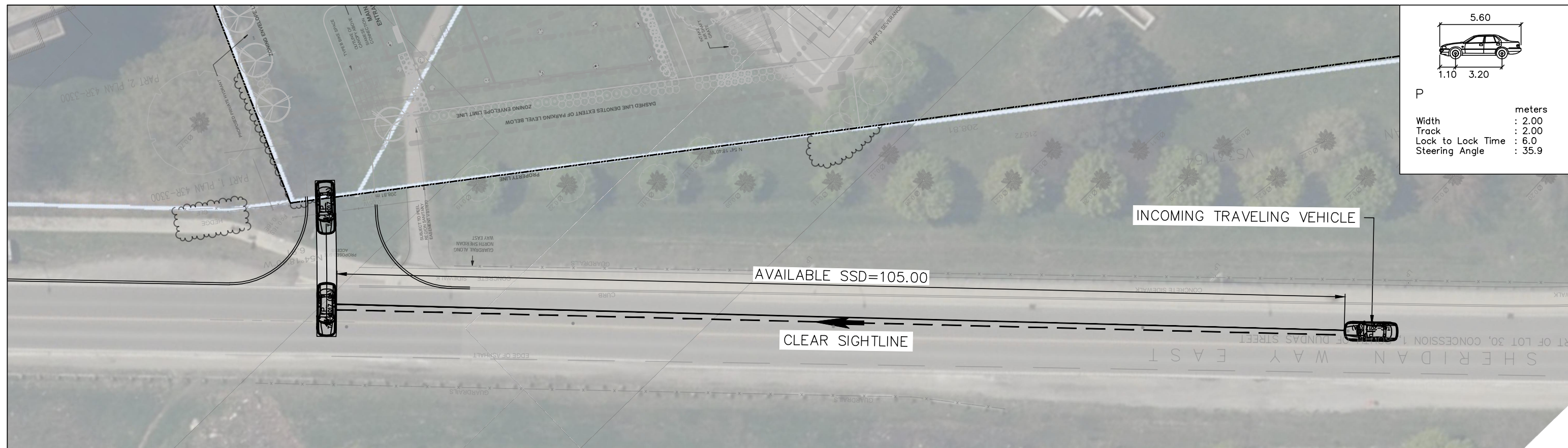
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PLOT DATE: April 9, 2026

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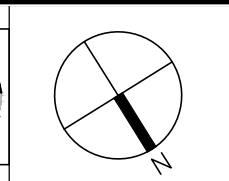


P	Width	: 2.00	meters
	Track	: 2.00	
	Lock to Lock Time	: 6.0	
	Steering Angle	: 35.9	



STOPPING SIGHT DISTANCES PER "TAC" TABLE 2.5.2		
POSTED SPEED	60km/h	
DESIGN SPEED	70km/h	
STOPPING SIGHT DISTANCE	LEFT (m)	RIGHT (m)
REQUIRED SSD	105	105
REQUIREMENT SATISFIED	YES	YES

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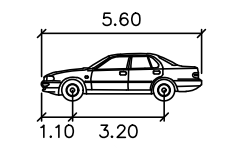
LEGEND	
	SIGHT LINE
	AVAILABLE SSD
	PROPERTY LINE

1970 FOWLER DR
MISSISSAUGA ONTARIO

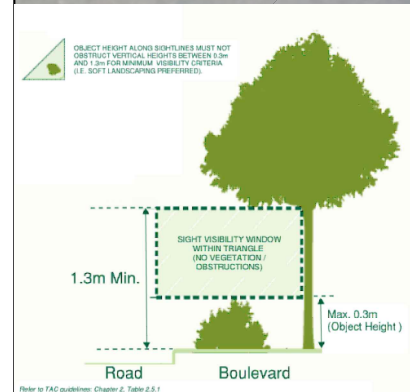
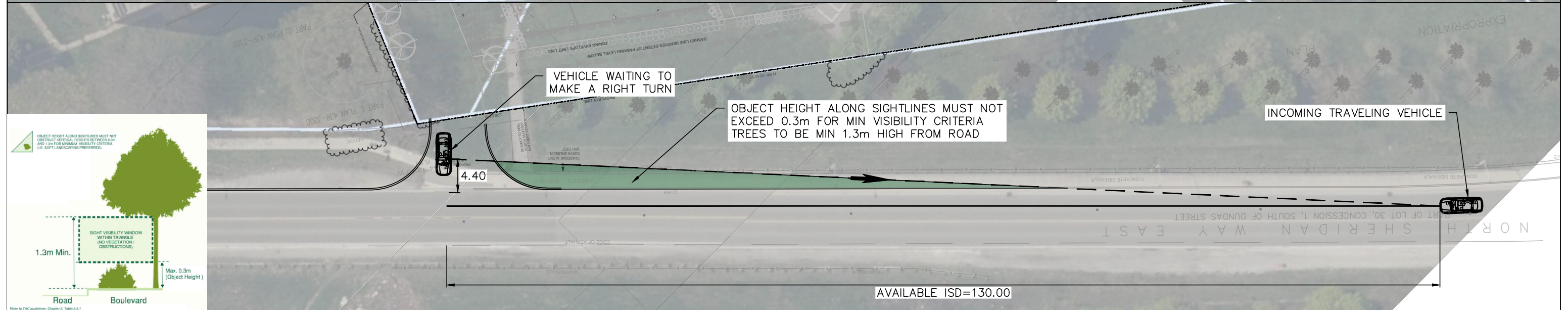
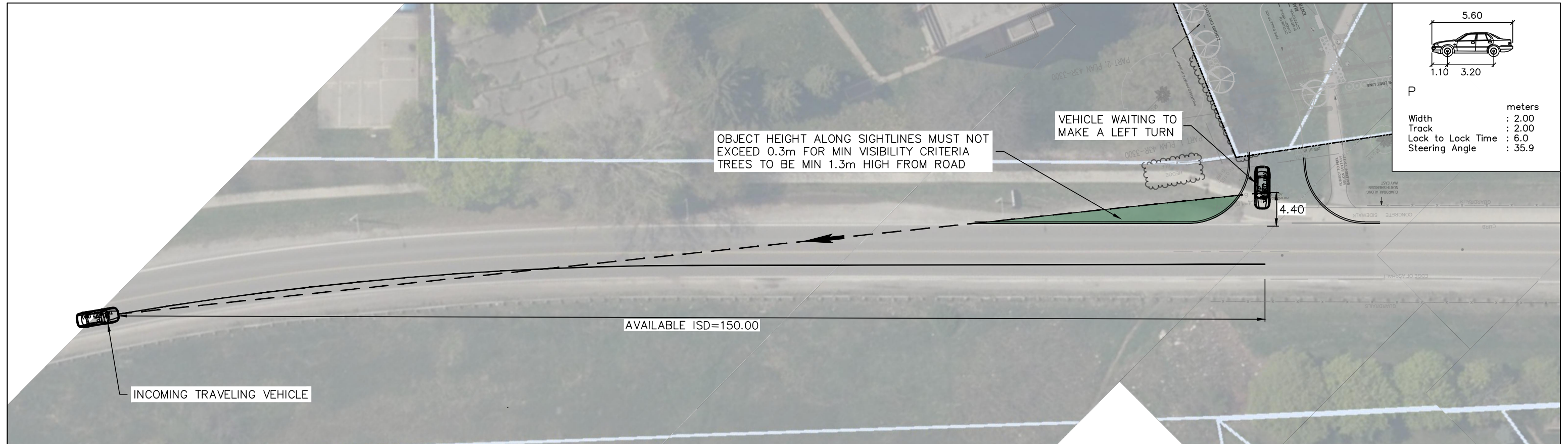
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SITE ACCESS
SIGHTLINE ANALYSIS
STOPPING SIGHT DISTANCE (P-TAC)

Drawing No.
007

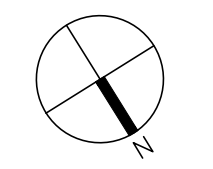


P	Width	: 2.00	meters
	Track	: 2.00	
	Lock to Lock Time	: 6.0	
	Steering Angle	: 35.9	



INTERSECTION SIGHT DISTANCES PER "TAC" TABLE 9.9.6 (CASE B1 & B2)		
POSTED SPEED	60km/h	
DESIGN SPEED	70km/h	
INTERSECTION SIGHT DISTANCE	LEFT TURN (m)	RIGHT TURN (m)
DESIRED ISD	150	130
DESIRED ISD SATISFIED	YES	YES

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APR. 9, 2026

LEGEND

- SIGHT LINE
- AVAILABLE ISD
- PROPERTY LINE
- RESTRICTED OBJECT HEIGHT AREA

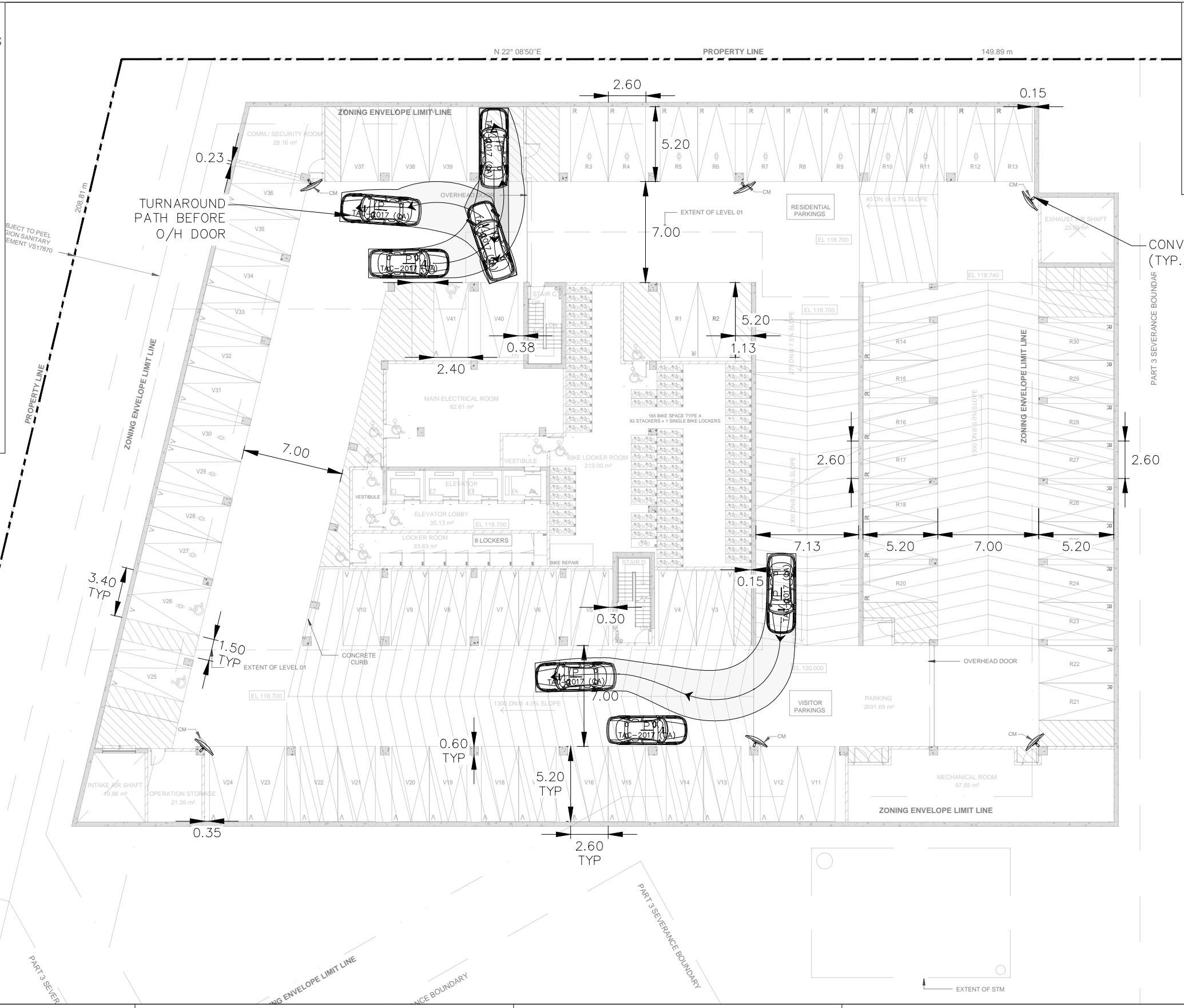
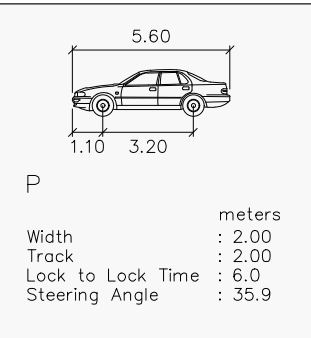
1970 FOWLER DR
MISSISSAUGA ONTARIO

1:500

SITE ACCESS
SIGHTLINE ANALYSIS
INTERSECTION SIGHT DISTANCE (P-TAC)

Drawing No.
008

PER CITY OF MISSISSAUGA ZONING BY-LAW PART 3:
3.1.14 PARKING SPACE DIMENSIONS
 (A) PARKING SPACES WITH A PARKING ANGLE EXCEEDING 15 DEGREE, EXCEPT THOSE DESIGNATED FOR PERSONS WITH DISABILITIES, SHALL HAVE AN UNOBSTRUCTED RECTANGULAR AREA WITH A MIN WIDTH OF 2.6m AND A MIN LENGTH OF 5.2m, EXCLUSIVE OF ANY AISLE OR DRIVEWAY.
 (B) THE MIN WIDTH OF A PARKING SPACE, OTHER THAN AN ACCESSIBLE PARKING SPACE OR PARALLEL PARKING SPACE, SHALL BE INCREASED TO 2.75m WHERE THE LENGTH OF ONE SIDE OF THE PARKING SPACE ABUTS A BUILDING, STRUCTURE OR PART THEREOF AND 2.9m WHERE THE OBSTRUCTION IS FROM BOTH SIDES OF THE PARKING SPACE, EXCEPT FOR A BUILDING, STRUCTURE OR PART THEREOF, THAT EXTENDS 1.0m OR LESS INTO THE FRONT AND/OR REAR OF THE PARKING SPACE.
 (C) ACCESSIBLE PARKING SPACES ARE TO BE PROVIDED IN TWO SIZES AND MAINTAIN A 1.5m WIDE ACCESS AISLE ABUTTING THE ENTIRE LENGTH OF EACH PARKING SPACE (0190-2014):
 (1) TYPE A SHALL HAVE AN UNOBSTRUCTED RECTANGULAR AREA WITH A MIN WIDTH OF 3.4m AND A MIN LENGTH OF 5.2m.
 (2) TYPE B SHALL HAVE AN UNOBSTRUCTED RECTANGULAR AREA WITH A MIN WIDTH OF 2.4m AND A MIN LENGTH OF 5.2m.
3.1.1.5 AISLES
 (A) THE MIN DRIVE AISLE WIDTH SHALL BE 7.0m.



DRAWN BY: H.S. PLOT DATE: April 9, 2026

LEA Consulting Ltd.
 Consulting Engineers and Planners
 www.LEA.ca

Project No.
26050
Date
APR. 9, 2026

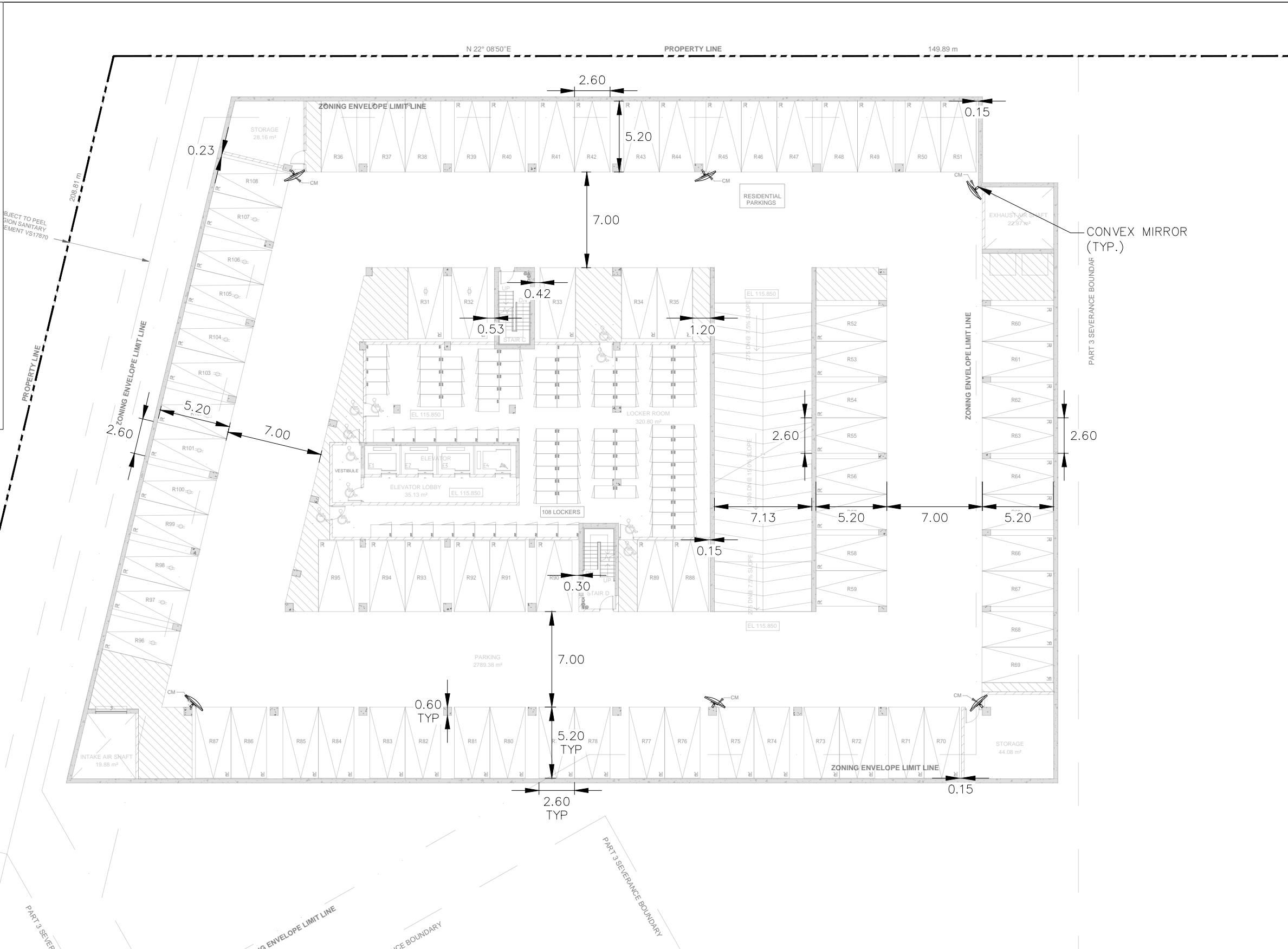
1970 FOWLER DR
 MISSISSAUGA ONTARIO

1:300

UNDERGROUND PARKING LEVEL 1

Drawing No.
009

PER CITY OF MISSISSAUGA ZONING BY-LAW PART 3:
 3.1.14 PARKING SPACE DIMENSIONS
 (A) PARKING SPACES WITH A PARKING ANGLE EXCEEDING 15 DEGREE, EXCEPT THOSE DESIGNATED FOR PERSONS WITH DISABILITIES, SHALL HAVE AN UNOBSTRUCTED RECTANGULAR AREA WITH A MIN WIDTH OF 2.6m AND A MIN LENGTH OF 5.2m, EXCLUSIVE OF ANY AISLE OR DRIVEWAY.
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PLOT DATE: April 9, 2026

DRAWN BY: H.S.

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Project No.
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 Date
 APR. 9, 2026

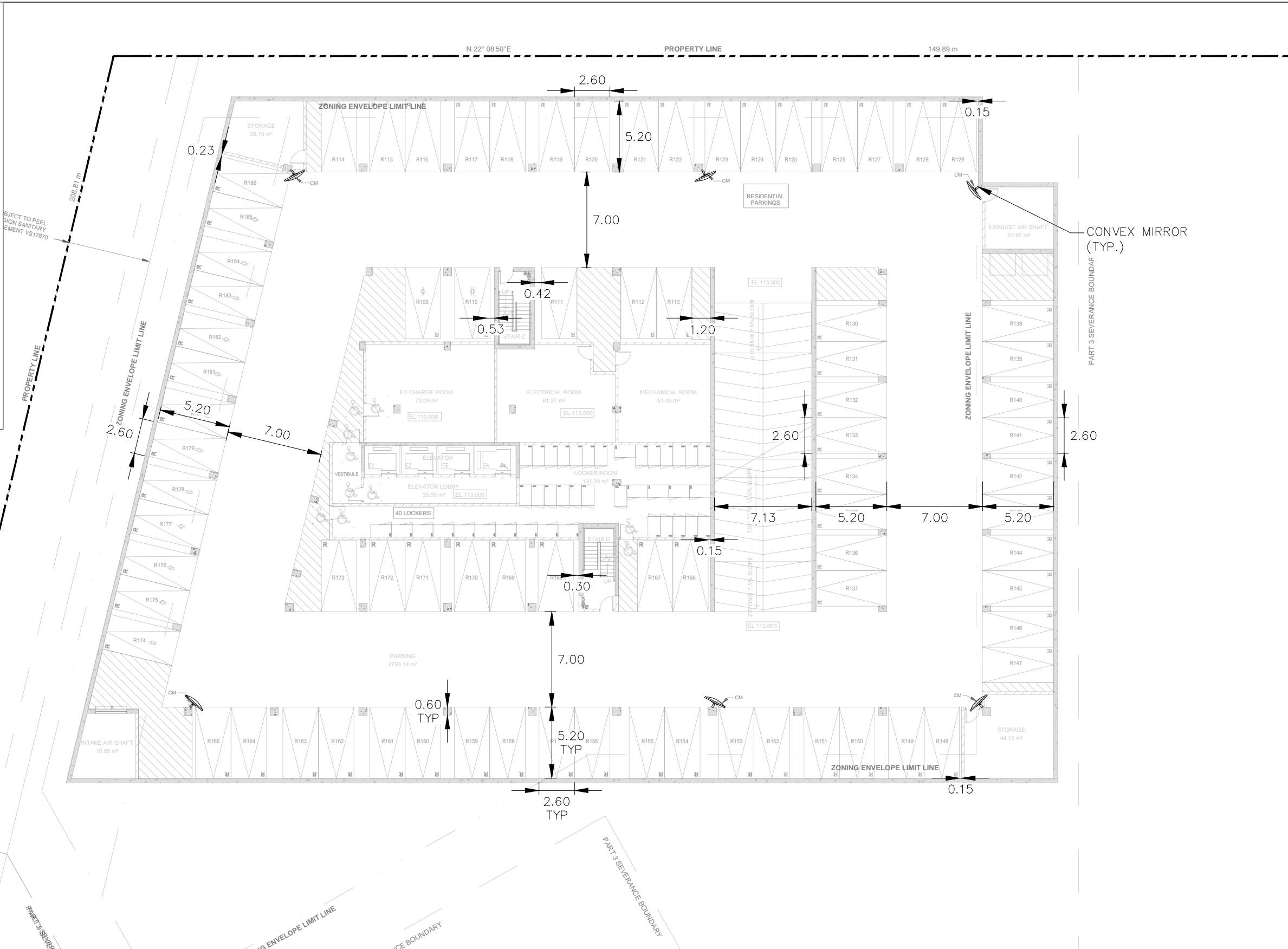
1970 FOWLER DR
 MISSISSAUGA ONTARIO

1:300

UNDERGROUND PARKING LEVEL 2

Drawing No.
 010

PER CITY OF MISSISSAUGA ZONING BY-LAW PART 3:
 3.1.14 PARKING SPACE DIMENSIONS
 (A) PARKING SPACES WITH A PARKING ANGLE EXCEEDING 15 DEGREE, EXCEPT THOSE DESIGNATED FOR PERSONS WITH DISABILITIES, SHALL HAVE AN UNOBSTRUCTED RECTANGULAR AREA WITH A MIN WIDTH OF 2.6m AND A MIN LENGTH OF 5.2m, EXCLUSIVE OF ANY AISLE OR DRIVEWAY.
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PLOT DATE: April 9, 2026

DRAWN BY: H.S.

LEA Consulting Ltd.
 Consulting Engineers and Planners
 www.LEA.ca

Project No.
 26050
 Date
 APR. 9, 2026

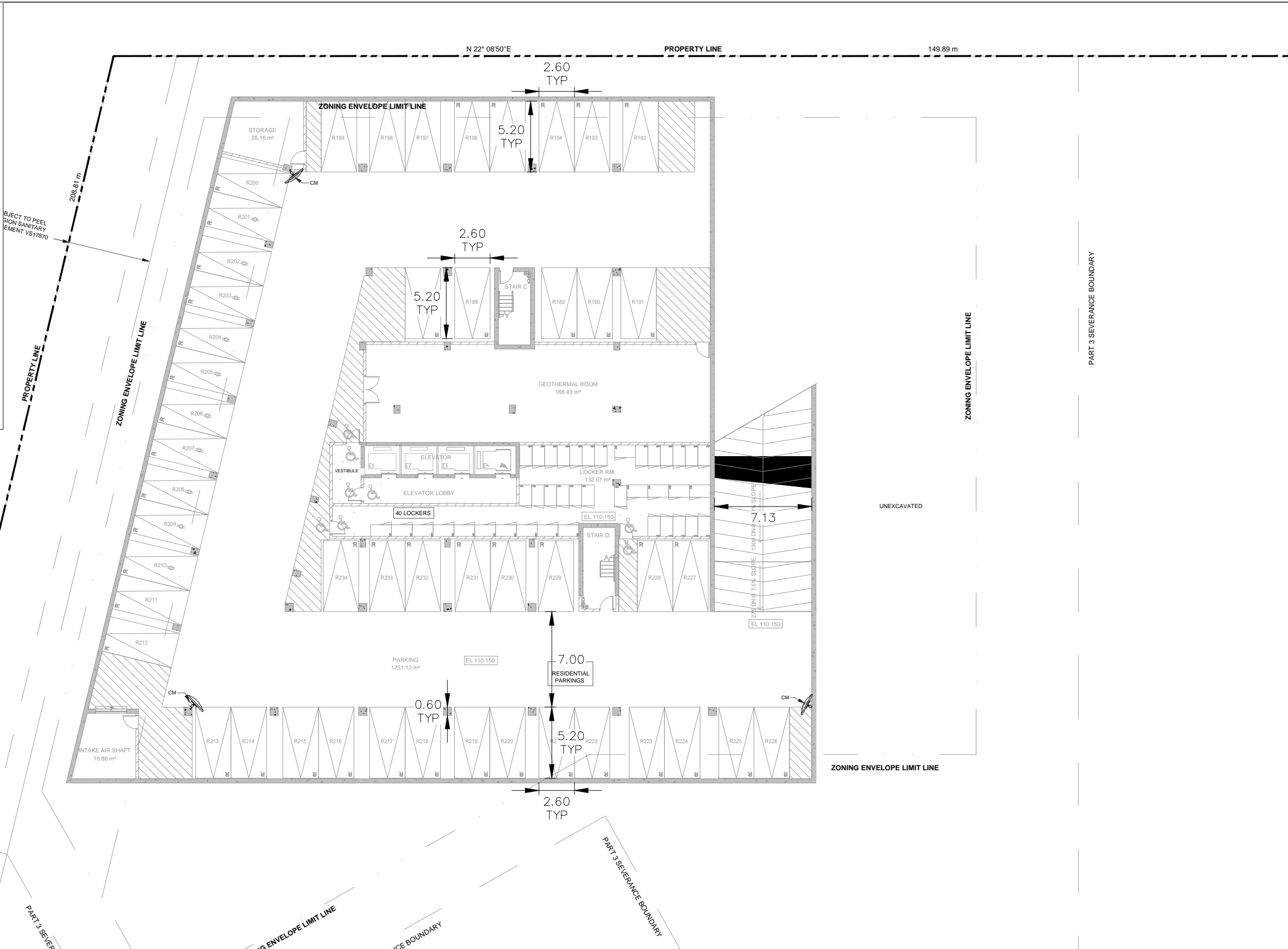
1970 FOWLER DR
 MISSISSAUGA ONTARIO

1:300

UNDERGROUND PARKING LEVEL 3

Drawing No.
 011

PER CITY OF MISSISSAUGA ZONING BY-LAW PART 3:
 3.1.14 PARKING SPACE DIMENSIONS
 (A) PARKING SPACES WITH A PARKING ANGLE EXCEEDING 15 DEGREE, EXCEPT THOSE DESIGNATED FOR PERSONS WITH DISABILITIES, SHALL HAVE AN UNOBSTRUCTED RECTANGULAR AREA WITH A MIN WIDTH OF 2.6m AND A MIN LENGTH OF 5.2m, EXCLUSIVE OF ANY AISLE OR DRIVEWAY.
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 (A) THE MIN DRIVE AISLE WIDTH SHALL BE 7.0m.



PLOT DATE: April 9, 2026


DRAWN BY: H.S.

LEA Consulting Ltd.
 Consulting Engineers
 and Planners
 www.LEA.ca




Project No.
 26050
 Date
 APR. 9, 2026

1970 FOWLER DR
 MISSISSAUGA ONTARIO



1:300

UNDERGROUND PARKING LEVEL 4

Drawing No.
 012

ATTACHMENT B

Terms of Reference



Description	Information	Section Reference
Transportation Impact Assessment		
Step 1 – Screening		
Type of Application (attach a drawing)	<input type="checkbox"/> Official Plan Amendment <input type="checkbox"/> Zoning Amendment <input type="checkbox"/> Site Plan Control Application <input type="checkbox"/> Plan of Subdivision <input type="checkbox"/> Other _____	2.3.5
Screening Criteria	<input type="checkbox"/> Trip Generation Trigger Satisfied <input type="checkbox"/> Location Trigger Satisfied <input type="checkbox"/> Operational/Safety Trigger Satisfied	2.2.1
Type of Study	<input type="checkbox"/> Transportation Impact Study <input type="checkbox"/> Access Review <input type="checkbox"/> No Additional Study Required	2.2.1
Step 2 – Scoping		
Study Area (intersections to be analyzed) Note: The Transportation Consultant is responsible to identify any further intersections impacted as the study progresses.		2.3.8
Horizon Years	<input type="checkbox"/> 5 years from date of TIS <input type="checkbox"/> Interim years _____ <input type="checkbox"/> Other _____	2.3.9
Analysis Periods	<input type="checkbox"/> AM weekday peak hour of adjacent roadway <input type="checkbox"/> PM weekday peak hour of adjacent roadway <input type="checkbox"/> Saturday peak hour of adjacent roadway <input type="checkbox"/> AM weekday peak hour of development <input type="checkbox"/> PM weekday peak hour of development <input type="checkbox"/> Saturday peak hour of development <input type="checkbox"/> Other _____	2.3.10
Input Parameters and Assumptions (potential deviations)		2.3.13
Existing Transportation Conditions	<input type="checkbox"/> City data sources <input type="checkbox"/> New data collection _____ <input type="checkbox"/> Other _____	2.3.14

Description	Information	Section Reference
Planned Network Improvements (with timing)		2.3.16
Other Planned Developments (per City's Website)		2.3.17
Identification of Mitigation Improvement Measures	<input type="checkbox"/> Neighbourhood Traffic Management Plan <input type="checkbox"/> Other _____	2.3.23
Safety Analysis (any special issues)		2.3.25
Site Access and Circulation (design vehicles)	<input type="checkbox"/> Passenger Car (P) <input type="checkbox"/> Light Single Unit Truck (LSU) <input type="checkbox"/> Medium Single Unit Truck (MSU) <input type="checkbox"/> Heavy Single Unit Truck (HSU) <input type="checkbox"/> Pumper Fire Truck <input type="checkbox"/> WB-20 Tractor Semi-Trailer Truck <input type="checkbox"/> Peel Region Waste Collection Truck <input type="checkbox"/> Other: _____	2.3.26
Impacts During Construction (any special issues)		2.3.27
Step 3 – Forecasting		
Growth Rate	<input type="checkbox"/> Obtained from City <input type="checkbox"/> Historical Traffic Counts <input type="checkbox"/> Travel Demand Forecasts <input type="checkbox"/> Proposed Growth Rate: _____	2.3.15
Site Trip Generation	<input type="checkbox"/> ITE Trip Generation Manual <input type="checkbox"/> "First Principles" <input type="checkbox"/> Observed Rates from Similar Developments in Area <input type="checkbox"/> Observed Rates from Subject Site <input type="checkbox"/> Other _____	2.3.19

Description	Information	Section Reference
Trip Reductions	<input type="checkbox"/> Internal Capture Reductions for Mixed Use Development <input type="checkbox"/> Non-Auto Mode Split <input type="checkbox"/> Pass-by Reductions <input type="checkbox"/> Other _____	2.3.19
Trip Distribution	<input type="checkbox"/> Local Traffic Patterns <input type="checkbox"/> TTS <input type="checkbox"/> Travel Demand Model <input type="checkbox"/> Population and Employment Distribution <input type="checkbox"/> Market Analysis of Catchment Area <input type="checkbox"/> Other _____	2.3.20
Trip Assignment	<input type="checkbox"/> Local Traffic Patterns <input type="checkbox"/> Shortest distance <input type="checkbox"/> Site Layout, Access Design and Logical Routing <input type="checkbox"/> Existing Turning Movements <input type="checkbox"/> Other _____	2.3.21
Transportation Demand Management Plan		
Format	<input type="checkbox"/> Within a TIA Report <input type="checkbox"/> Standalone	3.2.1
Type of Transportation Demand Management Plan	<input type="checkbox"/> TDM Statement <input type="checkbox"/> TDM Scheme	3.2.2
Pedestrian Circulation Plan		
Format	<input type="checkbox"/> Within a TIA Report <input type="checkbox"/> Standalone	4.2.1
Additional Comments		

ATTACHMENT C

Signed Certification Form



Appendix A

Certification Form

Individuals submitting reports will be responsible for all aspects of development-related transportation assessment and reporting, and undertaking such work, in accordance and compliance with the City of Mississauga's Official Plan, Transportation Master Plan, and Transportation Impact Study Guidelines.

By submitting the attached report (and any associated documents) and signing this document, I acknowledge that:

- I have reviewed and have a sound understanding of the objectives, needs, and requirements of the City of Mississauga's Official Plan, Transportation Master Plan, and the Transportation Impact Study Guidelines as they apply to this submission;
- I have sound knowledge of industry standard practices pertaining to the preparation of development-related transportation study reports;
- I have substantial experience (more than five years) in completing development-related transportation studies and strong background knowledge of the transportation planning and engineering principles underpinning these studies; and
- I am registered as a Professional Engineer (P.Eng.), Licensed Engineering Technologist (LET), Certified Engineering Technologist (C.E.T.), or Registered Professional Planner (RPP) in good standing in the Province of Ontario with specific training in transportation planning and engineering.

Dated at this day of , 20
(City)

Name:

Professional Title:

Signature: _____

Office Contact Information (Please Print)

Address:

City/Postal Code:

Telephone/Extension:

E-mail Address:

ATTACHMENT D

Parking Utilization Study Results



From: Paulina Armacinski <Paulina.Armacinski@mississauga.ca>
Sent: April 9, 2026 10:38 AM
To: Robert Keel
Cc: Michi McCloskey; Faizaan Khan; Eleni Mermigas
Subject: RE: 1970-1980 Fowler Dr - Parking Comments

Follow Up Flag: Follow up
Flag Status: Completed

External Sender

[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 Robert,

Thank you for the details to our questions.

For the subject site of 1970-1980 Fowler Drive, staff can approve the following surveying parameters to be conducted at the subject site in Mississauga:

Friday, April 10, 2026: 5am – 11am & 4pm – 1am
Saturday, April 11, 2026: 11am – 1am
Sunday, April 12, 2026: 11am – 1am
Monday, April 13, 2026: 5am – 11am & 4pm – 11pm

Between April 17th, 2026 through to April 20th, 2026 please repeat surveying within the same above outlined parameters on the 2 busiest days observed from the 1st week of surveying.

Staff advise LEA Consulting Ltd. to thoroughly review the City's [Parking Terms of Reference \(ToR\)](#) and to follow the guide when conducting the surveying as well as when finalizing the Parking Utilization Study (PUS) document.

Among all requirements as set out within the ToR, 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/remains 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.

The outlined surveying parameters are approved by staff for both the residential and visitor parking spaces. Please be mindful to note illegally parked vehicles (i.e. as you mention, the tracing surveys that you will conduct to document the origin/destination of parking users utilizing any on-street parking, as well as any evidence of off-site parking occurring in Sheridan Centre).

If there are any questions of clarification throughout the duration of surveying and/or drafting of the PUS, please do not hesitate to reach out to us.

Thank you,
Paulina

From: Robert Keel <rkeel@lea.ca>
Sent: Wednesday, April 8, 2026 5:16 PM
To: Paulina Armacinski <Paulina.Armacinski@mississauga.ca>
Cc: Michi McCloskey <michi@sajECKiplanning.com>; Faizaan Khan <faizaan@sajECKiplanning.com>
Subject: [EXTERNAL] RE: 1970-1980 Fowler Dr - Parking Comments

[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.]

Thanks Paulina,

I have provided responses in red to your questions below, due to the time constraints on this file we are unable to hold on undertaking the follow-up parking surveys as this is the last weekend we can survey before the resubmission is due to the City, this relates to the statutory timeframe requirements for an OPA/ZBA. City Planning has advised that we need to submit our revised plans and materials by or before April 17th, so we are working with an aggressive timeline and will need to collect parking data this weekend to make that submission target feasible.

If you have any questions, I am happy to meet and discuss tomorrow or Friday (or a time early next week if that is more convenient).

Regards,

Robert Keel, MSc. PI, MCIP, RPP
Manager, Transportation Planning
LEA Consulting Ltd.
T: 236-339-5842 E: rkeel@lea.ca W: www.LEA.ca





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From: Paulina Armacinski <Paulina.Armacinski@mississauga.ca>
Sent: April 8, 2026 4:47 PM
To: Robert Keel <rkeel@lea.ca>
Cc: Michi McCloskey <michi@sajekiplanning.com>; Faizaan Khan <faizaan@sajekiplanning.com>
Subject: RE: 1970-1980 Fowler Dr - Parking Comments

External Sender

[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 Robert,

Please hold off on surveying. As per the City's Parking Terms of Reference (ToR), surveying must be approved by staff beforehand.

As per the last application submission that staff reviewed, the following clarifications are required. Could you kindly provide responses to the below **in-bold text**:

It is unclear whether the existing surface and underground parking structures on-site will be impacted by the proposed development. Confirmation and elaboration on the existing buildings and amenities is required. Existing parking will remain and the proposed development will be severed from the two existing apartment buildings

The existing parking supply on-sites is unclear, staff require detailed information clarifying the number of parking spaces on-sites (i.e. surface and underground), how these parking spaces function (i.e. resident key fob, paid parking, concierge sign-in...etc.). Without this information, staff is unable to validate the surveyed parking demand rate on-sites. This information will be provided by building management and included with the resubmission materials

Parking Utilization Study surveying parameters were not approved by the City's Municipal Parking staff. The City's Parking Terms of Reference (ToR) stipulates that the consultant should confirm survey dates and times with the City's Municipal Parking section prior to conducting parking surveys.

Staff would not have recommended surveying to be conducted the week on which an Ontario Statutory Holiday is celebrated such as in this case Victoria Day which was observed on Monday, May 19th, 2025. As per the City's Parking ToR, the same is advised. Noted, no surveys were conducted on a stat holiday but we will keep this in mind for future parking surveys to avoid the week before/after a long weekend

Staff would have recommended surveying to be conducted Friday, Saturday, Sunday and Monday with the 2-busiest days also surveyed in the consecutive week. Noted, although a Sunday survey was not included we have typically found that weekend parking demand is higher on a Saturday, particularly as it relates to visitors

Staff would have recommended for surveying to also capture demands during the day as well (not just evenings and night-time hours). The current surveyed hours does not account for residents who may work shifts i.e. residents working overnight in which case their vehicles would not have been accounted for in the surveying. Additionally, these residents may have visitors during the day considering they work evenings and nights in which case, these visitor demands had not been accounted for either. Noted, the additional parking surveys will include data collected from mid-day into the evening period in case this site has a higher daytime parking demand compared to the evening surveyed period.

For utmost accuracy, staff would have recommended for surveying to be conducted in 30-minute intervals (not 1-hour intervals as had been gathered with the submitted survey). Noted, the additional parking surveys will be conducted at 30-minute intervals.

The number of vacant units has not been provided, and therefore, the rationale should expand to include this detail and should be factored into the parking calculations. Noted, this will be confirmed with building management and provided.

Parking leasing demand results measured by rent roll is important information to validate the surveying results against. This information should also be included within the rationale. Noted, this information will be provided by building management and included with the resubmission materials

Illegally parked vehicles were not addressed within the report; staff are seeking to understand whether there were any observed illegally parked vehicles i.e. cars parking where there is not a proper vehicle parking spot, or in fire routes? Etc. This wasn't observed as part of the initial surveys as the on-site parking supply did not reach full capacity, but we will document any evidence of this when conducting the follow-up surveys

Visitor parking spaces are paid at both sites of 1970 and 1980 Fowler Drive. There is also on-street parking along Roche Court and the Sheridan Centre adjacent to the site. The PUS needs to elaborate on visitors who are parking on-street and those who are parking across the street at the Sheridan Centre. Tracing surveys will be conducted to document the

origin/destination of parking users utilizing the on-street parking on Roche Court, as well as any evidence of off-site parking occurring in Sheridan Centre

Staff conducted a site-visit on Friday, February 20th, 2026 and observed visitors parking on-street and at the Sheridan Centre in order to avoid paying for parking on-sites. **Noted**

Staff additionally observed that parking on-street along Roche Court was near to full. **Noted, on-street parking on Roche Court could be attributable to multiple apartment buildings that share its frontage, and therefore a tracing survey will be conducted to confirm the origin/destination of these users**

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. Please note, surveying will not be able to commence until staff provide approval of satisfactory surveying parameters. Please also be advised, responses are provided within 5-business days of receiving an inquiry/response. We appreciate your patience as staff review.

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 LEA Consulting Ltd. and Sajecki Planning to thoroughly review the City's [Parking Terms of Reference \(ToR\)](#).

Thank you,
Paulina

From: Robert Keel <rkeel@lea.ca>
Sent: Tuesday, April 7, 2026 4:09 PM
To: Paulina Armacinski <Paulina.Armacinski@mississauga.ca>
Cc: Michi McCloskey <michi@sajeckiplanning.com>; Faizaan Khan <faizaan@sajeckiplanning.com>
Subject: [EXTERNAL] 1970-1980 Fowler Dr - Parking Comments

[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 Paulina,

Hope you are doing well and had an enjoyable long weekend. My name is Robert Keel, I work at LEA Consulting and was involved preparing the Transportation Impact Study for 1970-1980 Fowler Drive. We are in receipt of your comments on the initial submission related to the vehicle parking supply, which will be addressed in a revised set of plans and TIS Addendum Letter that will be circulated next week as part of the resubmission. These materials will reflect the following:

Visitor parking supply has been increased to 0.15 sp. / unit (consistent with other approved development precedents in the CoM), while the residential rate will be in line with the previous submission.

Additional parking surveys will be conducted this week on Thursday + Friday to capture both daytime and evening parking demand at 30-minute intervals. In addition, any evidence of off-site parking via Roche Court or the mall will be documented and added to the observed visitor parking demand total. This survey data will supplement the original parking data collected in May 2025.

Rent roll information and more details on the current visitor parking arrangement will also be documented for reference.

Unfortunately we are under a hard deadline to submit all materials by next week due to the Council election pause, so we're aiming to finalize our materials for internal review by middle of next week. I wanted to share these changes with you now in case you had any follow-up questions/comments that I can address via email or a meeting if that is preferred.

Thanks in advance for your assistance, we really appreciate it.

Regards,

Robert Keel, MSc. PI, MCIP, RPP
Manager, Transportation Planning
LEA Consulting Ltd.

T: 236-339-5842 E: rkeel@lea.ca W: www.LEA.ca



Certificates & Accolades



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Parking Utilization Summary

Project No: 20550
 Site: 1970 Fowler Drive, Mississauga

Date: Friday April 10, 2026										
Supply	13		92		92		13		164	
Time	Visitor	Resident	Surface	UIC	Off-Site	Off-Site	Total (incl off-site)	Visitor	Resident	Total (incl off-site)
5:00	5	44	78	0	0	0	51	0	0	51
5:30	14	52	78	0	0	0	64	0	0	64
6:00	14	41	76	0	0	0	41	0	0	41
6:30	14	38	69	0	0	0	31	0	0	31
7:00	14	35	65	0	0	0	28	0	0	28
7:30	14	35	60	0	0	0	25	0	0	25
8:00	14	35	55	0	0	0	22	0	0	22
8:30	14	35	50	0	0	0	19	0	0	19
9:00	14	35	45	0	0	0	16	0	0	16
9:30	14	35	40	0	0	0	13	0	0	13
10:00	14	35	35	0	0	0	10	0	0	10
10:30	14	35	30	0	0	0	7	0	0	7
11:00	14	35	24	0	0	0	0	0	0	0
11:30	0	0	37	0	0	0	37	0	0	37
12:00	0	0	30	0	0	0	30	0	0	30
12:30	0	0	21	0	0	0	21	0	0	21
13:00	0	0	28	0	0	0	28	0	0	28
13:30	0	0	35	0	0	0	35	0	0	35
14:00	0	0	42	0	0	0	42	0	0	42
14:30	0	0	49	0	0	0	49	0	0	49
15:00	0	0	56	0	0	0	56	0	0	56
15:30	0	0	63	0	0	0	63	0	0	63
16:00	0	0	70	0	0	0	70	0	0	70
16:30	0	0	77	0	0	0	77	0	0	77
17:00	0	0	84	0	0	0	84	0	0	84
17:30	0	0	91	0	0	0	91	0	0	91
18:00	0	0	98	0	0	0	98	0	0	98
18:30	0	0	105	0	0	0	105	0	0	105
19:00	0	0	112	0	0	0	112	0	0	112
19:30	0	0	119	0	0	0	119	0	0	119
20:00	0	0	126	0	0	0	126	0	0	126
20:30	0	0	133	0	0	0	133	0	0	133
21:00	0	0	140	0	0	0	140	0	0	140
21:30	0	0	147	0	0	0	147	0	0	147
22:00	0	0	154	0	0	0	154	0	0	154
22:30	0	0	161	0	0	0	161	0	0	161
23:00	0	0	168	0	0	0	168	0	0	168
0:00	0	0	175	0	0	0	175	0	0	175
0:30	0	0	182	0	0	0	182	0	0	182
1:00	0	0	189	0	0	0	189	0	0	189
1:30	0	0	196	0	0	0	196	0	0	196
2:00	0	0	203	0	0	0	203	0	0	203
2:30	0	0	210	0	0	0	210	0	0	210
3:00	0	0	217	0	0	0	217	0	0	217
3:30	0	0	224	0	0	0	224	0	0	224
4:00	0	0	231	0	0	0	231	0	0	231
4:30	0	0	238	0	0	0	238	0	0	238
5:00	0	0	245	0	0	0	245	0	0	245
5:30	0	0	252	0	0	0	252	0	0	252
6:00	0	0	259	0	0	0	259	0	0	259
6:30	0	0	266	0	0	0	266	0	0	266
7:00	0	0	273	0	0	0	273	0	0	273
7:30	0	0	280	0	0	0	280	0	0	280
8:00	0	0	287	0	0	0	287	0	0	287
8:30	0	0	294	0	0	0	294	0	0	294
9:00	0	0	301	0	0	0	301	0	0	301
9:30	0	0	308	0	0	0	308	0	0	308
10:00	0	0	315	0	0	0	315	0	0	315
10:30	0	0	322	0	0	0	322	0	0	322
11:00	0	0	329	0	0	0	329	0	0	329
11:30	0	0	336	0	0	0	336	0	0	336
12:00	0	0	343	0	0	0	343	0	0	343
12:30	0	0	350	0	0	0	350	0	0	350
13:00	0	0	357	0	0	0	357	0	0	357
13:30	0	0	364	0	0	0	364	0	0	364
14:00	0	0	371	0	0	0	371	0	0	371
14:30	0	0	378	0	0	0	378	0	0	378
15:00	0	0	385	0	0	0	385	0	0	385
15:30	0	0	392	0	0	0	392	0	0	392
16:00	0	0	399	0	0	0	399	0	0	399
16:30	0	0	406	0	0	0	406	0	0	406
17:00	0	0	413	0	0	0	413	0	0	413
17:30	0	0	420	0	0	0	420	0	0	420
18:00	0	0	427	0	0	0	427	0	0	427
18:30	0	0	434	0	0	0	434	0	0	434
19:00	0	0	441	0	0	0	441	0	0	441
19:30	0	0	448	0	0	0	448	0	0	448
20:00	0	0	455	0	0	0	455	0	0	455
20:30	0	0	462	0	0	0	462	0	0	462
21:00	0	0	469	0	0	0	469	0	0	469
21:30	0	0	476	0	0	0	476	0	0	476
22:00	0	0	483	0	0	0	483	0	0	483
22:30	0	0	490	0	0	0	490	0	0	490
23:00	0	0	497	0	0	0	497	0	0	497
0:00	0	0	504	0	0	0	504	0	0	504
0:30	0	0	511	0	0	0	511	0	0	511
1:00	0	0	518	0	0	0	518	0	0	518
1:30	0	0	525	0	0	0	525	0	0	525
2:00	0	0	532	0	0	0	532	0	0	532
2:30	0	0	539	0	0	0	539	0	0	539
3:00	0	0	546	0	0	0	546	0	0	546
3:30	0	0	553	0	0	0	553	0	0	553
4:00	0	0	560	0	0	0	560	0	0	560
4:30	0	0	567	0	0	0	567	0	0	567
5:00	0	0	574	0	0	0	574	0	0	574
5:30	0	0	581	0	0	0	581	0	0	581
6:00	0	0	588	0	0	0	588	0	0	588
6:30	0	0	595	0	0	0	595	0	0	595
7:00	0	0	602	0	0	0	602	0	0	602
7:30	0	0	609	0	0	0	609	0	0	609
8:00	0	0	616	0	0	0	616	0	0	616
8:30	0	0	623	0	0	0	623	0	0	623
9:00	0	0	630	0	0	0	630	0	0	630
9:30	0	0	637	0	0	0	637	0	0	637
10:00	0	0	644	0	0	0	644	0	0	644
10:30	0	0	651	0	0	0	651	0	0	651
11:00	0	0	658	0	0	0	658	0	0	658
11:30	0	0	665	0	0	0	665	0	0	665
12:00	0	0	672	0	0	0	672	0	0	672
12:30	0	0	679	0	0	0	679	0	0	679
13:00	0	0	686	0	0	0	686	0	0	686
13:30	0	0	693	0	0	0	693	0	0	693
14:00	0	0	700	0	0	0	700	0	0	700
14:30	0	0	707	0	0	0	707	0	0	707
15:00	0	0	714	0	0	0	714	0	0	714
15:30	0	0	721	0	0	0	721	0	0	721
16:00	0	0	728	0	0	0	728	0	0	728
16:30	0	0	735	0	0	0	735	0	0	735
17:00	0	0	742	0	0	0	742	0	0	742
17:30	0	0	749	0	0	0	749	0	0	749
18:00	0	0	756	0	0	0	756	0	0	756
18:30	0	0	763	0	0	0	763	0	0	763
19:00	0	0	770	0	0	0	770	0	0	770
19:30	0	0	777	0	0	0	777	0	0	777
20:00	0	0	784	0	0	0	784	0	0	784
20:30	0	0	791	0	0	0	791	0	0	791
21:00	0	0	798	0	0	0	798	0	0	798
21:30	0	0	805	0	0	0	805	0	0	805
22:00	0	0	812	0	0	0	812	0	0	812
22:30	0	0	819	0	0	0	819	0	0	819
23:00	0	0	826	0	0	0	826	0	0	826
0:00	0	0	833	0	0	0	833	0	0	833
0:30	0	0	840	0	0	0	840	0	0	840
1:00	0	0	847	0	0	0	847	0	0	847
1:30	0	0	854	0	0	0	854	0	0	854
2:00	0	0	861	0	0	0	861	0	0	861
2:30	0	0	868	0	0	0	868	0	0	868
3:00	0	0	875	0	0	0	875	0	0	875
3:30	0	0	882	0	0	0	882	0	0	882
4:00	0	0	889	0	0	0	889	0	0	889
4:30	0	0	896	0	0	0	896	0	0	896
5:00	0	0	903	0	0	0	903	0	0	903
5:30	0	0	910	0	0	0	910	0	0	910
6:00	0	0	917	0	0	0	917	0	0	917
6:30	0	0	924	0	0	0	924	0	0	924
7:00	0	0	931	0	0	0	931	0	0	931
7:30	0	0	938	0	0	0	938	0	0	938
8:00	0	0	945	0	0	0	945	0	0	945
8:30	0	0	952	0	0	0	952	0	0	952
9:00	0	0	959	0	0	0	959	0	0	959
9:30	0</									

Parking Utilization Summary

Project No: 26050
 Site: 1980 Fowler Drive, Mississauga

Date: Friday April 10, 2026											
Supply	19		76		109		19		185		
	Surface		U/G		Off-Site		Total (incl off-site)				
Time	Visitor	Resident	Resident	Roche Ct	Mall	Visitor	Resident				
5:00	31	55	97	1	0	4	152				
5:30	31	54	96	1	0	4	150				
6:00	31	52	92	1	0	4	144				
6:30	27	52	89	1	0	3	139				
7:00	27	53	89	1	0	3	140				
7:30	27	45	77	0	0	2	126				
8:00	27	47	74	0	0	2	121				
8:30	27	40	68	0	0	2	109				
9:00	27	36	67	1	0	3	103				
9:30	11	32	56	1	0	2	98				
10:00	11	31	56	1	0	2	97				
10:30	2	29	53	1	0	3	92				
11:00	2	30	54	1	0	3	84				
11:30											
12:00											
12:30											
13:00											
13:30											
14:00											
14:30											
15:00											
15:30											
16:00	2	28	52	1	0	3	80				
16:30	0	31	56	1	0	3	86				
17:00	1	34	61	1	0	2	95				
17:30	0	36	62	1	1	2	98				
18:00	1	34	63	1	1	1	94				
18:30	1	35	68	1	1	1	103				
19:00	1	37	73	1	1	1	110				
19:30	2	36	71	1	1	1	107				
20:00	2	35	70	1	1	1	109				
20:30	2	37	74	1	1	1	111				
21:00	2	35	75	1	1	1	110				
21:30	2	37	78	1	0	3	115				
22:00	2	38	80	1	0	3	118				
22:30	3	39	80	1	0	4	119				
23:00	4	41	81	1	0	5	122				
23:30	4	45	84	1	0	5	129				
0:00	4	47	87	1	0	5	134				
0:30	4	51	88	1	0	5	139				
1:00	3	51	90	1	0	4	141				
1:30	3	52	93	1	0	4	145				
2:00	4	52	94	1	0	5	146				
2:30	4	52	94	1	0	5	146				
3:00											
On-Site Vis	4		Total								
On-Site Vis	4		Peak Demand		5		152				
			95th Percentile		5		146				

Notes: Spot No. 39, 40, 47, 48 and 86 at Visitors space includes 1 accessible

Date: Saturday April 11, 2026											
Supply	19		76		109		19		185		
	Surface		U/G		Off-Site		Total (incl off-site)				
Time	Visitor	Resident	Resident	Roche Ct	Mall	Visitor	Resident				
5:00						0	0				
5:30						0	0				
6:00						0	0				
6:30						0	0				
7:00						0	0				
7:30						0	0				
8:00						0	0				
8:30						0	0				
9:00						0	0				
9:30						0	0				
10:00						0	0				
10:30						0	0				
11:00	1	37	65	1	0	2	102				
11:30	1	34	55	1	0	2	89				
12:00	2	33	54	1	1	4	87				
12:30	3	30	58	1	1	5	88				
13:00	3	30	62	1	1	5	92				
13:30	3	31	60	1	2	4	93				
14:00	3	33	60	1	3	4	93				
14:30	2	29	53	1	3	4	82				
15:00	3	25	59	1	3	7	84				
15:30	4	26	54	1	3	8	80				
16:00	3	23	53	1	3	7	76				
16:30	3	23	53	1	3	7	76				
17:00	2	28	53	1	2	5	81				
17:30	2	27	54	1	2	5	81				
18:00	6	30	64	1	1	8	94				
18:30	6	32	61	1	1	8	95				
19:00	7	33	69	1	1	9	102				
19:30	7	38	70	1	1	11	108				
20:00	8	39	74	1	1	13	113				
20:30	4	41	80	1	1	15	121				
21:00	4	42	83	1	6	13	125				
21:30	6	45	86	1	6	11	131				
22:00	4	49	86	1	3	8	135				
22:30	3	45	86	1	3	7	131				
23:00	3	46	89	1	3	7	135				
23:30	3	45	88	1	1	5	133				
0:00	3	45	89	1	1	5	134				
0:30	3	46	90	1	1	5	136				
1:00	3	48	93	1	1	5	141				
1:30	2	49	94	1	1	4	143				
2:00	2	50	94	1	1	4	144				
2:30	2	49	96	1	0	3	147				
3:00	2	48	96	1	0	3	147				
On-Site Vis	8		Total								
On-Site Vis	7		Peak Demand		15		147				
			95th Percentile		13		144				

Date: Sunday April 12, 2026											
Supply	19		76		109		19		185		
	Surface		U/G		Off-Site		Total (incl off-site)				
Time	Visitor	Resident	Resident	Roche Ct	Mall	Visitor	Resident				
5:00						0	0				
5:30						0	0				
6:00						0	0				
6:30						0	0				
7:00						0	0				
7:30						0	0				
8:00						0	0				
8:30						0	0				
9:00						0	0				
9:30						0	0				
10:00						0	0				
10:30						0	0				
11:00	1	44	67	1	0	2	111				
11:30	2	41	80	1	0	3	121				
12:00	1	42	75	1	0	2	117				
12:30	1	36	75	1	0	2	111				
13:00	1	40	69	1	2	4	109				
13:30	2	37	69	1	2	5	106				
14:00	3	35	70	1	3	7	105				
14:30	1	35	70	1	2	4	105				
15:00	1	37	71	1	1	3	108				
15:30	1	37	69	1	1	3	104				
16:00	1	35	69	1	1	3	104				
16:30	2	35	70	1	1	3	104				
17:00	2	36	72	1	1	4	108				
17:30	2	39	72	1	1	4	111				
18:00	2	42	75	1	1	4	117				
18:30	3	43	76	1	1	5	119				
19:00	3	39	80	1	1	5	119				
19:30	2	41	80	1	2	5	121				
20:00	4	41	85	1	0	5	121				
20:30	4	45	86	1	0	5	131				
21:00	4	47	89	1	0	5	136				
21:30	3	47	90	1	0	4	137				
22:00	5	45	92	1	0	6	137				
22:30	3	45	92	1	0	4	137				
23:00	3	45	97	1	0	4	142				
23:30	3	46	102	1	0	4	148				
0:00	3	48	99	1	0	4	147				
0:30	3	49	99	1	0	4	148				
1:00	3	51	100	1	0	4	151				
1:30	3	53	100	1	0	4	153				
2:00	3	53	100	1	0	4	153				
2:30											
3:00											
On-Site Vis	5		Total								
On-Site Vis	4		Peak Demand		7		153				
			95th Percentile		5		150				

Date: Monday April 13, 2026											
Supply	19		76		109		19		185		
	Surface		U/G		Off-Site		Total (incl off-site)				
Time	Visitor	Resident	Resident	Roche Ct	Mall	Visitor	Resident				
5:00	31	56	101	1	0	4	157				
5:30	31	55	99	1	0	4	154				
6:00	31	54	97	1	0	4	145				
6:30	27	53	88	1	0	3	135				
7:00	27	50	87	1	0	3	130				
7:30	27	46	82	0	0	2	116				
8:00	27	43	80	0	0	2	110				
8:30	27	33	68	1	0	3	101				
9:00	5	34	62	1	0	6	96				
9:30	4	32	65	1	0	5	97				
10:00	5	30	64	1	0	6	94				
11:00	7	31	58	1	0	8	89				
11:30											
12:00											
12:30											
13:00											
13:30											
14:00											
14:30											
15:00											
15:30	</										

Occupied Unit Count

1970 Fowler Dr	152
1980 Fowler Dr	160

Residential Peak Demand

	Friday April 10, 2026	Saturday April 11, 2026	Sunday April 12, 2026	Monday April 13, 2026	per unit	avg
1970 Fowler Dr	122	117	121	124	0.82	0.90
1980 Fowler Dr	152	147	153	157	0.98	

On-Site Visitor Peak Demand

	Friday April 10, 2026	Saturday April 11, 2026	Sunday April 12, 2026	Monday April 13, 2026	per unit	avg
1970 Fowler Dr	5	5	7	7	0.05	0.05
1980 Fowler Dr	4	8	5	8	0.05	

Total Visitor Peak Demand

	Friday April 10, 2026	Saturday April 11, 2026	Sunday April 12, 2026	Monday April 13, 2026	per unit	avg
1970 Fowler Dr	7	7	9	8	0.06	0.08
1980 Fowler Dr	5	15	7	9	0.09	

Occupied Unit Count

1970 Fowler Dr	152
1980 Fowler Dr	160

Residential 95th Demand

	Friday April 10, 2026	Saturday April 11, 2026	Sunday April 12, 2026	Monday April 13, 2026	per unit	avg
1970 Fowler Dr	120	115	121	120	0.79	0.87
1980 Fowler Dr	146	144	150	151	0.94	

On-Site Visitor 95th Demand

	Friday April 10, 2026	Saturday April 11, 2026	Sunday April 12, 2026	Monday April 13, 2026	per unit	avg
1970 Fowler Dr	5	4	7	6	0.04	0.04
1980 Fowler Dr	4	7	4	7	0.04	

Total Visitor 95th Demand

	Friday April 10, 2026	Saturday April 11, 2026	Sunday April 12, 2026	Monday April 13, 2026	per unit	avg
1970 Fowler Dr	7	6	8	7	0.05	0.07
1980 Fowler Dr	5	13	5	8	0.08	

ATTACHMENT E

On-Site Rental Parking Demand (Rent Roll Data)



CANADA | INDIA | AFRICA | MIDDLE EAST

From: Graham Spittal <gspittal@starlightinvest.com>
 Sent: April 9, 2026 5:38 PM
 To: Robert Keel
 Cc: Anne Messore; Debang Chen
 Subject: RE: 1970 - 1980 Fowler Parking Rent Roll

Follow Up Flag: Follow up
 Flag Status: Flagged

External Sender

Hi Robert – Please see below. Let me know if you have any questions / require any additional information.

Vacancy Rate for 1970

Total Units	Total Vacant Units	Total Vacant Unrented Units	Total Notice Units	Total Notice Unrented Units	Available Units
166	14	13	5	5	8
	Average Vacancy %	Total Vacant Rented Units	Average Notice %	Total Notice Rented Units	Availability %
	8.4%	1	3.0%	0	4.8%

Vacancy Rate for 1980

Total Units	Total Vacant Units	Total Vacant Unrented Units	Total Notice Units	Total Notice Unrented Units	Available Units
166	6	5	7	7	3
	Average Vacancy %	Total Vacant Rented Units	Average Notice %	Total Notice Rented Units	Availability %
	3.6%	1	4.2%	0	1.8%

Combined Vacancy Rate

Total Units	Total Vacant Units	Total Vacant Unrented Units	Total Notice Units	Total Notice Unrented Units	Available Units
332	20	18	12	12	11
	Average Vacancy %	Total Vacant Rented Units	Average Notice %	Total Notice Rented Units	Availability %
	6.0%	2	3.6%	0	3.3%

The Visitor parking is paid

Thanks,
 Graham

Graham Spittal | Starlight Developments
 Director, Development
 1400 - 3280 Bloor Street West, Centre Tower, Toronto, Ontario, M8X 2X3
 Main: 416-234-8444 | Fax: 416-855-0192 | Direct:+1(437)-880-3286
gspittal@starlightinvest.com  



From: Robert Keel <rkeel@lea.ca>
 Sent: Thursday, April 9, 2026 9:46 AM
 To: Graham Spittal <gspittal@starlightinvest.com>
 Cc: Anne Messore <amessore@starlightinvest.com>; Debang Chen <DChen@lea.ca>
 Subject: RE: 1970 - 1980 Fowler Parking Rent Roll

Apologies, one more thing. Can you advise the existing vacancy rate of the two buildings? The City wants us to factor this into the analysis of existing parking demand.

Regards,

Robert Keel, MSc. Pl, MCIP, RPP
 Manager, Transportation Planning
LEA Consulting Ltd.
 T: 236-339-5842 E: rkeel@lea.ca W: www.LEA.ca



Rentable Items - Parking/Locker Spots Report

Property=fowl1970,fowl1980

Property	Property	Rentable	Rentable Item	Rentable Item	Market	Rentable Item	Tenant	Unit	Tenant
Code	Address	Item	Description	Type Description	Rent	Contract Start Date	Code	Code	Rent
fowl1970	1970 Fowler Dr	a-1	Outdoor-Visitor-Accessible	Outdoor-Visitor-Accessible	100.00				0.00
fowl1970	1970 Fowler Dr	i-1	Indoor-Tenant-Regular	Indoor-Tenant-Regular	125.00		10161140	0602	73.68
fowl1970	1970 Fowler Dr	i-10	Indoor-Tenant-Regular	Indoor-Tenant-Regular	125.00		10159153	0909	72.80
fowl1970	1970 Fowler Dr	i-11	Indoor-Tenant-Regular	Indoor-Tenant-Regular	125.00		10159029	0611	71.64
fowl1970	1970 Fowler Dr	i-12	Indoor-Tenant-Regular	Indoor-Tenant-Regular	125.00				0.00
fowl1970	1970 Fowler Dr	i-13	Indoor-Tenant-Regular	Indoor-Tenant-Regular	125.00				0.00
fowl1970	1970 Fowler Dr	i-14	Indoor-Tenant-Regular	Indoor-Tenant-Regular	125.00		10162808	1405	68.35
fowl1970	1970 Fowler Dr	i-15	Indoor-Tenant-Regular	Indoor-Tenant-Regular	125.00		10272123	1509	125.00
fowl1970	1970 Fowler Dr	i-16	Indoor-Tenant-Regular	Indoor-Tenant-Regular	125.00		10159152	1506	71.64
fowl1970	1970 Fowler Dr	i-17	Indoor-Tenant-Regular	Indoor-Tenant-Regular	125.00		10159058	1012	60.64
fowl1970	1970 Fowler Dr	i-18	Indoor-Tenant-Regular	Indoor-Tenant-Regular	125.00		10159187	1006	105.79
fowl1970	1970 Fowler Dr	i-19	Indoor-Tenant-Regular	Indoor-Tenant-Regular	125.00		10313889	1501	125.00
fowl1970	1970 Fowler Dr	i-2	Indoor-Tenant-Regular	Indoor-Tenant-Regular	125.00		10161140	0602	73.69
fowl1970	1970 Fowler Dr	i-20	Indoor-Tenant-Regular	Indoor-Tenant-Regular	125.00		10160397	0404	125.00
fowl1970	1970 Fowler Dr	i-21	Indoor-Tenant-Regular	Indoor-Tenant-Regular	125.00		10159038	1401	70.26
fowl1970	1970 Fowler Dr	i-22	Indoor-Tenant-Regular	Indoor-Tenant-Regular	125.00				0.00
fowl1970	1970 Fowler Dr	i-23	Indoor-Tenant-Regular	Indoor-Tenant-Regular	125.00				0.00
fowl1970	1970 Fowler Dr	i-24	Indoor-Tenant-Regular	Indoor-Tenant-Regular	125.00		10158839	0101	54.92
fowl1970	1970 Fowler Dr	i-25	Indoor-Tenant-Premium	Indoor-Tenant-Premium	125.00		10160668	0204	71.64
fowl1970	1970 Fowler Dr	i-26	Indoor-Tenant-Premium	Indoor-Tenant-Premium	125.00				0.00
fowl1970	1970 Fowler Dr	i-27	Indoor-Tenant-Premium	Indoor-Tenant-Premium	125.00		10158112	1007	55.56
fowl1970	1970 Fowler Dr	i-28	Indoor-Tenant-Premium	Indoor-Tenant-Premium	125.00		10158116	1209	70.26
fowl1970	1970 Fowler Dr	i-29	Indoor-Tenant-Premium	Indoor-Tenant-Premium	125.00				0.00
fowl1970	1970 Fowler Dr	i-3	Indoor-Tenant-Regular	Indoor-Tenant-Regular	125.00				0.00
fowl1970	1970 Fowler Dr	i-30	Indoor-Tenant-Premium	Indoor-Tenant-Premium	125.00		10312642	1406	125.00
fowl1970	1970 Fowler Dr	i-31	Indoor-Tenant-Premium	Indoor-Tenant-Premium	125.00				0.00
fowl1970	1970 Fowler Dr	i-32	Indoor-Tenant-Regular	Indoor-Tenant-Regular	125.00		10158129	1001	60.64
fowl1970	1970 Fowler Dr	i-33	Indoor-Tenant-Regular	Indoor-Tenant-Regular	125.00		10163216	0607	98.07
fowl1970	1970 Fowler Dr	i-34	Indoor-Tenant-Regular	Indoor-Tenant-Regular	125.00				0.00
fowl1970	1970 Fowler Dr	i-35	Indoor-Tenant-Regular	Indoor-Tenant-Regular	125.00		10232611	0701	104.43
fowl1970	1970 Fowler Dr	i-36	Indoor-Tenant-Regular	Indoor-Tenant-Regular	125.00				0.00
fowl1970	1970 Fowler Dr	i-37	Indoor-Tenant-Regular	Indoor-Tenant-Regular	125.00		10209455	1508	103.99
fowl1970	1970 Fowler Dr	i-38	Indoor-Tenant-Regular	Indoor-Tenant-Regular	125.00		10162833	1107	63.10
fowl1970	1970 Fowler Dr	i-39	Indoor-Tenant-Regular	Indoor-Tenant-Regular	125.00		10313395	1510	125.00
fowl1970	1970 Fowler Dr	i-4	Indoor-Tenant-Regular	Indoor-Tenant-Regular	125.00				0.00
fowl1970	1970 Fowler Dr	i-40	Indoor-Tenant-Regular	Indoor-Tenant-Regular	125.00		10163617	1505	0.00
fowl1970	1970 Fowler Dr	i-41	Indoor-Tenant-Regular	Indoor-Tenant-Regular	125.00		10163040	0903	76.10
fowl1970	1970 Fowler Dr	i-42	Indoor-Tenant-Regular	Indoor-Tenant-Regular	125.00		10225822	1410	134.60
fowl1970	1970 Fowler Dr	i-43	Indoor-Tenant-Regular	Indoor-Tenant-Regular	125.00				0.00
fowl1970	1970 Fowler Dr	i-44	Indoor-Tenant-Regular	Indoor-Tenant-Regular	125.00				0.00
fowl1970	1970 Fowler Dr	i-45	Indoor-Tenant-Regular	Indoor-Tenant-Regular	125.00		10160547	1011	95.00
fowl1970	1970 Fowler Dr	i-46	Indoor-Tenant-Regular	Indoor-Tenant-Regular	125.00		10287916	0810	125.00
fowl1970	1970 Fowler Dr	i-47	Indoor-Tenant-Regular	Indoor-Tenant-Regular	125.00				0.00
fowl1970	1970 Fowler Dr	i-48	Indoor-Tenant-Regular	Indoor-Tenant-Regular	125.00				0.00
fowl1970	1970 Fowler Dr	i-49	Indoor-Tenant-Regular	Indoor-Tenant-Regular	125.00				0.00
fowl1970	1970 Fowler Dr	i-5	Indoor-Tenant-Regular	Indoor-Tenant-Regular	125.00				0.00
fowl1970	1970 Fowler Dr	i-50	Indoor-Tenant-Regular	Indoor-Tenant-Regular	125.00		10158129	1001	66.96
fowl1970	1970 Fowler Dr	i-51	Indoor-Tenant-Regular	Indoor-Tenant-Regular	125.00				0.00
fowl1970	1970 Fowler Dr	i-52	Indoor-Tenant-Regular	Indoor-Tenant-Regular	125.00		10230131	1512	134.07
fowl1970	1970 Fowler Dr	i-53	Indoor-Tenant-Regular	Indoor-Tenant-Regular	125.00		10267189	0612	134.07
fowl1970	1970 Fowler Dr	i-54	Indoor-Tenant-Regular	Indoor-Tenant-Regular	125.00				0.00
fowl1970	1970 Fowler Dr	i-55	Indoor-Tenant-Regular	Indoor-Tenant-Regular	125.00		10158141	0505	47.89
fowl1970	1970 Fowler Dr	i-56	Indoor-Tenant-Regular	Indoor-Tenant-Regular	125.00		10225911	1206	104.43
fowl1970	1970 Fowler Dr	i-57	Indoor-Tenant-Regular	Indoor-Tenant-Regular	125.00				0.00
fowl1970	1970 Fowler Dr	i-58	Indoor-Tenant-Regular	Indoor-Tenant-Regular	125.00				0.00
fowl1970	1970 Fowler Dr	i-59	Indoor-Tenant-Regular	Indoor-Tenant-Regular	125.00				0.00
fowl1970	1970 Fowler Dr	i-6	Indoor-Tenant-Regular	Indoor-Tenant-Regular	125.00				0.00
fowl1970	1970 Fowler Dr	i-60	Indoor-Tenant-Regular	Indoor-Tenant-Regular	125.00		10230175	0212	104.43
fowl1970	1970 Fowler Dr	i-61	Indoor-Tenant-Regular	Indoor-Tenant-Regular	125.00				0.00
fowl1970	1970 Fowler Dr	i-62	Indoor-Tenant-Regular	Indoor-Tenant-Regular	125.00		10162844	1210	70.26
fowl1970	1970 Fowler Dr	i-63	Indoor-Tenant-Regular	Indoor-Tenant-Regular	125.00				0.00
fowl1970	1970 Fowler Dr	i-64	Indoor-Tenant-Regular	Indoor-Tenant-Regular	125.00		10227745	0308	104.43
fowl1970	1970 Fowler Dr	i-65	Indoor-Tenant-Premium	Indoor-Tenant-Premium	125.00		10158121	0110	57.67

Rentable Items - Parking/Locker Spots Report

Property=fowl1970,fowl1980

fowl1970	1970 Fowler Dr	i-66	Indoor-Tenant-Premium	Indoor-Tenant-Premium	125.00	10159093	1002	0.00
fowl1970	1970 Fowler Dr	i-67	Indoor-Tenant-Premium	Indoor-Tenant-Premium	125.00	10158126	1211	51.69
fowl1970	1970 Fowler Dr	i-68	Indoor-Tenant-Premium	Indoor-Tenant-Premium	125.00	10158127	1412	51.69
fowl1970	1970 Fowler Dr	i-69	Indoor-Tenant-Premium	Indoor-Tenant-Premium	125.00	10158139	0502	65.04
fowl1970	1970 Fowler Dr	i-7	Indoor-Tenant-Regular	Indoor-Tenant-Regular	125.00			0.00
fowl1970	1970 Fowler Dr	i-70	Indoor-Tenant-Premium	Indoor-Tenant-Premium	125.00	10233875	0211	208.89
fowl1970	1970 Fowler Dr	i-71	Indoor-Tenant-Premium	Indoor-Tenant-Premium	125.00	10163178	0410	75.00
fowl1970	1970 Fowler Dr	i-72	Indoor-Tenant-Premium	Indoor-Tenant-Premium	125.00			0.00
fowl1970	1970 Fowler Dr	i-73	Indoor-Tenant-Premium	Indoor-Tenant-Premium	125.00			0.00
fowl1970	1970 Fowler Dr	i-74	Indoor-Tenant-Premium	Indoor-Tenant-Premium	125.00	10159075	1212	71.64
fowl1970	1970 Fowler Dr	i-75	Indoor-Tenant-Premium	Indoor-Tenant-Premium	125.00	10158133	0103	37.57
fowl1970	1970 Fowler Dr	i-76	Indoor-Tenant-Premium	Indoor-Tenant-Premium	125.00	10158133	0103	77.85
fowl1970	1970 Fowler Dr	i-77	Indoor-Tenant-Regular	Indoor-Tenant-Regular	125.00	10159173	0902	72.38
fowl1970	1970 Fowler Dr	i-78	Indoor-Tenant-Regular	Indoor-Tenant-Regular	125.00	10313406	1104	125.00
fowl1970	1970 Fowler Dr	i-79	Indoor-Tenant-Regular	Indoor-Tenant-Regular	125.00	10313406	1104	125.00
fowl1970	1970 Fowler Dr	i-8	Indoor-Tenant-Regular	Indoor-Tenant-Regular	125.00	10285792	0311	128.12
fowl1970	1970 Fowler Dr	i-80	Indoor-Tenant-Regular	Indoor-Tenant-Regular	125.00			0.00
fowl1970	1970 Fowler Dr	i-81	Indoor-Tenant-Regular	Indoor-Tenant-Regular	125.00	10160529	0804	71.64
fowl1970	1970 Fowler Dr	i-82	Indoor-Tenant-Regular	Indoor-Tenant-Regular	125.00			0.00
fowl1970	1970 Fowler Dr	i-83	Indoor-Tenant-Regular	Indoor-Tenant-Regular	125.00	10326594	0507	125.00
fowl1970	1970 Fowler Dr	i-84	Indoor-Tenant-Regular	Indoor-Tenant-Regular	125.00			0.00
fowl1970	1970 Fowler Dr	i-85	Indoor-Tenant-Regular	Indoor-Tenant-Regular	125.00			0.00
fowl1970	1970 Fowler Dr	i-86	Indoor-Tenant-Regular	Indoor-Tenant-Regular	125.00	10158140	0504	55.92
fowl1970	1970 Fowler Dr	i-87	Indoor-Tenant-Regular	Indoor-Tenant-Regular	125.00	10158107	0801	45.52
fowl1970	1970 Fowler Dr	i-88	Indoor-Tenant-Regular	Indoor-Tenant-Regular	125.00	10160484	0805	90.00
fowl1970	1970 Fowler Dr	i-89	Indoor-Tenant-Premium	Indoor-Tenant-Premium	125.00	10240038	1111	130.81
fowl1970	1970 Fowler Dr	i-9	Indoor-Tenant-Regular	Indoor-Tenant-Regular	125.00	10314403	1207	125.00
fowl1970	1970 Fowler Dr	i-90	Indoor-Tenant-Premium	Indoor-Tenant-Premium	125.00	10160564	0809	134.60
fowl1970	1970 Fowler Dr	i-91	Indoor-Tenant-Premium	Indoor-Tenant-Premium	125.00	10160564	0809	71.64
fowl1970	1970 Fowler Dr	i-92	Indoor-Tenant-Premium	Indoor-Tenant-Premium	125.00	10158131	0604	0.00
fowl1970	1970 Fowler Dr	o-1	Outdoor-Tenant-Premium	Outdoor-Tenant_Premium	100.00			0.00
fowl1970	1970 Fowler Dr	o-10	Outdoor-Tenant-Premium	Outdoor-Tenant_Premium	100.00	10161290	0609	76.28
fowl1970	1970 Fowler Dr	o-11	Outdoor-Tenant-Premium	Outdoor-Tenant_Premium	100.00			0.00
fowl1970	1970 Fowler Dr	o-12	Outdoor-Tenant-Premium	Outdoor-Tenant_Premium	100.00			0.00
fowl1970	1970 Fowler Dr	o-13	Outdoor-Tenant-Premium	Outdoor-Tenant_Premium	100.00	10158924	0812	59.70
fowl1970	1970 Fowler Dr	o-14	Outdoor-Tenant-Premium	Outdoor-Tenant_Premium	100.00			0.00
fowl1970	1970 Fowler Dr	o-15	Outdoor-Tenant-Premium	Outdoor-Tenant_Premium	100.00			0.00
fowl1970	1970 Fowler Dr	o-16	Outdoor-Tenant-Premium	Outdoor-Tenant_Premium	100.00	10161629	1003	67.99
fowl1970	1970 Fowler Dr	o-17	Outdoor-Tenant-Premium	Outdoor-Tenant_Premium	100.00	10232611	0701	100.00
fowl1970	1970 Fowler Dr	o-18	Outdoor-Tenant-Premium	Outdoor-Tenant_Premium	100.00	10160547	1011	63.45
fowl1970	1970 Fowler Dr	o-19	Outdoor-Tenant-Premium	Outdoor-Tenant_Premium	100.00			0.00
fowl1970	1970 Fowler Dr	o-2	Outdoor-Tenant-Premium	Outdoor-Tenant_Premium	100.00			0.00
fowl1970	1970 Fowler Dr	o-20	Outdoor-Tenant-Premium	Outdoor-Tenant_Premium	100.00	10158119	0210	58.53
fowl1970	1970 Fowler Dr	o-21	Outdoor-Tenant-Premium	Outdoor-Tenant_Premium	100.00			0.00
fowl1970	1970 Fowler Dr	o-22	Outdoor-Tenant-Premium	Outdoor-Tenant_Premium	100.00			0.00
fowl1970	1970 Fowler Dr	o-23	Outdoor-Tenant-Premium	Outdoor-Tenant_Premium	100.00			0.00
fowl1970	1970 Fowler Dr	o-24	Outdoor-Tenant-Premium	Outdoor-Tenant_Premium	100.00			0.00
fowl1970	1970 Fowler Dr	o-25	Outdoor-Tenant-Regular	Outdoor-Tenant-Regular	100.00			0.00
fowl1970	1970 Fowler Dr	o-26	Outdoor-Tenant-Regular	Outdoor-Tenant-Regular	100.00			0.00
fowl1970	1970 Fowler Dr	o-27	Outdoor-Tenant-Regular	Outdoor-Tenant-Regular	100.00	10305871	1404	100.00
fowl1970	1970 Fowler Dr	o-28	Outdoor-Tenant-Regular	Outdoor-Tenant-Regular	100.00			0.00
fowl1970	1970 Fowler Dr	o-29	Outdoor-Tenant-Regular	Outdoor-Tenant-Regular	100.00			0.00
fowl1970	1970 Fowler Dr	o-3	Outdoor-Tenant-Premium	Outdoor-Tenant_Premium	100.00			0.00
fowl1970	1970 Fowler Dr	o-30	Outdoor-Tenant-Regular	Outdoor-Tenant-Regular	100.00	10158128	1402	62.66
fowl1970	1970 Fowler Dr	o-31	Outdoor-Tenant-Regular	Outdoor-Tenant-Regular	100.00	10160547	1011	72.38
fowl1970	1970 Fowler Dr	o-32	Outdoor-Tenant-Regular	Outdoor-Tenant-Regular	100.00	10161227	0403	87.17
fowl1970	1970 Fowler Dr	o-33	Outdoor-Tenant-Regular	Outdoor-Tenant-Regular	100.00			0.00
fowl1970	1970 Fowler Dr	o-34	Outdoor-Tenant-Regular	Outdoor-Tenant-Regular	100.00			0.00
fowl1970	1970 Fowler Dr	o-35	Outdoor-Tenant-Regular	Outdoor-Tenant-Regular	100.00			0.00
fowl1970	1970 Fowler Dr	o-36	Outdoor-Tenant-Regular	Outdoor-Tenant-Regular	100.00	10158121	0110	100.00
fowl1970	1970 Fowler Dr	o-37	Outdoor-Tenant-Regular	Outdoor-Tenant-Regular	100.00			0.00
fowl1970	1970 Fowler Dr	o-38	Outdoor-Tenant-Regular	Outdoor-Tenant-Regular	100.00			0.00
fowl1970	1970 Fowler Dr	o-39	Outdoor-Tenant-Regular	Outdoor-Tenant-Regular	100.00			0.00
fowl1970	1970 Fowler Dr	o-4	Outdoor-Tenant-Premium	Outdoor-Tenant_Premium	100.00			0.00
fowl1970	1970 Fowler Dr	o-40	Outdoor-Tenant-Regular	Outdoor-Tenant-Regular	100.00			0.00

Rentable Items - Parking/Locker Spots Report

Property=fowl1970,fowl1980

fowl1970	1970 Fowler Dr	o-41	Outdoor-Tenant-Regular	Outdoor-Tenant-Regular	100.00			0.00
fowl1970	1970 Fowler Dr	o-42	Outdoor-Tenant-Regular	Outdoor-Tenant-Regular	100.00	10158124	0104	48.00
fowl1970	1970 Fowler Dr	o-43	Outdoor-Tenant-Regular	Outdoor-Tenant-Regular	100.00			0.00
fowl1970	1970 Fowler Dr	o-44	Outdoor-Tenant-Regular	Outdoor-Tenant-Regular	100.00	10158120	0207	12.87
fowl1970	1970 Fowler Dr	o-45	Outdoor-Tenant-Regular	Outdoor-Tenant-Regular	100.00			0.00
fowl1970	1970 Fowler Dr	o-46	Outdoor-Tenant-Regular	Outdoor-Tenant-Regular	100.00			0.00
fowl1970	1970 Fowler Dr	o-47	Outdoor-Tenant-Regular	Outdoor-Tenant-Regular	100.00	10160435	1204	53.63
fowl1970	1970 Fowler Dr	o-48	Outdoor-Tenant-Regular	Outdoor-Tenant-Regular	100.00	10158137	0312	12.87
fowl1970	1970 Fowler Dr	o-49	Outdoor-Tenant-Regular	Outdoor-Tenant-Regular	100.00	10158137	0312	12.87
fowl1970	1970 Fowler Dr	o-5	Outdoor-Tenant-Premium	Outdoor-Tenant_Premium	100.00	10234667	1407	98.94
fowl1970	1970 Fowler Dr	o-50	Outdoor-Tenant-Regular	Outdoor-Tenant-Regular	100.00	10158137	0312	40.03
fowl1970	1970 Fowler Dr	o-51	Outdoor-Tenant-Regular	Outdoor-Tenant-Regular	100.00	10158134	0205	62.34
fowl1970	1970 Fowler Dr	o-52	Outdoor-Tenant-Regular	Outdoor-Tenant-Regular	100.00			0.00
fowl1970	1970 Fowler Dr	o-53	Outdoor-Tenant-Regular	Outdoor-Tenant-Regular	100.00			0.00
fowl1970	1970 Fowler Dr	o-54	Outdoor-Tenant-Regular	Outdoor-Tenant-Regular	100.00			0.00
fowl1970	1970 Fowler Dr	o-55	Outdoor-Tenant-Regular	Outdoor-Tenant-Regular	100.00	10161422	0412	67.99
fowl1970	1970 Fowler Dr	o-56	Outdoor-Tenant-Regular	Outdoor-Tenant-Regular	100.00			0.00
fowl1970	1970 Fowler Dr	o-57	Outdoor-Tenant-Regular	Outdoor-Tenant-Regular	100.00			0.00
fowl1970	1970 Fowler Dr	o-58	Outdoor-Tenant-Regular	Outdoor-Tenant-Regular	100.00			0.00
fowl1970	1970 Fowler Dr	o-59	Outdoor-Tenant-Regular	Outdoor-Tenant-Regular	100.00			0.00
fowl1970	1970 Fowler Dr	o-6	Outdoor-Tenant-Premium	Outdoor-Tenant_Premium	100.00	10234667	1407	98.94
fowl1970	1970 Fowler Dr	o-60	Outdoor-Tenant-Regular	Outdoor-Tenant-Regular	100.00			0.00
fowl1970	1970 Fowler Dr	o-61	Outdoor-Tenant-Regular	Outdoor-Tenant-Regular	100.00	10232611	0701	109.94
fowl1970	1970 Fowler Dr	o-62	Outdoor-Tenant-Regular	Outdoor-Tenant-Regular	100.00	10163187	0109	105.06
fowl1970	1970 Fowler Dr	o-63	Outdoor-Tenant-Regular	Outdoor-Tenant-Regular	100.00	10161835	0806	72.38
fowl1970	1970 Fowler Dr	o-64	Outdoor-Tenant-Regular	Outdoor-Tenant-Regular	100.00	10158118	1411	66.81
fowl1970	1970 Fowler Dr	o-65	Outdoor-Tenant-Regular	Outdoor-Tenant-Regular	100.00	10158120	0207	61.14
fowl1970	1970 Fowler Dr	o-66	Outdoor-Tenant-Regular-Staff-Parking	Outdoor-Tenant-Regular	100.00	10308807	0904	100.00
fowl1970	1970 Fowler Dr	o-67	Outdoor-Tenant-Regular	Outdoor-Tenant-Regular	100.00	10163187	0109	105.06
fowl1970	1970 Fowler Dr	o-68	Outdoor-Tenant-Regular	Outdoor-Tenant-Regular	100.00	10158113	1010	58.53
fowl1970	1970 Fowler Dr	o-69	Outdoor-Tenant-Regular	Outdoor-Tenant-Regular	100.00			0.00
fowl1970	1970 Fowler Dr	o-7	Outdoor-Tenant-Premium	Outdoor-Tenant_Premium	100.00			0.00
fowl1970	1970 Fowler Dr	o-70	Outdoor-Tenant-Regular	Outdoor-Tenant-Regular	100.00			0.00
fowl1970	1970 Fowler Dr	o-71	Outdoor-Tenant-Regular	Outdoor-Tenant-Regular	100.00			0.00
fowl1970	1970 Fowler Dr	o-72	Outdoor-Visitor-Visitor	Outdoor-Visitor-Visitor	100.00			0.00
fowl1970	1970 Fowler Dr	o-73	Outdoor-Visitor-Visitor	Outdoor-Visitor-Visitor	100.00			0.00
fowl1970	1970 Fowler Dr	o-74	Outdoor-Visitor-Visitor	Outdoor-Visitor-Visitor	100.00			0.00
fowl1970	1970 Fowler Dr	o-75	Outdoor-Visitor-Visitor	Outdoor-Visitor-Visitor	100.00			0.00
fowl1970	1970 Fowler Dr	o-76	Outdoor-Visitor-Visitor	Outdoor-Visitor-Visitor	100.00			0.00
fowl1970	1970 Fowler Dr	o-77	Outdoor-Visitor-Visitor	Outdoor-Visitor-Visitor	100.00			0.00
fowl1970	1970 Fowler Dr	o-78	Outdoor-Visitor-Visitor	Outdoor-Visitor-Visitor	100.00			0.00
fowl1970	1970 Fowler Dr	o-79	Outdoor-Visitor-Visitor	Outdoor-Visitor-Visitor	100.00			0.00
fowl1970	1970 Fowler Dr	o-8	Outdoor-Tenant-Premium	Outdoor-Tenant_Premium	100.00			0.00
fowl1970	1970 Fowler Dr	o-80	Outdoor-Visitor-Visitor	Outdoor-Visitor-Visitor	100.00			0.00
fowl1970	1970 Fowler Dr	o-81	Outdoor-Visitor-Visitor	Outdoor-Visitor-Visitor	100.00			0.00
fowl1970	1970 Fowler Dr	o-82	Outdoor-Visitor-Visitor	Outdoor-Visitor-Visitor	100.00			0.00
fowl1970	1970 Fowler Dr	o-83	Outdoor-Visitor-Visitor	Outdoor-Visitor-Visitor	100.00			0.00
fowl1970	1970 Fowler Dr	o-84	Outdoor-Tenant-Accessible	Outdoor-Tenant-Accessible	100.00			0.00
fowl1970	1970 Fowler Dr	o-85	Outdoor-Tenant-Accessible	Outdoor-Tenant-Accessible	100.00			0.00
fowl1970	1970 Fowler Dr	o-9	Outdoor-Tenant-Premium	Outdoor-Tenant_Premium	100.00			0.00
fowl1970	1970 Fowler Dr	v-1	Outdoor-Visitor-Regular	Outdoor-Visitor-Regular	100.00			0.00
fowl1970	1970 Fowler Dr	v-10	Outdoor-Visitor-Regular	Outdoor-Visitor-Regular	100.00			0.00
fowl1970	1970 Fowler Dr	v-11	Outdoor-Visitor-Regular	Outdoor-Visitor-Regular	100.00			0.00
fowl1970	1970 Fowler Dr	v-12	Outdoor-Visitor-Regular	Outdoor-Visitor-Regular	100.00			0.00
fowl1970	1970 Fowler Dr	v-13	Outdoor-Visitor-Accessible	Outdoor-Visitor-Accessible	100.00			0.00
fowl1970	1970 Fowler Dr	v-2	Outdoor-Visitor-Regular	Outdoor-Visitor-Regular	100.00			0.00
fowl1970	1970 Fowler Dr	v-3	Outdoor-Visitor-Regular	Outdoor-Visitor-Regular	100.00			0.00
fowl1970	1970 Fowler Dr	v-4	Outdoor-Visitor-Regular	Outdoor-Visitor-Regular	100.00			0.00
fowl1970	1970 Fowler Dr	v-5	Outdoor-Visitor-Regular	Outdoor-Visitor-Regular	100.00			0.00
fowl1970	1970 Fowler Dr	v-6	Outdoor-Visitor-Regular	Outdoor-Visitor-Regular	100.00			0.00
fowl1970	1970 Fowler Dr	v-7	Outdoor-Visitor-Regular	Outdoor-Visitor-Regular	100.00			0.00
fowl1970	1970 Fowler Dr	v-8	Outdoor-Visitor-Regular	Outdoor-Visitor-Regular	100.00			0.00
fowl1970	1970 Fowler Dr	v-9	Outdoor-Visitor-Regular	Outdoor-Visitor-Regular	100.00			0.00
fowl1980	1980 Fowler Dr	1	None res parking	None res parking	0.00			0.00
fowl1980	1980 Fowler Dr	2	None res parking	None res parking	0.00			0.00

Rentable Items - Parking/Locker Spots Report

Property=fowl1970,fowl1980

fowl1980	1980 Fowler Dr	i-1	Indoor-Tenant-Premium	Indoor-Tenant-Premium	125.00	10158163	1511	90.00
fowl1980	1980 Fowler Dr	i-10	Indoor-Tenant-Regular	Indoor-Tenant-Regular	125.00			0.00
fowl1980	1980 Fowler Dr	i-100	Indoor-Tenant-Regular	Indoor-Tenant-Regular	125.00	10158163	1511	134.07
fowl1980	1980 Fowler Dr	i-101	Indoor-Tenant-Regular	Indoor-Tenant-Regular	125.00	10158159	1412	67.20
fowl1980	1980 Fowler Dr	i-102	Indoor-Tenant-Premium	Indoor-Tenant-Premium	125.00	10162793	0803	134.07
fowl1980	1980 Fowler Dr	i-103	Indoor-Tenant-Premium	Indoor-Tenant-Premium	125.00	10324785	1505	125.00
fowl1980	1980 Fowler Dr	i-104	Indoor-Tenant-Premium	Indoor-Tenant-Premium	125.00	10158161	0204	73.05
fowl1980	1980 Fowler Dr	i-11	Indoor-Tenant-Regular	Indoor-Tenant-Regular	125.00			0.00
fowl1980	1980 Fowler Dr	i-12	Indoor-Tenant-Regular	Indoor-Tenant-Regular	125.00	10158153	1009	46.73
fowl1980	1980 Fowler Dr	i-13	Indoor-Tenant-Regular	Indoor-Tenant-Regular	125.00	10238741	1004	125.00
fowl1980	1980 Fowler Dr	i-14	Indoor-Tenant-Regular	Indoor-Tenant-Regular	125.00	10161135	0408	74.60
fowl1980	1980 Fowler Dr	i-15	Indoor-Tenant-Regular	Indoor-Tenant-Regular	125.00	10163029	0701	77.05
fowl1980	1980 Fowler Dr	i-16	Indoor-Tenant-Regular	Indoor-Tenant-Regular	125.00	10238741	1004	131.32
fowl1980	1980 Fowler Dr	i-17	Indoor-Tenant-Regular	Indoor-Tenant-Regular	125.00	10158156	1206	46.42
fowl1980	1980 Fowler Dr	i-18	Indoor-Tenant-Regular	Indoor-Tenant-Regular	125.00	10226722	1410	125.00
fowl1980	1980 Fowler Dr	i-19	Indoor-Tenant-Regular	Indoor-Tenant-Regular	125.00	10159054	1212	54.48
fowl1980	1980 Fowler Dr	i-2	Indoor-Tenant-Premium	Indoor-Tenant-Premium	125.00	10159147	0510	77.05
fowl1980	1980 Fowler Dr	i-20	Indoor-Tenant-Premium	Indoor-Tenant-Premium	125.00	10158142	0509	47.89
fowl1980	1980 Fowler Dr	i-21	Indoor-Tenant-Premium	Indoor-Tenant-Premium	125.00	10162906	0912	75.00
fowl1980	1980 Fowler Dr	i-22	Indoor-Tenant-Premium	Indoor-Tenant-Premium	125.00	10158161	0204	102.32
fowl1980	1980 Fowler Dr	i-23	Indoor-Tenant-Regular	Indoor-Tenant-Regular	125.00	10161697	1408	102.29
fowl1980	1980 Fowler Dr	i-24	Indoor-Tenant-Regular	Indoor-Tenant-Regular	125.00	10161173	1106	73.47
fowl1980	1980 Fowler Dr	i-25	Indoor-Tenant-Regular	Indoor-Tenant-Regular	125.00	10163373	1010	76.57
fowl1980	1980 Fowler Dr	i-26	Indoor-Tenant-Regular	Indoor-Tenant-Regular	125.00	10163373	1010	130.81
fowl1980	1980 Fowler Dr	i-27	Indoor-Tenant-Regular	Indoor-Tenant-Regular	125.00			0.00
fowl1980	1980 Fowler Dr	i-28	Indoor-Tenant-Regular	Indoor-Tenant-Regular	125.00			0.00
fowl1980	1980 Fowler Dr	i-29	Indoor-Tenant-Regular	Indoor-Tenant-Regular	125.00	10158155	1202	47.06
fowl1980	1980 Fowler Dr	i-3	Indoor-Tenant-Premium	Indoor-Tenant-Premium	125.00	10159174	0608	73.71
fowl1980	1980 Fowler Dr	i-30	Indoor-Tenant-Regular	Indoor-Tenant-Regular	125.00	10158927	0410	77.05
fowl1980	1980 Fowler Dr	i-31	Indoor-Tenant-Regular	Indoor-Tenant-Regular	125.00	10295282	0211	125.00
fowl1980	1980 Fowler Dr	i-32	Indoor-Tenant-Regular	Indoor-Tenant-Regular	125.00	10235098	1512	137.42
fowl1980	1980 Fowler Dr	i-33	Indoor-Tenant-Regular	Indoor-Tenant-Regular	125.00	10163374	0102	67.36
fowl1980	1980 Fowler Dr	i-34	Indoor-Tenant-Regular	Indoor-Tenant-Regular	125.00	10158168	0910	71.73
fowl1980	1980 Fowler Dr	i-36	Indoor-Tenant-Premium	Indoor-Tenant-Premium	125.00			0.00
fowl1980	1980 Fowler Dr	i-37	Indoor-Tenant-Premium	Indoor-Tenant-Premium	125.00	10159054	1212	56.99
fowl1980	1980 Fowler Dr	i-38	Indoor-Tenant-Premium	Indoor-Tenant-Premium	125.00	10162941	0609	77.05
fowl1980	1980 Fowler Dr	i-39	Indoor-Tenant-Tandem	Indoor-Tenant-Tandem	125.00	10158997	1407	86.07
fowl1980	1980 Fowler Dr	i-39A	Indoor-Tenant-Tandem	Indoor-Tenant-Tandem	125.00	10158997	1407	86.07
fowl1980	1980 Fowler Dr	i-4	Indoor-Tenant-Regular	Indoor-Tenant-Regular	125.00			0.00
fowl1980	1980 Fowler Dr	i-40	Indoor-Tenant-Tandem	Indoor-Tenant-Tandem	125.00	10158158	1411	50.23
fowl1980	1980 Fowler Dr	i-40A	Indoor-Tenant-Tandem	Indoor-Tenant-Tandem	125.00	10158158	1411	67.36
fowl1980	1980 Fowler Dr	i-41	Indoor-Tenant-Regular	Indoor-Tenant-Regular	125.00	10158154	1107	0.00
fowl1980	1980 Fowler Dr	i-42	Indoor-Tenant-Regular	Indoor-Tenant-Regular	125.00	10158167	0601	56.28
fowl1980	1980 Fowler Dr	i-43	Indoor-Tenant-Regular	Indoor-Tenant-Regular	125.00	10158151	1001	105.69
fowl1980	1980 Fowler Dr	i-44	Indoor-Tenant-Regular	Indoor-Tenant-Regular	125.00	10158146	0702	130.81
fowl1980	1980 Fowler Dr	i-45	Indoor-Tenant-Regular	Indoor-Tenant-Regular	125.00	10161457	1006	74.60
fowl1980	1980 Fowler Dr	i-46	Indoor-Tenant-Regular	Indoor-Tenant-Regular	125.00			0.00
fowl1980	1980 Fowler Dr	i-47	Indoor-Tenant-Premium	Indoor-Tenant-Premium	125.00			0.00
fowl1980	1980 Fowler Dr	i-47A	Indoor-Tenant-Tandem	Indoor-Tenant-Tandem	125.00			0.00
fowl1980	1980 Fowler Dr	i-48	Indoor-Tenant-Premium	Indoor-Tenant-Premium	125.00	10158151	1001	98.54
fowl1980	1980 Fowler Dr	i-48A	Indoor-Tenant-Tandem	Indoor-Tenant-Tandem	125.00	10158151	1001	53.98
fowl1980	1980 Fowler Dr	i-49	Indoor-Tenant-Premium	Indoor-Tenant-Premium	125.00	10163204	0105	43.22
fowl1980	1980 Fowler Dr	i-5	Indoor-Tenant-Regular	Indoor-Tenant-Regular	125.00	10163072	0405	77.05
fowl1980	1980 Fowler Dr	i-50	Indoor-Tenant-Regular	Indoor-Tenant-Regular	125.00	10162224	1404	82.19
fowl1980	1980 Fowler Dr	i-51	Indoor-Tenant-Regular	Indoor-Tenant-Regular	125.00	10233092	0710	104.43
fowl1980	1980 Fowler Dr	i-52	Indoor-Tenant-Regular	Indoor-Tenant-Regular	125.00	10158149	0805	66.71
fowl1980	1980 Fowler Dr	i-53	Indoor-Tenant-Regular	Indoor-Tenant-Regular	125.00			0.00
fowl1980	1980 Fowler Dr	i-54	Indoor-Tenant-Regular	Indoor-Tenant-Regular	125.00	10158162	0307	39.54
fowl1980	1980 Fowler Dr	i-55	Indoor-Tenant-Regular	Indoor-Tenant-Regular	125.00			0.00
fowl1980	1980 Fowler Dr	i-56	Indoor-Tenant-Regular	Indoor-Tenant-Regular	125.00	10162906	0912	76.57
fowl1980	1980 Fowler Dr	i-57	Indoor-Tenant-Regular	Indoor-Tenant-Regular	125.00	10158144	0607	125.00
fowl1980	1980 Fowler Dr	i-58	Indoor-Tenant-Regular	Indoor-Tenant-Regular	125.00			0.00
fowl1980	1980 Fowler Dr	i-59	Indoor-Tenant-Regular	Indoor-Tenant-Regular	125.00	10281486	0802	130.81
fowl1980	1980 Fowler Dr	i-6	Indoor-Tenant-Regular	Indoor-Tenant-Regular	125.00			0.00
fowl1980	1980 Fowler Dr	i-60	Indoor-Tenant-Regular	Indoor-Tenant-Regular	125.00			0.00

Rentable Items - Parking/Locker Spots Report

Property=fowl1970,fowl1980

fowl1980	1980 Fowler Dr	i-61	Indoor-Tenant-Regular	Indoor-Tenant-Regular	125.00	10161750	0503	105.79
fowl1980	1980 Fowler Dr	i-62	Indoor-Tenant-Regular	Indoor-Tenant-Regular	125.00	10159084	0504	64.24
fowl1980	1980 Fowler Dr	i-63	Indoor-Tenant-Regular	Indoor-Tenant-Regular	125.00	10159011	0302	134.07
fowl1980	1980 Fowler Dr	i-64	Indoor-Tenant-Regular	Indoor-Tenant-Regular	125.00	10233431	0811	104.43
fowl1980	1980 Fowler Dr	i-65	Indoor-Tenant-Regular	Indoor-Tenant-Regular	125.00			0.00
fowl1980	1980 Fowler Dr	i-66	Indoor-Tenant-Regular	Indoor-Tenant-Regular	125.00	10158144	0607	74.60
fowl1980	1980 Fowler Dr	i-67	Indoor-Tenant-Regular	Indoor-Tenant-Regular	125.00	10158144	0607	54.92
fowl1980	1980 Fowler Dr	i-68	Indoor-Tenant-Regular	Indoor-Tenant-Regular	125.00	10158164	0401	66.71
fowl1980	1980 Fowler Dr	i-69	Indoor-Tenant-Regular	Indoor-Tenant-Regular	125.00	10160360	0406	72.54
fowl1980	1980 Fowler Dr	i-7	Indoor-Tenant-Regular	Indoor-Tenant-Regular	125.00	10164009	1201	75.00
fowl1980	1980 Fowler Dr	i-70	Indoor-Tenant-Regular	Indoor-Tenant-Regular	125.00	10235099	0611	137.42
fowl1980	1980 Fowler Dr	i-71	Indoor-Tenant-Regular	Indoor-Tenant-Regular	125.00	10158167	0601	76.42
fowl1980	1980 Fowler Dr	i-72	Indoor-Tenant-Regular	Indoor-Tenant-Regular	125.00	10163161	0705	69.66
fowl1980	1980 Fowler Dr	i-73	Indoor-Tenant-Regular	Indoor-Tenant-Regular	125.00	10158168	0910	0.00
fowl1980	1980 Fowler Dr	i-74	Indoor-Tenant-Premium	Indoor-Tenant-Premium	125.00	10163099	1210	75.00
fowl1980	1980 Fowler Dr	i-75	Indoor-Tenant-Premium	Indoor-Tenant-Premium	125.00	10162891	1112	61.41
fowl1980	1980 Fowler Dr	i-76	Indoor-Tenant-Regular	Indoor-Tenant-Regular	125.00	10160467	1402	43.67
fowl1980	1980 Fowler Dr	i-77	Indoor-Tenant-Regular	Indoor-Tenant-Regular	125.00	10160467	1402	40.00
fowl1980	1980 Fowler Dr	i-78	Indoor-Tenant-Regular	Indoor-Tenant-Regular	125.00	10158157	1209	67.36
fowl1980	1980 Fowler Dr	i-79	Indoor-Tenant-Regular	Indoor-Tenant-Regular	125.00	10305751	0810	125.00
fowl1980	1980 Fowler Dr	i-8	Indoor-Tenant-Regular	Indoor-Tenant-Regular	125.00	10161186	0208	73.68
fowl1980	1980 Fowler Dr	i-80	Indoor-Tenant-Regular	Indoor-Tenant-Regular	125.00	10281486	0802	0.00
fowl1980	1980 Fowler Dr	i-81	Indoor-Tenant-Regular	Indoor-Tenant-Regular	125.00			0.00
fowl1980	1980 Fowler Dr	i-82	Indoor-Tenant-Regular	Indoor-Tenant-Regular	125.00	10158174	0201	55.32
fowl1980	1980 Fowler Dr	i-83	Indoor-Tenant-Regular	Indoor-Tenant-Regular	125.00	10158160	0411	39.22
fowl1980	1980 Fowler Dr	i-84	Indoor-Tenant-Regular	Indoor-Tenant-Regular	125.00			0.00
fowl1980	1980 Fowler Dr	i-85	Indoor-Tenant-Regular	Indoor-Tenant-Regular	125.00	10158163	1511	64.35
fowl1980	1980 Fowler Dr	i-86	Indoor-Tenant-Premium	Indoor-Tenant-Premium	125.00	10159158	0808	73.71
fowl1980	1980 Fowler Dr	i-86A	Indoor-Tenant-Tandem	Indoor-Tenant-Tandem	125.00	10158146	0702	51.76
fowl1980	1980 Fowler Dr	i-87	Indoor-Tenant-Premium	Indoor-Tenant-Premium	125.00	10230588	0511	104.43
fowl1980	1980 Fowler Dr	i-88	Indoor-Tenant-Premium	Indoor-Tenant-Premium	125.00	10159147	0510	127.62
fowl1980	1980 Fowler Dr	i-89	Indoor-Tenant-Regular	Indoor-Tenant-Regular	125.00	10161739	0402	0.01
fowl1980	1980 Fowler Dr	i-9	Indoor-Tenant-Regular	Indoor-Tenant-Regular	125.00	10158177	0303	58.42
fowl1980	1980 Fowler Dr	i-90	Indoor-Tenant-Regular	Indoor-Tenant-Regular	125.00	10229747	1104	134.07
fowl1980	1980 Fowler Dr	i-91	Indoor-Tenant-Regular	Indoor-Tenant-Regular	125.00	10160795	0502	100.22
fowl1980	1980 Fowler Dr	i-92	Indoor-Tenant-Regular	Indoor-Tenant-Regular	125.00	10159011	0302	130.81
fowl1980	1980 Fowler Dr	i-93	Indoor-Tenant-Regular	Indoor-Tenant-Regular	125.00	10158143	0602	75.00
fowl1980	1980 Fowler Dr	i-94	Indoor-Tenant-Regular	Indoor-Tenant-Regular	125.00	10163247	1510	77.22
fowl1980	1980 Fowler Dr	i-95	Indoor-Tenant-Regular	Indoor-Tenant-Regular	125.00	10159011	0302	56.33
fowl1980	1980 Fowler Dr	i-96	Indoor-Tenant-Regular	Indoor-Tenant-Regular	125.00	10162906	0912	130.81
fowl1980	1980 Fowler Dr	i-97	Indoor-Tenant-Regular	Indoor-Tenant-Regular	125.00			0.00
fowl1980	1980 Fowler Dr	i-98	Indoor-Tenant-Regular	Indoor-Tenant-Regular	125.00			0.00
fowl1980	1980 Fowler Dr	i-99	Indoor-Tenant-Regular	Indoor-Tenant-Regular	125.00	10296764	1204	127.62
fowl1980	1980 Fowler Dr	o-1	Outdoor-Tenant-Premium	Outdoor-Tenant-Premium	100.00			0.00
fowl1980	1980 Fowler Dr	o-10	Outdoor-Tenant-Regular	Outdoor-Tenant-Regular	100.00	10215357	0309	102.50
fowl1980	1980 Fowler Dr	o-11	Outdoor-Tenant-Regular	Outdoor-Tenant-Regular	100.00	10159100	0812	0.00
fowl1980	1980 Fowler Dr	o-12	Outdoor-Tenant-Regular	Outdoor-Tenant-Regular	100.00	10158171	0606	65.00
fowl1980	1980 Fowler Dr	o-13	Outdoor-Tenant-Regular	Outdoor-Tenant-Regular	100.00	10159100	0812	61.41
fowl1980	1980 Fowler Dr	o-14	Outdoor-Tenant-Regular	Outdoor-Tenant-Regular	100.00	10284255	0612	102.50
fowl1980	1980 Fowler Dr	o-15	Outdoor-Tenant-Regular	Outdoor-Tenant-Regular	100.00			0.00
fowl1980	1980 Fowler Dr	o-16	Outdoor-Tenant-Regular	Outdoor-Tenant-Regular	100.00	10326769	0103	100.00
fowl1980	1980 Fowler Dr	o-17	Outdoor-Tenant-Regular	Outdoor-Tenant-Regular	100.00	10326769	0103	100.00
fowl1980	1980 Fowler Dr	o-18	Outdoor-Tenant-Regular	Outdoor-Tenant-Regular	100.00	10163074	0610	73.28
fowl1980	1980 Fowler Dr	o-19	Outdoor-Tenant-Regular	Outdoor-Tenant-Regular	100.00			0.00
fowl1980	1980 Fowler Dr	o-2	Outdoor-Tenant-Premium	Outdoor-Tenant-Premium	100.00			0.00
fowl1980	1980 Fowler Dr	o-20	Outdoor-Tenant-Regular	Outdoor-Tenant-Regular	100.00			0.00
fowl1980	1980 Fowler Dr	o-21	Outdoor-Tenant-Regular	Outdoor-Tenant-Regular	100.00			0.00
fowl1980	1980 Fowler Dr	o-22	Outdoor-Tenant-Regular	Outdoor-Tenant-Regular	100.00	10158848	0404	0.01
fowl1980	1980 Fowler Dr	o-23	Outdoor-Tenant-Regular	Outdoor-Tenant-Regular	100.00	10207134	0604	61.91
fowl1980	1980 Fowler Dr	o-24	Outdoor-Tenant-Regular	Outdoor-Tenant-Regular	100.00	10160773	1007	59.28
fowl1980	1980 Fowler Dr	o-25	Outdoor-Tenant-Premium	Outdoor-Tenant-Premium	100.00	10161842	0205	73.28
fowl1980	1980 Fowler Dr	o-26	Outdoor-Tenant-Premium	Outdoor-Tenant-Premium	100.00	10163203	0101	0.01
fowl1980	1980 Fowler Dr	o-27	Outdoor-Tenant-Premium	Outdoor-Tenant-Premium	100.00			0.00
fowl1980	1980 Fowler Dr	o-28	Outdoor-Tenant-Premium	Outdoor-Tenant-Premium	100.00	10161842	0205	73.28
fowl1980	1980 Fowler Dr	o-29	Outdoor-Tenant-Regular	Outdoor-Tenant-Regular	100.00	10160773	1007	59.28

Rentable Items - Parking/Locker Spots Report

Property=fowl1970,fowl1980

fowl1980	1980 Fowler Dr	V-2	Outdoor-Visitor-Visitor	Outdoor-Visitor-Visitor	100.00	0.00
fowl1980	1980 Fowler Dr	V-3	Outdoor-Visitor-Visitor	Outdoor-Visitor-Visitor	100.00	0.00
fowl1980	1980 Fowler Dr	V-4	Outdoor-Visitor-Visitor	Outdoor-Visitor-Visitor	100.00	0.00
fowl1980	1980 Fowler Dr	V-5	Outdoor-Visitor-Visitor	Outdoor-Visitor-Visitor	100.00	0.00
fowl1980	1980 Fowler Dr	V-6	Outdoor-Visitor-Visitor	Outdoor-Visitor-Visitor	100.00	0.00
fowl1980	1980 Fowler Dr	V-7	Outdoor-Visitor-Visitor	Outdoor-Visitor-Visitor	100.00	0.00
fowl1980	1980 Fowler Dr	V-8	Outdoor-Visitor-Visitor	Outdoor-Visitor-Visitor	100.00	0.00
fowl1980	1980 Fowler Dr	V-9	Outdoor-Visitor-Visitor	Outdoor-Visitor-Visitor	100.00	0.00
					51,840.00	17,050.50