

City of Mississauga  
**Corporate Report**



<p>Date: November 19, 2025</p> <p>To: Chair and Members of Planning and Development Committee</p> <p>From: Andrew Whittemore, M.U.R.P., Commissioner of Planning &amp; Building</p>	<p>Originator's files: CD.03-RID W8</p>
	<p>Meeting date: December 8, 2025</p>

**Subject**

**PUBLIC MEETING INFORMATION REPORT (WARD 8)**

**Ridgeway Plaza Interim Control By-law Study and Zoning By-law Amendment**

**File: CD.03-RID W8**

**Recommendation**

That the report dated November 19, 2025 from the Commissioner of Planning and Building, regarding proposed amendments to Zoning By-law 0225-2007 for Ridgeway Plaza and surrounding lands, be received for information.

**Executive Summary**

- On September 11, 2024, Council enacted Interim Control By-law (ICBL) 0165-2024 (Appendix 2) under Section 38 of the *Planning Act*, temporarily restricting new restaurant, take-out restaurant and other parking-intensive uses on lands at Ridgeway Drive and Eglinton Avenue West (also known as Ridgeway Plaza).
- Through Council Resolution 0175-2024, staff were directed to review land use permissions and zoning regulations including parking requirements for the ICBL area.
- The City retained Paradigm Transportation Solutions Limited to undertake the Ridgeway Plaza Parking Study (Appendix 5), which assessed parking utilization, circulation patterns, and operational issues across both the north and south plaza sites.
- The study found that parking across the Ridgeway Plaza lands is operating close to capacity, with heavy congestion and full occupancy near restaurant clusters during busy evening and weekend periods.
- Based on the study findings, staff are proposing to introduce a new Ridgeway Special Area section to the Zoning By-law, with limitations on certain land uses across both developed and undeveloped lands.

## Background

The subject site is commonly referred to as Ridgeway Plaza and contains two plazas located at the southwest corner of Eglinton Avenue West and Ridgeway Drive. Low rise residential uses are located east of Ridgeway Drive and north of Eglinton Avenue West.

The north plaza, known as Erin Mills Centre (see Area A below), received site plan approval in January 2021. The south plaza, known as Platinum Centre (see Areas B and D below) received site plan approval in October 2021. Both plazas are condominiumized commercial properties, meaning that they are governed by a condominium board and each unit is individually owned.

At the time that site plan approval was granted, the information submitted as part of the applications indicated that the plazas would contain retail, office and manufacturing uses. Although restaurants are permitted uses on the properties, staff did not have detailed long-term data on what percentage of units would likely be restaurants or take-out food establishments. The applications were assessed based on general retail mixes seen in other Mississauga plazas. Five separate minor variance applications were required for parking reductions across the two properties and were approved by the Committee of Adjustment, although the last approval in 2024 has since been revoked. Further, two additional minor variance applications are also required that are currently deferred or scheduled.

Ridgeway Plaza currently contains 115 restaurants, which represents the plurality of land uses in the plaza.

Due to the unanticipated concentration of restaurants and the associated parking and pedestrian traffic at Ridgeway Plaza, the City has received 112 complaints since 2022. The nature of complaints range from parking congestion, unauthorized uses, waste storage and noise. Repeat inspections and enforcement actions were required to address the various concerns, particularly during evening and weekend peak periods. Although a range of strategies were implemented, including legal and operational interventions, these efforts were reactive and could not resolve the underlying zoning and parking constraints contributing to recurring violations.

In response to these conditions, on September 11, 2024, Council enacted Interim Control By-law (ICBL) 0165-2024 (Appendix 2) under Section 38 of the *Planning Act*, temporarily prohibiting new restaurant, take-out restaurant, entertainment and other parking-intensive uses on the Ridgeway Plaza and surrounding lands for one year. Through Council Resolution 0175-2024 (Appendix 3), staff were directed to review land use and zoning permissions to address the operational issues on the ICBL lands.

On July 30, 2025, Council approved an extension of ICBL 0165-2024 to January 16, 2026, as outlined in Appendix 4, to allow additional time to complete the parking study.

Originator's file: CD.03-RID

The purpose of this report is to provide background on the issues at Ridgeway Plaza and summarize the parking study findings. The report also describes the proposed zoning changes being considered by staff, with a recommendation report scheduled for January 5, 2026.

## Comments

### Properties Within the Interim Control By-law (ICBL) Area

The ICBL study area includes several parcels situated within the Churchill Meadows Employment Character Area of Mississauga Official Plan, encompassing a mix of commercial and employment zoned lands. There are both developed and undeveloped lands included in the study. Upon further review, two properties located east and west of Area E (see Figure 1) were not considered for any zoning changes because they contain uses that are self-contained to the properties and do not contribute to parking related issues at Ridgeway Plaza. Therefore, the scope of any proposed amendments apply to Areas A to F as shown on Figure 1 below.

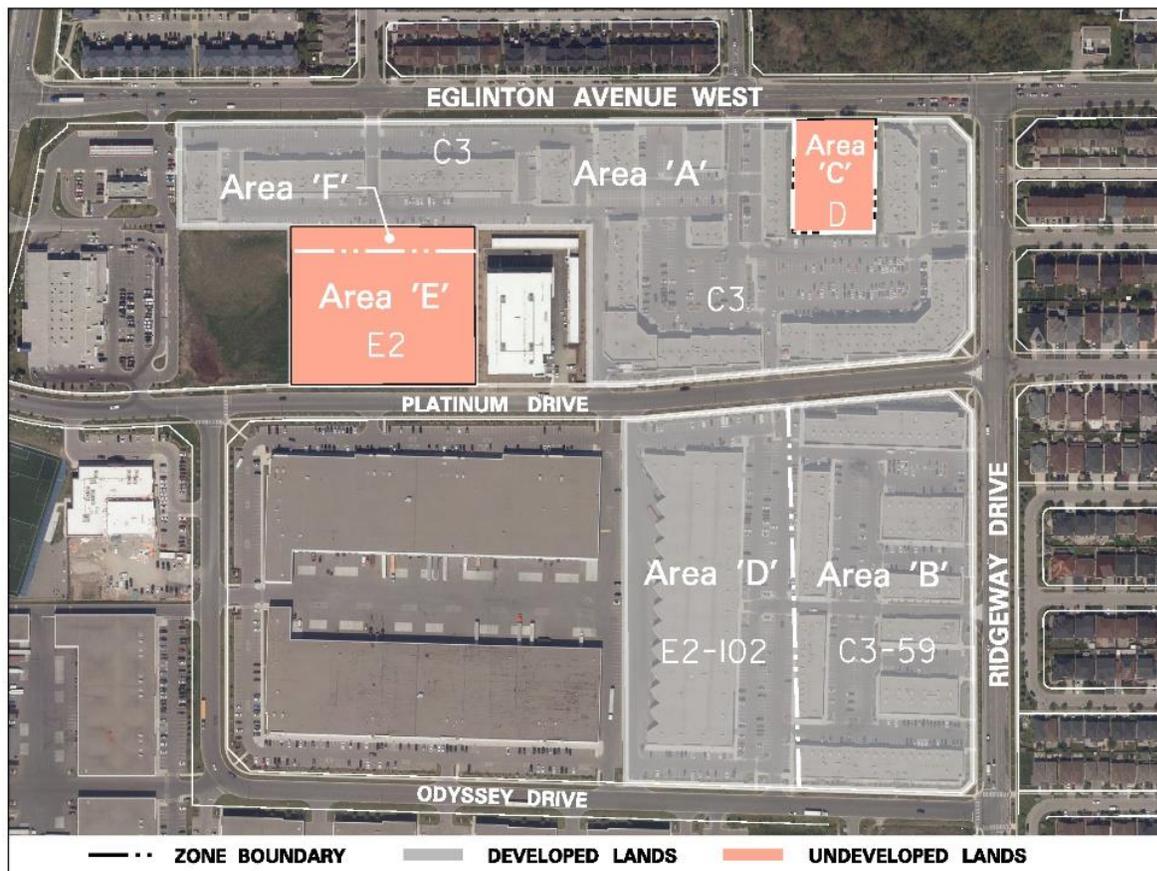


Figure 1: Ridgeway Special Area Map

**Developed Lands**

Ridgeway Plaza is composed of two plazas as summarized below:

	<b>Erin Mills Centre - Area 'A' in Figure 1</b>	<b>Platinum Centre - Areas 'B' and 'D' in Figure 1</b>
<b>Zone</b>	<b>C3</b> (General Commercial)	<b>E2-102</b> (Employment – Exception) and <b>C3-59</b> (General Commercial – Exception)
<b>Number of Units</b>	151	126
<b>Number of Units with Restaurant/Take-out Restaurant</b>	63 (42% of total units)	52 (41% of total units)
<b>Gross Floor Area (GFA) Occupied by Restaurants/Take-out Restaurants</b>	8779 m <sup>2</sup> (47% of total GFA)	6235 m <sup>2</sup> (27% of total GFA)
<b>Number of Parking Spaces On-site</b>	883 (approved through site plan and minor variance approval) 901 (observed by consultant)	758 (approved through site plan and minor variance approval) 749 (observed by consultant)

**Undeveloped Lands**

The ICBL study area includes the following two undeveloped parcels with active planning applications:

**Area C - 3650 Eglinton Avenue West (OZ 25-15 W8)**

The property is located south of Eglinton Avenue West, abutting Erin Mills Centre. It is zoned **D** (Development) and is the subject of a rezoning application proposing a two-storey mixed-use building with commercial and retail uses at grade, with a gross floor (GFA) area of approximately 2,051 m<sup>2</sup> (22,077 ft.<sup>2</sup>) and 57 parking spaces, representing a deficiency of 21 spaces under current zoning requirements.

Vehicular access from Eglinton Avenue West is proposed to be closed, with a new internal connection through the adjoining Erin Mills Centre, which would remove approximately nine existing parking spaces from that site.

Staff presented a recommendation report to Planning and Development Committee on October 27, 2025. The application has been referred to staff to work with the applicant on issues such as the access and pending a resolution of the ICBL.

**Area E and F - 3575 and 3595 Platinum Drive (SP 25-40 W8)**

The property is located south of Eglinton Avenue West and west of Ridgeway Drive, abutting Erin Mills Centre. It is zoned **E2** (Employment) and **C3** (General Commercial) and is subject to a site plan application proposing the development of two commercial buildings with a combined gross floor area of approximately 4,422.29 m<sup>2</sup> (47,601.13 ft<sup>2</sup>), consisting of restaurant uses at grade and office uses on the second floor. A total of 192 surface parking spaces are proposed, representing a deficiency of two spaces relative to zoning requirements.

The application remains under review and staff are awaiting a resubmission from the applicant.

**Key Findings of the Parking Study**

The City retained Paradigm Transportation Solutions Limited to complete the Ridgeway Plaza Parking Study (Appendix 5), examining parking demand, circulation, and opportunities for operational and pedestrian improvements across the Ridgeway Plaza lands.

The study has determined that overall parking supply across the Ridgeway Plaza lands provides only a small margin between supply and demand, with an estimated operational surplus of 8 spaces at Erin Mills Centre and 2 spaces at Platinum Centre. Although this represents a small surplus, the system functions under constrained conditions during evening and weekend peak periods, when demand from restaurants and take-out restaurants is highest, leaving limited ability to absorb any additional restaurant-related demand.

Localized congestion, full occupancy, and circulation conflicts were consistently observed near restaurant clusters, where parking utilization frequently reached or exceeded 100% capacity. These findings indicate that the plazas have minimal capacity to accommodate further intensification of restaurant or other similar uses without additional management measures. Further, the results confirm that restaurant/take-out restaurant and any other restaurant-like uses in the plazas that effectively draw patronage to the plazas at the same peak times (i.e. meal times) contribute to the parking issue.

To address these challenges, Paradigm Transportation Solutions Limited has recommended operational and policy-based options for managing parking and traffic to ensure the long-term functionality of the area. The operational recommendations (e.g. designated pick-up/drop-off, internal signage, traffic-calming, etc.) are contained in Sections 5 and 6 of the Ridgeway Plaza Parking Study (Appendix 5). For the purposes of potential zoning changes, the consultants have offered three options:

**Option 1 – Maintain Existing Conditions (Status Quo)**

Under this option, gross floor area (GFA) for restaurant and take-out restaurant and any other restaurant-like uses would be limited to legally existing levels, with no reduction. This would likely result in continued parking demand that exceeds capacity.

## **Option 2 – Range Reduction to Legally Existing Restaurant and Take-Out Restaurant GFA**

This option would apply a maximum GFA for restaurant, take-out restaurants and any other restaurant-like uses in each of the Areas A-F. A reduction in the range of 10-30% may be prudent to allow impacts on parking demand to be observed, and from that point, further reductions or other courses of actions may become more evident.

## **Option 3 – Functional Realignment (Significant Reduction to Restaurant and Take-out Restaurant GFA)**

This option would introduce strict GFA limits that significantly reduce the amount of GFA permitted for restaurant, take-out restaurant and other similar uses within the Ridgeway Plaza. The intent would be to bring the concentration of these uses into alignment with existing parking capacity, effectively reducing the parking demand to a level that is similar to other plazas in Mississauga. The consultants have indicated a reduction of 50%-65% might be appropriate in this case.

### **Proposed Zoning Amendment Approach**

As noted above, the study found that parking across the Ridgeway Plaza lands operates close to full capacity. In response, staff reviewed the options provided by the consultant and have outlined the proposed zoning approach under consideration.

Option 1 would introduce GFA limitations to restaurant, take-out restaurant and other similar uses at legally existing levels, maintaining current conditions without reduction. While this approach provides regulatory certainty and flexibility for businesses, it would not address existing congestion, circulation challenges, or improve overall site functionality.

For Option 3, given that restaurant and take-out restaurant uses comprise nearly half of all units, a reduction of the magnitude of 50%-65% would fundamentally alter the function and identity of Ridgeway Plaza, eliminating much of its attraction as a dining hub and its contribution of employment and economic activity to the City. Such a shift could result in vacancies, reduced foot traffic, and diminished evening activity, with secondary effects on surrounding businesses and the overall vitality of the area.

Consequently, staff are proposing an approach consistent with Option 2. This option represents a balanced approach – mitigating congestion and circulation pressures without fundamentally diminishing Ridgeway Plaza's identity as a dining destination and its contributions to the local economy.

The proposed modifications to Zoning By-law 0225-2007, together with an explanation of why these changes are recommended and why changes to other permitted land uses in the study area are not being proposed, are provided in Appendix 1 of this report.

Key components of the proposed amendments include:

### **Restaurant, Take-Out Restaurant and Convenience Restaurant GFA Maximums**

Staff are proposing a maximum combined GFA for restaurant, take-out restaurant and convenience restaurant uses within a new Ridgeway Special Area of the by-law, which contains the six defined areas (A-F) of Ridgeway Plaza as per Figure 1. Gross floor area (GFA) refers to the total usable floor space within a non-residential building, excluding areas such as mechanical rooms, stairs, elevators, etc. For the existing Erin Mills Centre and Platinum Centre, staff are considering maximums equivalent to the legally existing GFA, with a reduction of 15%. For the undeveloped lands, staff are considering maximums that are equivalent to the existing plazas, with an approach that accounts for the lands being undeveloped. Convenience restaurants (ones that include a drive-through) are being considered for the proposed maximum GFA for the undeveloped lands as those proposals have not been fully determined or built.

### **Retail Store Restrictions**

The current definition of retail store in the Zoning By-law permits retail stores, where the principal use of the store is the retail sale of food, to allow for preparation and consumption of food on or off the premises as an accessory use (e.g. a hot bar in a grocery store). However, the study consultant has indicated that restaurant-like uses that could draw patronage at the same peak periods (i.e. meal times) would contribute to parking supply issues. Therefore, staff propose introducing a specific restriction for retail stores within Areas A, B, C and F, these being the lands that currently permit the retail store use and are either zoned **C3** (General Commercial) or are subject to an active rezoning application proposing a **C3** zone. In these areas, the standard retail store use is proposed to be replaced by a new defined use, retail store - restricted, which prohibits the sale of food prepared onsite as an accessory use. The intent of this proposed approach is to prevent retail units from evolving into quasi-restaurant uses that generate higher parking demand and traffic at similar times to other restaurants.

### **Retail Store – Restricted Parking Rate**

To accompany the retail store – restricted use, the proposed amendment would maintain the existing parking rate of 5.0 spaces per 100 m<sup>2</sup> GFA established for a standard retail store. This approach recognizes that, while retail store – restricted uses exclude on-site food preparation and seating, they still experience steady customer turnover throughout the day and require adequate short-term parking which experiences different peak period compared to restaurants.

### **Accessory Retail Sales Controls in Employment Zones**

Staff are also considering restricting accessory retail sales within the **E** (Employment) zoned portions of the Ridgeway Special Area (Areas D and E) to prohibit the sale of food prepared on-site as an accessory use, except for legally existing uses. The intent of this approach is to maintain the employment intent of these lands while avoiding additional restaurant-type parking impacts.

## **Existing Uses**

Staff are considering recognizing all existing restaurants, take-out restaurants, and retail stores that were legally established on the day the by-law is passed.

## **Anticipated Outcomes and Implementation Effects**

### **Immediate (Short-Term) Impacts**

Should the proposed amendments be approved, their influence on site activity will be gradual rather than immediate. Legally existing restaurants and take-out restaurants will be permitted to operate; however, the by-law will prevent any additional restaurant floor area from being introduced beyond the established GFA maximums.

In the short term, the proposed by-law amendments will provide a clear enforcement and monitoring framework to prevent further intensification and ensure compliance as tenancies change.

### **Long-Term Impacts**

Over time, natural tenant turnover will gradually rebalance Ridgeway Plaza's land-use mix, lowering the proportion of high-demand restaurant uses. This shift will help restore parking availability, improve circulation, and enhance compatibility among uses that surround the plaza.

In addition, staff will continue to monitor parking activity and operational conditions within the Ridgeway Special Area. Should monitoring indicate that further adjustments are necessary to ensure ongoing functionality, staff would bring forward appropriate recommendations for Council's consideration at a future time.

## **Land Use Policies and Regulations**

The *Planning Act* requires that municipalities' decisions regarding planning matters be consistent with the Provincial Planning Statement (PPS) and conform with the applicable provincial plans. Mississauga Official Plan is generally consistent with the PPS and conforms with the *Greenbelt Plan*, and the *Parkway Belt West Plan*.

Consistency of the proposed zoning by-law amendments with the PPS and conformity of the proposed zoning bylaw amendments with policies of the Mississauga Official Plan are under review.

Additional information and details are found in Appendix 6.

## **Financial Impact**

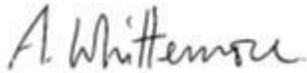
There are no financial impacts resulting from the recommendations in this report.

## Conclusion

The proposed zoning by-law amendments outlined in this report represent a culmination of staff's review following the interim control by-law for Ridgeway Plaza and surrounding lands. In addition, the proposed amendments have been informed by the findings of the Ridgeway Plaza Parking Study. Once input from the public and relevant agencies have been received, and comments considered, the Planning and Building Department will be in a position to make recommendations regarding the proposed amendments.

## Attachments

- Appendix 1: Proposed Amendments to Zoning By-Law 0225-2007 And Further Explanation for The Proposed Amendments
- Appendix 2: Interim Control By-law 0165-2024
- Appendix 3: Resolution 0175-2024
- Appendix 4: Extension of Interim Control By-law 0165-2024 Report and Resolution 0158-2025
- Appendix 5: City of Mississauga Ridgeway Plaza Parking Study, Paradigm Transportation Solutions Limited
- Appendix 6: Preliminary Planning Analysis



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Andrew Whittemore, M.U.R.P., Commissioner of Planning & Building

Prepared by: Trista James, Planner

## Proposed Amendments to Zoning By-Law 0225-2007 and Further Explanation for The Proposed Amendments

#	SECTION NUMBER	PROPOSED REVISION	COMMENT/EXPLANATION
<b>Part 2: General Provisions</b>			
1	Part 2 – General Provisions	Add new Subsection 2.1.35 – Ridgeway Special Area to establish area-specific regulations for the lands south of Eglinton Avenue West and west of Ridgeway Drive (as identified on Schedule 2.1.35).	<p>The Ridgeway Plaza Parking Study - November 2025 (Paradigm Transportation Solutions Ltd.) found that restaurant, take-out restaurant, and similar food-service uses are the main generators of peak-period parking demand. These uses attract high volumes of short-duration trips concentrated around evening and weekend meal times, resulting in localized demand of parking capacity even where the overall site shows a small operational parking surplus (eight spaces at Erin Mills Centre and two spaces at Platinum Centre).</p> <p>The proposed boundaries of the Ridgeway Special Area were determined by the following:</p> <ul style="list-style-type: none"> <li>• Properties contained within the interim control by-law (ICBL) study area</li> <li>• Both developed and undeveloped lands</li> <li>• Lands that contain, or have the potential to contain restaurant and restaurant-like uses</li> <li>• Proposals for interconnections with the existing two plazas</li> </ul> <p>Consequently, two properties that were originally included in the ICBL are proposed to be excluded from the Ridgeway Special Area. They are located to the east and west of Area E on proposed Schedule 2.1.35 below.</p>

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			<p>One of the properties contains an existing self storage facility that is self contained with its own access and provides sufficient parking for the use on-site, with no vehicular connections to the existing plaza. In addition, the parking demand for a self storage facility is limited.</p> <p>The second property that was excluded currently has a site plan approval application in progress for a six storey hotel. The site plan indicates that the site will be self contained with its own access and with no vehicular connections to the existing plaza. A minor variance was approved for the property in 2020 for a reduction in the number of provided parking spaces. Although a restaurant is permitted accessory to an overnight accommodation (hotel) use, the patronage of that accessory use is not equivalent to a standalone restaurant.</p> <p>All other properties in the ICBL are proposed to be included in the Ridgeway Special Area because they contain an existing plaza with restaurants and take-out restaurants, or are vacant properties that have current proposals that would permit restaurant and restaurant-like uses.</p>
2	2.1.9.14 and 2.1.9.16	Amend Schedule 2.1.9.14(4) – Seasonal and Permanent Outdoor Patio Uses Not Permitted	Amend Schedule 2.1.9.14(4) to include the lands zoned <b>E2-102</b> , such that those lands would not permit seasonal and outdoor patio uses.
3	2.1.35.1	Add regulation to establish maximum combined gross floor area – non-residential <sup>1</sup> for Restaurants, Take-out Restaurants and Convenience Restaurants in certain	This proposed provision would establish a coordinated, site-specific maximum combined GFA limits for restaurant, take-out restaurant and convenience restaurant uses across the Ridgeway Special Area. These limits directly respond to the findings of the Ridgeway Plaza Parking Study - November 2025 (Paradigm Transportation Solutions Ltd.), which confirm

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		<p>areas, as shown in Table 2.1.35.1:</p> <p>Area A: 7,465 m<sup>2</sup>  Areas B &amp; D: 5,300 m<sup>2</sup>  Area C: 11% of the lot area  Areas E &amp; F: 11% of the lot area</p>	<p>that restaurant uses are the dominant generators of peak-period parking demand.</p> <p>A review of legally existing uses demonstrates the extent of this concentration. At Platinum Centre, restaurant and take-out restaurant GFA account for 27.3% of total GFA, exceeding other categories such as retail (16.1%), recreational establishment (18.8%), and warehouse/distribution (14.7%). At Erin Mills Centre, restaurant and take-out restaurant GFA comprise 46.8% of total GFA, nearly half of the entire plaza, while retail (19.7%), office (13.0%), and medical office (11.7%) each represent substantially smaller proportions. No other land-use category occupies a comparable share on either site.</p> <p>This concentration has coincided with substantial operational challenges. As noted in the staff report, the City has received 112 complaints since 2022 related to parking congestion, circulation conflicts and other operational concerns. Although the complaints do not typically identify specific uses, the Parking Study documents that evening and weekend peak periods exhibit localized parking capacity issues, with the highest pressures occurring in areas with clusters of restaurant and take-out restaurant uses. These documented peak-period conditions align closely with the observed concentration and operational characteristics of restaurant activity at Ridgeway Plaza.</p> <p>Other land uses temporarily restricted by the ICBL, such as banquet halls, conference and convention centres, adult entertainment establishments, night clubs, private clubs, entertainment and recreational establishments, active</p>

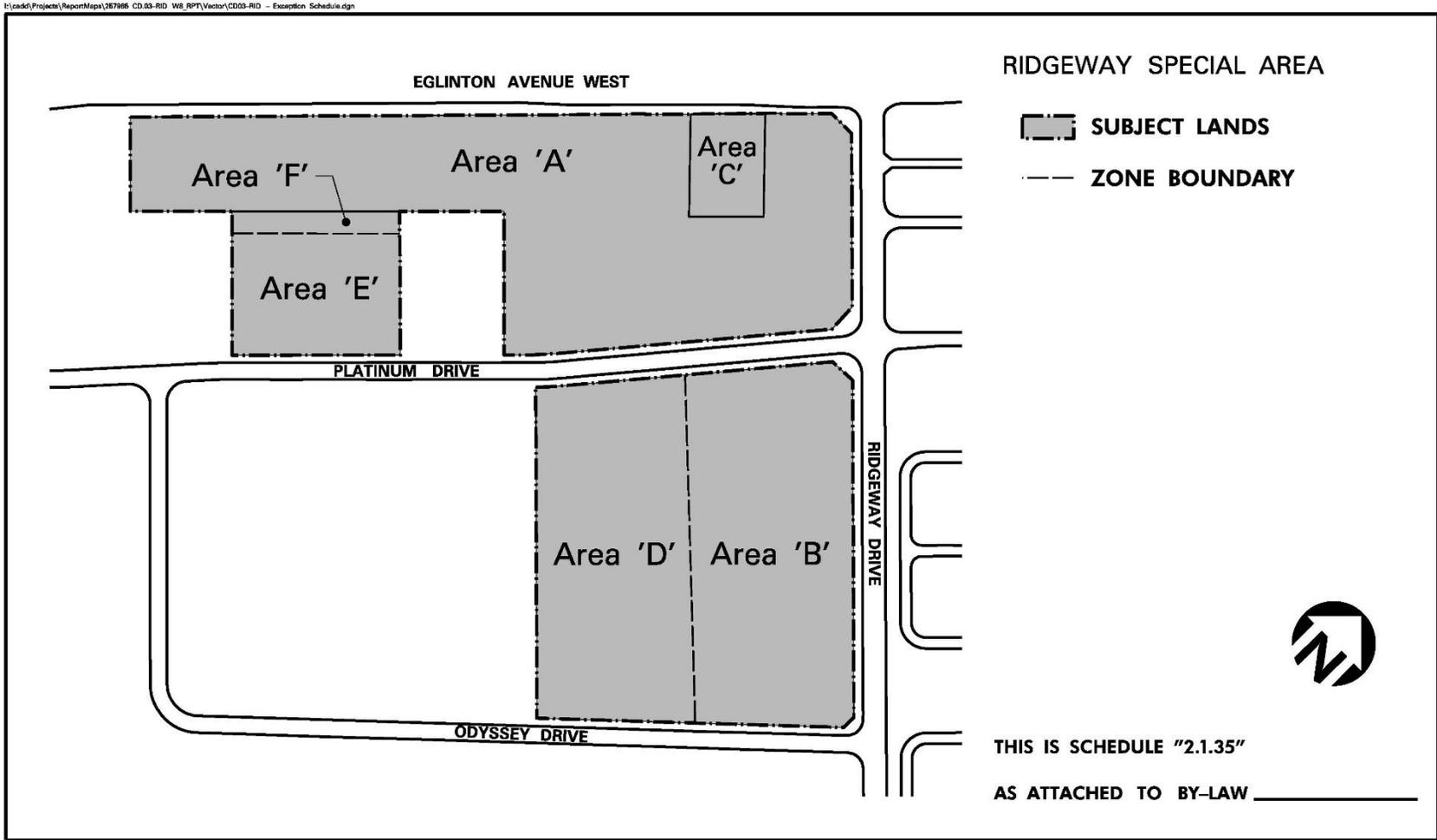
#	SECTION NUMBER	PROPOSED REVISION	COMMENT/EXPLANATION
			<p>recreational uses, and overnight accommodation, are not being considered for GFA maximums for the following reasons:</p> <ul style="list-style-type: none"> <li>- Banquet hall/conference centre/convention centre, adult entertainment establishment, entertainment establishment, and night club have higher parking requirements than restaurant at 5.0 spaces per 100 m<sup>2</sup> GFA – non-residential for units less than 220 m<sup>2</sup> (2 368 ft<sup>2</sup>) which are the majority of restaurants at the existing plazas. If these uses were proposed in one of the units, a minor variance application for parking would be required, as both the developed plazas and the proposed developments have no surplus parking (i.e. every property has been subject to minor variances for parking, or are proposing a deficient number of parking spaces)</li> <li>- Adult entertainment, adult video store and night club require a minimum separation distance of 800 m (2 624.7 ft) to a residential zone. Every unit in the proposed Ridgeway Special Area would be captured within an 800 m (2 624.7 ft) buffer from a residential zone, so those uses would require a minor variance.</li> <li>- Permanent and seasonal outdoor patios are already not permitted on the majority of lands within the Ridgeway Special Area. Staff are considering including the last remaining property in the prohibition on patios.</li> <li>- Active recreational use is not a permitted use in the <b>C3</b> (General Commercial) zone but is permitted in the <b>E2</b> (Employment) zone. Uses such as athletic fields and skating rinks would not have similar parking impacts as restaurants and restaurant-like uses, neither would they share the same peak periods.</li> <li>- The nature of a recreational establishment (e.g. fitness</li> </ul>

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			<p>centre), private club (e.g non-profit social club) and overnight accommodation (e.g. hotel) use would not have similar peak periods as restaurants and restaurant-like uses</p> <ul style="list-style-type: none"> <li>- Short-term accommodation is currently not permitted in the proposed Ridgeway Special Area</li> </ul> <p>Staff are considering two approaches for potential GFA maximums:</p> <ul style="list-style-type: none"> <li>- For the existing plazas, 15% reduction of legally existing GFA for restaurants, take-out restaurants and convenience restaurants. This falls within the 10-30% range provided by the consultants that would best observe impacts and will allow for staff to observe whether further reductions or courses of actions should be taken.</li> <li>- For the undeveloped lands, where the final building size and GFA has not yet been determined, staff are considering a maximum that would be equivalent to the resulting GFA of the existing plazas, once the 15% reduction has been accounted for. The maximum is proposed to be related to lot area, which is a static, unchanging number, whereas the proposed building size may change as the development application process evolves.</li> </ul> <hr style="width: 10%; margin-left: 0;"/> <p><sup>1</sup> GFA – non-residential refers to the total usable floor space within a non-residential building, excluding areas such as mechanical rooms, stairs, elevators, washrooms, garbage rooms, parking areas, and staff-only storage or break spaces.</p>
4	2.1.35.2	Add regulation to specify that Areas B and D (as shown on Schedule	This proposed provision ensures that Areas B and D (developed lands), which contain two separate zoning

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		2.1.35) shall be considered one lot for the purpose of calculating combined gross floor area – non-residential for Restaurant and Take-out Restaurant uses and parking spaces required.	categories ( <b>E2-102</b> and <b>C3-59</b> ) on the same property/lot, are treated as one lot for the purpose of GFA-non-residential and parking calculations. Although zoned differently, these lands operate as a single integrated site with shared access, drive aisles, and parking. Treating them as one lot ensures calculations reflect how the site actually functions, prevents underestimating parking demand, and aligns with the parking study’s assessment of the properties as a combined system.
5	2.1.35.3	Add regulation to specify that Areas E and F (as shown on Schedule 2.1.35) shall be considered one lot for the purpose of calculating combined gross floor area – non-residential for Restaurant and Take-out Restaurant uses and parking spaces required.	Although Areas E and F are not yet developed, they are intended to function as a single, coordinated site with shared access, circulation, and parking as reflected in the proposed Site Plan Application. Treating these parcels as one lot (despite their differing zone categories) for GFA-non-residential and parking calculations ensures that future restaurant permissions and parking requirements are applied consistently across the combined site and avoids fragmented calculations.
6	2.1.35.4 (1)	Remove permissions for retail store in Areas A, B, C and F (as shown on Schedule 2.1.35)	This proposed provision would remove the standard retail store use in Areas A, B, C and F (which are the areas zoned or proposed to be zoned <b>C3</b> ) to prevent retail units from operating as quasi-restaurants. Under the existing definition and associated <b>C3</b> zone regulations (Article 6.1.5 of Zoning By-law 0225-2007), a retail store where the principle use is the sale of food, may include accessory food preparation, on-site consumption and limited seating, which has allowed some retail units to function in a manner similar to restaurant or take-out restaurant uses.
	2.1.35.4 (2) & (3)	Introduce a new permission of retail store – restricted in Areas A, B, C	This proposed provision introduces the retail store – restricted use for Areas A, B, C and F to ensure that retail units operate as true retail establishments and cannot evolve into quasi-

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		and F (as shown on Schedule 2.1.35)	restaurant uses. The proposed definition would only apply to the Ridgeway Special Area, and would not permit the sale of food prepared on-site as an accessory use.
	2.1.35.4 (4)	Introduce a parking rate for the proposed new retail store – restricted use	Staff are considering a rate of 5.0 m <sup>2</sup> per 100 m <sup>2</sup> of gross floor area – non-residential for the new retail store – restricted use. This would align with the current parking rate for retail store.
	2.1.35.4 (5) & (6)	Recognize legally existing retail stores that include the preparation and sale of food	Staff are proposing to recognize legally existing retail stores that include the preparation and sale of food as an accessory use, including up to six seats. However, staff are considering a provision that such uses would not be permitted to be enlarged beyond what legally exists at the time the by-law is passed.
7	2.1.35.5 (1)	Introduce accessory retail sales restrictions for <b>E2</b> - Employment zoned lands within Areas D and E (as shown on Schedule 2.1.35)	<p>The existing zoning regulations for Employment zones allow accessory retail sales only for products manufactured, repaired, wholesaled, or distributed within the facility. While this limits the type of goods that can be sold, it does not prevent food manufacturers or wholesalers from operating an accessory restaurant as part of their employment use.</p> <p>The consultant’s report indicated that restaurant-like uses that have the same peak period parking as restaurants would have similar parking impacts. Therefore, staff are considering prohibiting this accessory use that could function as a quasi-restaurant.</p>
	2.1.35.5 (2)	Recognize legally existing accessory sales of food in <b>E2</b> – Employment zones within Areas D and E (as shown on Schedule 2.1.35)	Staff are proposing to recognize legally existing accessory sales of food in the <b>E2</b> (Employment) zones. However, staff are considering a provision that such uses would not be permitted to be enlarged beyond what legally exists at the time the by-law is passed.

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8	2.1.35	Add Schedule 2.1.35 – “Ridgeway Special Area” to identify Areas A through F subject to the regulations contained in 2.1.35.	Introduces a corresponding schedule map to illustrate the geographic extent of the Ridgeway Special Area (Areas A to F).



Z-58 B.R.

CD.03-RID W8

Proposed Schedule 2.1.35 – Ridgeway Special Area



## THE CORPORATION OF THE CITY OF MISSISSAUGA

BY-LAW NUMBER 0165-2024

An Interim Control By-law  
under section 38 of the *Planning Act*, R.S.O. 1990 c.P.13 as amended.

WHEREAS Section 38 of the *Planning Act*, R.S.O. 1990, c. P. 13, as amended, authorizes Council to pass an interim control by-law prohibiting the use of land, buildings or structures within a defined area of the municipality for a period of time not exceeding one year from the date of passage of the interim control by-law;

AND WHEREAS the Council of the Corporation of the City of Mississauga has directed by resolution that a study be undertaken to examine land use policies, parking and zoning provisions for certain lands at the southwest corner of Ridgeway Drive and Eglinton Avenue West (the "Study");

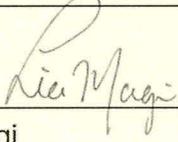
AND WHEREAS the Council of The Corporation of the City of Mississauga has directed by resolution that while the Study is undertaken an interim control by-law be enacted for a period of one year for certain lands at the southwest corner of Ridgeway Drive and Eglinton Avenue West, as shown on Schedule "A" of this by-law, pursuant to section 38 of the *Planning Act*;

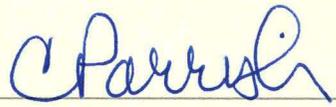
NOW THEREFORE be it resolved that the Council of The Corporation of the City of Mississauga ENACTS as follows:

1. That the lands, buildings and structures identified on Schedule "A" of this By-law shall not be used for any of the following uses except where such uses are legally existing on the date of passing of this By-law:
  - 1) Restaurant establishment
  - 2) Banquet Hall/Conference Centre/Convention Centre
  - 3) Overnight and/or Short Term Accommodation
  - 4) Adult Entertainment Establishment and/or Video Store
  - 5) Active Recreational Use
  - 6) Entertainment or Recreational Establishment
  - 7) Night Club
  - 8) Private Club
  - 9) Permanent or Seasonal Outdoor Patio

- 2. In addition to Section 1 of this By-law, the enlargement or replacement of uses which were legally existing on the date of the passing of this By-law shall not be permitted.
- 3. This By-law shall come into force and take effect immediately upon its passing by Council, and will expire one year from the date of its passage by Council.

PASSED this 11<sup>th</sup> day of September, 2024.

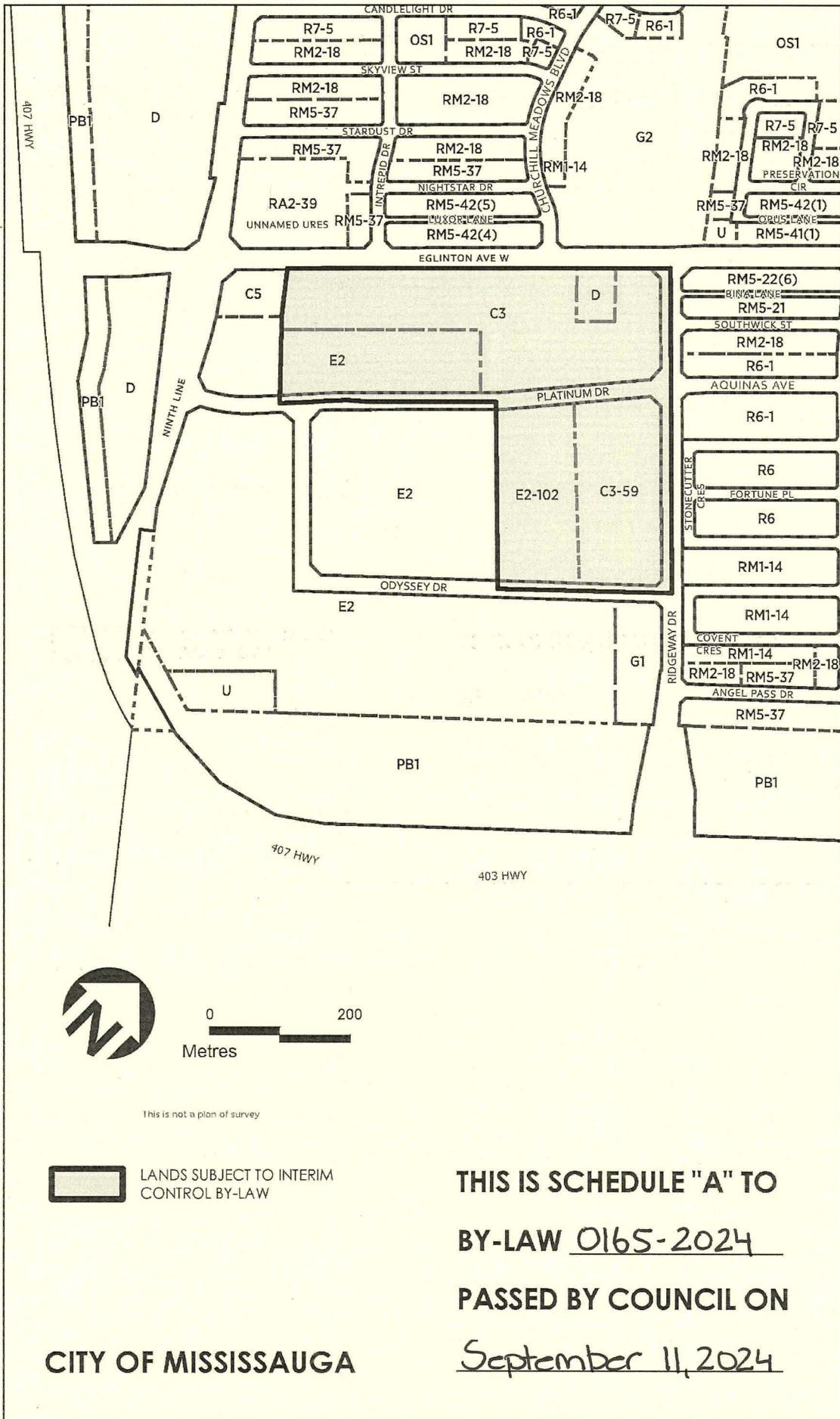
Approved by Legal Services <b>City Solicitor</b> City of Mississauga

Lia Magi
Date: September 10, 2024
File: LA.25-24.217

  
 \_\_\_\_\_  
 MAYOR

  
 \_\_\_\_\_  
 CLERK

Schedule "A"

7/4/2024



Path: I:\cadd\Projects\ReportMaps\247719 Erm Mills Centre - Interim Control



0 200 Metres

This is not a plan of survey

LANDS SUBJECT TO INTERIM CONTROL BY-LAW

THIS IS SCHEDULE "A" TO BY-LAW 0165-2024 PASSED BY COUNCIL ON September 11, 2024

CITY OF MISSISSAUGA



Date: September 11, 2024

Moved by: [Signature]

Seconded by: [Signature]

WHEREAS Section 38 of the Planning Act, R.S.O. 1990, c. P. 13, as amended, authorizes Council to pass an interim control by-law prohibiting the use of land, buildings or structures within a defined area of the municipality for a period of time not exceeding one year from the date of passage of the interim control by-law;

AND WHEREAS the City is concerned that there are several land use compatibility issues, including with respect to parking, associated with certain lands at the southwest corner of Ridgeway Drive and Eglinton Avenue West that require resolution;

AND WHEREAS the Council of the Corporation of the City of Mississauga directs that studies be undertaken by staff, or such external consultants, as needed, to examine land use policies, parking and zoning provisions for certain lands at the southwest corner of Ridgeway Drive and Eglinton Avenue West;

AND WHEREAS the Council of The Corporation of the City of Mississauga hereby directs by resolution that an interim control by-law be enacted for a period of one year for certain lands at the southwest corner of Ridgeway Drive and Eglinton Avenue West, as shown on Schedule "A" of this by-law, to allow for a study to be undertaken regarding the land use compatibility issues;

NOW THEREFORE be it resolved that the Council of The Corporation of the City of Mississauga ENACTS as follows:

1. An interim control by-law be placed on lands identified on Schedule "A" of this by-law, until a City-initiated study is complete.
2. It is hereby directed that a study be completed to:
  - a. Review land use permissions for the site, including potential residential;
  - b. Review the current applicable zoning by-law permissions;
  - c. Review applicable parking requirements and standards and identify any deficiencies; and
3. Notwithstanding any other by-law to the contrary, the following uses are prohibited on any of the lands shown in Schedule "A", except where such uses are legally existing on the date of the passing of the by-law:
  - 1) Restaurant establishment
  - 2) Banquet Hall/Conference Centre/Convention Centre
  - 3) Overnight and/or Short Term Accommodation
  - 4) Adult Entertainment Establishment and/or Video Store



MISSISSAUGA

RESOLUTION NO.: 0175-2024 Page 2 of 2Date: September 11, 2024Moved by: [Signature]Seconded by: [Signature]

- 5) Active Recreational Use
  - 6) Entertainment or Recreational Establishment
  - 7) Night Club
  - 8) Private Club
  - 9) Permanent or Seasonal Outdoor Patio
4. The enlargement or replacement of the uses listed in Paragraph 3 of this By-law, which were legally existing on the date of the passing of this By-law shall not be permitted.
  5. This By-law shall come into force and take effect immediately upon its passing by Council, and will expire one year from the date of its enactment and passage by Council.
  6. The City Clerk is hereby authorized and directed to proceed with the giving of notice of the passing of this By-law, in accordance with the *Planning Act, R.S.O. 1990, c.P. 13* as amended.

Recorded Vote	YES	NO	ABSENT	ABSTAIN
Mayor C. Parrish				
Councillor S. Dasko	✓			
Councillor A. Tedjo	✓			
Councillor C. Fonseca	✓			
Councillor J. Kovac	✓			
Councillor N. Hart	✓			
Councillor J. Horneck	✓			
Councillor D. Damerla	✓			
Councillor M. Mahoney	✓			
Councillor M. Reid	✓			
Councillor S. McFadden	✓			
Councillor B. Butt	✓			

Carried  
  
 Mayor

# City of Mississauga Corporate Report



Date: July 18, 2025 To: Mayor and Members of Council	Originator's files: CD.03-RID (Ward 8)
From: Andrew Whittemore, M.U.R.P., Commissioner of Planning & Building	Meeting date: July 30, 2025

## Subject

**Extension of Interim Control By-law 0165-2024 - CD.03-RID (Ward 8) - Ridgeway Drive and Eglinton Avenue West**

## Recommendation

That a by-law be enacted to amend the Interim Control By-law 0165-2024 to extend the period of time during which it will be in effect and provide that the By-law will expire on January 16, 2026, in a form as set out in Appendix 1 to the report titled "Extension of Interim Control By-law 0165-2024 - CD.03-RID (Ward 8)," dated July 18, 2025, from the Commissioner of Planning and Building.

## Background

On September 11, 2024, Council enacted Interim Control By-law (ICBL) 0165-2024 (Appendix 2) under Section 38 of the Planning Act, restricting specific land uses on the subject lands for a period of one year, expiring September 11, 2025. On the same date, Council approved a motion (Resolution 0175-2024) directing staff to evaluate inherent compatibility issues associated with this property, as well as assess any future development possibilities.

The subject lands are located south of Eglinton Avenue West, on the west side of Ridgeway Drive, in the Churchill Meadows Employment Character Area. The property, Ridgeway Plaza, operates as a condominiumized retail plaza and is comprised of both retail and employment uses.

The motion (Appendix 3) directs staff to review land use permissions, including the potential for residential uses, applicable zoning by-law permissions, and parking requirements and standards.

The City has retained the services of Paradigm Transportation Solutions Limited to assist in analyzing the parking demand for the site, zoning comparisons, Institute of Transportation Engineers (ITE) benchmarks, and identifying recommended improvements.

A final evaluation will include departmental consultation, examination of zoning benchmarks, and an analysis of recent development within the area.

## Comments

To thoroughly assess the parking study's technical findings, including peak parking demand and zoning implications, as well as formulate site-specific recommendations, an extension to the ICBL is proposed. Staff are proposing an extension of approximately four months with a revised date of January 16, 2026, rather than September 11, 2025.

The revised date will result in a recommendation being brought forward for Council's consideration before the two-year statutory limit, as identified within the Planning Act.

## Financial Impact

There are no financial impacts resulting from the Recommendations in this report.

## Conclusion

The study directed by Council through Resolution 0175-2024 is progressing, but additional time is required to review the recently received Parking Study and finalize planning recommendations.

Staff recommend extending Interim Control By-law 0165-2024 to January 16, 2026, as permitted under section 38(2) of the Planning Act, to ensure the study provides comprehensive solutions and allows for effective public consultation.

## Attachments

Appendix 1: Proposed Amended Interim Control By-law

Appendix 2: Interim Control By-law 0165-2024

Appendix 3: Council Resolution 0175-2024



---

Andrew Whitemore, M.U.R.P., Commissioner of Planning & Building

Prepared by: Trista James, Zoning Initiatives Planner

**Date:** July 30, 2025

**Moved by:** Dipika Damerla

**Seconded by:** Joe Horneck

That a by-law be enacted to amend the Interim Control By-law 0165-2024 to extend the period of time during which it will be in effect and provide that the By-law will expire on January 16, 2026, in a form as set out in Appendix 1 to the report titled "Extension of Interim Control By-law 0165-2024 - CD.03-RID (Ward 8)," dated July 18, 2025, from the Commissioner of Planning and Building.

Recorded Vote	YES	NO	ABSENT	ABSTAIN
Mayor C. Parrish				
Councillor S. Dasko	✓			
Councillor A. Tedjo	✓			
Councillor C. Fonseca	✓			
Councillor J. Kovac	✓			
Councillor N. Hart	✓			
Councillor J. Horneck	✓			
Councillor D. Damerla	✓			
Councillor M. Mahoney	✓			
Councillor M. Reid	✓			
Councillor S. McFadden	✓			
Councillor B. Butt	✓			

Carried  
  
\_\_\_\_\_  
Mayor



**paradigm**  
TRANSPORTATION SOLUTIONS LIMITED

# City of Mississauga Ridgeway Plaza Parking Study

Paradigm Transportation Solutions Limited

2025-11  
250258



# Project Summary



## Project Number:

250258

## City of Mississauga Ridgeway Plaza – Parking Study

## Date and Version:

2025-11

3.0.0

## Client:

### City of Mississauga

300 City Centre Drive  
Mississauga, ON L5B 3C1

Bashar Al-Hussaini

Planner

Planning Programs

## Consultant Project Team

Joshua de Boer, Senior Project  
Manager, Associate

Prateek Jain, Transportation Consultant

<< Original Signed By >>

Joshua de Boer, P.Eng.

## Paradigm Transportation Solutions Limited

5A-150 Pinebush Road  
Cambridge ON N1R 8J8

p: 519.896.3163

905.381.2229

416.479.9684

[www.ptsl.com](http://www.ptsl.com)

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# Executive Summary

## Content

The City of Mississauga (the City) retained Paradigm Transportation Solutions Limited (Paradigm) to prepare this Parking Study. The study area constitutes the lands bounded by Eglinton Avenue West, Ninth Line, Highway 403, and Ridgeway Drive, colloquially referred to as Ridgeway Plaza.

The scope of this report has been developed in consultation with the City of Mississauga (the City) and includes:

- ▶ A detailed assessment of vehicle parking demand and supply based on observed on-site occupancy, relevant data and City of Mississauga materials;
- ▶ A high-level set of recommendations of potential traffic calming measures within the study area; and
- ▶ A high-level set of recommendations of pedestrian connections within the study area.

## Project Concept

Ridgeway Plaza is located within the City of Mississauga, directly northeast of Highways 403 and 407. The plaza has realized substantial development in recent years and emerged as a popular food and retail destination in the Greater Toronto Area (GTA). The site has generated a high number of vehicle trips in an area that was previously vacant land. The City is seeking to review vehicle parking demand at the plaza to better understand impacts and potential improvements. The City is also seeking to evaluate strategies to implement traffic calming and improve pedestrian connectivity within the plaza.

The study area is broadly divided into the following four distinct sections:

- ▶ **Platinum Plaza** includes lands bounded by Eglinton Avenue West, Ninth Line, Platinum Drive and Ridgeway Drive.
- ▶ **Odyssey Plaza** includes lands bounded by Odyssey Drive, Platinum Drive and Ridgeway Drive.
- ▶ **Zone D** includes lands bounded by Eglinton Avenue West and Platinum Plaza. The site is located at 3650 Eglinton Avenue West and is currently occupied by a residential dwelling. The site is planned to be redeveloped into a two-storey commercial building, with access provided via the existing Platinum Plaza



parking lot on the south side of the property. Nine existing parking spaces are planned to be removed to accommodate site access.

- ▶ **Zone E2** includes lands bounded by Platinum Drive and Platinum Plaza. The site is located at 3575 and 3595 Platinum Drive and is currently vacant. The site is planned to be redeveloped into two multi-unit commercial/office buildings, with access planned via Platinum Drive on the south side of the site.

For reference, Platinum Plaza is also referred to as Erin Mills Centre, and Odyssey Plaza is also referred to as Platinum Centre. These updated designations were introduced after the commencement of this study. For consistency and ease of reference, the original designations of Platinum Plaza and Odyssey Plaza have been used throughout this report.

Paradigm reviewed the parking impacts for the site, assessing the adequacy of the existing parking supply relative to demand. In addition to this, traffic calming and pedestrian connections were also reviewed at a high level to provide options for upgrades to the site in these respects.

## Conclusions

Based on the investigations carried out, it is concluded that:

### Parking Demand

- ▶ **Existing Parking Supply:** Platinum Plaza and Odyssey Plaza have a total vehicle parking supply of 901 spaces and 749 spaces, respectively. This assumes that the capacity for Platinum Plaza will be reduced by nine spaces to accommodate site access for Zone D.
- ▶ **Existing Parking Demand:** Based on the parking occupancy data collected for the site over two surveys, peak parking demand is observed to be 893 parking spaces at Platinum Plaza and 747 parking spaces at Odyssey Plaza. The observed parking demand indicates an operational surplus of eight spaces and two spaces at Platinum Plaza and Odyssey Plaza, respectively. Effectively, this indicates that parking demand at the site reaches capacity during peak hours. Any new parking demand generated by new development or a change in land use on the site cannot be accommodated through the existing supply during the time periods when the site is at capacity.
- ▶ **Existing Sub-Area Parking Demand:** Parking Survey 2 indicates that most sections of Platinum Plaza and Odyssey



Plaza operate near or at capacity, particularly on weekends. High-demand areas near site accesses frequently exceed 95% occupancy, likely causing spillover effects into nearby parking areas within the site.

- ▶ **ITE Parking Rates:** The *ITE Parking Generation Manual (6<sup>th</sup> Edition)* forecasts a total parking demand of 1,569 spaces for Platinum Plaza and 1,531 spaces for Odyssey Plaza, indicating a theoretical parking deficit of 668 spaces at Platinum Plaza and 782 spaces at Odyssey Plaza.
- ▶ **Restaurant Gross Floor Area (GFA) Cap:** A limit on restaurant and restaurant-like land uses within Platinum Plaza and Odyssey Plaza would reduce parking demand during peak hours. Furthermore, limiting these land uses for undeveloped portions of the site would also help to reduce any capacity constraints caused by parking demand generated by new development.
- ▶ **Zoning By-law Requirements:** Vehicle parking supply is theoretically deficient in comparison to City of Mississauga *Zoning By-law 0225-2007* requirements. A total of 930 parking spaces are required for Platinum Plaza and 1,231 parking spaces for Odyssey Plaza, indicating a deficit of 29 spaces and 482 spaces, respectively.

### Traffic Calming

- ▶ Strategies to calm traffic that can be considered for public (off-site) roads include:
  - Enforcing traffic operations with traffic wardens at site accesses.
  - Enforcing vehicle parking through applicable enforcement personnel on public roads.
  - Designating and designing for on-street parking along Platinum Drive and Odyssey Drive.
- ▶ Strategies to calm traffic that can be considered for private (on-site) areas include:
  - Enforcing traffic operations with traffic wardens within the site.
  - Enforcing vehicle parking within the site through private enforcement personnel.
  - Designating pick-up and drop-off (PUDO) zones to provide space for vehicles to stop on a short-term basis.



- Upgrading parking signage and pavement markings to provide site users a clear understanding of traffic conditions.
- Implementing shared parking facilities for different types of users that are on site at different times of day to use existing parking space more efficiently.
- Installing parking capacity signage to inform motorists of lot capacity and occupancy.

### **Pedestrian Connections Review**

- ▶ Strategies to promote pedestrian connectivity that can be considered for public (off-site) roads include:
  - Installing sidewalks or multi-use paths (MUPs) for improved active transportation access and mobility.
  - Installing and enhancing pedestrian crossings to better connect the site.
- ▶ Strategies to promote pedestrian connectivity that can be considered for private (on-site) areas include:
  - Increasing lighting along pedestrian pathways to improve safety at night and dark conditions.
  - Providing dedicated bicycle parking facilities within the site.
  - Improving and updating the pedestrian facilities, such as sidewalks and crossings, on site to enhance pedestrian connections.

## **Recommendations**

The following items are recommended based on the study results:

- ▶ Parking demand be reduced through the limitation of GFA on site, most notably for land uses such as restaurants, that generate high vehicle demand during peak periods.
- ▶ Traffic calming measures and pedestrian connection strategies be considered to reduce vehicle parking demand and improve road safety, traffic flow, and pedestrian mobility and access.



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# 1 Introduction

## 1.1 Overview

The City of Mississauga (the City) retained Paradigm Transportation Solutions Limited (Paradigm) to prepare this Parking Study for the lands colloquially referred to as Ridgeway Plaza. Ridgeway Plaza is located within the City of Mississauga, along its southwest boundary. The study area generally constitutes the lands bounded by Eglinton Avenue West, Ninth Line, Highway 403 and Ridgeway Drive. These lands are zoned for employment and commercial development through E2 and C3 designations, respectively.

**Figure 1.1** illustrates the location of the subject site.

On 11 September 2024, City Council enacted Interim Control By-law (ICBL) 0165-2024 to temporarily restrict certain land uses and allow the City to review parking supply, land-use compatibility, and site operations within the area. The ICBL was initiated primarily in response to parking congestion, operational conflicts, and instances of illegal parking activity within the plaza. Through Council Resolution 0175-2024, City staff were directed to assess zoning permissions, parking standards, and long-term land use potential. This Parking Study supports the review.

## 1.2 Purpose and Scope

The City is seeking to determine the parking demand for Ridgeway Plaza. Once established they are then seeking to determine any actions that could be pursued to ensure vehicle parking demand does not exceed site capacity. Notably, with the City recognizing restaurant land use as a high driver of vehicle parking demand during peak hours, they are seeking to understand methods to better manage this demand. The City is also seeking to understand traffic calming measures and pedestrian connection strategies that may support safer and more efficient travel for the plaza.

This study has been completed in accordance with the City of Mississauga *Zoning By-law*, the ITE *Parking Generation Manual (6<sup>th</sup> Edition)*, Transportation of Canada (TAC) *Canadian Guide to Traffic Calming*, *Ontario Traffic Manual Book 18 – Cycling Facilities*, the City of Mississauga *Terms of Reference - Parking Utilization Studies for*



*Site Specific Applications*, and direction provided by City staff during pre-study consultation.<sup>1,2,3,4</sup>

Two parking surveys, Parking Survey 1 and Parking Survey 2, were conducted to estimate parking demand for the site. Parking Survey 1 was conducted internally by Paradigm staff, while Parking Survey 2 was conducted by an external contractor after Parking Survey 1. Parking Survey 2 breaks down parking demand per sub-area of the site, which are also referred to herein as sections. The parking surveys were limited to on-site parking areas within the plaza. Vehicles parked along public roads, including Platinum Drive and Odyssey Drive, were not included in the parking surveys.

The roads and driveways within the site are privately owned and operated by the property owner and its tenants (on-site roads). In contrast, Platinum Drive and Odyssey Drive are public roads (off-site roads) that connect to Platinum Plaza and Odyssey Plaza.

The parking occupancy rates have been analyzed based on discussions with City staff to reflect the unique and nuanced characteristics at the site. The study is being conducted for the City and is not related to a specific development application.

---

<sup>1</sup> Institute of Transportation Engineers (ITE), *Parking Generation Manual – 6<sup>th</sup> Edition*, 2023.

<sup>2</sup> Transportation of Canada (TAC), *Canadian Guide to Traffic Calming – 2<sup>nd</sup> Edition*, 2018.

<sup>3</sup> Ministry of Transportation of Ontario (MTO), *Ontario Traffic Manual Book 18 – Cycling Facilities*, 2021.

<sup>4</sup> City of Mississauga, *Terms of Reference – Parking Utilization Studies for Site Specific Applications*, 2021.





## Study Area

## 2 Current Conditions

### 2.1 Roads

The main roads in the study area comprise Eglinton Avenue West, Ninth Line, Highway 403, Ridgeway Drive, Platinum Drive and Odyssey Drive.

- ▶ **Eglinton Avenue West** is an east-west arterial road.<sup>5</sup> East of Ninth Line, the road contains four lanes with two travel lanes per direction. West of Ninth Line, Eglinton Avenue West becomes a two-lane road with one travel lane per direction. The posted speed limit is 50 km/h east of Ninth Line and increases to 60 km/h west of Ninth Line within the study area. Sidewalks are provided only on the north side of the road, east of Ninth Line. The south side of the road features a narrow concrete strip of pavement that is not suitable for pedestrian use or cyclist use. The road is under City of Mississauga jurisdiction.
- ▶ **Ninth Line** is a north-south, two-lane collector road with one travel lane per direction.<sup>5</sup> North of Eglinton Avenue West, the road features two northbound travel lanes. The posted speed limit is 60 km/h within the study area. Sidewalks are provided only on the east side of the road, north of Eglinton Avenue West. The road is under City of Mississauga jurisdiction.
- ▶ **Ridgeway Drive** is a north-south, four-lane collector road with two travel lanes per direction.<sup>5</sup> The posted speed limit is 60 km/h within the study area. Sidewalks are provided on both sides of the road. There are dedicated cycling lanes on both sides of the road, extending the entire length of the road within the study area. The road is under City of Mississauga jurisdiction.
- ▶ **Platinum Drive** is an east-west, two-lane local road with one travel lane per direction.<sup>5</sup> The assumed speed limit is 50 km/h within the study area. Sidewalks are provided on both sides of the road. The road is under City of Mississauga jurisdiction.
- ▶ **Odyssey Drive** is predominantly an east-west, two-lane local road with one travel lane per direction.<sup>5</sup> To the west, the road curves northward and connects with Platinum Drive. The assumed speed limit is 50 km/h within the study area.

<sup>5</sup> Regional Municipality of Peel, *Streets Data*, 2025. Available at: <https://data.peelregion.ca/datasets/RegionofPeel::streets/explore?location=43.533772%2C-79.733450%2C15.75>



Sidewalks are provided only on the north side of the road. The road is under City of Mississauga jurisdiction.

## 2.2 Transit Network

MiWay Transit operates one bus route within the study area. Route 35 operates along Eglinton Avenue West.<sup>6</sup> The nearest transit stop is at the intersection of Eglinton Avenue West and Intrepid Drive, approximately 200 metres west of the subject area. Additionally, two other bus stops are located at the intersections of Eglinton Avenue West with Churchill Meadows Boulevard and Ridgeway Drive, respectively. All these stops are along Eglinton Avenue West and serve Route 35.

**Table 2.1** summarizes the current schedules for MiWay Transit Route 35.

**Figure 2.1** illustrates the existing transit service provided by MiWay Transit within the study area.

**TABLE 2.1: EXISTING TRANSIT SERVICES**

Route	Day(s) of Week	Service Hours	Approximate Headways
MiWay Transit (Route 35)	Monday to Friday	3:55 AM to 2:07 AM	15-30 minutes
	Saturday	5:11 AM to 1:33 AM	20-40 minutes
	Sunday	6:22 AM to 11:19 PM	20-30 minutes

<sup>6</sup> City of Mississauga, *MiWay Transit – System Maps*, 2025. Available at: [https://www.mississauga.ca/wp-content/uploads/sites/6/2024/11/20102713/MT-SystemMap\\_Dec23\\_2024\\_Weekday\\_Web.pdf](https://www.mississauga.ca/wp-content/uploads/sites/6/2024/11/20102713/MT-SystemMap_Dec23_2024_Weekday_Web.pdf).





### MiWay Transit Service (Within Study Area)

Figure 2.1

## 2.3 Active Transportation

### 2.3.1 Walking

All study roads have sidewalks on at least one side of the road. The signalized intersections of Ninth Line and Eglinton Avenue West as well as Ridgeway Drive and Eglinton Avenue West provide delineated crosswalk pavement markings and pedestrian signal heads at all crossings. There are curb depressions and tactile plates at the pedestrian crossings to allow for accessibility for individuals with mobility challenges. Pedestrian push buttons are provided for all crosswalks to actuate the pedestrian phase. The unsignalized intersections along Platinum Drive and Odyssey Drive also have crosswalks, curb depressions and tactile plates, where appropriate.

### 2.3.2 Cycling

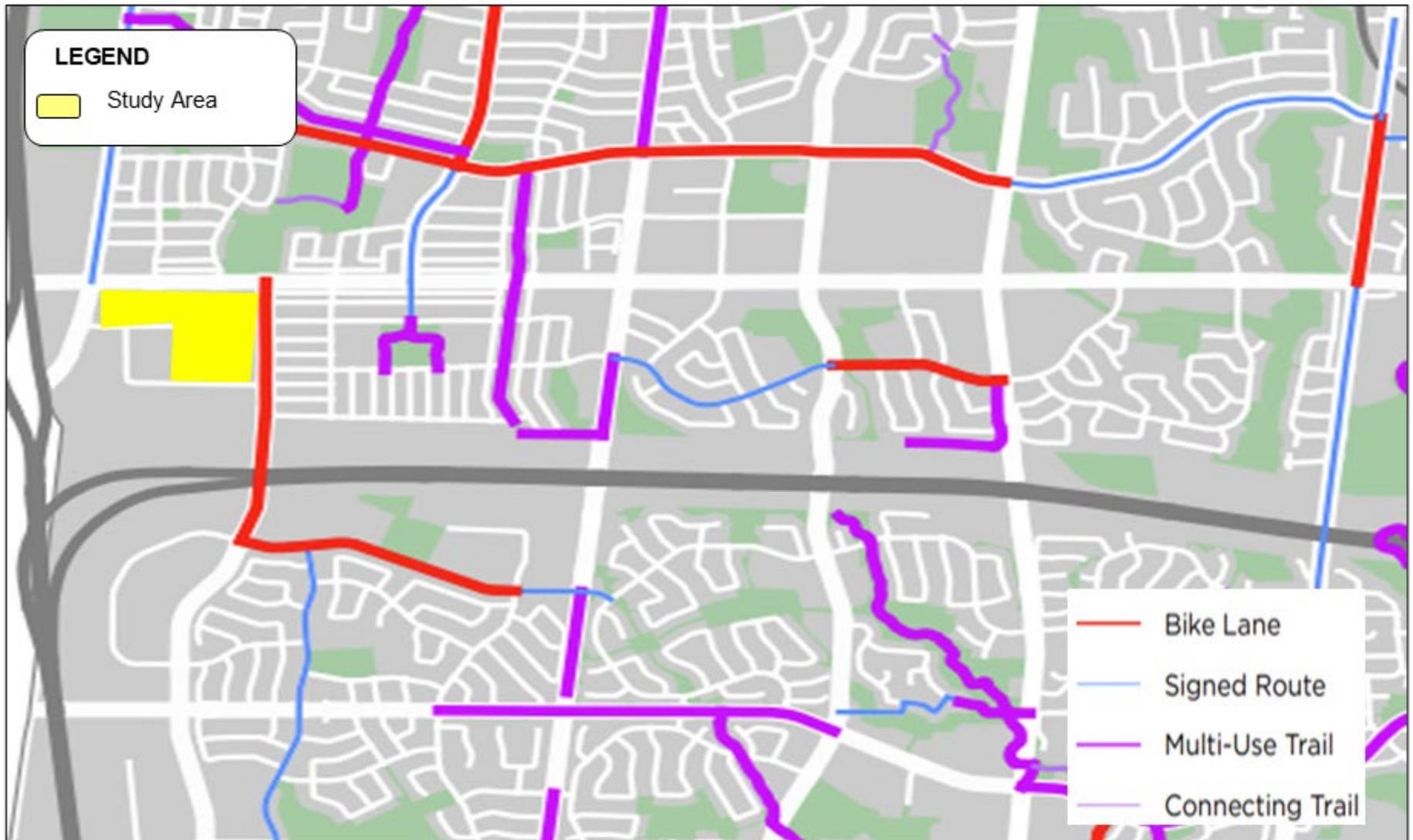
The City of Mississauga *Cycling Master Plan* identifies 1.2 km-long cycling lanes on Ridgeway Drive between Eglinton Avenue West and Unity Drive/Sladeview Crescent.<sup>7</sup> Dedicated cycling lanes are currently provided on both sides of Ridgeway Drive within the study area. There are no dedicated cycling facilities on the other study area roads, meaning that cyclists and other road users are required to share available road space.

**Figure 2.2** illustrates the existing cycling network, as illustrated in the City of Mississauga *Cycling Master Plan*.

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<sup>7</sup> City of Mississauga, *Cycling Master Plan (Appendix I) Table I-4: Recommended Secondary On-Street Cycling Routes—Upgrades to Existing Routes*, 2018.





**Existing Cycling Network  
(Within Study Area)**

## 3 Site Concept

### 3.1 Site Description

Ridgeway Plaza is located in the City of Mississauga, along the southwest boundary of the City. The study area is predominantly occupied by a retail and commercial plaza anchored by a variety of restaurants, retail stores and service establishments. The study area can be broadly divided into the following two distinct sections:

- ▶ **Platinum Plaza** includes lands bounded by Eglinton Avenue West, Ninth Line, Platinum Drive and Ridgeway Drive. These lands are zoned for employment and commercial development through E2 (Employment) and C3 (General Commercial) designations, respectively. Additionally, there is an existing development represented by the D (Development) designation. Platinum Plaza mainly comprises restaurants, retail stores and service establishments covering a total Gross Floor Area (GFA) of approximately 18,748 m<sup>2</sup>. The E2 zone is currently under development, with plans for a hotel and self-storage facility. Based on the guidance from the City, it is assumed that the E2 zone will be self-sufficient in terms of parking.
- ▶ **Odyssey Plaza** includes lands bounded by Odyssey Drive, Platinum Drive and Ridgeway Drive. These lands are zoned for employment and commercial development through E2 and C3 designations, respectively. However, zoning exceptions are applied through C3-59 and E2-102 designations, allowing for additional permitted use as a public school. Any potential plans for a public school did not materialize, and Odyssey Plaza now primarily comprises restaurants, retail stores and service establishments covering a total GFA of approximately 22,277 m<sup>2</sup>.
- ▶ **Zone D** includes lands bounded by Eglinton Avenue West and Platinum Plaza. The site is located at 3650 Eglinton Avenue West and is currently occupied by a house. These lands are designated as Zone D (Existing Use). The site is planned to be redeveloped into a two-storey commercial building, with access provided via the existing Platinum Plaza parking lot on the south side of the property. Nine existing parking spaces are planned to be removed to accommodate site access.
- ▶ **Zone E2** includes lands bounded by Platinum Drive and Platinum Plaza. These lands are zoned for employment through E2 designation. The site is located at 3575 and 3595 Platinum Drive and is currently vacant. The site is planned to be redeveloped into two multi-unit commercial/office buildings,



with access planned via Platinum Drive on the south side of the site.

For reference, Platinum Plaza is also referred to as Erin Mills Centre, and Odyssey Plaza is also referred to as Platinum Centre. These updated designations were introduced after the commencement of this study. For consistency and ease of reference, the original designations of Platinum Plaza and Odyssey Plaza have been used throughout this report.

Platinum Plaza is accessible through six private driveway connections, two along Platinum Drive, three along Eglinton Avenue West, and one at Ridgeway Drive. Odyssey Plaza has five private driveway connections, two along Platinum Drive, two along Odyssey Drive, and one at Ridgeway Drive. No changes to the existing accesses are proposed.

A total of 901 and 749 parking spaces are currently available at Platinum Plaza and Odyssey Plaza, respectively. This total assumes that the capacity for Platinum Plaza will be reduced by nine spaces to accommodate site access for Zone D (see **Appendix D**). The parking spaces were counted on site and may differ slightly from the numbers shown on site plans. Actual on-site parking survey counts have been used for all analyses presented in this study to reflect existing conditions accurately.

## 3.2 Site Observations

To determine an appropriate parking supply for the study area, two site visits were conducted in conjunction with Parking Survey 1. The number of parked vehicles was counted during the following dates and times, which coincide with peak parking demand for the study area:

- ▶ Thursday, 28 November 2024, 6:00 PM to 11:00 PM; and
- ▶ Saturday, 30 November 2024, 4:00 PM to 12:00 AM.

These dates and times were directed by City of Mississauga staff.

The weather during the survey period was a mix of sun and clouds on both days. Intermittent light drizzling was observed on Saturday, 30 November 2024 at approximately 4:30 PM. As the day progressed, the conditions became darker somewhat impacting visibility. The survey timeframe was coordinated with City staff to ensure it captured both peak weekday and weekend periods, aligning with the site's peak operational hours. This approach was taken to accurately assess parking demand under typical conditions.



There were instances of right-in/right-out (RI/RO) violations, particularly as the evening progressed. Crowding of pedestrians and vehicles was observed on both days, especially outside of some of the restaurants. Parking spaces closest to popular restaurants were near or at capacity, with vehicles circling the drive aisles searching for vacant parking stalls, while parking areas near offices had less demand and activity. Additionally, some areas of the parking lots were poorly lit, making these areas less appealing to park, especially as darkness set in later in the day and into the evening.

The overall parking demand appeared to fluctuate based on proximity to high-demand locations, with the most popular areas reaching capacity earlier in the day. Restaurants were observed to be a primary factor contributing to parking demand.

**Figure 3.1** illustrates the study area divided into Platinum Plaza and Odyssey Plaza, along with their respective access points.

**Figure 3.2** depicts the zoning designations for Platinum Plaza and Odyssey Plaza, respectively, within the study area.

### 3.3.1 Restaurant Parking Impacts

City staff requested that the study consider the impacts of restaurants on parking demand within the study area. Restaurants typically generate greater parking demand per GFA compared to other land uses due to high customer turnover, especially during peak hours.

During the site visits conducted in conjunction with the parking surveys, several patterns were observed:

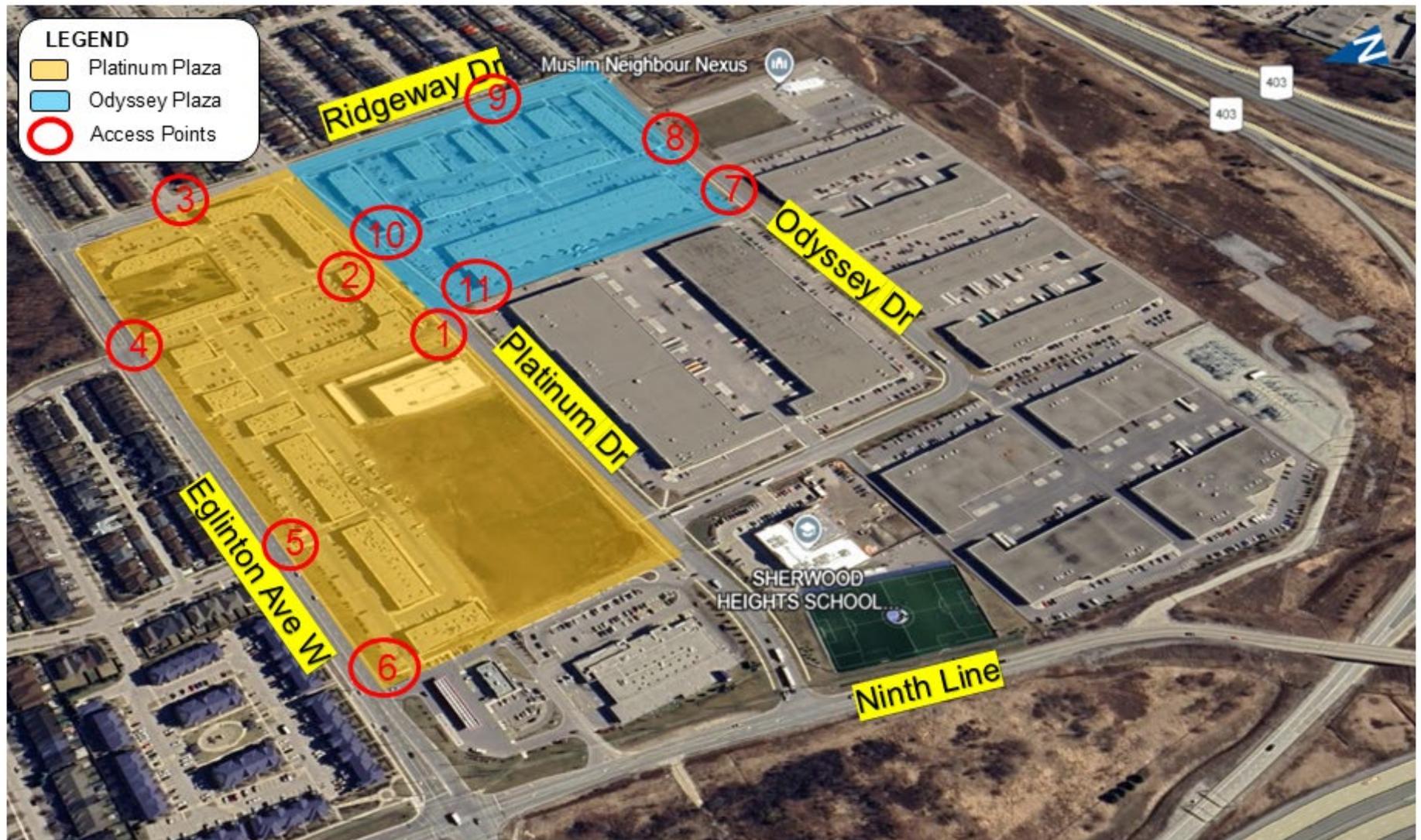
- ▶ Parking spaces immediately adjacent to site accesses and restaurants consistently had greater demand than other areas;
- ▶ Vehicles were often observed circulating to find available spaces near restaurants;
- ▶ Delivery vehicles, pick-up orders, and customer drop-offs generated demand for short-term vehicle parking; and
- ▶ Some retail establishments within the study area were also observed to be selling food items, adding restaurant-like demand for retail-designated land uses.

Based on typical standards used for estimating parking demand, including the City of Mississauga *Zoning By-law* and the *ITE Parking Generation Manual (6<sup>th</sup> Edition)*, restaurants generally have greater parking demand than other land uses such as retail and office. Site observations align with this data, implying that restaurants exert a

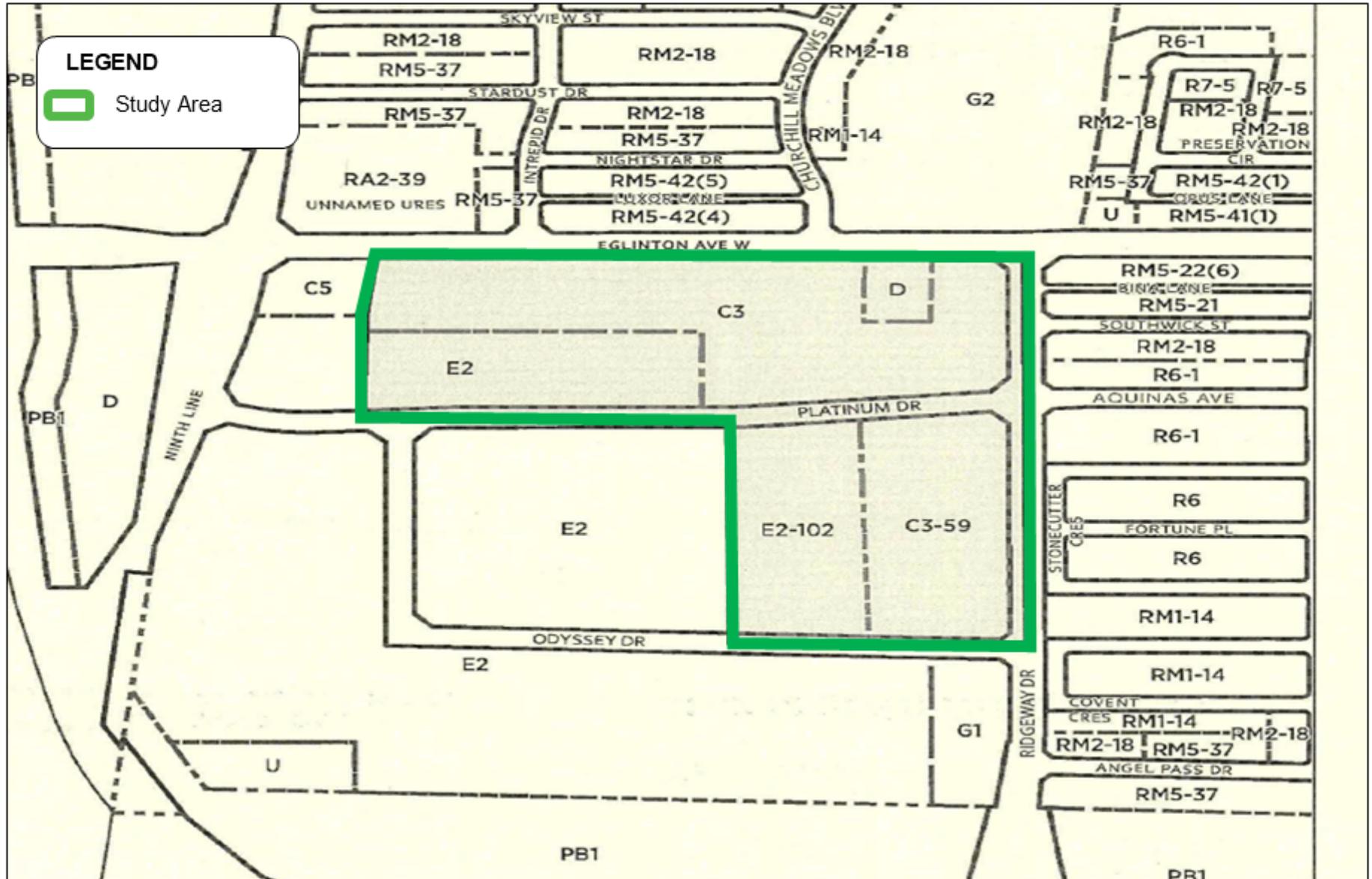


disproportionately greater parking demand per GFA for sites that have multiple land uses.





## Access Points Platinum Plaza and Odyssey Plaza



## Zoning Designations Platinum Plaza and Odyssey Plaza

## 4 Parking Demand

### 4.1 Observed Parking Rates

To ensure a thorough understanding of parking impacts, two parking surveys were conducted, aptly named Parking Survey 1 and Parking Survey 2.

To capture variations in parking patterns, both weekday and weekend data was collected. Parking data was collected at 15-minute intervals, offering a higher level of detail compared to the 30-minute intervals found in some guidelines. This was to ensure that the analysis reflects peak demand conditions associated with the site's multiple land uses, providing detailed insight on parking conditions across varying conditions.

Parking Survey 2 also establishes parking occupancy rates for areas within the site. These sub-areas, also referred to as sections, are 20 separate parcels of land, that together, comprise the entirety of the subject site.

The parking surveys reference the 2021 City of Mississauga *Terms of Reference - Parking Utilization Studies for Site Specific Applications*, to the extent reasonably practicable.<sup>4</sup> Some methods of the City of Mississauga *Terms of Reference - Parking Utilization Studies for Site Specific Applications* were not pursued as this study is not related to a specific site development application.

#### 4.1.1 Parking Survey 1

For Parking Survey 1, the number of parked vehicles was counted during the following dates and times, which coincide with peak parking demand for the study area:

- ▶ Thursday, 28 November 2024, 6:00 PM to 11:00 PM; and
- ▶ Saturday, 30 November 2024, 4:00 PM to 12:00 AM.

#### Analysis Results

Key results are summarized below:

- ▶ The peak parking demand at Platinum Plaza was 610 spaces during the weekday period and 550 spaces during the weekend period. At Odyssey Plaza, the peak demand was 349 spaces during the weekday period and 407 spaces during the weekend period.



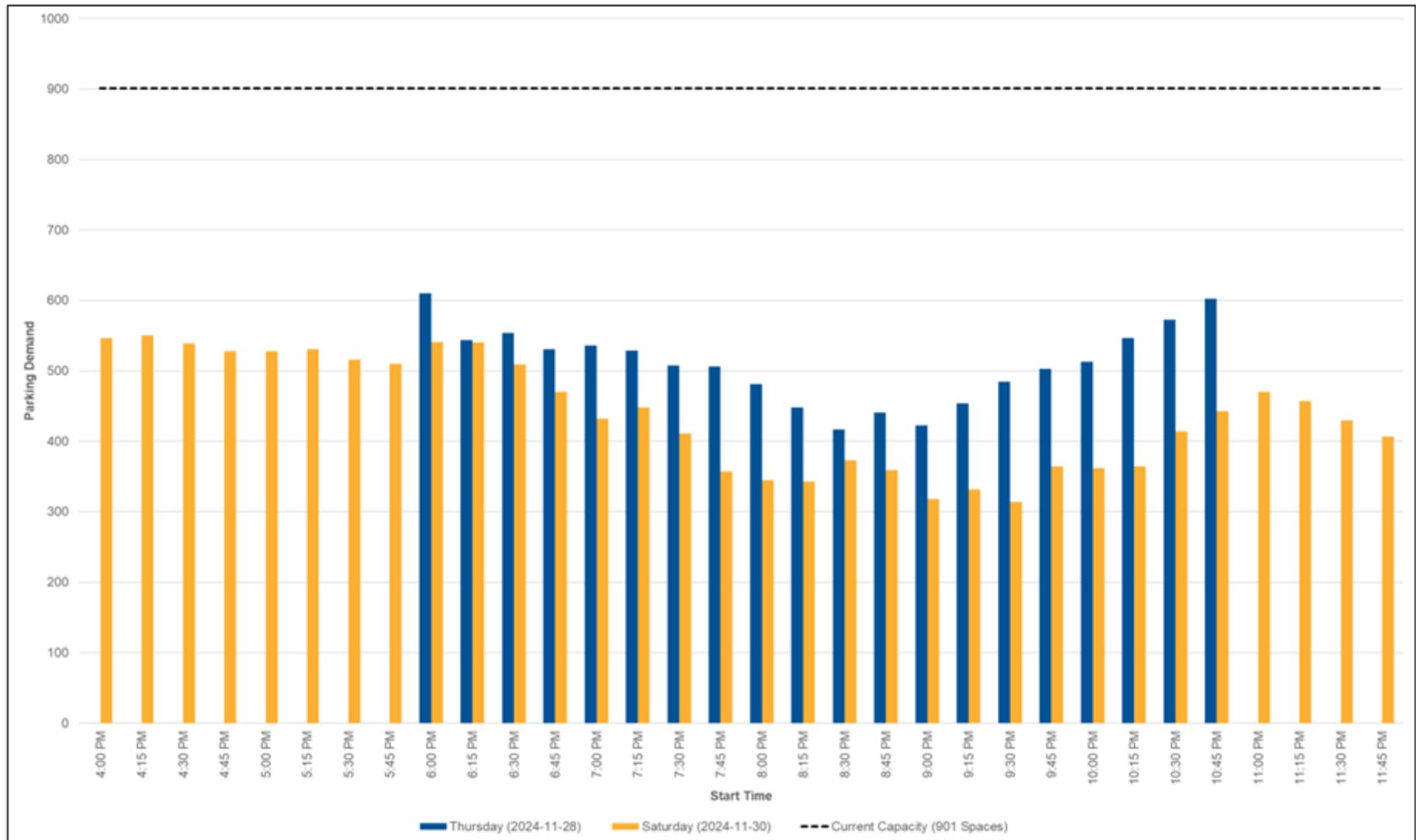
- ▶ Considering the highest peak demand across both the weekday and weekend analysis periods (610 spaces for Platinum Plaza and 407 spaces for Odyssey Plaza), the observed parking rates are 3.25 spaces per 100 m<sup>2</sup> of GFA for Platinum Plaza and 1.83 spaces per 100 m<sup>2</sup> GFA for Odyssey Plaza.
- ▶ The average parking demand at Platinum Plaza was 510 spaces during the weekday and 439 spaces during the weekend. At Odyssey Plaza, the average demand was 195 spaces during weekday and 279 spaces during weekend.
- ▶ The 95<sup>th</sup> percentile parking demand at Platinum Plaza was 602 spaces during the weekday and 544 spaces during the weekend. At Odyssey Plaza, the 95<sup>th</sup> percentile demand was 342 spaces during the weekday and 389 spaces during the weekend.
- ▶ With the current parking supply of 901 parking spaces at Platinum Drive, there is an observed operational surplus of 291 parking spaces based on the peak parking demand of 610 spaces. At Odyssey Plaza, the current parking supply is 749 parking spaces. Based on this capacity, there is an observed operational surplus of 342 parking spaces based on the peak parking demand of 407 spaces.
- ▶ Results indicate that peak hours may be beyond the times considered for data collection. This is indicated by high demand occurring at the start and/or end of the collection periods, and demand decreasing at the beginning and/or increasing at the end of the collection period. This is especially notably for the weekday data, where peak demand is observed at the start and end of the collection period, with decreases in demand from the starting time and increases in demand approaching the end time. Additional survey data could confirm peak demand and times.

The observed parking demand indicates that the current parking supply is sufficient to accommodate demand at both Platinum Plaza and Odyssey Plaza.

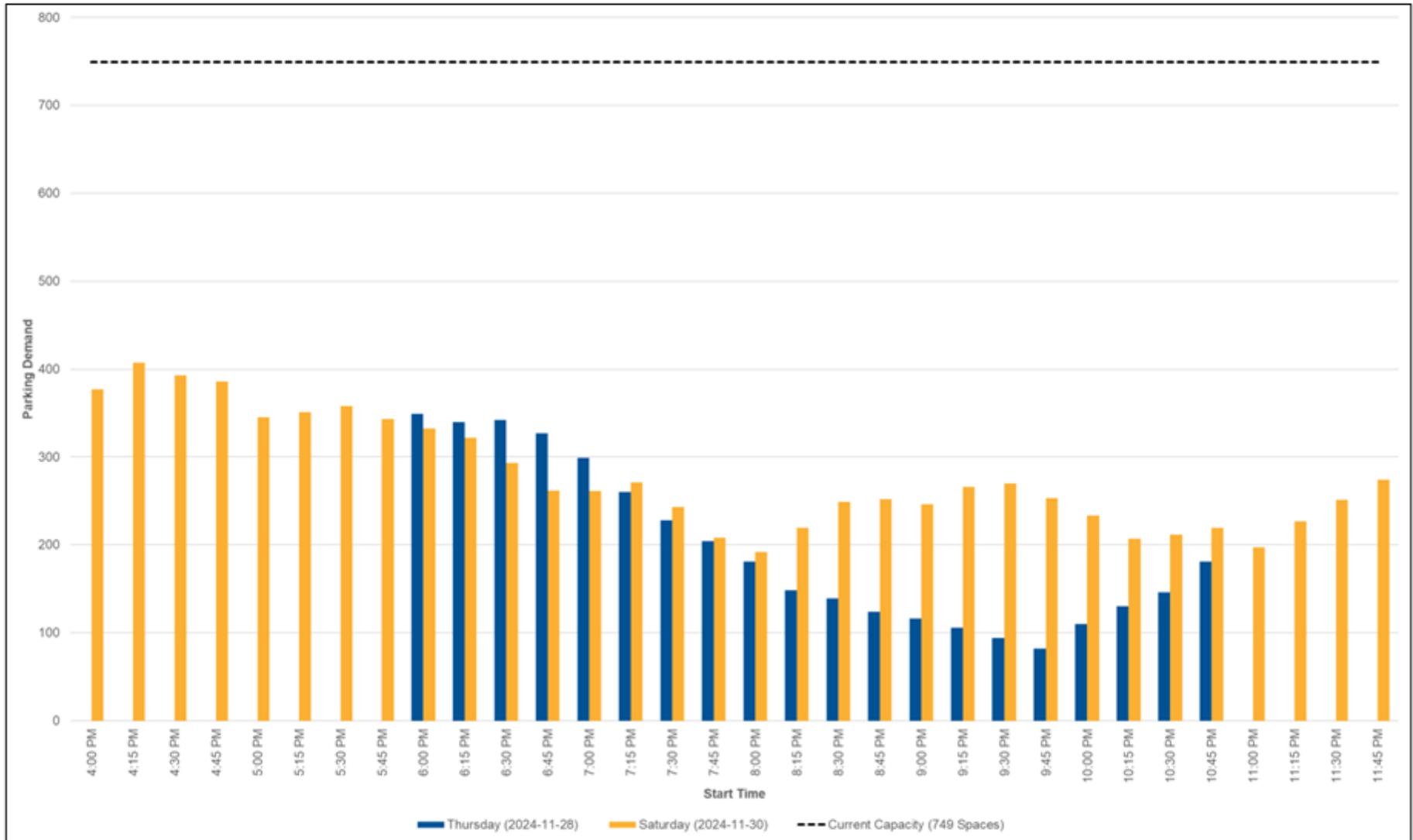
The observed parking demand for Platinum Plaza and Odyssey Plaza are illustrated in **Figure 4.1** and **Figure 4.2**, respectively.

**Appendix A** contains the data for Parking Survey 1, indicating the parking demand at every 15-minute intervals for both Platinum Plaza and Odyssey Plaza.





## Survey 1 - Observed Parking Demand Platinum Plaza



## Survey 1 - Observed Parking Demand Odyssey Plaza

### 4.1.2 Parking Survey 2

For Parking Survey 2, the number of parked vehicles was counted during the following dates and times, which were expanded from Parking Survey 1 to better coincide with peak parking demand for the study area:

- ▶ Thursday, 1 May 2025, 3:00 PM to 3:00 AM; and
- ▶ Saturday, 3 May 2025, 3:00 PM to 3:00 AM.

### Analysis Results

Key results are summarized below:

- ▶ The peak parking demand at Platinum Plaza was 537 spaces during the weekday period and 893 spaces during the weekend period. At Odyssey Plaza, the peak demand was 605 spaces during the weekday period and 747 spaces during the weekend period.
- ▶ Using the highest peak demand across both weekday and weekend analysis periods (893 spaces for Platinum Plaza and 747 spaces for Odyssey Plaza), the observed parking rates are 4.76 spaces per 100 m<sup>2</sup> of GFA for Platinum Plaza and 3.35 spaces per 100 m<sup>2</sup> GFA for Odyssey Plaza.
- ▶ The average parking demand at Platinum Plaza was 357 spaces during the weekday and 668 spaces during the weekend. At Odyssey Plaza, the average demand was 349 spaces during the weekday and 539 spaces during the weekend.
- ▶ The 95<sup>th</sup> percentile parking demand at Platinum Plaza was 513 spaces during the weekday and 889 spaces during the weekend. At Odyssey Plaza, the 95<sup>th</sup> percentile demand was 590 spaces during the weekday and 743 spaces during the weekend.
- ▶ With the parking supply of 901 parking spaces at Platinum Plaza, there is an observed operational surplus of eight parking spaces based on the peak parking demand of 893 spaces. At Odyssey Plaza, the current parking supply is 749 parking spaces. Based on this capacity, there is an observed operational surplus of two parking spaces based on the peak parking demand of 747 spaces. Effectively, results indicate that parking demand for both Platinum and Odyssey Plaza meet capacity during the weekend peak period. During this period, additional parking demand cannot be accommodated, whether



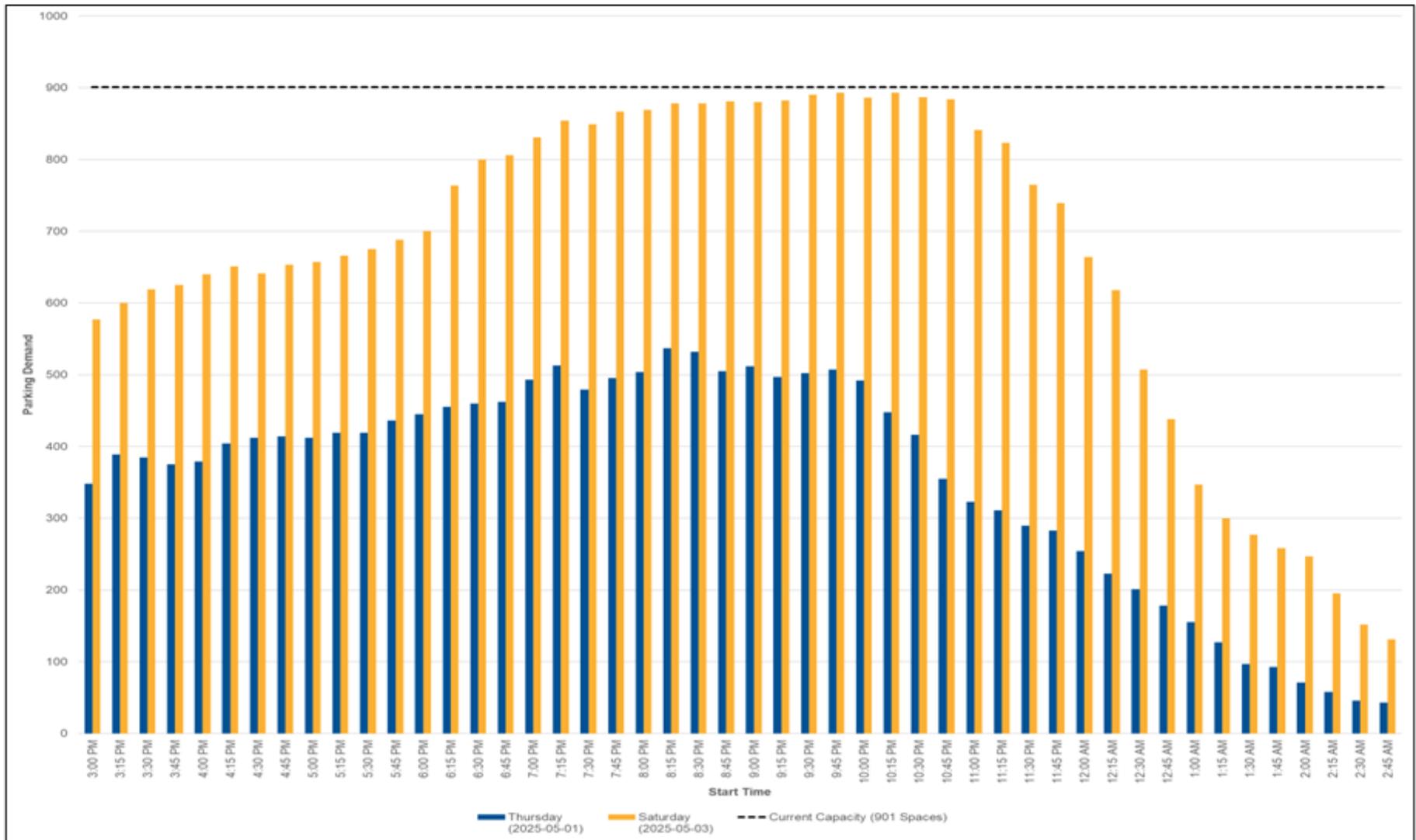
from existing demand or any new demand generated by future development on the site.

The observed parking demand for Platinum Plaza and Odyssey Plaza are illustrated in **Figure 4.3** and **Figure 4.4**, respectively.

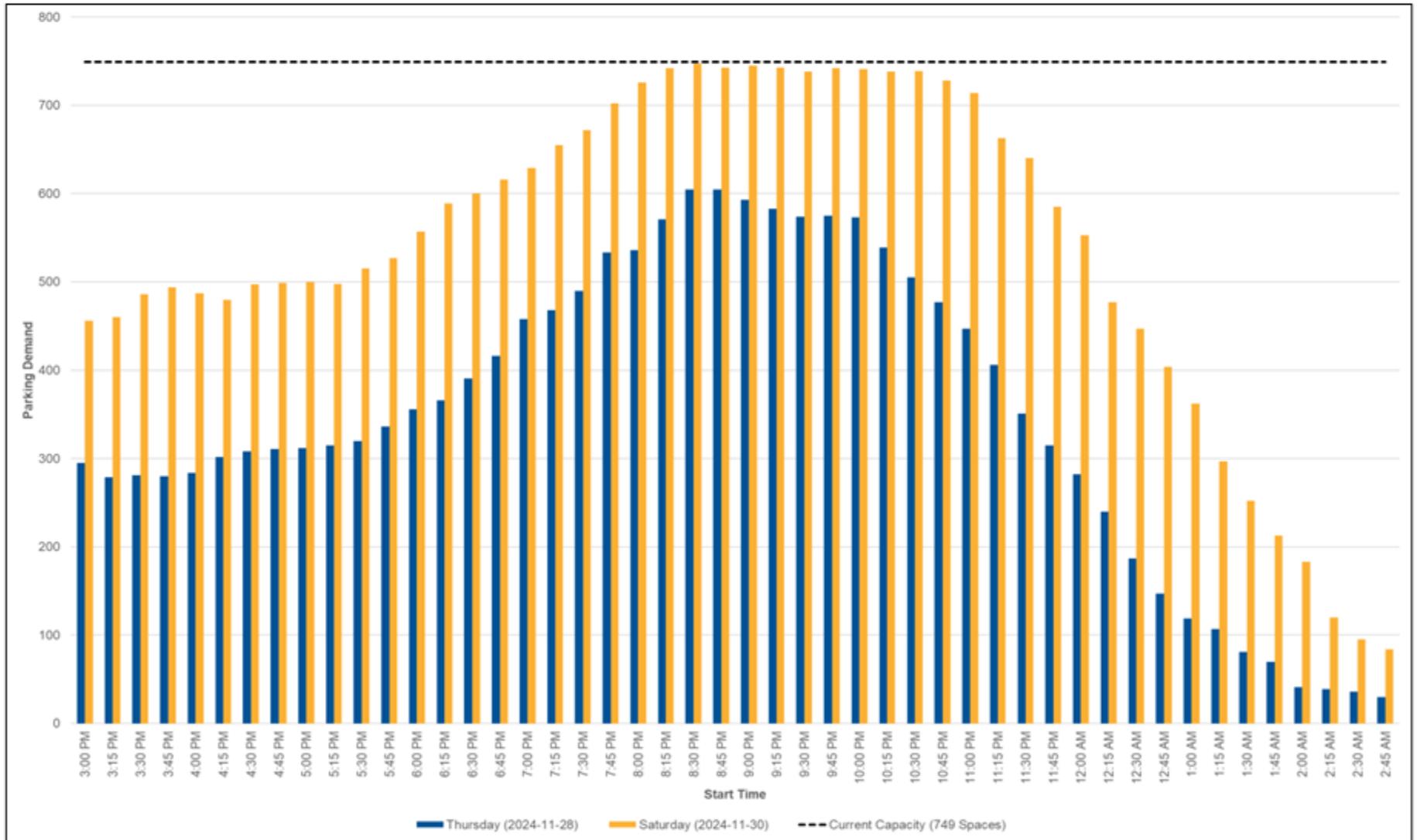
**Appendix B** contains the data for Survey 2, showing the parking demand at every 15-minute intervals for Platinum Plaza and Odyssey Plaza, respectively.

**Appendix C** illustrates heatmaps indicating sectional parking occupancy patterns by time of day.





## Survey 2 - Observed Parking Demand Platinum Plaza



## Survey 2 - Observed Parking Demand Odyssey Plaza

### 4.1.3 Parking Survey Comparison

Two on-site parking surveys were conducted to assess parking demand at Platinum Plaza and Odyssey Plaza. Parking Survey 1 was completed in late November 2024, during cooler weather conditions. Parking Survey 2 was conducted in early May 2025, during milder spring weather conditions, with potentially more businesses open and higher activity levels. Both surveys were conducted on weekday and weekend periods aligning with operational hours.

Parking Survey 1 indicates that parking supply is generally sufficient at both sites, with observed operational surpluses of 291 spaces at Platinum Plaza and 342 spaces at Odyssey Plaza based on peak demand. In contrast, Parking Survey 2 indicates greater parking demand, with both Platinum Plaza and Odyssey Plaza operating at capacity during the weekend peak period.

The differences in observed demand between the two surveys can be attributed to a number of factors, including:

- ▶ **Seasonal Variations:** Parking Survey 1 was conducted in late November (colder and darker conditions) and Parking Survey 2 in early May (warmer and brighter conditions). Seasonal differences can impact customer and business activity, influencing overall parking demand. For example, customers may have more time available in the summer, and businesses may have extended business hours for warmer months;
- ▶ **New Business:** Both plazas are relatively new, and the opening and increasing popularity of new establishments over time can contribute to higher peak activity levels. Parking Survey 2 occurred half a year after Parking Survey 1;
- ▶ **Time of Day and Survey Duration:** Variations in the time of day and survey duration can affect the capture of peak parking activity. As previously noted, peak demand for Parking Survey 1 may not have been captured due to the time of the day data was collected; and
- ▶ **Day-to-Day Variability:** Daily fluctuations in customer activity, including special events, promotions, or restaurant traffic, can also impact observed parking demand. City of Mississauga staff confirmed that no events were planned for any of the data collection days. Furthermore, site observations did not indicate any special events or activities.



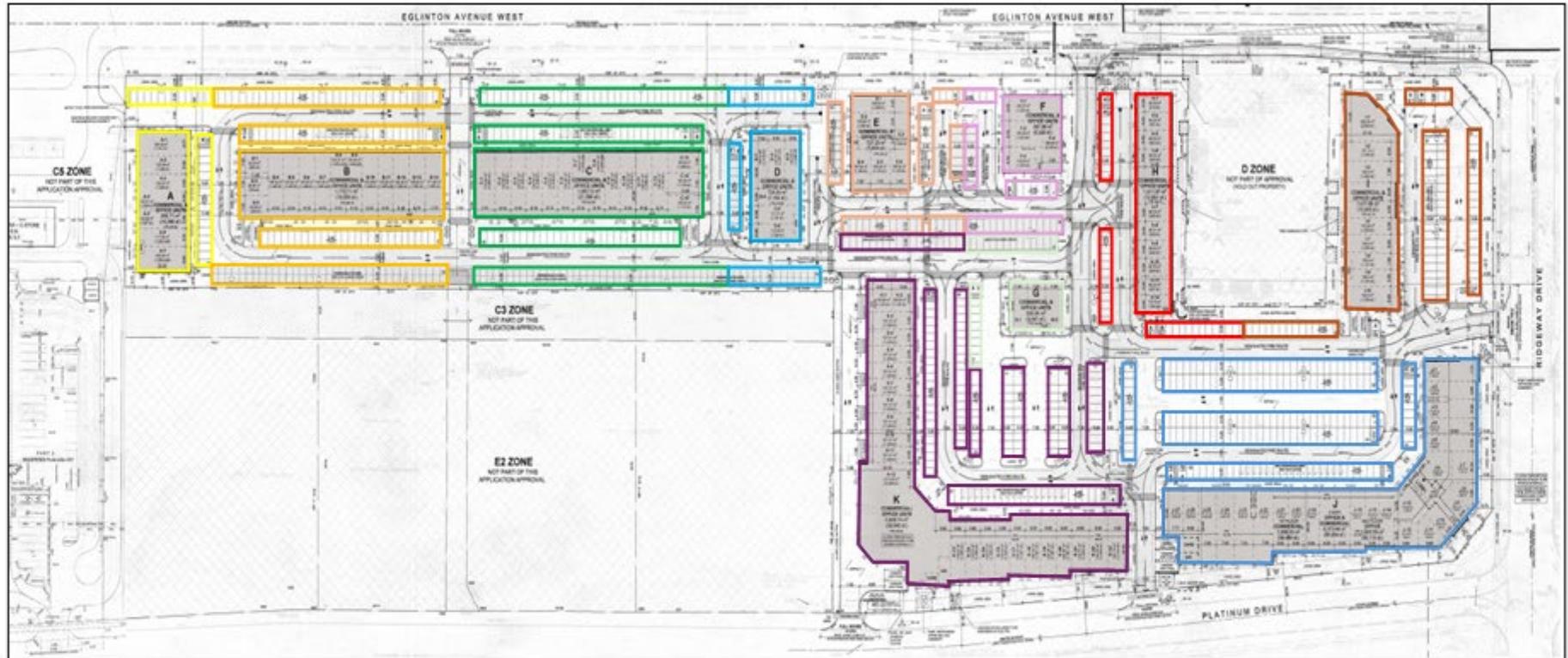
#### 4.1.4 Parking Rates – Sectional Breakdown for Survey 2

Parking Survey 2 includes the collection of parking occupancy rates for sub-areas within each plaza.

Corresponding parking demand and capacities for each section are provided in **Table 4.1** and **Table 4.2**.

The layout of these sections for Platinum Plaza and Odyssey Plaza are illustrated in **Figure 4.5** and **Figure 4.6**, respectively.







# Parking Sections Odyssey Plaza

**TABLE 4.1: PEAK PARKING DEMAND AND CAPACITY PER SECTION – PLATINUM PLAZA**

Sections of Platinum Plaza	Observed Peak Parking Demand		Parking Capacity	Occupancy%	
	Weekday	Weekend		Weekday	Weekend
Section A	14	28	28	50%	100%
Section B	73	127	127	57%	100%
Section C	120	140	140	86%	100%
Section D	28	36	36	78%	100%
Section E	32	48	48	67%	100%
Section F	14	39	33	42%	118%
Section G	9	21	21	43%	100%
Section H	25	37	38	66%	97%
Section I	50	83	83	60%	100%
Section J	137	196	211	65%	93%
Section K	120	145	145	83%	100%

**TABLE 4.2: PEAK PARKING DEMAND AND CAPACITY PER SECTION – ODYSSEY PLAZA**

Sections of Odyssey Plaza	Observed Peak Parking Demand		Parking Capacity	Occupancy%	
	Weekday	Weekend		Weekday	Weekend
Section A	22	27	27	81%	100%
Section B	86	92	92	93%	100%
Section C	78	110	110	71%	100%
Section D	36	36	36	100%	100%
Section E	40	38	38	105%	100%
Section F	78	82	82	95%	100%
Section G	68	70	68	100%	103%
Section H	51	51	51	100%	100%
Section I	169	243	245	69%	99%

**Table 4.3** and **Table 4.4** show the number of 15-minute intervals where the respective section was observed to have an occupancy at or over 95%.



**TABLE 4.3: PARKING DEMAND GREATER THAN 95 PERCENT PLATINUM PLAZA**

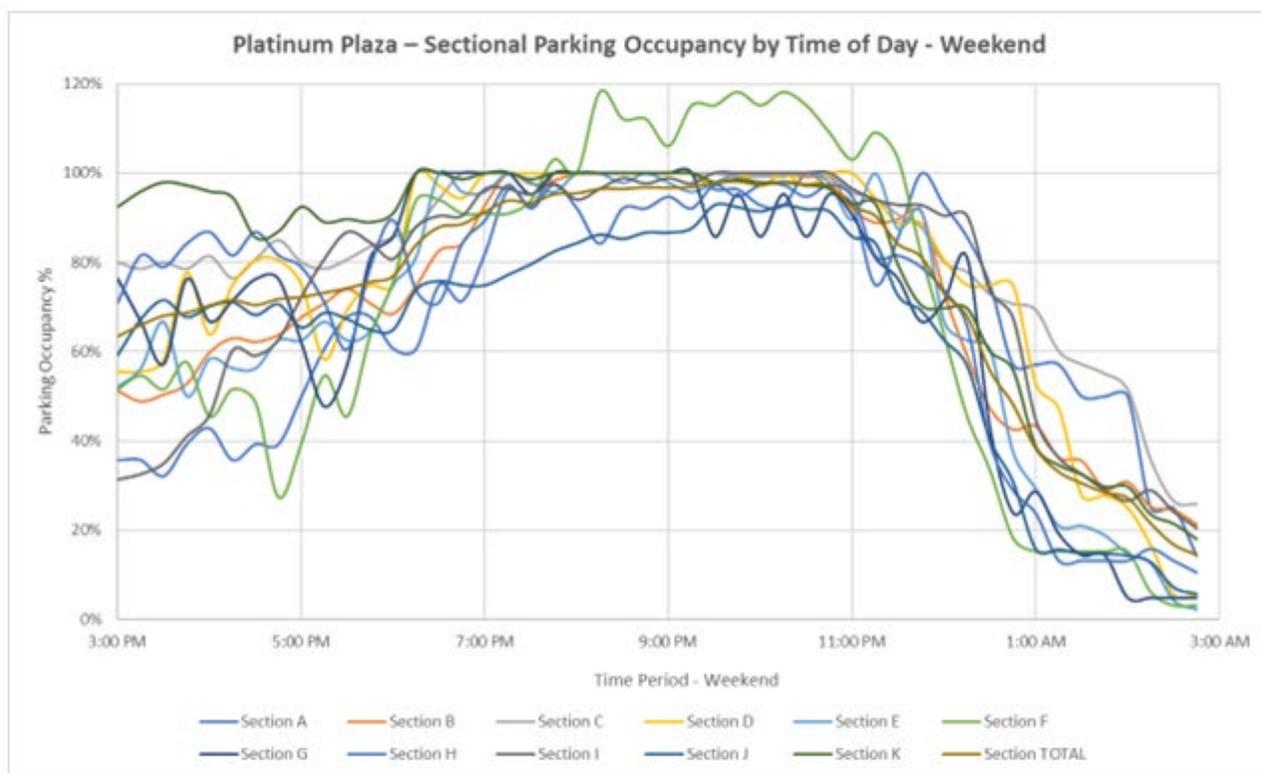
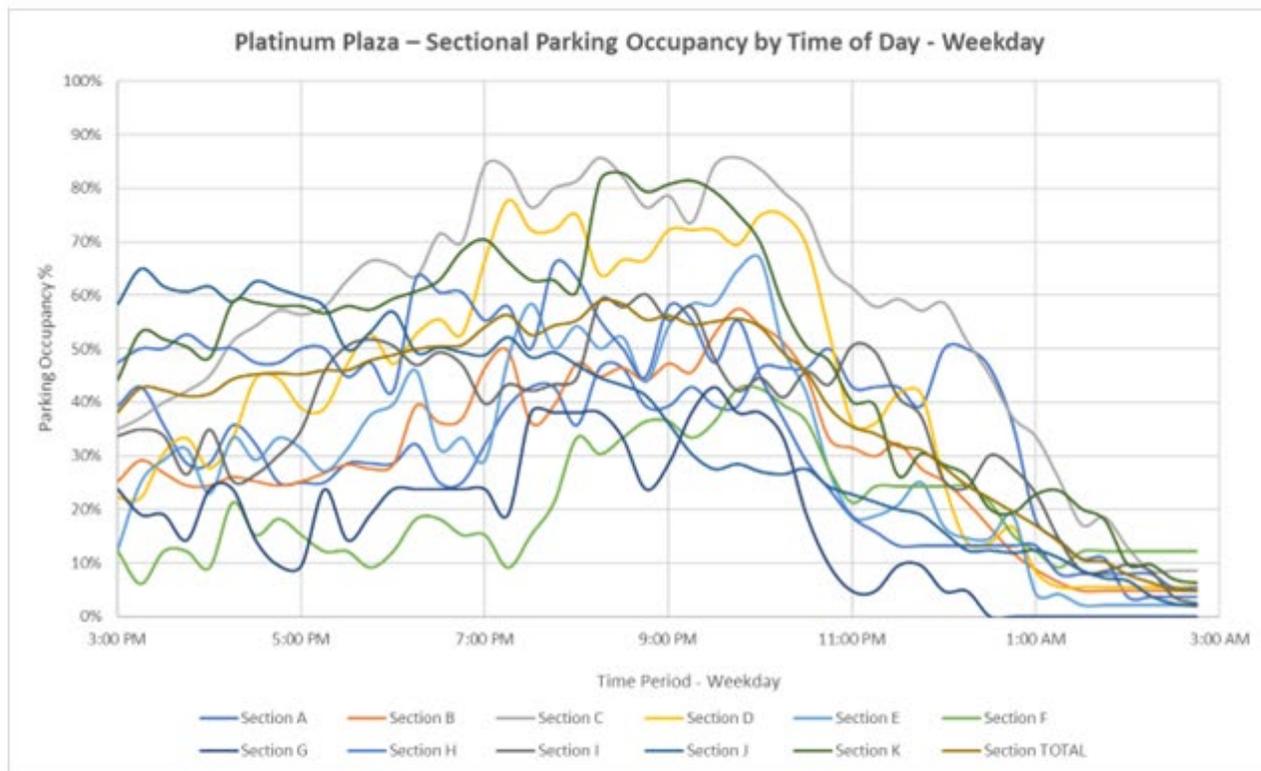
Sections of Platinum Plaza	Number of 15-Minute Intervals with Demand Greater than 95%	
	Weekday	Weekend
Section A	0	13
Section B	0	15
Section C	0	18
Section D	0	19
Section E	0	19
Section F	0	16
Section G	0	16
Section H	0	6
Section I	0	16
Section J	0	0
Section K	0	23

**TABLE 4.4: PARKING DEMAND GREATER THAN 95 PERCENT ODYSSEY PLAZA**

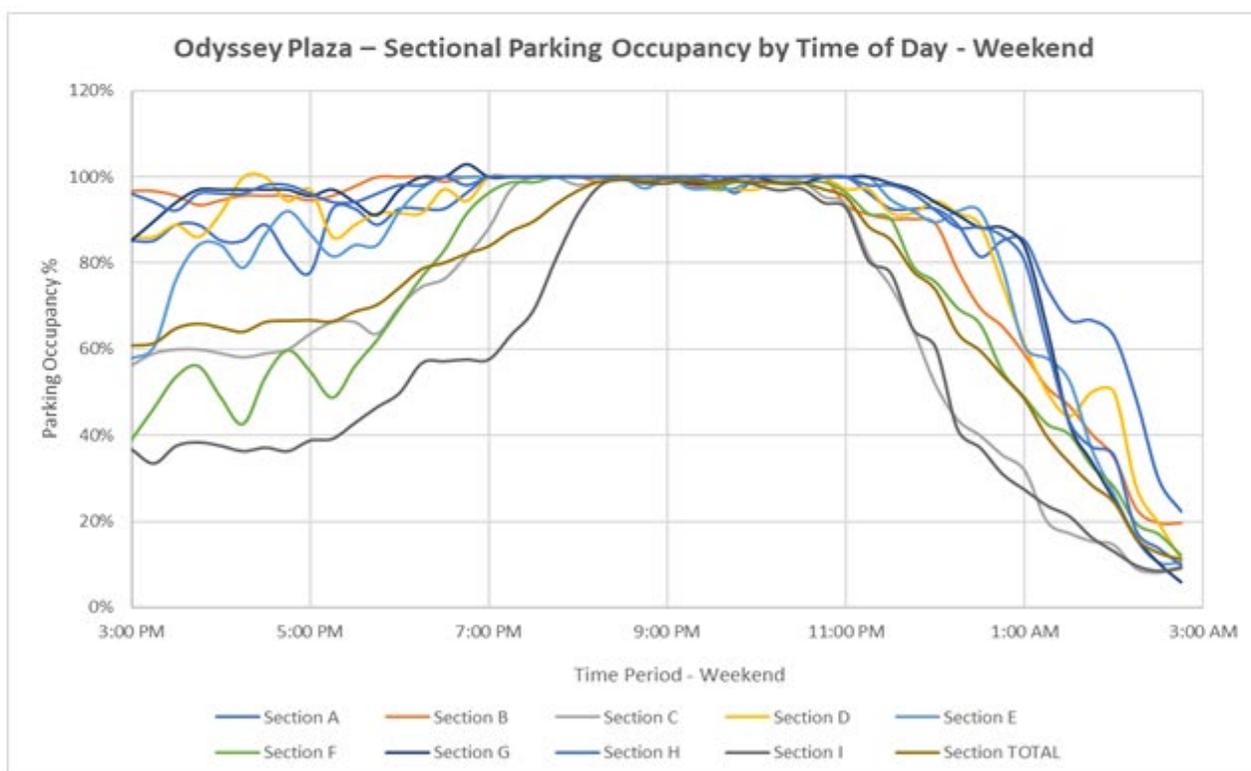
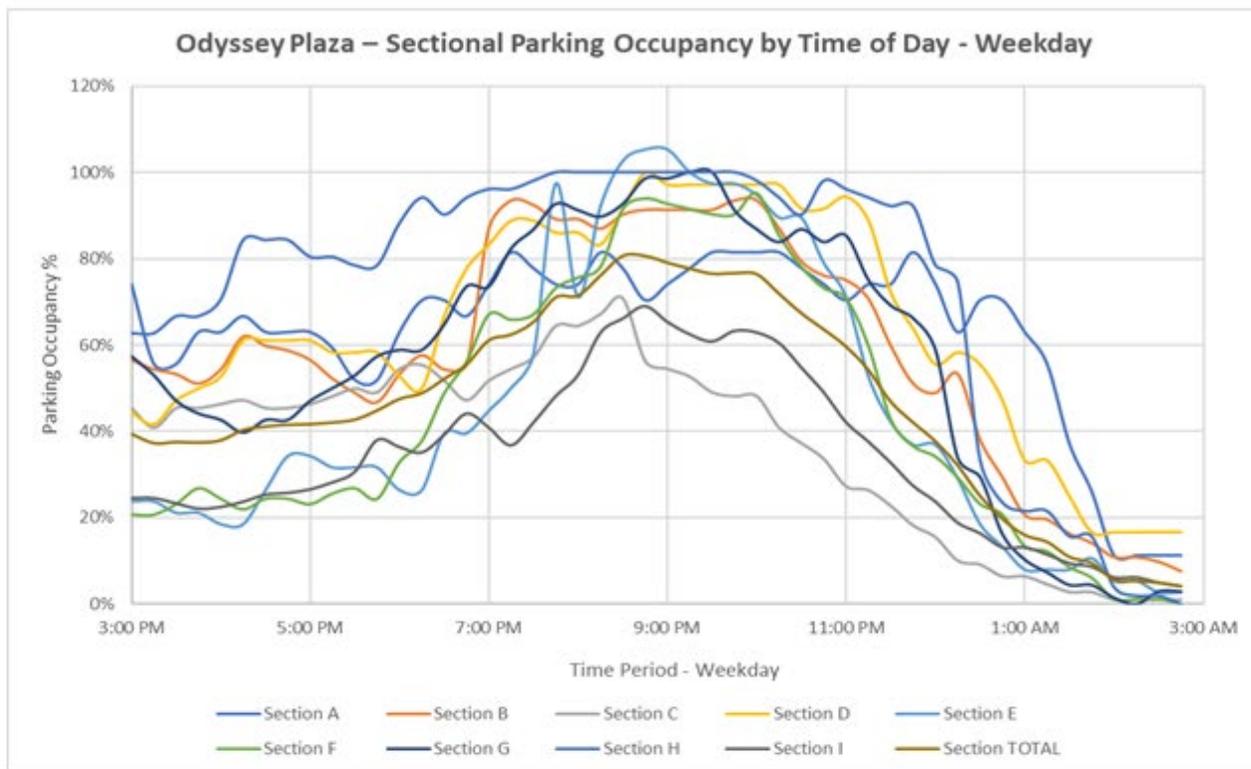
Sections of Odyssey Plaza	Number of 15-Minute Intervals with Demand Greater than 95%	
	Weekday	Weekend
Section A	0	19
Section B	0	29
Section C	0	15
Section D	7	22
Section E	7	21
Section F	1	17
Section G	4	31
Section H	15	32
Section I	0	10

**Figure 4.7** and **Figure 4.8** contain scatter plots that illustrate sectional parking occupancy by time of day for Platinum Plaza and Odyssey Plaza, respectively.





## Sectional Parking Capacity Scatter Plot Platinum Plaza



## Sectional Parking Capacity Scatter Plot Odyssey Plaza

### 4.1.5 Analysis Results

The parking occupancy rates indicate that both Platinum Plaza and Odyssey Plaza are at capacity across all sections during the weekend, while weekday demand at some sections is also at capacity. Platinum Plaza reaches at least 95% capacity between 7:30 PM and 10:45 PM during the weekend. Odyssey Plaza reaches at least 95% capacity between 7:45 PM and 11:00 PM during the weekend.

Restaurant land uses are typically busiest during the weekend evening period. The peak periods observed in the data correspond with this restaurant weekend peak period.

As parking demand cannot exceed capacity, the survey results do not indicate how much the site is over capacity. The Parking Survey 2 data shown in **Appendix C** indicates multiple consecutive hours of parking demand being at or near capacity for both Platinum and Odyssey Plaza. This trend indicates that the site is functioning over capacity, as any departing vehicles are immediately replaced with arriving vehicles for multiple hours.

To better understand parking patterns, occupancy for each section was analyzed based on the time of day. Results show that sections located closer to site accesses tend to be occupied sooner and more often, while sections farther inside the plazas are more occupied only during peak hours. This likely suggests a spillover effect, where drivers initially target more convenient sections of the parking lot and only circulate to farther areas if the closer spaces are occupied.

Restaurant land uses are also more frequently located near site accesses because this land use relies more on attracting pass-by vehicle traffic compared to other land uses such as office space. Therefore, the sectional breakdown suggests that the high parking demand may be generated disproportionately more from restaurant land uses, which is then causing a spillover effect into other parking areas of the site where restaurant land use is less present.

**Table 4.3** and **Table 4.4** highlight the top three sections in each plaza with the highest number of 15-minute intervals where parking occupancy exceeds 95%. Based on these results, Sections D, E, and K in Platinum Plaza have the greatest parking demand. In Odyssey Plaza, Sections B, G, and H are identified as area where parking demand most frequently exceeds 95%. The sections highlighted in yellow reflect instances where observed parking demand exceeded capacity. This is likely due to unauthorized parking in non-designated areas such as drive aisles, unmarked areas, or fire routes.



Given these findings, the implementation of measures to decrease parking demand should be considered to better manage capacity for the site. Methods to manage demand include the limitation of GFA on site, particularly restaurant GFA, other restaurant-like land uses, and land uses that have peak demand that is high and coincides with site peak hours. Furthermore, the traffic calming and pedestrian connections recommendations found in Sections 5 and 6 of this report should also be considered to alleviate single-occupant vehicle (SOV) demand for the site.

## 4.2 ITE Parking Rates

### 4.2.1 Analysis Parameters

The Institute of Transportation Engineers (ITE) *Parking Generation Manual (6<sup>th</sup> Edition)* provides data on surveys across the United States and Canada on peak parking demand for various land uses.<sup>8</sup> The manual provides rates for different locations including general urban/suburban, dense multi-use urban (nearby rail transit or no nearby rail transit), and city centre core. The subject site is in an area that is considered general urban/suburban. The ITE method is a commonly used method to forecasting demand for development site.

This section analyzes ITE parking rates to estimate demand for the site. Although the site already exists and demand has been measured through two separate surveys, the ITE method provides another reference point to consider parking demand, and also provides an indication of how much demand there is for a site, even if it is over capacity.

As the demand is theoretical, Zone D and E2 are included in this analysis to develop parking demand estimates for these two sites even though they do not yet exist.

The following land use codes (LUCs) are applied to Platinum Plaza to estimate the parking demand with the most appropriate land use code available:

- ▶ 532 – Private School (K-12);
- ▶ 640 – Animal Hospital/Veterinary Clinic;
- ▶ 710 – General Office Building;
- ▶ 720 – Medical-Dental Office Building - Standalone;

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<sup>8</sup> Institute of Transportation Engineers, *Parking Generation*, 6th ed., (Washington, DC: ITE, 2023).



- ▶ 814 – Variety Store;
- ▶ 821 – Shopping Plaza (40-150k);
- ▶ 932 – High-Turnover (Sit Down) Restaurant - Does Not Serve Breakfast; and
- ▶ 933 – Fast-Food Restaurant (with no Drive-thru Window).

The following LUCs are applied to Odyssey Plaza to estimate the parking demand with the most appropriate land use code available:

- ▶ 151 – Mini-Warehouse;
- ▶ 440 – Adult Cabaret;
- ▶ 495 – Recreational Community Center;
- ▶ 532 – Private School (K-12);
- ▶ 562 – Mosque;
- ▶ 710 – General Office Building;
- ▶ 720 – Medical-Dental Office Building - Standalone;
- ▶ 814 – Variety Store;
- ▶ 821 – Shopping Plaza (40-150k);
- ▶ 912 – Drive-In Bank;
- ▶ 932 – High-Turnover (Sit Down) Restaurant - Does Not Serve Breakfast; and
- ▶ 933 – Fast-Food Restaurant (with no Drive-thru Window).

The following LUCs are applied to Zone D to estimate the parking demand with the most appropriate land use code available:

- ▶ 710 – General Office Building
- ▶ 822 – Strip Retail Plaza (<40k)

The following LUCs are applied to Zone E2 to estimate the parking demand with the most appropriate land use code available:

- ▶ 712 – Small Office Building
- ▶ 930 – Fast Casual Restaurant
- ▶ 931 – Fine Dining Restaurant
- ▶ 932 – High-Turnover (Sit Down) Restaurant

As no land use has been provided for some units, a rate of 3.2 parking spaces per 100 m<sup>2</sup> GFA has been applied, based on discussions with City of Mississauga staff.



## 4.2.2 Analysis Assumptions

The ITE parking rates are estimated based on the following assumptions:

- ▶ LUC 814 – Variety Store is selected for service establishments, as this land use category is estimated to best align with the land use plans;
- ▶ LUC 440 – Adult Cabaret is chosen for the night club category, as it is estimated to best align with land use plans. To note, ITE data for a typical nightclub is not available;
- ▶ The number of students for private schools is not available, so a conservative estimate of 10 m<sup>2</sup> per student is applied to the analysis. This formed the basis for estimating the parking rate for LUC 532 – Private School (K-12); and
- ▶ LUC 933 – Fast-Food Restaurant (with no Drive-Thru Window) is used for the takeout restaurant category, as no drive-thru windows were observed in the plaza during site visits.

The weighted average parking supply rate is calculated by applying 85<sup>th</sup> percentile parking rates to each land use category. To note, The *ITE Parking Generation Manual (6<sup>th</sup> Edition)* provides 85<sup>th</sup> percentile and average parking rates, and not 95<sup>th</sup> percentile rates, which is the method found in City of Mississauga guidelines.<sup>8</sup> These rates are then weighted based on the proportion of GFA attributed to each land use. This approach ensures that the resulting average reflects the relative contribution of each use to the overall parking demand on the site.

The analysis also considers time-of-day impacts as peak demand for each land use can occur at different times of the day. Factors available through ITE and the *Urban Land Institute (ULI)* are applied to the ITE rates to lower demand for some land uses are not projected to peak during peak demand of the entire site.<sup>9</sup> A time period of 8:00 PM to 9:00 PM is estimated to be the peak hour for the site. This time is estimated based on ITE and Parking Survey 2 results.

In cases where ITE does not provide a reduction factor, ULI data is used to estimate the time-of-day distribution of parking demand. The ULI is a widely recognized research organization that provides data and best practices on land use and development, including parking demand patterns. Where no reduction factor was available from either source, 100% of the estimated parking demand was considered.

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<sup>9</sup> Urban Land Institute (ULI), ICSC and National Parking Association, *Shared Parking (3<sup>rd</sup> Edition)*, 2020.



The analysis does not consider internal capture. Internal capture is the process where trips attend multiple units on site during the same visit. Extensive data on internal capture is not available, so it has not been included in the analysis.

The analysis considers weekday conditions. However, Parking Survey #2 data indicates greater demand on weekends. A full set of weekend data is not available through ITE to analyze such conditions.

### 4.2.3 Analysis Results

ITE parking rates indicate a parking demand of 1,569 spaces for Platinum Plaza and 1,531 spaces for Odyssey Plaza. Given the existing parking supply of 901 spaces at Platinum Plaza and 749 spaces at Odyssey Plaza, there is a parking deficit of 668 spaces at Platinum Plaza and 782 spaces at Odyssey Plaza.

Considering factors such as weekend demand and internal capture would increase and decrease estimated demand, respectively. As data on some of these assumptions is not available, it is not possible to estimate the specific extent that these factors would impact results. However, the exceedance of the parking supply by 668 and 782 spaces for Platinum and Odyssey Plazas, respectively, provides indication that the land uses on the site generate parking demand that is greater than the current supply that is available.

In addition to Platinum Plaza and Odyssey Plaza, ITE parking rates for the planned uses at Zone D and Zone E2 were also analysed. These zones are currently planned for development. ITE parking rates indicate a peak parking demand of 25 spaces for Zone D and 421 spaces for Zone E2. Given the planned parking supply of 57 spaces at Zone D and 192 spaces at Zone E2, there is a parking surplus of 32 spaces at Zone D and a deficit of 229 spaces at Zone E2. For analysis purposes the demand and supply at these two sites were not integrated with the existing site, as they currently do not exist.

ITE parking rates are based on a database of parking survey data and account for factors such as proximity to transit and surrounding land. However, factors such as local traffic patterns and the specific details of individual businesses can result in parking demand that differs from ITE projections. While the ITE rates provide a useful benchmark, they do not fully capture the unique dynamics of the subject site.

**Table 4.5, Table 4.6, Table 4.7** and **Table 4.8** summarize the ITE parking demand for Platinum Plaza, Odyssey Plaza, Zone D and Zone E2, respectively.



**TABLE 4.5: ITE PARKING DEMAND – PLATINUM PLAZA**

Existing Land Uses	GFA (m <sup>2</sup> )	ITE Land Use Code	ITE Parking Rate (per 100 m <sup>2</sup> GFA)	ITE + ULI Reduction Factors	Total Parking Required
Private School	502.49	532	4.18	100%	21
Veterinary Clinic	169.11	640	4.73	100%	8
Office	2,228.32	710	3.19	5%	4
Medical Office	2,164.28	720	4.62	15%	15
Service Establishment	740.92	814	2.02	41%	6
Retail Store	4,009.61	821	5.64	77%	174
Restaurant	7,204.92	932	21.79	76%	1,193
Take Out Restaurant	1,487.02	933	11.84	80%	141
Unknown Land Use	241.10	N/A	3.20	100%	8
<b>Total</b>	<b>18,747.77</b>			<b>Weighted Average</b>	<b>8.37</b>
				<b>Parking Demand</b>	<b>1,569</b>
				<b>Existing Capacity</b>	<b>901</b>
				<b>Surplus/Deficit</b>	<b>-668</b>

**TABLE 4.6: ITE PARKING DEMAND – ODYSSEY PLAZA**

Existing Land Uses	GFA (m <sup>2</sup> )	ITE Land Use Code	ITE Parking Rate (per 100 m <sup>2</sup> GFA)	ITE + ULI Reduction Factors	Total Parking Required
Warehouse and Distribution	822.64	151	0.36	100%	3
Night Club	252.85	440	6.33	77%	12
Recreational Establishment	4,046.44	495	2.50	100%	101
Private School	92.98	532	4.30	100%	4
Place of Religious Assembly	196.05	562	32.64	100%	64
Office	352.30	710	3.12	5%	1
Medical Office	1,514.60	720	4.62	15%	11
Service Establishment	1,334.25	814	2.02	41%	11
Retail Store	5,292.92	821	5.65	77%	230
Financial Institution	107.83	912	5.56	0%	0
Restaurant	5,618.31	932	21.79	76%	930
Takeout Restaurant	1,268.69	933	11.82	80%	120
Unknown Land Use	1,376.94	N/A	3.2	100%	44
<b>Total</b>	<b>22,276.80</b>			<b>Weighted Average</b>	<b>6.87</b>
				<b>Parking Required</b>	<b>1,531</b>
				<b>Existing Capacity</b>	<b>749</b>
				<b>Surplus/Deficit</b>	<b>-782</b>

**TABLE 4.7: ITE PARKING DEMAND – ZONE D**

Existing Land Uses	GFA (m <sup>2</sup> )	ITE Land Use Code	ITE Parking Rate (per 100 m <sup>2</sup> GFA)	ITE + ULI Reduction Factors	Total Parking Required
General Office Building	924.93	710	3.24	5%	2
Strip Retail Plaza (<40k)	895.64	822	4.80	54%	23
<b>Total</b>	<b>1,820.57</b>		<b>Weighted Average</b>		<b>1.36</b>
			<b>Parking Required</b>		<b>25</b>
			<b>Planned Capacity</b>		<b>57</b>
			<b>Surplus/Deficit</b>		<b>32</b>

**TABLE 4.8: ITE PARKING DEMAND – ZONE E2**

Existing Land Uses	GFA (m <sup>2</sup> )	ITE Land Use Code	ITE Parking Rate (per 100 m <sup>2</sup> GFA)	ITE + ULI Reduction Factors	Total Parking Required
Small Office Building	1,456.53	712	2.68	5%	2
Fast Casual Restaurant	429.21	930	14.68	34%	21
Fine Dining Restaurant	989.05	931	21.13	100%	209
High-Turnover (Sit Down) Restaurant	1,714.34	932	14.47	76%	188
<b>Total</b>	<b>4,589.13</b>		<b>Weighted Average</b>		<b>9.17</b>
			<b>Parking Required</b>		<b>421</b>
			<b>Planned Capacity</b>		<b>192</b>
			<b>Surplus/Deficit</b>		<b>-229</b>

#### 4.2.4 Restaurant GFA Cap Analysis

Both survey data and ITE parking demand analysis suggest that parking demand for both Platinum Plaza and Odyssey Plaza exceed existing supply. Site observations, sectional breakdowns of survey data and ITE rates indicate that restaurants, and similar land uses, are a primary generator of parking demand.

Based on direction from City staff, an analysis of GFA caps is provided to estimate the reduction in GFA needed for land uses like restaurants to have parking demand that does not exceed existing supply. Specifically, the analysis determines the amount of GFA that needs to be reduced for specific land uses so that ITE demand matches existing supply.

The following land uses were considered when estimating potential GFA reductions:

- ▶ Night Club (LUC 440);
- ▶ Recreational Establishment (LUC 495);
- ▶ Restaurant (LUC 932);
- ▶ Take-Out Restaurant (LUC 933); and
- ▶ Unknown land uses.

The analysis is conducted based on the following assumptions:

- ▶ The GFA caps are only estimated for Platinum Plaza and Odyssey Plaza. Zone D and Zone E2 are not included in the analysis and
- ▶ Parking demand is based on the ITE analysis conducted earlier in **Section 4.2**.

Table 4.9 and Table 4.10 summarize the GFA reductions for Platinum Plaza and Odyssey Plaza, respectively.

**Appendix E** contains the data for time-of-day distribution of parking demand.

**Appendix F** contains detailed calculations for estimating GFA caps



**TABLE 4.9: GFA REDUCTION ANALYSIS – PLATINUM PLAZA**

Existing Land Use	ITE Parking Rate per 100 m <sup>2</sup> GFA	ITE Parking Rate per 100 m <sup>2</sup> GFA (8 to 9 pm) – Based on ITE+ULI Reduction Factors	Proposed Parking Required per 100 m <sup>2</sup> GFA to Meet Existing Parking Supply	GFA Reduction %	Existing GFA (m <sup>2</sup> )	Proposed GFA (m <sup>2</sup> )
Restaurant	21.79	16.56	8.31	<b>50%</b>	7,204.92	<b>3,615.47</b>
Take-Out Restaurant	11.83	9.46	4.75	<b>50%</b>	1,487.02	<b>746.19</b>
Unknown Land Use	3.2	3.20	1.61	<b>50%</b>	241.1	<b>120.99</b>

**TABLE 4.10: GFA REDUCTION ANALYSIS – ODYSSEY PLAZA**

Existing Land Use	ITE Parking Rate per 100 m <sup>2</sup> GFA	ITE Parking Rate per 100 m <sup>2</sup> GFA (8 to 9 pm) – Based on ITE+ULI Reduction Factors	Proposed Parking Required per 100 m <sup>2</sup> GFA to Meet Existing Parking Supply	GFA Reduction %	Existing GFA (m <sup>2</sup> )	Proposed GFA (m <sup>2</sup> )
Restaurant	21.79	16.56	5.84	<b>65%</b>	5,618.31	<b>1,980.28</b>
Take-Out Restaurant	11.83	9.46	3.33	<b>65%</b>	1,268.69	<b>447.17</b>
Night Club	6.33	4.87	1.72	<b>65%</b>	252.85	<b>89.12</b>
Recreational Establishment	2.5	2.50	0.88	<b>65%</b>	4,046.44	<b>1,426.25</b>
Unknown Land Use	3.2	3.20	1.13	<b>65%</b>	1,376.94	<b>485.33</b>

A GFA reduction of the listed land uses by approximately 50% for Platinum Plaza and 65% for Odyssey Plaza is estimated to be required so that parking demand would meet existing supply.

Maintaining the current land uses on site will likely result in continued parking demand that exceeds capacity. The analysis provided through the ITE and ULI data contains assumptions and estimates, as described throughout **Section 4.2**, and most notably in **Section 4.2.2**. Furthermore, reducing GFAs by 50% and 65% may not be feasible for the site. An initial reduction in the range of 10%-30% may be prudent to best observe impacts. From that point, further reductions or other courses of action may then be more evident.

Introducing additional GFA to the site, most notably restaurant GFA, would increase parking demand, which is already at capacity. Therefore, limiting the restaurant GFA for undeveloped land on the site is also prudent. It is recommended that a GFA cap for future restaurant land uses be considered.

## 4.3 City of Mississauga Zoning By-law Parking Rates

### 4.3.1 Analysis Parameters

City of Mississauga *Zoning By-law 0225-2007* stipulates minimum parking space requirements for various development types.<sup>10</sup> Specifically, Table 3.1.2.2 within *Part 3: Parking, Loading, Stacking Lane and Bicycle Parking Regulations*, outlines the criteria for determining the minimum number of parking spaces required for specific land uses.

As no land use has been provided for some units, a rate of 3.2 parking spaces per 100 m<sup>2</sup> GFA has been applied, based on discussion with City staff.

The required parking rate for each land use is identified, as specified in the applicable zoning by-law. A weighted average rate is then calculated by applying each rate in proportion to its share of the total GFA.

### 4.3.2 Analysis Results

Based on City of Mississauga zoning by-law requirements, a total of 930 parking spaces are required for Platinum Plaza and 1,231 parking spaces for Odyssey Plaza. In comparison to the existing parking supply of 901 spaces at Platinum Plaza and 749 spaces at Odyssey Plaza, there is a theoretical deficit of 29 spaces and 482 spaces for

<sup>10</sup> City of Mississauga, *Mississauga Zoning By-law 0225-2007*, 2007.



Platinum Plaza and Odyssey Plaza, respectively. A total of 57 and 192 parking spaces are planned for Zone D and Zone E2, respectively. Based on City of Mississauga zoning by-law requirements, a total of 73 parking spaces are required for Zone D and 200 parking spaces for Zone E2, resulting in theoretical parking deficits of 16 spaces in Zone D and eight spaces in Zone E2.

**Table 4.11, Table 4.12, Table 4.13 and Table 4.14** summarize the parking requirements based on the City of Mississauga Zoning By-law for Platinum Plaza, Odyssey Plaza, Zone D and Zone E2, respectively.

**TABLE 4.11: ZONING BY-LAW PARKING REQUIREMENTS – PLATINUM PLAZA**

Existing Land Use	GFA (m <sup>2</sup> )	Section of Table 3.1.2.2	Total Parking Required (Veh.)	Zoning By-law Parking Rate (Per 100 m <sup>2</sup> GFA)
Private School	502.49	45.3	8	1.5
Veterinary Clinic	169.11	53.0	6	3.6
Office	2,228.32	34.1	67	3
Medical Office	2,164.28	34.2	119	5.5
Service Establishment	740.92	48.0	37	5
Retail Store	4,009.61	43.0	200	5
Restaurant	7,204.92	44.2	411	5.7*
Take Out Restaurant	1,487.02	44.3	74	5
Unknown Land Use	241.1	N/A	8	3.2
<b>Total</b>	<b>18,747.77</b>	<b>Weighted Average</b>		<b>4.96</b>
		<b>Parking Required</b>		<b>930</b>
		<b>Existing Capacity</b>		<b>901</b>
		<b>Surplus/ Deficit</b>		<b>-29</b>

\*Note: According to the City of Mississauga Zoning By-law 0225-2007, the parking rate for a restaurant is 5.0 spaces per 100 m<sup>2</sup> GFA for establishments with a GFA of 220 m<sup>2</sup> or less, and 9.0 spaces per 100 m<sup>2</sup> GFA for establishments exceeding 220 m<sup>2</sup>. A weighted average rate of 5.7 spaces per 100 m<sup>2</sup> GFA was derived for Platinum Plaza based on the proportional distribution of restaurant sizes within the site.



**TABLE 4.12: ZONING BY-LAW PARKING REQUIREMENTS – ODYSSEY PLAZA**

Existing Land Uses	GFA (m <sup>2</sup> )	Section of Table 3.1.2.2	Total Parking Required (Veh.)	Zoning By-law Parking Rate (Per 100 m <sup>2</sup> GFA)
Warehouse and Distribution	822.64	54.0	9	1.1
Night Club	252.85	33.1	64	25.2
Recreational Establishment	4,046.44	40.0	182	4.5
Private School	92.98	45.3	1	1.5
Place of Religious Assembly	196.05	37.0	53	27.1
Office	352.30	34.1	11	3
Medical Office	1,514.60	34.2	83	5.5
Service Establishment	1,334.25	48.0	67	5
Retail Store	5,292.92	43.0	265	5
Financial Institution	107.83	18.0	5	5
Restaurant	5,618.31	44.2	384	6.8*
Takeout Restaurant	1,268.69	44.3	63	5
Unknown Land Use	1,376.94	N/A	44	3.2
<b>Total</b>	<b>22,276.80</b>	<b>Weighted Average</b>		<b>5.53</b>
		<b>Parking Required</b>		<b>1,231</b>
		<b>Existing Capacity</b>		<b>749</b>
		<b>Surplus/ Deficit</b>		<b>-482</b>

\*Note: According to the City of Mississauga Zoning By-law 0225-2007, the parking rate for a restaurant is 5.0 spaces per 100 m<sup>2</sup> GFA for establishments with a GFA of 220 m<sup>2</sup> or less, and 9.0 spaces per 100 m<sup>2</sup> GFA for establishments exceeding 220 m<sup>2</sup>. A weighted average rate of 6.8 spaces per 100 m<sup>2</sup> GFA was derived for Odyssey Plaza based on the proportional distribution of restaurant sizes within the site.



**TABLE 4.13: ZONING BY-LAW PARKING REQUIREMENTS – ZONE D**

Existing Land Uses	GFA (m <sup>2</sup> )	Section of Table 3.1.2.2	Zoning By-law Parking Rate (Per 100 m <sup>2</sup> GFA)	Total Parking Required
Office	924.93	34.1	3	28
Retail Store	895.64	43.0	5	45
<b>Total</b>	<b>1,820.57</b>		<b>Weighted Average</b>	<b>3.98</b>
			<b>Parking Required</b>	<b>73</b>
			<b>Planned Capacity</b>	<b>57</b>
			<b>Surplus/ Deficit</b>	<b>-16</b>

**TABLE 4.14: ZONING BY-LAW PARKING REQUIREMENTS – ZONE E2**

Existing Land Uses	GFA (m <sup>2</sup> )	Section of Table 3.1.2.2	Zoning By-law Parking Rate (Per 100 m <sup>2</sup> GFA)	Total Parking Required
Office	1,456.53	34.1	3	44
Restaurant (<= 220 m <sup>2</sup> GFA)	3,132.60	44.2	5	156
<b>Total</b>	<b>4,589.13</b>		<b>Weighted Average</b>	<b>4.37</b>
			<b>Parking Required</b>	<b>200</b>
			<b>Planned Capacity</b>	<b>192</b>
			<b>Surplus/ Deficit</b>	<b>-8</b>

#### 4.4 Summary

The Ridgeway Plaza site has a parking supply of 1,650 vehicle parking spaces, with 901 spaces allocated to Platinum Plaza and 749 spaces to Odyssey Plaza. There is also planned development for Zone D and Zone E2 that have proposed parking capacity of 57 spaces and 192 spaces, respectively.

Based on Parking Survey 1, there is an observed operational surplus of 291 spaces at Platinum Plaza and 342 spaces at Odyssey Plaza. However, findings from Parking Survey 2 indicate greater demand, with the existing parking supply reaching capacity for both plazas for multiple consecutive hours during the weekend peak period. Parking Survey 2 suggests a surplus of just eight parking spaces at Platinum Plaza and only two spaces at Odyssey Plaza.

Sub-area parking data from Parking Survey 2 indicates that parking spaces near site accesses are more frequently occupied. Occupancy



rates for parking spaces farther within the site are lower, likely due to the greater distance to site accesses and higher frequency land uses like restaurants. Several sections exceed 95% occupancy, notably for Sections D, E, K in Platinum Plaza and Sections B, G, H in Odyssey Plaza.

Analysis based on the ITE Parking Generation Manual (6<sup>th</sup> Edition) indicates that there is a parking deficit of 668 spaces at Platinum Plaza and 782 spaces at Odyssey Plaza.

City of Mississauga Zoning By-law 0225-2007 indicates that there is a parking deficit of 29 spaces and 482 spaces at Platinum Plaza and Odyssey Plaza, respectively.

Overall, site observations, parking survey data, ITE analysis and a review of the City of Mississauga zoning by-law indicate that parking demand for the site is greater than its existing capacity. Developing further land uses on site, most notably restaurant land uses, cannot be accommodated during peak hours, as there is no available supply to absorb the additional demand.

Based on site observations, Parking Survey 2 sub-area data and ITE rates, restaurant land use is likely generating a disproportionate amount of demand for the site per GFA compared to other land uses.

Given the analysis results, it is recommended that parking limits (caps based on GFA) be considered for restaurants and similar land uses. An initial reduction in these land uses by 10%-30% may be prudent to determine initial impacts before further courses of action are pursued. Furthermore, limiting the restaurant GFA for undeveloped land on the site is also prudent. In addition to parking limits, the traffic calming and pedestrian connectivity recommendations found in Sections 5 and 6 should also be considered to reduce single-occupant vehicle (SOV) demand for the site.



## 5 Traffic Calming Review

Traffic calming measures can help reduce vehicle speeds, decrease traffic queues, and alleviate conflicts between road users, depending on their location and intended purpose.<sup>11</sup> To enhance road safety and manage traffic flow more effectively, traffic calming measures should be considered for Ridgeway Plaza.

The following measures can be considered for public (off-site) roads, including Platinum Drive and Odyssey Drive, managed by the City:

- ▶ **Traffic Wardens at Site Accesses:** Traffic wardens can be strategically placed at site accesses to control pedestrian and traffic flow at certain times of the day or days of the week. Specifically, traffic wardens may help reduce the frequency of left turn movements at RI/RO accesses to the site that were observed during the site visits.
- ▶ **Parking Enforcement on Public Roads:** Parking enforcement can be conducted on public roads to help deter illegal parking and improve traffic flow, particularly in areas surrounding Platinum Plaza and Odyssey Plaza. Increased frequency of patrols and ticketing for non-compliance can ensure that patrons of the site adhere to parking requirements, bottlenecks and conflicts are reduced, and pedestrian safety is enhanced.
- ▶ **On-street Parking:** Designating on-street parking along Platinum Drive and Odyssey Drive can help reduce driveable lane widths, which in turn lowers the potential for speeding and reckless driving. This approach provides additional parking spaces, while enhancing road safety by encouraging slower vehicle speeds. Installing curb bump-outs near intersections and crossings can reduce pedestrian crossing distances while also preventing illegal parking.

The following measures can be considered for private (on-site) roads within Ridgeway Plaza, managed by the property owner and tenants:

- ▶ **Traffic Wardens within the Site:** Traffic wardens can be strategically placed at key intersections within the site. The presence of traffic wardens can ensure that all drivers are following applicable rules of the road while also allowing for clear and unabated movements. This would improve safety, reduce vehicle queuing and reduce pedestrian dwell times.

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<sup>11</sup> Transportation Association of Canada (TAC), *Canadian Guide to Traffic Calming*, 2018.



- ▶ **Site-Managed Parking Enforcement:** Private parking enforcement can be used to manage illegal parking within the plazas. Proper enforcement of parking can help deter illegal parking, ensuring space is safe and accessible for patrons of the site.
- ▶ **Pick-Up and Drop-Off (PUDO) Zones:** Providing space and designating areas as pick-up and drop-off (PUDO) zones can help streamline traffic flows, particularly around high-traffic restaurants located within the site. These zones can minimize double parking and reduce traffic disruption, ensuring smooth and efficient traffic flow. These zones also provide a clear and safe space for pedestrians to enter and exit vehicles.
- ▶ **Parking Signage and Pavement Markings:** Parking signage and pavement markings can be installed and enhanced throughout the site to provide specific and clear direction to motorists on where they can and cannot park. Signage and pavement markings at key locations prone to significant backups would be beneficial to ensure traffic flow is not impeded.
- ▶ **Shared Parking:** The site generates parking demand for a number of different land uses. Implementing parking strategies, such as shared parking facilities for different types of users at different times of day, can optimize available parking spaces. For example, a parking lot that serves office employees during the day could also be used by shoppers and restaurant-goers in the evening if they are aware of these spaces and there is convenient access to them. Shared parking spaces reduce the need for additional parking infrastructure while ensuring efficient use of existing facilities. Sharing of the spaces also reduces the cost of providing individual spaces for individual land uses.
- ▶ **Parking Capacity Signage:** Installing parking capacity signage at key entry points can help guide drivers to available parking spaces, reducing congestion caused by drivers searching and waiting for parking. The occupancy of parking spaces between Platinum Plaza and Odyssey Plaza is observed to be uneven. This imbalance results in inefficient use of parking resources, with some areas becoming congested while others remain underutilized. These signs can provide real-time information on parking availability in each plaza, improving traffic flow and reducing unnecessary delays.

Implementing these traffic calming measures can help reduce vehicle speeds, reduce traffic congestion and enhance road safety for all road users within the study area.



## 6 Pedestrian Connections Review

Pedestrian mobility and access are essential in helping ensure equitable access to the site in a safe and efficient manner. The subject site contains some pedestrian facilities, but is designed in a car-oriented manner, resulting in challenges for pedestrians when navigating the site. This lack of strong pedestrian connectivity is contributing to the parking and road safety concerns as people visiting the site are encouraged to park near their final destination.

The study area was observed to predominantly attract visitors who arrive by motor vehicle. No bicycles were observed being parked at either Platinum Plaza or Odyssey Plaza during the survey period. Pedestrians who walked from their parked cars to their destinations were frequently observed to be jaywalking and not adhering to the intentions of the site design, suggesting the need to enhance pedestrian guidance and infrastructure. Although sidewalks are present along the periphery of store and restaurant frontages, they were largely underutilized.

The lack of well-lit pedestrian pathways further contributed to road safety concerns, especially in darker times of the day. Additionally, the sidewalks within the plaza were not always well-connected. In several instances, sidewalks end abruptly without any continuation, leaving pedestrians with no clear route to follow. Obstructions such as garbage bins and restaurant supplies stored along the sidewalks obstruct pedestrians, forcing them to navigate around these obstacles.

Crosswalks within both Platinum Plaza and Odyssey Plaza showed signs of wear and tear, with faded paint making them less visible. This poses risks to pedestrian safety, especially during evening hours when visibility is lower. Speed humps located directly at stop bars also presented challenges, as they caused disruptions to pedestrian and vehicle flow. The speed humps, while intended to slow down traffic, were often not clearly visible and created an added layer of complexity at stop bars and crossings. The gaps in infrastructure highlight the need for improvements in pedestrian routing, enhanced lighting, clearer crosswalks, and other thoughtful measures to enhance road safety and convenience for all users of the site.

The following strategies can be considered for public (off-site) roads managed by the City, including Platinum Drive and Odyssey Drive, to enhance pedestrian mobility and access:

- ▶ **Sidewalks:** The south side of Eglinton Avenue West currently does not have any active transportation facilities. To provide access to non-vehicle users, a sidewalk or multi-use path (MUP)



could be installed on the south side of the road.<sup>12</sup> The City has identified this gap and has plans in place to implement a sidewalk within the next few years, helping to promote active transportation and improve overall network connectivity.

- ▶ **Crossings:** Aside from where the roads intersect, there are no pedestrian crossings across Platinum Drive or Odyssey Drive. Installing pedestrian crossovers (PXOs) at key crossing areas would result in a more balanced distribution of vehicle parking. These crossings can include curb bump outs to reduce pedestrian crossing distances and times (and subsequently vehicle dwell times), reduce vulnerable road user exposure, and physically organize any on-street parking. Specifically, the section of Odyssey Drive between the two plazas could benefit from a controlled pedestrian crossing.

The following measures can be considered for private (on-site) roads within Ridgeway Plaza, managed by the property owner and tenants, to enhance pedestrian connections:

- ▶ **Site Layout and Facilities:** Upgrades and improvements to pedestrian facilities on site would induce a modal shift and balance parking demand use across the entire site. Adding, updating and enhancing pedestrian routes such that they provide logically pathways, are free of obstructions, clearly delineate logical pedestrian routing and do not conflict with vehicle traffic can be beneficial.
- ▶ **Lighting:** There is an opportunity to increase lighting along pedestrian pathways, particularly at key crossing points and areas with higher foot traffic. This would help enhance safety and visibility, especially during evening hours.
- ▶ **Cycling Infrastructure:** There is an opportunity to enhance active transportation options by providing dedicated bicycle parking facilities within the site. Providing bicycle parking can help encourage cycling as a viable mode of transportation, and contribute to a reduction in vehicle-based trips and the subsequent demand for vehicle parking spaces.

These recommendations can enhance pedestrian mobility and access and lower parking demand. By implementing these strategies, the study area also maintains a more balanced distribution of vehicle parking, leading to better use of parking spaces and less congestion and conflicts.

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<sup>12</sup> Ministry of Transportation (MTO), *MTO Design Supplement 2023 for TAC Geometric Design Guide for Canadian Roads 2017*, 2023.



## 7 Conclusions and Recommendations

### 7.1 Conclusions

Based on the investigations carried out, it is concluded that:

#### Parking Demand

- ▶ **Existing Parking Supply:** Platinum Plaza and Odyssey Plaza have a total vehicle parking supply of 901 spaces and 749 spaces, respectively. This assumes that the capacity for Platinum Plaza will be reduced by nine spaces to accommodate site access for Zone D.
- ▶ **Existing Parking Demand:** Based on the parking occupancy data collected for the site over two surveys, peak parking demand is observed to be 893 parking spaces at Platinum Plaza and 747 parking spaces at Odyssey Plaza. The observed parking demand indicates an operational surplus of eight spaces and two spaces at Platinum Plaza and Odyssey Plaza, respectively. Effectively, this indicates that parking demand at the site reaches capacity during peak hours. Any new parking demand generated by new development or a change in land use on the site cannot be accommodated through the existing supply during the time periods when the site is at capacity.
- ▶ **Existing Sub-Area Parking Demand:** Parking Survey 2 indicates that most sections of Platinum Plaza and Odyssey Plaza operate near or at capacity, particularly on weekends. High-demand areas near site accesses frequently exceed 95% occupancy, likely causing spillover effects into nearby parking areas within the site.
- ▶ **ITE Parking Rates:** The *ITE Parking Generation Manual (6<sup>th</sup> Edition)* forecasts a total parking demand of 1,569 spaces for Platinum Plaza and 1,531 spaces for Odyssey Plaza, indicating a theoretical parking deficit of 668 spaces at Platinum Plaza and 782 spaces at Odyssey Plaza.
- ▶ **Restaurant Gross Floor Area (GFA) Cap:** A limit on restaurant and restaurant-like land uses within Platinum Plaza and Odyssey Plaza would reduce parking demand during peak hours. Furthermore, limiting these land uses for undeveloped portions of the site would also help to reduce any capacity constraints caused by parking demand generated by new development.
- ▶ **Zoning By-law Requirements:** Vehicle parking supply is theoretically deficient in comparison to City of Mississauga



*Zoning By-law 0225-2007* requirements. A total of 930 parking spaces are required for Platinum Plaza and 1,231 parking spaces for Odyssey Plaza, indicating a deficit of 29 spaces and 482 spaces, respectively.

### **Traffic Calming**

- ▶ Strategies to calm traffic that can be considered for public (off-site) roads include:
  - Enforcing traffic operations with traffic wardens at site accesses.
  - Enforcing vehicle parking through applicable enforcement personnel on public roads.
  - Designating and designing for on-street parking along Platinum Drive and Odyssey Drive.
  
- ▶ Strategies to calm traffic that can be considered for private (on-site) areas include:
  - Enforcing traffic operations with traffic wardens within the site.
  - Enforcing vehicle parking within the site through private enforcement personnel.
  - Designating pick-up and drop-off (PUDO) zones to provide space for vehicles to stop on a short-term basis.
  - Upgrading parking signage and pavement markings to provide site users a clear understanding of traffic conditions.
  - Implementing shared parking facilities for different types of users that are on site at different times of day to use existing parking space more efficiently.
  - Installing parking capacity signage to inform motorists of lot capacity and occupancy.

### **Pedestrian Connections Review**

- ▶ Strategies to promote pedestrian connectivity that can be considered for public (off-site) roads include:
  - Installing sidewalks or multi-use paths (MUPs) for improved active transportation access and mobility.
  - Installing and enhancing pedestrian crossings to better connect the site.



- ▶ Strategies to promote pedestrian connectivity that can be considered for private (on-site) areas include:
  - Increasing lighting along pedestrian pathways to improve safety at night and dark conditions.
  - Providing dedicated bicycle parking facilities within the site.
  - Improving and updating the pedestrian facilities, such as sidewalks and crossings, on site to enhance pedestrian connections.

## 7.2 Recommendations

The following items are recommended based on the study results:

- ▶ Parking demand be reduced through the limitation of GFA on site, most notably for land uses such as restaurants, that generate high vehicle demand during peak periods.
- ▶ Traffic calming measures and pedestrian connection strategies be considered to reduce vehicle parking demand and improve road safety, traffic flow, and pedestrian mobility and access.



# Appendix A

## Parking Occupancy Data – Survey 1



## SURVEY 1

Project Name: City of Mississauga Ridgeway Plaza Parking Study

Project Number: 250258

## Location 1: Platinum Plaza

Start Time	Observed Parking Demand	
	Thursday (2024-11-28)	Saturday (2024-11-30)
4:00 PM		547
4:15 PM		550
4:30 PM		539
4:45 PM		528
5:00 PM		528
5:15 PM		531
5:30 PM		516
5:45 PM		510
6:00 PM	610	541
6:15 PM	544	540
6:30 PM	554	509
6:45 PM	531	470
7:00 PM	536	432
7:15 PM	529	448
7:30 PM	508	411
7:45 PM	506	357
8:00 PM	481	345
8:15 PM	448	343
8:30 PM	417	373
8:45 PM	441	359
9:00 PM	423	318
9:15 PM	454	332
9:30 PM	485	314
9:45 PM	503	364
10:00 PM	513	362
10:15 PM	547	364
10:30 PM	573	414
10:45 PM	602	443
11:00 PM		470
11:15 PM		457
11:30 PM		430
11:45 PM		407
<b>Peak Demand</b>	<b>610</b>	<b>550</b>
<b>Average Demand</b>	<b>510</b>	<b>439</b>
<b>95th Percentile Demand</b>	<b>602</b>	<b>544</b>

## Location 2: Odyssey Plaza

Start Time	Observed Parking Demand	
	Thursday (2024-11-28)	Saturday (2024-11-30)
4:00 PM		377
4:15 PM		407
4:30 PM		393
4:45 PM		386
5:00 PM		345
5:15 PM		351
5:30 PM		358
5:45 PM		343
6:00 PM	349	332
6:15 PM	340	322
6:30 PM	342	293
6:45 PM	327	262
7:00 PM	299	261
7:15 PM	260	271
7:30 PM	228	243
7:45 PM	204	208
8:00 PM	181	192
8:15 PM	148	219
8:30 PM	139	249
8:45 PM	124	252
9:00 PM	116	246
9:15 PM	106	266
9:30 PM	94	270
9:45 PM	82	253
10:00 PM	110	233
10:15 PM	130	207
10:30 PM	146	212
10:45 PM	181	219
11:00 PM		197
11:15 PM		227
11:30 PM		251
11:45 PM		274
<b>Peak Demand</b>	<b>349</b>	<b>407</b>
<b>Average Demand</b>	<b>195</b>	<b>279</b>
<b>95th Percentile Demand</b>	<b>342</b>	<b>389</b>

# Appendix B

## Parking Occupancy Data – Survey 2



**SURVEY 2**

Project Name: City of Mississauga Ridgeway Plaza Parking Study

Project Number: 250258

**Location 1: Platinum Plaza**

**Location 2: Odyssey Plaza**

Start Time	Observed Parking Demand	
	Thursday (2025-05-01)	Saturday (2025-05-03)
3:00 PM	348	577
3:15 PM	389	600
3:30 PM	385	619
3:45 PM	375	625
4:00 PM	379	640
4:15 PM	404	651
4:30 PM	412	641
4:45 PM	414	653
5:00 PM	412	657
5:15 PM	419	666
5:30 PM	419	675
5:45 PM	436	688
6:00 PM	445	700
6:15 PM	455	764
6:30 PM	460	800
6:45 PM	462	806
7:00 PM	493	831
7:15 PM	513	854
7:30 PM	479	849
7:45 PM	495	867
8:00 PM	504	869
8:15 PM	537	878
8:30 PM	532	878
8:45 PM	505	881
9:00 PM	512	880
9:15 PM	497	882
9:30 PM	502	890
9:45 PM	507	893
10:00 PM	492	886
10:15 PM	448	893
10:30 PM	416	887
10:45 PM	355	884
11:00 PM	323	841
11:15 PM	311	823
11:30 PM	290	765
11:45 PM	283	739
12:00 AM	254	664
12:15 AM	223	618
12:30 AM	201	507
12:45 AM	178	438
1:00 AM	155	347
1:15 AM	127	300
1:30 AM	97	277
1:45 AM	93	258
2:00 AM	71	247
2:15 AM	58	195
2:30 AM	46	152
2:45 AM	43	131
<b>Peak Demand</b>	<b>537</b>	<b>893</b>
<b>Average Demand</b>	<b>357</b>	<b>668</b>
<b>95th Percentile Demand</b>	<b>513</b>	<b>889</b>

Start Time	Observed Parking Demand	
	Thursday (2025-05-01)	Saturday (2025-05-03)
3:00 PM	295	456
3:15 PM	279	460
3:30 PM	281	486
3:45 PM	280	494
4:00 PM	284	487
4:15 PM	302	480
4:30 PM	308	497
4:45 PM	311	499
5:00 PM	312	500
5:15 PM	315	498
5:30 PM	320	515
5:45 PM	336	527
6:00 PM	356	557
6:15 PM	366	589
6:30 PM	391	600
6:45 PM	416	616
7:00 PM	458	629
7:15 PM	468	655
7:30 PM	490	672
7:45 PM	533	702
8:00 PM	536	726
8:15 PM	571	742
8:30 PM	605	747
8:45 PM	605	743
9:00 PM	593	745
9:15 PM	583	743
9:30 PM	574	738
9:45 PM	575	742
10:00 PM	573	741
10:15 PM	539	738
10:30 PM	505	739
10:45 PM	477	728
11:00 PM	447	714
11:15 PM	406	663
11:30 PM	351	640
11:45 PM	315	585
12:00 AM	282	553
12:15 AM	240	477
12:30 AM	187	447
12:45 AM	147	404
1:00 AM	119	362
1:15 AM	107	297
1:30 AM	81	252
1:45 AM	70	213
2:00 AM	41	183
2:15 AM	39	120
2:30 AM	36	95
2:45 AM	30	84
<b>Peak Demand</b>	<b>605</b>	<b>747</b>
<b>Average Demand</b>	<b>349</b>	<b>539</b>
<b>95th Percentile Demand</b>	<b>590</b>	<b>743</b>

# Appendix C

## Sectional Parking Occupancy by Time of Day



PLATINUM PLAZA - WEEKDAY - SECTION BASED PARKING OCCUPANCY												
Period	Section											TOTAL
	A	B	C	D	E	F	G	H	I	J	K	
3:00 PM	39%	25%	35%	22%	13%	12%	24%	47%	34%	58%	44%	38%
3:15 PM	43%	29%	37%	22%	25%	6%	19%	50%	35%	65%	53%	43%
3:30 PM	36%	27%	40%	31%	29%	12%	19%	50%	34%	62%	52%	42%
3:45 PM	29%	24%	42%	33%	31%	12%	14%	53%	27%	61%	50%	41%
4:00 PM	29%	24%	45%	28%	23%	9%	24%	50%	35%	62%	48%	42%
4:15 PM	36%	26%	51%	33%	33%	21%	24%	50%	25%	59%	59%	44%
4:30 PM	32%	25%	54%	44%	29%	15%	14%	47%	27%	63%	59%	45%
4:45 PM	25%	24%	57%	44%	33%	18%	10%	47%	30%	61%	58%	45%
5:00 PM	25%	25%	56%	39%	31%	15%	10%	50%	35%	60%	58%	45%
5:15 PM	25%	27%	58%	39%	27%	12%	24%	50%	46%	58%	57%	46%
5:30 PM	29%	28%	63%	47%	31%	12%	14%	45%	51%	50%	58%	46%
5:45 PM	29%	28%	66%	53%	38%	9%	19%	47%	52%	53%	57%	48%
6:00 PM	29%	28%	66%	47%	40%	12%	24%	42%	51%	57%	59%	49%
6:15 PM	32%	39%	64%	53%	46%	18%	24%	63%	47%	49%	61%	50%
6:30 PM	25%	36%	71%	56%	31%	18%	24%	61%	49%	50%	63%	51%
6:45 PM	25%	37%	70%	53%	33%	15%	24%	61%	47%	49%	68%	51%
7:00 PM	32%	46%	84%	67%	29%	15%	24%	55%	40%	49%	70%	54%
7:15 PM	39%	50%	84%	78%	48%	9%	19%	58%	43%	52%	66%	56%
7:30 PM	43%	36%	76%	72%	58%	15%	38%	50%	42%	48%	63%	53%
7:45 PM	43%	39%	80%	72%	50%	21%	38%	66%	43%	49%	63%	54%
8:00 PM	36%	47%	81%	75%	54%	33%	38%	63%	45%	47%	61%	55%
8:15 PM	46%	45%	86%	64%	50%	30%	38%	55%	59%	45%	81%	59%
8:30 PM	46%	46%	82%	67%	52%	33%	33%	50%	58%	43%	83%	58%
8:45 PM	39%	44%	76%	67%	44%	36%	24%	45%	60%	41%	79%	55%
9:00 PM	39%	47%	79%	72%	54%	36%	29%	58%	55%	36%	81%	56%
9:15 PM	43%	46%	74%	72%	58%	33%	38%	55%	58%	30%	81%	55%
9:30 PM	39%	53%	84%	72%	58%	36%	43%	47%	48%	27%	79%	55%
9:45 PM	39%	57%	86%	69%	65%	42%	38%	55%	42%	28%	75%	56%
10:00 PM	46%	54%	84%	75%	67%	42%	38%	45%	45%	27%	70%	54%
10:15 PM	46%	51%	79%	75%	50%	39%	33%	37%	41%	27%	58%	49%
10:30 PM	46%	45%	75%	69%	42%	36%	19%	29%	46%	27%	50%	46%
10:45 PM	50%	33%	65%	53%	27%	27%	10%	24%	43%	24%	48%	39%
11:00 PM	43%	31%	61%	36%	19%	21%	5%	18%	51%	23%	40%	35%
11:15 PM	43%	30%	58%	36%	19%	24%	5%	16%	49%	21%	39%	34%
11:30 PM	43%	32%	59%	42%	21%	24%	10%	13%	41%	20%	26%	32%
11:45 PM	39%	28%	57%	42%	25%	24%	10%	13%	37%	19%	30%	31%
12:00 AM	50%	25%	59%	25%	17%	24%	5%	13%	25%	16%	28%	28%
12:15 AM	50%	21%	51%	14%	15%	24%	5%	13%	24%	12%	26%	25%
12:30 AM	46%	17%	45%	14%	15%	21%	0%	13%	30%	12%	20%	22%
12:45 AM	36%	12%	37%	17%	19%	15%	0%	13%	28%	12%	19%	20%
1:00 AM	18%	9%	34%	8%	4%	12%	0%	13%	23%	12%	23%	17%
1:15 AM	14%	6%	26%	6%	4%	9%	0%	8%	14%	11%	23%	14%
1:30 AM	11%	5%	17%	6%	2%	12%	0%	8%	8%	9%	20%	11%
1:45 AM	11%	5%	19%	6%	2%	12%	0%	8%	8%	7%	18%	10%
2:00 AM	4%	5%	13%	6%	2%	12%	0%	8%	10%	7%	10%	8%
2:15 AM	4%	5%	9%	6%	2%	12%	0%	8%	8%	4%	10%	6%
2:30 AM	4%	5%	9%	6%	2%	12%	0%	5%	4%	2%	7%	5%
2:45 AM	4%	5%	9%	6%	2%	12%	0%	5%	2%	2%	6%	5%

PLATINUM PLAZA - WEEKEND - SECTION BASED PARKING OCCUPANCY												
Period	Section											TOTAL
	A	B	C	D	E	F	G	H	I	J	K	
3:00 PM	36%	51%	80%	56%	52%	52%	76%	71%	31%	59%	92%	63%
3:15 PM	36%	49%	79%	56%	56%	55%	67%	82%	33%	67%	96%	66%
3:30 PM	32%	50%	80%	58%	67%	52%	57%	79%	35%	72%	98%	68%
3:45 PM	39%	53%	79%	78%	50%	58%	76%	84%	41%	68%	97%	69%
4:00 PM	43%	60%	81%	64%	58%	45%	67%	87%	46%	70%	96%	70%
4:15 PM	36%	63%	76%	75%	56%	52%	71%	82%	60%	71%	94%	72%
4:30 PM	39%	62%	81%	81%	56%	48%	76%	87%	59%	68%	86%	70%
4:45 PM	39%	64%	85%	81%	63%	27%	76%	82%	63%	71%	87%	72%
5:00 PM	50%	68%	80%	75%	63%	39%	62%	79%	72%	65%	92%	72%
5:15 PM	61%	71%	79%	58%	67%	55%	48%	71%	81%	69%	89%	73%
5:30 PM	68%	74%	81%	69%	63%	45%	57%	61%	87%	67%	90%	74%
5:45 PM	68%	71%	84%	75%	65%	64%	81%	79%	84%	65%	89%	76%
6:00 PM	61%	69%	86%	75%	75%	76%	86%	89%	81%	65%	91%	77%
6:15 PM	61%	75%	88%	100%	81%	94%	100%	74%	88%	74%	100%	84%
6:30 PM	75%	83%	94%	97%	100%	94%	100%	71%	90%	76%	100%	88%
6:45 PM	71%	84%	100%	94%	96%	91%	100%	84%	90%	75%	99%	89%
7:00 PM	82%	93%	100%	100%	96%	91%	100%	89%	96%	75%	100%	91%
7:15 PM	96%	100%	100%	100%	100%	91%	100%	97%	96%	77%	100%	94%
7:30 PM	93%	98%	100%	100%	98%	94%	95%	92%	95%	80%	99%	93%
7:45 PM	100%	98%	100%	100%	96%	103%	100%	97%	98%	82%	100%	95%
8:00 PM	100%	100%	100%	100%	100%	100%	100%	92%	94%	84%	100%	95%
8:15 PM	100%	100%	100%	100%	100%	118%	100%	84%	96%	86%	100%	96%
8:30 PM	100%	100%	100%	100%	98%	112%	100%	92%	99%	85%	100%	96%
8:45 PM	100%	100%	100%	100%	100%	112%	100%	92%	98%	87%	100%	97%
9:00 PM	100%	100%	100%	100%	98%	106%	100%	95%	99%	87%	100%	97%
9:15 PM	100%	100%	100%	100%	96%	115%	100%	92%	98%	88%	100%	97%
9:30 PM	96%	100%	100%	97%	98%	115%	86%	97%	100%	93%	98%	98%
9:45 PM	96%	100%	99%	100%	100%	118%	95%	95%	100%	92%	99%	98%
10:00 PM	93%	100%	99%	97%	100%	115%	86%	97%	100%	91%	98%	97%
10:15 PM	93%	100%	99%	100%	100%	118%	95%	97%	100%	93%	98%	98%
10:30 PM	100%	99%	100%	97%	100%	115%	86%	95%	100%	92%	97%	97%
10:45 PM	96%	99%	99%	100%	98%	109%	95%	97%	100%	91%	97%	97%
11:00 PM	93%	92%	96%	100%	90%	103%	90%	95%	96%	86%	93%	92%
11:15 PM	75%	89%	94%	94%	100%	109%	81%	82%	94%	84%	93%	90%
11:30 PM	86%	90%	91%	89%	88%	103%	76%	82%	93%	73%	79%	84%
11:45 PM	100%	91%	88%	89%	92%	82%	67%	79%	93%	69%	70%	81%
12:00 AM	93%	73%	80%	81%	67%	64%	71%	74%	90%	63%	70%	73%
12:15 AM	86%	59%	78%	75%	63%	45%	81%	66%	90%	57%	70%	68%
12:30 AM	75%	47%	73%	75%	60%	33%	43%	39%	73%	40%	60%	56%
12:45 AM	57%	43%	71%	75%	38%	18%	24%	29%	67%	31%	56%	48%
1:00 AM	57%	43%	69%	53%	29%	15%	29%	24%	45%	16%	39%	38%
1:15 AM	57%	36%	60%	47%	21%	15%	19%	13%	36%	16%	34%	33%
1:30 AM	50%	35%	57%	28%	21%	15%	14%	13%	33%	15%	32%	30%
1:45 AM	50%	29%	55%	28%	19%	15%	14%	13%	29%	15%	30%	28%
2:00 AM	50%	31%	51%	25%	15%	15%	5%	13%	27%	14%	30%	27%
2:15 AM	25%	25%	36%	17%	13%	6%	5%	16%	29%	13%	23%	21%
2:30 AM	25%	24%	26%	6%	4%	3%	5%	13%	24%	7%	21%	17%
2:45 AM	14%	21%	26%	6%	2%	3%	5%	11%	20%	6%	18%	14%

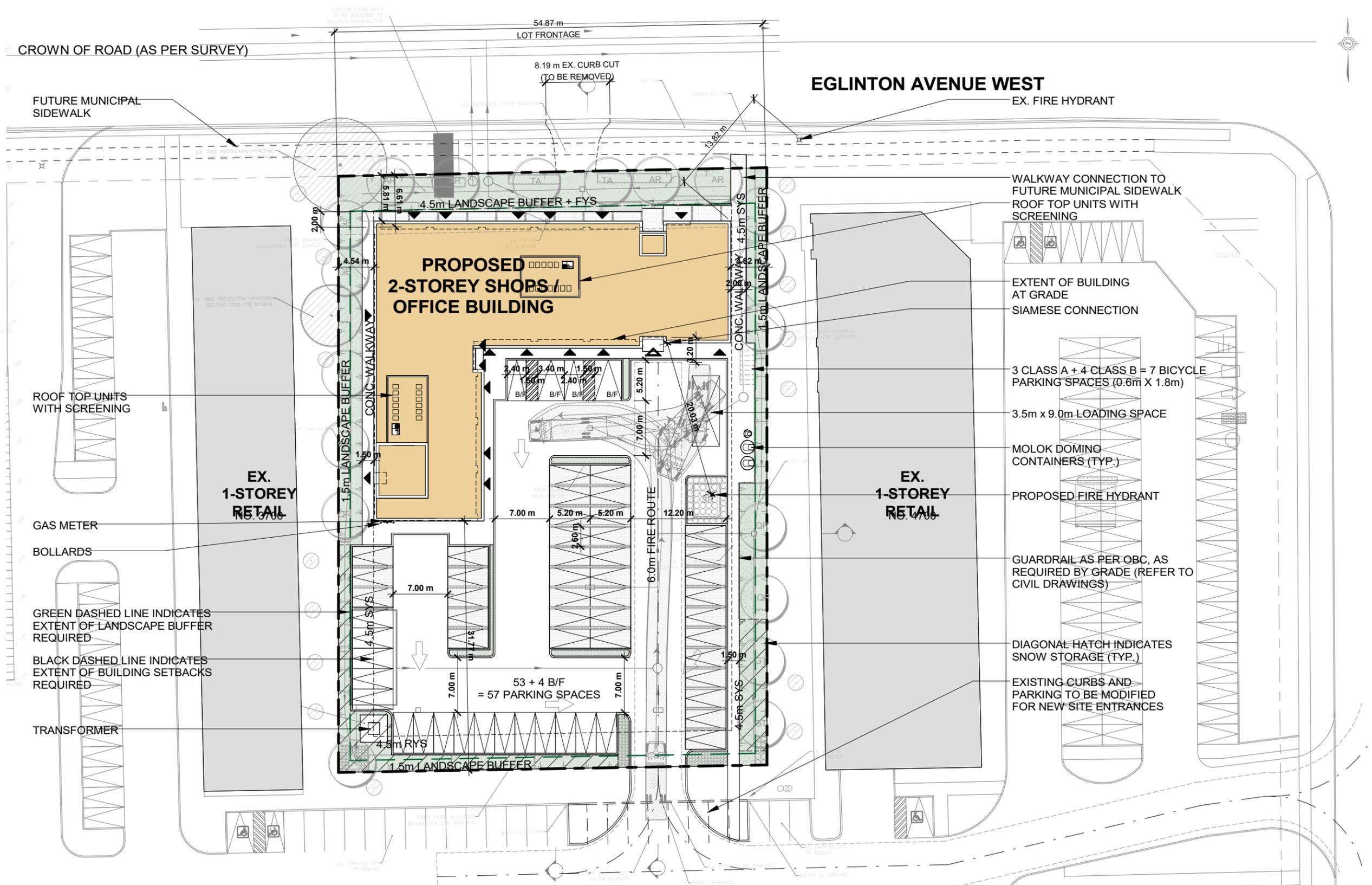
ODYSSEY PLAZA - WEEKDAY - SECTION BASED PARKING OCCUPANCY										
Period	Section									TOTAL
	A	B	C	D	E	F	G	H	I	
3:00 PM	74%	57%	45%	44%	24%	21%	57%	63%	24%	39%
3:15 PM	56%	54%	41%	42%	24%	21%	53%	63%	24%	37%
3:30 PM	56%	53%	45%	47%	21%	23%	47%	67%	23%	38%
3:45 PM	63%	51%	45%	50%	21%	27%	44%	67%	22%	37%
4:00 PM	63%	54%	46%	53%	18%	24%	43%	71%	22%	38%
4:15 PM	67%	62%	47%	61%	18%	22%	40%	84%	24%	40%
4:30 PM	63%	60%	45%	61%	26%	24%	43%	84%	25%	41%
4:45 PM	63%	59%	45%	61%	34%	24%	43%	84%	26%	42%
5:00 PM	63%	57%	46%	61%	34%	23%	47%	80%	27%	42%
5:15 PM	59%	52%	48%	58%	32%	26%	50%	80%	28%	42%
5:30 PM	52%	49%	50%	58%	32%	27%	53%	78%	31%	43%
5:45 PM	52%	47%	49%	58%	32%	24%	57%	78%	38%	45%
6:00 PM	63%	53%	55%	53%	26%	33%	59%	88%	36%	48%
6:15 PM	70%	58%	55%	50%	26%	38%	59%	94%	35%	49%
6:30 PM	70%	54%	52%	67%	39%	49%	65%	90%	39%	52%
6:45 PM	67%	55%	47%	78%	39%	56%	74%	94%	44%	56%
7:00 PM	74%	87%	52%	83%	45%	67%	74%	96%	41%	61%
7:15 PM	81%	93%	55%	89%	50%	66%	82%	96%	37%	62%
7:30 PM	78%	92%	57%	89%	58%	67%	87%	98%	42%	65%
7:45 PM	74%	89%	65%	86%	97%	73%	93%	100%	48%	71%
8:00 PM	74%	89%	65%	86%	71%	76%	91%	100%	53%	72%
8:15 PM	81%	87%	67%	83%	92%	78%	90%	100%	63%	76%
8:30 PM	78%	90%	71%	92%	103%	91%	93%	100%	66%	81%
8:45 PM	70%	91%	56%	100%	105%	94%	99%	100%	69%	81%
9:00 PM	74%	91%	55%	97%	105%	93%	99%	100%	65%	79%
9:15 PM	78%	91%	53%	97%	100%	91%	100%	100%	62%	78%
9:30 PM	81%	91%	49%	97%	97%	90%	100%	100%	61%	77%
9:45 PM	81%	93%	48%	97%	97%	90%	91%	100%	63%	77%
10:00 PM	81%	93%	48%	97%	95%	95%	87%	98%	63%	77%
10:15 PM	81%	87%	41%	97%	89%	85%	84%	94%	60%	72%
10:30 PM	78%	79%	37%	92%	89%	78%	87%	90%	55%	67%
10:45 PM	74%	76%	34%	92%	79%	73%	84%	98%	49%	64%
11:00 PM	70%	75%	27%	94%	71%	71%	85%	96%	42%	60%
11:15 PM	74%	71%	26%	89%	53%	60%	75%	94%	38%	54%
11:30 PM	74%	60%	23%	72%	42%	43%	69%	92%	33%	47%
11:45 PM	81%	51%	18%	64%	37%	37%	66%	92%	27%	42%
12:00 AM	74%	49%	15%	56%	37%	34%	59%	78%	24%	38%
12:15 AM	63%	53%	10%	58%	29%	29%	34%	75%	19%	32%
12:30 AM	70%	38%	9%	56%	18%	23%	29%	33%	16%	25%
12:45 AM	70%	29%	6%	47%	13%	21%	16%	24%	13%	20%
1:00 AM	63%	21%	6%	33%	8%	13%	10%	22%	13%	16%
1:15 AM	56%	20%	5%	33%	8%	12%	7%	22%	11%	14%
1:30 AM	37%	16%	3%	25%	8%	9%	4%	16%	9%	11%
1:45 AM	26%	14%	3%	17%	11%	6%	4%	16%	9%	9%
2:00 AM	11%	11%	1%	17%	5%	1%	1%	4%	6%	5%
2:15 AM	11%	11%	1%	17%	5%	1%	0%	2%	6%	5%
2:30 AM	11%	10%	1%	17%	3%	1%	3%	2%	5%	5%
2:45 AM	11%	8%	1%	17%	3%	0%	3%	0%	4%	4%

ODYSSEY PLAZA - WEEKEND - SECTION BASED PARKING OCCUPANCY										
Period	Section									TOTAL
	A	B	C	D	E	F	G	H	I	
3:00 PM	85%	97%	56%	86%	58%	39%	85%	96%	37%	61%
3:15 PM	85%	97%	59%	86%	61%	46%	90%	94%	33%	61%
3:30 PM	89%	96%	60%	89%	76%	54%	94%	92%	38%	65%
3:45 PM	89%	93%	60%	86%	84%	56%	97%	96%	38%	66%
4:00 PM	85%	95%	59%	92%	84%	49%	97%	96%	38%	65%
4:15 PM	85%	96%	58%	100%	79%	43%	97%	96%	36%	64%
4:30 PM	89%	96%	59%	100%	87%	54%	97%	98%	37%	66%
4:45 PM	81%	96%	60%	94%	92%	60%	97%	98%	36%	67%
5:00 PM	78%	95%	64%	97%	87%	55%	96%	96%	39%	67%
5:15 PM	93%	96%	66%	86%	82%	49%	97%	94%	39%	66%
5:30 PM	93%	98%	66%	89%	84%	56%	94%	94%	43%	69%
5:45 PM	89%	100%	64%	92%	84%	62%	91%	96%	47%	70%
6:00 PM	93%	100%	70%	92%	92%	70%	97%	98%	50%	74%
6:15 PM	93%	100%	75%	92%	97%	77%	100%	98%	57%	79%
6:30 PM	93%	99%	76%	97%	100%	83%	100%	100%	57%	80%
6:45 PM	96%	100%	82%	94%	100%	91%	103%	98%	58%	82%
7:00 PM	100%	100%	88%	100%	100%	96%	100%	100%	58%	84%
7:15 PM	100%	100%	97%	100%	100%	99%	100%	100%	63%	87%
7:30 PM	100%	100%	100%	100%	100%	99%	100%	100%	69%	90%
7:45 PM	100%	100%	100%	100%	100%	100%	100%	100%	81%	94%
8:00 PM	100%	100%	98%	100%	100%	100%	100%	100%	91%	97%
8:15 PM	100%	99%	99%	100%	100%	100%	100%	100%	98%	99%
8:30 PM	100%	100%	100%	100%	100%	100%	100%	100%	99%	100%
8:45 PM	100%	100%	100%	100%	97%	100%	99%	100%	98%	99%
9:00 PM	100%	100%	100%	100%	100%	100%	100%	100%	98%	99%
9:15 PM	100%	98%	100%	100%	97%	100%	99%	100%	99%	99%
9:30 PM	100%	98%	99%	97%	97%	98%	99%	100%	99%	99%
9:45 PM	96%	99%	100%	97%	97%	99%	100%	100%	99%	99%
10:00 PM	100%	99%	100%	97%	100%	99%	100%	100%	98%	99%
10:15 PM	100%	100%	99%	100%	100%	99%	99%	100%	97%	99%
10:30 PM	100%	100%	99%	100%	100%	99%	99%	100%	97%	99%
10:45 PM	100%	100%	95%	100%	100%	99%	100%	100%	94%	97%
11:00 PM	100%	93%	94%	97%	100%	96%	100%	100%	93%	95%
11:15 PM	96%	91%	82%	97%	100%	91%	100%	98%	80%	89%
11:30 PM	93%	90%	75%	92%	95%	90%	99%	98%	78%	85%
11:45 PM	93%	90%	65%	92%	92%	79%	97%	96%	64%	78%
12:00 AM	93%	89%	52%	94%	89%	76%	94%	92%	60%	74%
12:15 AM	89%	78%	44%	92%	92%	70%	91%	88%	41%	64%
12:30 AM	81%	70%	40%	89%	92%	66%	88%	88%	37%	60%
12:45 AM	85%	65%	35%	75%	79%	55%	88%	86%	31%	54%
1:00 AM	85%	59%	32%	61%	61%	49%	84%	80%	27%	48%
1:15 AM	74%	51%	20%	50%	58%	43%	65%	61%	24%	40%
1:30 AM	67%	47%	17%	44%	53%	40%	43%	43%	21%	34%
1:45 AM	67%	40%	15%	50%	37%	33%	34%	37%	16%	28%
2:00 AM	63%	35%	15%	50%	26%	28%	25%	35%	13%	24%
2:15 AM	48%	23%	9%	28%	16%	20%	16%	18%	10%	16%
2:30 AM	30%	20%	8%	19%	11%	17%	10%	14%	9%	13%
2:45 AM	22%	20%	9%	11%	11%	12%	6%	10%	9%	11%

# Appendix D

## Zone D Site Plan





**SITE NOTES:**

1. THE FIRE ACCESS ROUTE WILL BE DESIGNED TO SUPPORT THE LOADS IMPOSED BY FIREFIGHTING EQUIPMENT.
2. THE FIRE ACCESS ROUTE WILL HAVE A CHANGE IN GRADIENT OF NOT MORE THAN 12.5 OVER A MINIMUM DISTANCE OF 15 M.

1 SITE PLAN (ROOF)  
1 : 500

CARICARI LEE ARCHITECTS  
113 Miranda Avenue  
Toronto, ON M6B 3W8  
t/ 416 962 9670 f/ 416 962 9671  
e/ info@caricarilee.com  
www.caricarilee.com

PROJECT NAME  
**EGLINTON OFFICE BUILDING**  
3650 EGLINTON AVENUE W, MISSISSAUGA, ON

DRAWING TITLE  
**SITE PLAN**

No.	Date:	Issued / Revision:	By:
1	2024-02-06	ISSUED FOR REZONING	MNG
2	2024-09-12	REZONING SUBMISSION #2	MNG
3	2025-03-13	REZONING SUBMISSION #3	MNG

CONTRACTOR TO VERIFY ALL DIMENSIONS ON THE SITE AND REPORT ANY DISCREPANCIES TO THE ARCHITECT BEFORE PROCEEDING WITH THE WORK.

DATE: MAR 2025

ALL DRAWINGS ARE THE PROPERTY OF THE ARCHITECT AND MUST BE RETURNED AT THE COMPLETION OF THE WORK.

CHECKED BY: BYDL

NORTH:

DRAWING NO. **A 1.30**

3/17/25 3:36 AM

THIS DRAWING IS NOT TO BE USED FOR CONSTRUCTION UNTIL COUNTERSIGNED.

# Appendix E

## Time of Day Parking Demand Distribution



## Land Use: 822 Strip Retail Plaza (<40k)

### Description

A strip retail plaza is an integrated group of commercial establishments that is planned, developed, owned, and managed as a unit. Each study site in this land use has less than 40,000 square feet of gross leasable area (GLA). Because a strip retail plaza is open-air, the GLA is the same as the gross floor area (GFA) of the building.

The 40,000 square feet GLA threshold between shopping plaza and strip retail plaza (Land Use 822) is based on an examination of the parking demand database. All shopping plazas with a supermarket as their anchor in the database are larger than 40,000 square feet GLA.

### Time-of-Day Distribution for Parking Demand

The following table presents a time-of-day distribution of parking demand on a Monday–Thursday (five study sites), a Friday (two study sites), and a Saturday (four study sites).

Hour Beginning	Percent of Peak Parking Demand		
	Monday–Thursday	Friday	Saturday
12:00–4:00 a.m.	—	—	—
5:00 a.m.	—	—	—
6:00 a.m.	—	—	—
7:00 a.m.	—	—	—
8:00 a.m.	19	19	—
9:00 a.m.	33	40	38
10:00 a.m.	47	44	55
11:00 a.m.	55	52	66
12:00 p.m.	89	96	85
1:00 p.m.	100	96	100
2:00 p.m.	73	84	96
3:00 p.m.	73	52	79
4:00 p.m.	66	50	66
5:00 p.m.	70	63	64
6:00 p.m.	75	49	67
7:00 p.m.	70	100	70
8:00 p.m.	54	94	70
9:00 p.m.	48	73	51
10:00 p.m.	—	—	—
11:00 p.m.	—	—	—

## Land Use: 930 Fast Casual Restaurant

### Description

A fast casual restaurant is a sit-down restaurant with no (or very limited) wait staff or table service. A customer typically orders off a menu board, pays for food before the food is prepared, and seats themselves. The menu generally contains higher-quality, made-to-order food items with fewer frozen or processed ingredients than at a fast-food restaurant. Most patrons eat their meal within the restaurant, but a significant proportion of the restaurant sales can be carry-out orders. A fast casual restaurant typically serves lunch and dinner; some serve breakfast. A typical duration of stay for an eat-in customer is 40 minutes or less.

### Time-of-Day Distribution for Parking Demand

The following table presents a time-of-day distribution of parking demand on a weekday (three study sites) and a Saturday (one study site) in a general urban/suburban setting.

Hour Beginning	Percent of Peak Parking Demand	
	Weekday	Saturday
12:00–4:00 a.m.	–	–
5:00 a.m.	–	–
6:00 a.m.	–	–
7:00 a.m.	–	–
8:00 a.m.	5	3
9:00 a.m.	12	7
10:00 a.m.	14	7
11:00 a.m.	22	27
12:00 p.m.	100	70
1:00 p.m.	78	80
2:00 p.m.	40	100
3:00 p.m.	32	57
4:00 p.m.	26	43
5:00 p.m.	46	60
6:00 p.m.	77	87
7:00 p.m.	63	53
8:00 p.m.	34	43
9:00 p.m.	22	33
10:00 p.m.	14	20
11:00 p.m.	–	–

## Land Use: 931 Fine Dining Restaurant

### Description

A fine dining restaurant is a full-service eating establishment with a typical duration of stay of at least 1 hour. A fine dining restaurant generally does not serve breakfast; some do not serve lunch; all serve dinner. This type of restaurant often requests and sometimes requires a reservation and is generally not part of a chain. A patron commonly waits to be seated, is served by wait staff, orders from a menu and pays after the meal. Some of the study sites have lounge or bar facilities (serving alcoholic beverages), but meal service is the primary draw to the restaurant.

### Time-of-Day Distribution for Parking Demand

The following table presents a time-of-day distribution of parking demand for three study sites in a general urban/suburban setting on a Monday-through-Thursday, a Friday, a Saturday, and a Sunday.

Hour Beginning	Percent of Peak Parking Demand			
	Monday through Thursday	Friday	Saturday	Sunday
12:00–4:00 a.m.	–	–	–	–
5:00 a.m.	–	–	–	–
6:00 a.m.	–	–	–	–
7:00 a.m.	–	–	–	–
8:00 a.m.	–	–	–	–
9:00 a.m.	–	–	–	–
10:00 a.m.	–	–	–	–
11:00 a.m.	17	13	20	21
12:00 p.m.	39	38	40	47
1:00 p.m.	53	43	62	69
2:00 p.m.	47	39	69	75
3:00 p.m.	35	32	49	76
4:00 p.m.	41	33	66	74
5:00 p.m.	50	41	79	69
6:00 p.m.	70	78	85	88
7:00 p.m.	94	95	99	100
8:00 p.m.	100	100	99	88
9:00 p.m.	87	88	100	71
10:00 p.m.	57	64	88	35
11:00 p.m.	–	–	–	–

## Land Use: 440 Adult Cabaret

### Description

An adult cabaret is a nightclub with partially-clothed or non-clothed live dancers (also known as an exotic dance club).

### Time-of-Day Distribution for Parking Demand

The following table presents a time-of-day distribution of parking demand on a weekday (two study sites) and a Saturday (two study sites) in a general urban/suburban setting.

Hour Beginning	Percent of Peak Parking Demand	
	Weekday	Saturday
12:00–4:00 a.m.	100	85
5:00 a.m.	—	—
6:00 a.m.	—	—
7:00 a.m.	—	—
8:00 a.m.	—	—
9:00 a.m.	—	—
10:00 a.m.	—	—
11:00 a.m.	—	—
12:00 p.m.	—	—
1:00 p.m.	—	—
2:00 p.m.	—	—
3:00 p.m.	—	—
4:00 p.m.	—	—
5:00 p.m.	—	—
6:00 p.m.	38	62
7:00 p.m.	59	67
8:00 p.m.	77	62
9:00 p.m.	80	75
10:00 p.m.	98	100
11:00 p.m.	95	91

## Land Use: 814 Variety Store

### Description

A variety store is a retail store that sells a broad range of inexpensive items often at a uniform price. A variety store is commonly referred to as a “dollar store.” Items typically sold at a variety store include kitchen supplies, cleaning products, home office supplies, food products, household goods, decorations, and toys. The store can be standalone or located within a shopping plaza or strip retail plaza.

### Time-of-Day Distribution for Parking Demand

The following table presents a time-of-day distribution of parking demand on a weekday at eight study sites in a general urban/suburban setting.

Hour Beginning	Percent of Weekday Peak Parking Demand
12:00–4:00 a.m.	—
5:00 a.m.	—
6:00 a.m.	3
7:00 a.m.	5
8:00 a.m.	22
9:00 a.m.	58
10:00 a.m.	56
11:00 a.m.	64
12:00 p.m.	63
1:00 p.m.	80
2:00 p.m.	88
3:00 p.m.	81
4:00 p.m.	81
5:00 p.m.	100
6:00 p.m.	78
7:00 p.m.	49
8:00 p.m.	41
9:00 p.m.	32
10:00 p.m.	—
11:00 p.m.	—

## Land Use: 821 Shopping Plaza (40-150k)

### Description

A shopping plaza is an integrated group of commercial establishments that is planned, developed, owned, and managed as a unit. Each study site in this land use has between 40,000 and 150,000 square feet of gross leasable area (GLA). The term “plaza” in the land use name rather than “center” is simply a means of distinction between the different shopping center size ranges. Various other names are commonly used to categorize a shopping plaza within this size range, depending on its specific size and tenants, such as neighborhood center, community center, and fashion center.

A supermarket is often the major tenant of a shopping plaza but many shopping plazas are anchored by home improvement, discount, or other stores. A shopping plaza typically contains more than retail merchandising facilities. Office space, a movie theater, restaurants, a post office, banks, a health club, and recreational facilities are common tenants. A shopping plaza is almost always open-air and the GLA is the same as the gross floor area (GFA) of the building.

The 150,000 square feet GLA threshold value between shopping plaza and shopping center (Land Use 820) is based on an examination of parking demand data. For a shopping plaza that is smaller than the threshold value, the presence or absence of a supermarket within the plaza has a noticeable effect on site parking demand. For a shopping center that is larger than the threshold value, the parking demand generated by its other major tenants appears to mask the effects of the presence or absence of an on-site supermarket.

The 40,000 square feet GLA threshold between shopping plaza and strip retail plaza (Land Use 822) is based on an examination of the parking demand database. All shopping plazas with a supermarket as their anchor in the database are larger than 40,000 square feet GLA.

### Land Use Subcategory

Data are separated into two subcategories for this land use:

- Sites with a supermarket anchor
- Sites without a supermarket

## Time-of-Day Distribution for Parking Demand

The following table presents a time-of-day distribution of parking demand for a shopping plaza with a supermarket on a Monday-Thursday (four study sites), a Friday (five study sites), and a Saturday (seven study sites).

Hour Beginning	Percent of Peak Parking Demand		
	Monday–Thursday	Friday	Saturday
12:00–4:00 a.m.	—	—	—
5:00 a.m.	—	—	—
6:00 a.m.	—	—	—
7:00 a.m.	—	—	—
8:00 a.m.	—	—	—
9:00 a.m.	56	48	50
10:00 a.m.	74	68	72
11:00 a.m.	82	80	90
12:00 p.m.	100	92	98
1:00 p.m.	99	100	100
2:00 p.m.	96	99	100
3:00 p.m.	97	92	99
4:00 p.m.	98	94	95
5:00 p.m.	99	93	84
6:00 p.m.	94	83	72
7:00 p.m.	88	79	68
8:00 p.m.	77	67	56
9:00 p.m.	—	—	—
10:00 p.m.	—	—	—
11:00 p.m.	—	—	—

# Land Use: 932 High-Turnover (Sit-Down) Restaurant

## Description

A high-turnover (sit-down) restaurant is full-service eating establishment with a typical duration of stay of 60 minutes or less. This type of restaurant is usually moderately priced, frequently belongs to a restaurant chain, and is commonly referred to as casual dining. Generally, these restaurants serve lunch and dinner; they may also be open for breakfast and are sometimes open 24 hours a day. These restaurants typically do not accept reservations. A patron commonly waits to be seated, is served by wait staff, orders from a menu, and pays after the meal. Some facilities offer carry-out for a small proportion of their customers. Some facilities within this land use may also contain a bar area for serving food and alcoholic drinks.

## Land Use Subcategory

Data are separated into two subcategories for this land use:

- Restaurants that serve breakfast
- Restaurants that do not serve breakfast

The “serves breakfast” subcategory includes restaurants that serve customers during breakfast, lunch, and dinner; during breakfast and lunch; and during breakfast only. The “does not serve breakfast” subcategory includes restaurants that serve customers during lunch and dinner, during dinner only, and during lunch only.

## Time-of-Day Distribution for Parking Demand

The following table presents a time-of-day distribution of parking demand on a weekday (Monday–Thursday) at restaurants that serve breakfast, lunch, and dinner (10 study sites) and at restaurants that serve only lunch and dinner (25 sites). The following table also presents a time-of-day distribution of parking demand on a Saturday at restaurants that serve breakfast, lunch, and dinner (nine study sites) and at restaurants that serve only lunch and dinner (six sites).

Hour Beginning	Percent of Monday–Thursday Peak Parking Demand		Percent of Saturday Peak Parking Demand	
	Serving Breakfast, Lunch, and Dinner	Serving Lunch and Dinner	Serving Breakfast, Lunch, and Dinner	Serving Lunch and Dinner
12:00–4:00 a.m.	–	–	–	–
5:00 a.m.	–	–	–	–
6:00 a.m.	–	–	–	–
7:00 a.m.	–	–	–	–
8:00 a.m.	64	–	55	–
9:00 a.m.	74	–	76	–
10:00 a.m.	82	–	91	–
11:00 a.m.	89	28	100	33
12:00 p.m.	100	96	97	56
1:00 p.m.	86	100	91	69
2:00 p.m.	57	51	73	58
3:00 p.m.	44	37	51	49
4:00 p.m.	39	34	43	63
5:00 p.m.	62	56	57	77
6:00 p.m.	73	87	66	100
7:00 p.m.	95	91	80	100
8:00 p.m.	76	73	62	85
9:00 p.m.	–	–	–	55
10:00 p.m.	–	–	–	35
11:00 p.m.	–	–	–	–

FIGURE 2-4 Weekday Time-of-Day Adjustments

Land use		6 a.m.	7 a.m.	8 a.m.	9 a.m.	10 a.m.	11 a.m.	12 p.m.	1 p.m.	2 p.m.	3 p.m.	4 p.m.	5 p.m.	6 p.m.	7 p.m.	8 p.m.	9 p.m.	10 p.m.	11 p.m.	12 a.m.
Retail typical	Visitors	1%	5%	15%	35%	60%	75%	100%	100%	95%	85%	85%	85%	90%	80%	65%	45%	15%	5%	0%
December	Visitors	1%	5%	15%	30%	55%	75%	90%	100%	100%	95%	80%	85%	90%	90%	85%	50%	30%	10%	0%
Late December	Visitors	1%	5%	10%	20%	40%	65%	90%	100%	100%	100%	95%	85%	70%	55%	40%	25%	15%	5%	0%
All	Employees	10%	15%	25%	45%	75%	95%	100%	100%	100%	100%	100%	100%	100%	100%	90%	60%	40%	20%	0%
Supermarket/ grocery	Visitors	5%	20%	30%	50%	60%	67%	85%	90%	95%	97%	100%	100%	100%	85%	55%	35%	20%	5%	5%
	Employees	20%	30%	40%	80%	90%	100%	100%	100%	100%	100%	100%	100%	80%	50%	35%	20%	20%	20%	20%
Pharmacy	Visitors	5%	20%	30%	60%	60%	67%	85%	90%	95%	97%	100%	100%	100%	85%	55%	35%	20%	5%	5%
	Employees	20%	30%	40%	80%	90%	100%	100%	100%	100%	100%	100%	100%	80%	50%	35%	20%	20%	20%	20%
Discount stores/ superstores	Visitors	15%	35%	45%	65%	75%	85%	100%	100%	100%	100%	95%	85%	75%	60%	45%	30%	10%	5%	1%
	Employees	25%	45%	55%	75%	85%	100%	100%	100%	100%	100%	95%	85%	70%	55%	40%	20%	20%	20%	20%
Home improvement stores/garden	Visitors	15%	20%	35%	55%	85%	99%	100%	99%	98%	90%	85%	80%	75%	60%	50%	30%	10%	0%	0%
	Employees	25%	30%	45%	65%	95%	100%	100%	100%	100%	100%	95%	90%	85%	70%	60%	40%	20%	0%	0%
<b>Food and beverage</b>																				
Fine/casual dining	Visitors	0%	0%	0%	0%	15%	40%	75%	75%	65%	40%	50%	75%	95%	100%	100%	100%	95%	75%	25%
	Employees	0%	20%	50%	75%	90%	90%	90%	90%	90%	75%	75%	100%	100%	100%	100%	100%	100%	85%	35%
Family restaurant	Visitors	25%	50%	60%	75%	85%	90%	100%	90%	50%	45%	45%	75%	80%	80%	80%	60%	55%	75%	25%
	Employees	50%	75%	90%	90%	100%	100%	100%	100%	100%	75%	75%	95%	95%	95%	95%	80%	65%	65%	35%
Fast casual/ fast food/food court/food halls	Visitors	5%	10%	20%	30%	55%	85%	100%	100%	90%	60%	55%	60%	85%	80%	50%	30%	20%	10%	5%
	Employees	20%	20%	30%	40%	75%	100%	100%	100%	95%	70%	60%	70%	90%	90%	60%	40%	30%	20%	20%
Bar/lounge/ nightclub	Visitors	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	25%	50%	75%	100%	100%	75%	50%
	Employees	0%	0%	0%	5%	5%	5%	5%	10%	10%	10%	20%	45%	70%	100%	100%	100%	100%	90%	60%
<b>Entertainment</b>																				
Family entertainment	Visitors	0%	0%	0%	0%	45%	65%	85%	95%	100%	95%	90%	70%	60%	45%	0%	0%	0%	0%	0%
	Employees	0%	0%	5%	25%	75%	100%	100%	100%	100%	100%	100%	80%	70%	55%	10%	5%	5%	5%	5%
Active entertainment	Visitors	0%	0%	0%	0%	25%	65%	85%	90%	95%	95%	90%	95%	100%	95%	90%	65%	10%	0%	0%
	Employees	5%	5%	5%	25%	75%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	75%	10%	5%	5%
Adult active entertainment	Visitors	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	25%	50%	75%	100%	100%	100%	100%
	Employees	0%	0%	0%	5%	5%	5%	5%	10%	10%	10%	20%	45%	70%	100%	100%	100%	100%	100%	100%
All movies typical	Visitors	0%	0%	0%	0%	0%	0%	20%	45%	55%	55%	55%	60%	60%	80%	100%	100%	80%	65%	40%
Late December	Visitors	0%	0%	0%	0%	0%	0%	35%	60%	75%	80%	80%	80%	70%	80%	100%	100%	85%	70%	55%
All	Employees	0%	0%	0%	0%	0%	10%	50%	60%	60%	75%	75%	100%	100%	100%	100%	100%	100%	70%	50%
Live theater	Visitors	0%	0%	0%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	25%	100%	100%	0%	0%	0%
	Employees	0%	10%	10%	20%	20%	20%	30%	30%	30%	30%	30%	30%	30%	100%	100%	100%	30%	10%	5%
Outdoor amphitheater	Visitors	0%	0%	0%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	25%	100%	100%	0%	0%	0%
	Employees	0%	10%	10%	20%	20%	20%	30%	30%	30%	30%	30%	30%	30%	100%	100%	100%	30%	10%	5%
Public park/ destination open space	Visitors	1%	5%	10%	25%	50%	65%	85%	95%	100%	95%	90%	70%	90%	100%	100%	100%	80%	50%	10%
	Employees	5%	10%	25%	50%	75%	100%	100%	100%	100%	100%	100%	80%	100%	100%	100%	100%	100%	60%	20%
Museum/ aquarium	Visitors	0%	0%	0%	0%	45%	65%	85%	95%	100%	95%	90%	85%	60%	30%	10%	0%	0%	0%	0%
	Employees	5%	5%	5%	25%	75%	100%	100%	100%	100%	100%	100%	80%	75%	10%	5%	0%	0%	5%	5%
Arena No matinee	Visitors	0%	0%	0%	1%	1%	1%	1%	1%	1%	1%	1%	1%	10%	25%	100%	100%	85%	0%	0%
	Employees	0%	10%	10%	20%	20%	20%	30%	30%	30%	30%	30%	30%	100%	100%	100%	100%	30%	10%	5%

(continued on next page)

FIGURE 2-4 (continued)

Land use		6 a.m.	7 a.m.	8 a.m.	9 a.m.	10 a.m.	11 a.m.	12 p.m.	1 p.m.	2 p.m.	3 p.m.	4 p.m.	5 p.m.	6 p.m.	7 p.m.	8 p.m.	9 p.m.	10 p.m.	11 p.m.	12 a.m.
<b>Entertainment (continued)</b>																				
Pro football stadium 8 p.m. start	Visitors	0%	0%	0%	1%	1%	1%	5%	5%	5%	5%	5%	5%	10%	50%	100%	100%	85%	25%	0%
	Employees	0%	10%	10%	20%	20%	20%	30%	30%	30%	30%	30%	30%	100%	100%	100%	100%	100%	25%	10%
Pro baseball stadium	Visitors	0%	0%	0%	1%	1%	1%	5%	5%	5%	5%	5%	5%	10%	50%	100%	100%	85%	25%	0%
	Employees	0%	10%	10%	20%	20%	20%	30%	30%	30%	30%	30%	30%	100%	100%	100%	100%	100%	25%	10%
Health club	Visitors	70%	40%	40%	70%	70%	80%	60%	70%	70%	70%	80%	90%	100%	90%	80%	70%	35%	10%	0%
	Employees	75%	75%	75%	75%	75%	75%	75%	75%	75%	75%	75%	100%	100%	75%	50%	20%	20%	20%	0%
Public library	Visitors	0%	0%	0%	100%	100%	98%	98%	78%	72%	65%	70%	79%	60%	50%	40%	0%	0%	0%	0%
	Employees	0%	10%	50%	100%	100%	100%	100%	100%	100%	100%	100%	90%	75%	50%	20%	10%	0%	0%	0%
Daycare center	Visitors	0%	2%	25%	75%	20%	20%	20%	20%	20%	20%	100%	50%	20%	5%	0%	0%	0%	0%	0%
	Employees	0%	50%	75%	90%	90%	90%	90%	90%	90%	100%	100%	100%	60%	40%	10%	0%	0%	0%	0%
Convention center	Visitors	0%	0%	50%	100%	100%	100%	100%	100%	100%	100%	100%	100%	50%	30%	30%	10%	0%	0%	0%
	Employees	5%	30%	33%	33%	100%	100%	100%	100%	100%	100%	90%	70%	40%	25%	20%	20%	5%	0%	0%
<b>Hotel and residential</b>																				
Hotel-business	Visitors	95%	90%	80%	70%	60%	60%	55%	55%	60%	60%	65%	70%	75%	75%	80%	85%	95%	100%	100%
Hotel-leisure	Visitors	95%	95%	90%	80%	70%	70%	65%	65%	70%	70%	75%	80%	85%	85%	90%	95%	95%	100%	100%
Employee	Employees	10%	30%	100%	100%	100%	100%	100%	100%	100%	100%	70%	70%	40%	20%	20%	20%	20%	10%	5%
Restaurant/ lounge	Visitors	0%	10%	30%	10%	10%	5%	100%	100%	33%	10%	10%	30%	55%	60%	70%	67%	60%	40%	30%
Meeting/banquet (<100 sq ft/key)	Visitors	0%	0%	30%	60%	60%	60%	65%	65%	65%	65%	65%	100%	100%	100%	100%	100%	50%	0%	0%
Convention (>100 sq ft/key)	Visitors	0%	0%	50%	100%	100%	100%	100%	100%	100%	100%	100%	100%	50%	30%	30%	10%	0%	0%	0%
	Employee	Employees	10%	10%	60%	100%	100%	100%	100%	100%	100%	100%	100%	60%	40%	40%	20%	0%	0%	0%
Residential guest	Visitors	0%	10%	20%	20%	20%	20%	20%	20%	20%	20%	20%	40%	60%	100%	100%	100%	100%	80%	50%
Resident reserved	Residents	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Residential suburban	Residents	95%	80%	67%	55%	50%	45%	40%	40%	40%	40%	45%	50%	60%	70%	80%	85%	95%	97%	100%
Residential urban	Residents	95%	85%	75%	65%	60%	55%	50%	50%	50%	55%	60%	65%	70%	75%	80%	85%	95%	97%	100%
Active senior housing	Visitors & employees	95%	97%	100%	100%	99%	98%	98%	99%	98%	100%	99%	94%	96%	98%	97%	97%	97%	98%	98%
	Residents	95%	97%	100%	100%	99%	98%	98%	99%	98%	100%	99%	94%	96%	98%	97%	97%	97%	98%	98%
<b>Office</b>																				
Office	Visitors	0%	1%	20%	60%	100%	45%	15%	45%	95%	45%	15%	10%	5%	2%	1%	0%	0%	0%	0%
	Employees unreserved	3%	15%	50%	90%	100%	100%	85%	85%	95%	95%	85%	60%	25%	15%	5%	3%	1%	0%	0%
	Employees reserved	00%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Medical/ dental office	Visitors	0%	0%	90%	90%	100%	100%	30%	90%	100%	100%	90%	80%	67%	30%	15%	0%	0%	0%	0%
	Employees	0%	20%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	67%	30%	15%	0%	0%	0%	0%
Bank (drive-in branch)	Visitors	0%	0%	50%	90%	100%	50%	50%	50%	70%	50%	80%	100%	0%	0%	0%	0%	0%	0%	0%
	Employees	0%	0%	60%	100%	100%	100%	100%	100%	100%	100%	100%	100%	0%	0%	0%	0%	0%	0%	0%

Source: See chapter 4 discussions for each land use.

# Appendix F

## GFA Cap Analysis



**Platinum Plaza – Existing and Proposed Parking Caps based on Land Use**

	Parking Spaces per 100 m2 GFA based on ITE					
Land Use	Parking Required per 100 m2 GFA	Parking Required per 100 m2 GFA at 8 pm	Proposed Parking Required per 100 m2 GFA_ITE+ULI	Reduction%	Existing GFA (m2)	Proposed GFA (m2)
Restaurant (LUC 932)	21.79	16.56	<b>8.31</b>	<b>50%</b>	7204.92	<b>3615.47</b>
Take-Out Restaurant (LUC 933)	11.83	9.46	<b>4.75</b>	<b>50%</b>	1487.02	<b>746.19</b>
Unknown Land Use	3.2	3.20	<b>1.61</b>	<b>50%</b>	241.1	<b>120.99</b>

**Odyssey Plaza – Existing and Proposed Parking Caps based on Land Use**

	Parking Spaces per 100 m2 GFA based on ITE					
Land Use	Parking Required per 100 m2 GFA	Parking Required per 100 m2 GFA at 8 pm	Proposed Parking Required per 100 m2 GFA_ITE+ULI	Reduction%	Existing GFA (m2)	Proposed GFA (m2)
Restaurant (LUC 932)	21.79	16.56	<b>5.84</b>	<b>65%</b>	5618.31	<b>1980.28</b>
Take-Out Restaurant (LUC 933)	11.83	9.46	<b>3.33</b>	<b>65%</b>	1268.69	<b>447.17</b>
Night Club (LUC 440)	6.33	4.87	<b>1.72</b>	<b>65%</b>	252.85	<b>89.12</b>
Recreational Establishment (LUC 495)	2.5	2.50	<b>0.88</b>	<b>65%</b>	4046.44	<b>1426.25</b>
Unknown Land Use	3.2	3.20	<b>1.13</b>	<b>65%</b>	1376.94	<b>485.33</b>

Use_Final	Cumulative GFA (m2)	LUC	ITE Parking	Time of Day ITE + ULI Factors (8 to 9 pm is peak)	ITE Parking - ITE + ULI Factors	ITE Parking Rate (per 100 m2)
Private School	502.49	532	21	100%	21	4.18
Veterinary Clinic	169.11	640	8	100%	8	4.73
Office	2228.32	710	71	5%	4	3.19
Medical Office	2164.28	720	100	15%	15	4.62
Service Establishment	740.92	814	15	41%	6	2.02
Retail Store	4009.61	821	226	77%	174	5.64
Restaurant	7204.92	932	1570	76%	1193	21.79
Take Out Restaurant	1487.02	933	176	80%	141	11.84
Highest Value (unknown Use)	241.1	N/A	7.7152	100%	8	3.20

**18747.77**

**Weighted Average  
Parking Required  
Capacity  
Surplus/Deficit**

**1569****8.37****1569****901****-668**Based on ITE

Proportion of LUC 932 among Restaurants 88.931%  
Proportion of LUC 933 among Restaurants 10.494%  
Proportion of Unknown among Restaurants 0.575%

LUC 932 parking reduction needed -594.4  
LUC 933 parking reduction needed -70.1  
Unknown Landuse parking reduction needed -3.8

Total spaces for LUC 932 after reduction 598.8  
Total spaces for LUC 933 after reduction 70.7  
Total spaces for Unknown after reduction 3.9

Parking Cap for LUC 932 8.310352692  
Parking Cap for LUC 933 4.751395905  
Parking Cap for Unknown Landuse 1.605777441

Parking Cap% Reduction for LUC 932 -49.82%  
Parking Cap% Reduction for LUC 933 -49.82%  
Parking Cap% Reduction for Unknown Landu -49.82%

Use_Final	Cumulative GFA (m2)	LUC	ITE Parking	Time of Day ITE + ULI Factors (8 to 9 pm is peak)	ITE Parking - ITE + ULI Factors	ITE Parking Rate (per 100 m2)
Retail Store	5292.92	821	299	77%	230	5.65
Medical Office	1514.6	720	70	15%	11	4.62
Takeout Restaurant	1268.69	933	150	80%	120	11.82
Service Establishment	1334.25	814	27	41%	11	2.02
Office	352.3	710	11	5%	1	3.12
Restaurant	5618.31	932	1224	76%	930	21.79
Private School	92.98	532	4	100%	4	4.30
Financial Institution	107.83	912	6	0%	0	5.56
Warehouse and Distribution	822.64	151	3	100%	3	0.36
Place of Religious Assembly	196.05	562	64	100%	64	32.64
Night Club	252.85	440	16	77%	12	6.33
Recreational Establishment	4046.44	495	101	100%	101	2.50
Highest Value (unknown Use)	1376.94	N/A	44.06208	100%	44	3.20

**22276.8****Weighted Average****1531****6.87****Parking Required****1531****Capacity****749****Surplus/Deficit****-782****Based on ITE****Proportion of LUC 932 among Restuarants**

77.031%

**Proportion of LUC 933 among Restuarants**

9.937%

**Proportion of LUC 440 among Restaurants**

1.020%

**Proportion of LUC 495 among Restaurants**

8.364%

**Proportion of Unknown among Restaurants**

3.649%

**LUC 932 parking reduction needed**

-602.4

**LUC 933 parking reduction needed**

-77.7

**LUC 440 parking reduction needed**

-8.0

**LUC 495 parking reduction needed**

-65.4

**Unknown Landuse parking reduction needed**

-28.5

**Total spaces for LUC 932 after reduction**

327.9

**Total spaces for LUC 933 after reduction**

42.3

**Total spaces for LUC 440 after reduction**

4.3

<b>Total spaces for LUC 495 after reduction</b>	35.6
<b>Total spaces for Unknown after reduction</b>	15.5
<b>Parking Cap for LUC 932</b>	5.84
<b>Parking Cap for LUC 933</b>	3.33
<b>Parking Cap for LUC 440</b>	1.72
<b>Parking Cap for LUC 495</b>	0.88
<b>Parking Cap for Unknown Landuse</b>	1.13
<b>Parking Cap% Reduction for LUC 932</b>	-64.75%
<b>Parking Cap% Reduction for LUC 933</b>	-64.75%
<b>Parking Cap% Reduction for LUC 440</b>	-64.75%
<b>Parking Cap% Reduction for LUC 495</b>	-64.75%
<b>Parking Cap% Reduction for Unknown Landuse</b>	-64.75%

**Information Report  
Preliminary Planning Analysis**

**City of Mississauga:**

**Ridgeway Plaza Interim Control By-law Study and Zoning By-law Amendment**

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## 1. Summary of Applicable Policies

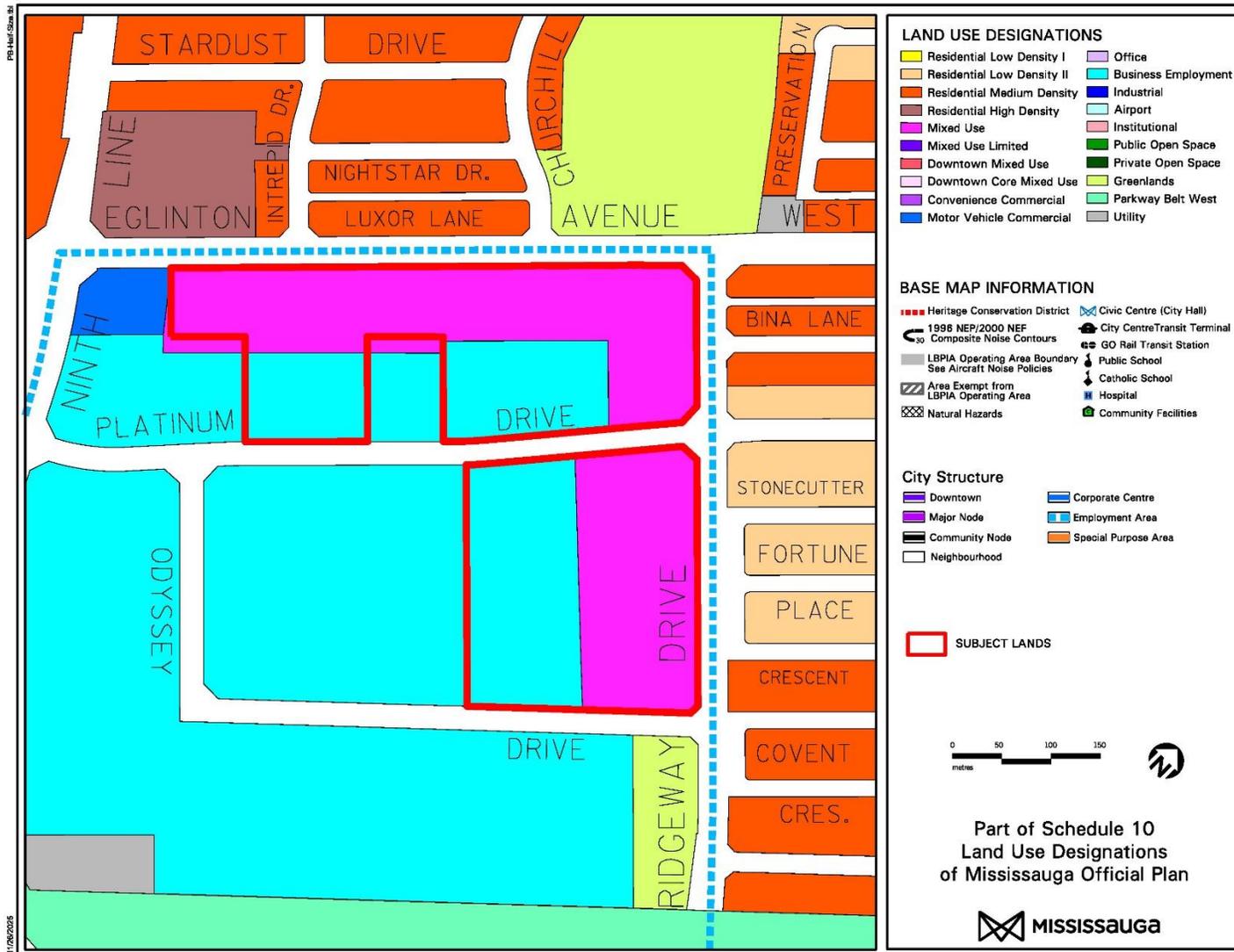
The *Planning Act* requires that Mississauga Official Plan be consistent with the Provincial Planning Statement and conform with the applicable provincial plans. The policy and regulatory documents that affect these proposed amendments have been reviewed and summarized in the sections below.

Only key policies relevant to the proposed amendments have been included. The summary tables listed in the subsections below should be considered a general summary of the intent of the policies and should not be considered exhaustive. The proposed amendments will be evaluated based on these policies in the subsequent recommendation report.

Policy Document	Legislative Authority/Applicability	Key Policies
<b>Provincial Planning Statement (PPS)</b>	<p>The Provincial Planning Statement (2024) provides policy direction on matters of provincial interest related to land use planning and development.</p> <p>It promotes efficient, sustainable growth, compact urban form, and the integration of land use with transportation and infrastructure investment. The 2024 PPS consolidates the former Provincial Policy Statement (2020) and the Growth Plan for the Greater Golden Horseshoe into a single province-wide framework.</p> <p>Zoning and development permit by-laws should facilitate opportunities for an appropriate range and mix of housing options. (PPS 2024 Ch. 1)</p> <p>Building Homes, Sustaining Strong and Competitive Communities (PPS 2024 Ch. 2)</p> <p>Official plans shall identify provincial interests and set out appropriate land use designations and policies (PPS 2024 Policy 6.1)</p>	<p>Efficient Land Use and Infrastructure (Policy 2.3.1.2): Land use patterns within settlement areas are to be based on densities and a mix of land uses that efficiently use land and resources, optimize infrastructure, support active transportation, and are transit supportive.</p> <p>Strategic Growth and Complete Communities (Policies 2.1.6, 2.4.1.2): Planning authorities shall support complete communities by accommodating an appropriate range and mix of land uses, transportation options, and community services that improve accessibility and quality of life for people of all ages and abilities.</p> <p>Economic Development and Competitiveness (Policy 2.8.1): Planning authorities shall promote economic development and competitiveness by providing for a range and mix of employment uses to meet long-term needs, encouraging compact mixed-use employment areas, ensuring infrastructure is available to support current and future needs, and protecting employment lands for ongoing economic activity.</p>

<b>Policy Document</b>	<b>Legislative Authority/Applicability</b>	<b>Key Policies</b>
	Planning authorities' role to keep zoning by-laws up to date with their official plans and the PPS (PPS 2024 Policy 6.6)	Climate Change and Resilience (Policy 2.9.1 d): Planning authorities shall plan to reduce greenhouse gas emissions and prepare for the impacts of a changing climate by promoting compact, transit-supportive communities and encouraging active transportation and low-impact development.

Mississauga Official Plan (in-effect)



I:\cadd\Projects\Report\Map\257685 CD.03-RID W8\_RPT\Vector\CD03-RID - Existing Landuse.dgn

The policies of Mississauga Official Plan (MOP) implement provincial directions for growth. MOP is generally consistent with the PPS 2024 and conforms with the Greenbelt Plan and Parkway Belt West Plan. An Official Plan Review was recently conducted and Mississauga Official Plan 2051 was adopted by City Council on April 16, 2025 (see below).

As of July 1, 2024, the Region of Peel’s Official Plan (ROP) has been deemed to form part of an official plan of Mississauga.

**Existing Land Use Designation**

The subject lands are located within the Churchill Meadows Employment Area Character Area and are designated Mixed

Use and Business Employment on Schedule 10 of the Official Plan. The lands are situated south of Eglinton Avenue West and west of Ridgeway Drive, consistent with the area identified in Special Site 1 of Section 17.2.5.1.

**Relevant Mississauga Official Plan (in-effect) Policies**

The following policies are applicable in the review of the proposed city initiated amendments. In some cases, the description of the general intent summarizes multiple policies.

	<b>General Intent</b>
<b>Chapter 1 Introduction</b>	<p>Section 1.1: The Mississauga Official Plan is guided by the City’s Strategic Plan, which establishes five pillars for change. Two are most relevant to the Ridgeway District:</p> <p><b>Strategic Plan: Completing Our Neighbourhoods</b></p> <p><b>Relevant Strategic Goals:</b></p> <ul style="list-style-type: none"> <li>• Develop walkable, connected neighbourhoods</li> <li>• Build vibrant communities</li> <li>• Provide mobility choices</li> </ul> <p><b>Strategic Plan: Cultivating Creative and Innovative Businesses</b></p> <p><b>Relevant Strategic Goals:</b></p> <ul style="list-style-type: none"> <li>• Foster a strong and innovative economy</li> <li>• Support a range of employment opportunities</li> <li>• Encourage compact, transit-oriented employment areas</li> </ul>
<b>Chapter 4 Vision</b>	<p>Section 4.1 Vision Statement – Mississauga will develop as a vibrant, safe and connected city offering a variety of housing, employment, cultural and recreational opportunities.</p>

	<p>Section 4.4: Guiding Principles</p> <p>4.4.3 - Mississauga will preserve the character, cultural heritage and livability of our communities;</p> <p>4.4.4 – Mississauga will maintain and promote a strong and sustainable, diversified economy that provides a range of employment opportunities for residents and attracts lasting investment to secure financial stability.</p> <p>4.4.7 - Mississauga will support the creation of distinct, vibrant and complete communities by building beautifully designed and inspiring environments that contribute to a sense of community identity, cultural expression and inclusiveness.</p> <p>Section 4.5: Direct Growth – Growth will be strategically managed by determining the appropriate arrangement and balance of land uses, including population and employment densities.</p> <p>Section 4.5: Complete Communities – Mississauga will contain healthy, vibrant communities that provide residents with a range and diversity of housing types and mobility choices; access to daily needs within close proximity to where they live, work, study, shop, play and congregate; and a sense of belonging and community pride.</p> <p>Mississauga will direct growth by: ensuring that communities include or provide easy access to a range of uses and services required to meet all or most of the daily needs of residents through all stages of their lives; e.g., housing, transportation, employment, recreation, social interaction and education;</p> <p>Section 4.5: Foster a Strong Economy – Mississauga has a progressive and diversified economy. Mississauga will foster innovative and creative businesses by: supporting existing and future office, industrial, institutional and commercial businesses and maintaining an adequate supply of employment lands to meet future needs.</p>
<p><b>Chapter 5 Direct Growth</b></p>	<p>Section 5.1.2: Growth will be directed to appropriate locations where infrastructure, community facilities and transportation can support it.</p> <p>Section 5.1.3: Forecast growth will be directed to appropriate locations to ensure that resources and assets are managed in a sustainable manner to:</p> <ul style="list-style-type: none"> <li>c. minimize environmental and social impacts;</li> <li>d. meet long term needs;</li> <li>e. build strong, livable, universally accessible communities; and</li> <li>f. promote economic prosperity.</li> </ul> <p>Section 5.1.8: Mississauga will protect employment lands to allow for a diversity of employment uses.</p> <p>Section 5.3.6.1: Mississauga will maintain an adequate supply of lands for a variety of employment uses to accommodate existing and future employment needs.</p>

	<p>Section 5.3.6.2: Mississauga will maintain a sustainable, diversified employment base by providing opportunities for a range of economic activities.</p> <p>Section 5.4 – Corridors (Eglinton Avenue West context)          Section 5.4.4: Development on Corridors should be compact, mixed use and transit friendly and appropriate to the context of the surrounding Neighbourhood and Employment Area.</p>
<p><b>Chapter 7          Complete          Communities</b></p>	<p>Section 7.1.3: In order to create a complete community and develop a built environment supportive of public health, the City will:</p> <ul style="list-style-type: none"> <li>a. encourage compact, mixed use development that reduces travel needs by integrating residential, commercial, employment, community, and recreational land uses;</li> <li>d. encourage land use planning practices conducive to good public health.</li> </ul> <p>Section 7.1.10: When making planning decisions, Mississauga will identify, maintain and enhance the distinct identities of local communities by having regard for the built environment, natural or heritage features, and culture of the area.</p>
<p><b>Chapter 9          Build A Desirable          Urban Form</b></p>	<p>Section 9.1: Site development is the layout and design of all features on a property including parking and driveways. Site development policies are directed at the creation of spaces which not only satisfy the needs of its own users and those who will live and work in the area, but also the needs of future generations. Sites will be developed to:</p> <ul style="list-style-type: none"> <li>• respect the experience, identity and character of the surrounding context.</li> </ul> <p>Section 9.1.4: Development within Employment Areas and Special Purpose Areas will promote good urban design that respects the function of the area.</p> <p>Section 9.1.14: Mississauga may undertake or require studies that develop additional policies, guidelines and design control tools that may contain more specific urban form requirements.</p> <p>Section 9.2.2.4: Employment Areas adjacent to residential areas, sensitive land uses and major roads will be required to meet higher standards of design and to mitigate adverse impacts on adjacent uses.</p>

<b>Chapter 10 Foster a Strong Economy</b>	<p>Section: 10.1.4: Provides the policy basis for prohibiting conversion of employment lands to non-employment uses; reinforces why limiting retail and restaurant expansion is appropriate.</p> <p>Section: 10.1.5 Mississauga will provide for a wide range of employment activities including office and diversified employment uses. To this end Mississauga will:</p> <ul style="list-style-type: none"><li>a. strive to increase office employment;</li><li>b. encourage the establishment of knowledge based industries and support their growth; and</li><li>c. encourage the establishment of small innovative businesses and support their growth.</li></ul> <p>10.4.7: Reinforces that no new retail designations should be added within Employment Areas.</p>
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**Chapter 11  
General Land Use  
Designations**

The use and development of land will reflect all components of the Urban System: The Green System; City Structure and Corridors. Part Three is organized by the elements of the City Structure, as shown on Schedule 1b: Urban System - City Structure. These elements are:

- Employment Areas

The Lands are currently designated Mixed use and Business Employment:

**Section - 11.2.6.1 - Mixed Use**

In addition to the Uses Permitted in all Designations, lands designated Mixed Use will also permit the following uses: a. commercial parking facility; b. financial institution; c. funeral establishment; d. makerspaces e. motor vehicle rental; f. motor vehicle sales; g. overnight accommodation; h. personal service establishment; i. post-secondary educational facility; j. residential, in conjunction with other permitted uses; k. restaurant; l. retail store; and m. secondary office.

**Section 11.2.11.1 - Business Employment**

In addition to the Uses Permitted in all Designations, lands designated Business Employment will also permit the following uses: a. adult entertainment establishment; b. animal boarding establishment which may include outdoor facilities; c. banquet hall; d. body rub establishment; e. broadcasting, communication and utility rights-of-way. cardlock fuel dispensing facility; f. commercial parking facility; g. commercial school; h. conference centre; i. entertainment, recreation and sports facilities; financial institution; j. funeral establishment; k. manufacturing; l. Motor Vehicle Commercial; m. motor vehicle body repair facilities; n. motor vehicle rental; o. overnight accommodation; p. research and development; q. restaurant; r. secondary office; s. self storage facility; t. transportation facilities; u. trucking terminals; v. warehousing, distributing and wholesaling;w. waste processing stations or waste transfer stations and composting facilities; and x. accessory uses.

Section 11.2.11.3: Permitted uses will operate mainly within enclosed buildings.

Section 11.2.11.4: Accessory uses will generally be limited to a maximum of 20% of the total Gross Floor Area.

Section 11.2.11.5: All accessory uses should be on the same lot and clearly subordinate to and directly related to the functioning of the permitted use.

<p><b>Chapter 17 Employment Areas</b></p>	<p>There are eight Employment Area Character Areas in Mississauga:</p> <ul style="list-style-type: none"> <li>• Churchill Meadows;</li> </ul> <p>Section 17.2 Churchill Meadows</p> <p>Section 17.2.1.1 Land Use: Notwithstanding the Business Employment policies of this Plan, the following uses will not be permitted: a. adult entertainment establishments; b. animal boarding establishments which may include outdoor facilities; c. body rub establishments; d. motor vehicle body repair facilities; e. transportation facilities; f. trucking terminals; and g. waste processing stations or waste transfer stations and composting facilities.</p> <p>Section 17.2.2.1 – Urban Design : Eglinton Avenue West represents an entry point into the city and, therefore, will promote built form of high architectural and landscaping standards. 17.2.2.2 Strong built form should be achieved along the street frontage with massing emphasis at corners, thus discouraging parking and loading areas at the streetlines.</p> <p>Section 17.2.2.3 Landscape treatments at corners and extending along Eglinton Avenue West should generally be complementary on either side of the street.</p> <p>Section 17.2.3.1 – Transportation: Notwithstanding the policies of this Plan, the following policies will apply:</p> <ol style="list-style-type: none"> <li>a. where feasible, the alignment of individual roads will recognize the need to preserve natural features, including woodland edges and hedgerows. Detailed road design will include mitigating and rehabilitation measures to address any disturbance of these features;</li> <li>b. Mississauga will be pursuing other possible opportunities for improving Provincial Highway access to Churchill Meadows. A further detailed study will be required, involving the approval of appropriate agencies, to determine the feasibility and timing of these improvements; and</li> <li>c. direct access will be permitted on Major Collectors, with 30 m rights-of-way. The access location will require the approval of the Transportation and Works Department.</li> </ol> <p>Section 17.2.4.1 - Physical Services and Utilities : All development will be in accordance with the Sawmill Creek Sub-watershed Plan, and the Lisgar Region Water Quality Study.</p> <p>Section 17.2.4.2 Additional off-site lands associated with the construction of the stormwater management facilities recommended by the Sawmill Creek Sub-watershed Study may be needed.</p> <p>Section 17.2.5 Special Site Policies</p> <p>There are sites within the Character Area that merit special attention and are subject to the following policies, see Special Site 1 which speak to specific policies for the Ridgeway Plaza ICBL Study area.</p> <p>Section 17.2.5.1 Special Site 1:</p> <p>Section 17.2.5.1.1: The lands identified as Special Site 1 are located south of Eglinton Avenue West and west of Ridgeway Drive.</p>
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	<p>Section 17.2.5.1.2 Notwithstanding the provisions of the Mixed Use designation, the following additional policies will apply: a. the following additional uses will be permitted: • broadcasting station; • communications and broadcasting establishment;</p> <ul style="list-style-type: none"> <li>• radio and television transmission facility;</li> <li>• telephone sales and service establishment; and b. retail warehouses will not be permitted.</li> </ul> <p>Section 17.2.5.1.3: Area A is located north of the utility corridor and west of Ridgeway Drive. Notwithstanding the Mixed Use designations, the following additional policy will apply:</p> <p>a. the physical integration of the Bus Rapid Transit (BRT) facility with adjacent development will be encouraged.</p>
<p><b>Former Region of Peel Official Plan Policies</b></p> <p>As of July 1, 2024, the Region of Peel's Official Plan (ROP) has been deemed to form part of an official plan of Mississauga.</p>	<p>To provide a diversity of complete healthy communities for those living and working in Peel Region, offering a wide range and mix of housing, employment, and recreational and cultural activities. These communities will be served and connected by a multi-modal transportation system and provide an efficient use of land, public services, finances and infrastructure, while respecting the natural environment, hazards and resources, and the characteristics of existing communities in Peel. (ROP 5.2)</p> <p>Promote the integration of land use planning, growth management, transit-supportive development, intensification, and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs. (ROP 5.4.7)</p> <p>To support planning for complete communities in Peel that are compact, well-designed, transit-supportive, offer transportation choices, include a diverse mix of land uses, accommodate people at all stages of life and have an appropriate mix of housing, a good range of jobs, high quality open space, and easy access to retail and services to meet daily needs. (ROP 5.4.8)</p> <p>To achieve an urban structure, form and densities which are pedestrian-friendly and transit-supportive. (ROP 5.6.4)</p> <p>Direct the local municipalities to incorporate official plan policies to develop complete communities that are well-designed, transit-supportive, offer transportation choices, include a diverse mix of land uses in a compact built form, accommodate people at all stages of life and have an appropriate mix of housing, a good range of jobs, high quality public open space and easy access to retail and public service facilities. (ROP 5.4.10)</p> <p>Support the local municipalities in discouraging retail uses in Employment Areas except for retail uses servicing the Employment Area and retail ancillary to a permitted employment use, as defined in local municipal official plans. (ROP 5.8.42)</p> <p>Employment Areas shall be planned and designed to minimize surface parking and be easily accessible by a range of transportation modes including transit and active transportation. (ROP 5.8.46)</p>

### Mississauga Official Plan 2051

The policies of Mississauga Official Plan 2051 (MOP 2051) implement provincial directions for growth which focuses, amongst others, climate change; protection of natural heritage; increasing housing supply and affordability; and, creating a multi-modal city with less reliance on driving with the planning horizon to 2051.

MOP 2051 was adopted by Council on April 16, 2025 on the basis that its policies are consistent with the Provincial Planning Statement, 2024. The document has been sent to the Minister of Municipal Affairs and Housing for approval.

The subject lands are located within the Churchill Meadows Employment Area Character Area and are designated Mixed Employment and Business Employment on Schedule 7 - Land Use Designations of the Official Plan 2051. The lands are situated south of Eglinton Avenue West and west of Ridgeway Drive, consistent with the area identified in Site 38 (Churchill Meadows Employment Area/Churchill Meadows Neighbourhood) Section 17.38.

### Relevant Mississauga Official Plan 2051 Policies

The following MOP 2051 policies apply to the review of the proposed City-initiated – Ridgeway Zoning By-law amendments. In some cases, the general intent has been summarized from more than one policy.

### Existing Land Use Designation

	General Intent
<b>Chapter 1 Introduction</b>	<p><b>Strategic Plan:</b></p> <ul style="list-style-type: none"> <li>• <i>Move: Develop a Transit-Oriented City</i> – supports directing growth to locations accessible by transit and optimizing transportation infrastructure.</li> <li>• <i>Connect: Complete Our Communities</i> – promotes connected, inclusive neighbourhoods that integrate work, services, and daily needs.</li> </ul>
<b>Chapter 2 Vision</b>	<p>Section 2.5.1 Growth Management: establishes that growth will be strategically managed, directed to key serviced and transit-supported locations, and organized to provide a mixture of uses that support walking and cycling.</p> <p>Section 2.5.5 Transportation: Future growth and existing congestion highlight the need for more travel options and broader land-use integration; <i>people will be prioritized over cars</i></p>
<b>Chapter 3 Directing New Development</b>	<p>Section 3.3 City Structure: Organizes the city into functional areas that guide development.</p> <p>Section 3.3.2 Neighbourhoods and Employment Areas: Employment areas will continue to support a broad mix of businesses and services that reinforce local economic vitality.</p>

<p><b>Chapter 7 Getting Around our Communities</b></p>	<p>Section 7.2 Policy Direction: An inclusive, multimodal transportation system will connect where people live, work, learn, shop, and play, offering equitable and affordable travel options that benefit public health and the environment.</p> <p>Section 7.6 Parking and Access Management: As Mississauga grows, less land will be devoted to surface parking; the City will encourage shared use, allow off-site parking, and consider reduced standards to align with transit access and site context (7.6.2–7.6.3)</p>
<p><b>Chapter 9 Supporting Jobs and Businesses</b></p>	<p>Section 9.1.2 – Protect Employment Areas: Protect Employment Areas for a diversity of employment uses to meet current and future needs.</p> <p>Section 9.1.3: An adequate supply of lands providing locations for a variety of appropriate employment uses will be maintained to accommodate the City's growth forecasts and to support a vibrant and sustainable local economy.</p> <p>Section 9.1.4 – Range of Employment Activities: Provide for a wide range of employment activities; support knowledge-based and small innovative businesses; intensify compatible employment in existing Employment Areas.</p> <p>9.4 – Retail in Employment Areas: Within Employment Areas, retail associated with employment uses is encouraged to serve local businesses/employees; new freestanding retail uses will not be permitted. Existing lawfully-established retail in Employment Areas is recognized but not allowed to expand, with local area reviews considering alternatives over time.</p>

<p><b>Chapter 10 Land Use Designations</b></p>	<p>Section 10.2.12 Mixed Employment 10.2.12.1 Lands designated Mixed Employment will permit all uses permitted within the Mixed-Use designation, except residential uses:</p> <p>Section 10.2.6.1 In addition to the Uses Permitted in all Designations, lands designated Mixed Use will also permit the following uses: a. commercial parking facility; b. entertainment and indoor sports facilities; c. financial institution; d. funeral establishment; e. makerspaces; f. motor vehicle rental; g. motor vehicle sales; h. overnight accommodation; i. post-secondary educational facility; j. residential, in conjunction with other permitted uses; k. restaurant; l. retail store; m. secondary office; and n. service establishment.</p> <p>Section 10.2.15 Business Employment 10.2.15.1 In addition to the Uses Permitted in all Designations, lands designated Business Employment will also permit the following uses: a. adult entertainment establishment; b. animal boarding establishment which may include outdoor facilities; c. banquet hall; d. body rub establishment; e. broadcasting, communication and utility rights-of-way; f. truck fuel dispensing facility; g. commercial parking facility; h. commercial school; i. conference centre; j. entertainment, recreation and sports facilities; k. financial institution; l. funeral establishment; m. manufacturing; n. motor vehicle commercial; o. motor vehicle body repair facility p. motor vehicle rental; q. overnight accommodation; r. research and development; s. restaurant; t. secondary office; u. self storage facility; v. transportation facilities; w. trucking terminals; x. warehousing, distributing and wholesaling; y. waste processing stations or waste transfer stations and composting facilities; and z. accessory uses.</p> <p>Section 10.2.15.2 The maximum floor space index (FSI) for secondary offices is 1.0.</p> <p>Section 10.2.15.3 Permitted uses will operate mainly within enclosed buildings.</p> <p>Section 10.2.15.4 Accessory uses will generally be limited to a maximum of 20 percent of the total gross floor area (GFA).</p> <p>Section 10.2.15.5 All accessory uses should be on the same lot and clearly subordinate to and directly related to the functioning of the permitted use.</p>
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<p><b>Chapter 16 Employment Areas</b></p>	<p>There are 13 Employment Area Character Areas in Mississauga: Churchill Meadows</p> <p>Section 16.2.5 Business Employment 16.2.5.1 Where uses permitted in the Business Employment land use designation were not lawfully established on parcels of land prior to October 20, 2024, only the following uses are permitted: a. manufacturing; b. research and development associated with manufacturing; c. warehousing, distribution and wholesaling; d. transportation facilities; e. trucking terminals; f. offices associated with the permitted uses above; g. waste processing stations or waste transfer stations and composting facilities; and h. accessory uses. 16.2.5.2 Notwithstanding the Business Employment policies of this Plan, the following uses will not be permitted in Corporate Centre Employment Areas: a. adult entertainment establishment; b. animal boarding establishment which may include outdoor facilities; c. body rub establishment; d. truck fuel dispensing facility; e. composting facilities; f. motor vehicle body repair facilities; g. Motor Vehicle Commercial; h. Outdoor storage and display areas not related to a permitted manufacturing use; i. transportation facilities; j. trucking terminals; k. self storage facility; and l. waste processing stations or waste transfer stations and composting facilities</p> <p>Section 16.2.7 Mixed Employment 16.2.7.1 Lands designated Mixed Employment represent areas where employment supportive uses such as retail, service and restaurants were established as stand-alone uses to serve workers in the Employment Area.</p> <p>Section 16.2.7.2 The Mixed Employment designation will not be permitted, except for uses lawfully established before October 20, 2024.</p> <p>Section 16.2.7.3 In addition to uses permitted by the Mixed Employment policies of this Plan, the following uses will be permitted only in the Dixie, Gateway, Mavis-Erindale, Northeast, Southdown and Western Business Park Employment Area Character Areas: a. Business Employment Uses; and b. Motor Vehicle Commercial Uses.</p> <p>Section 16.6 Churchill Meadows Employment Area 16.6.1 Land Use 16.6.1.1 Notwithstanding the Business Employment policies of this Plan, the following uses will not be permitted: a. adult entertainment establishments; b. animal boarding establishments which may include outdoor facilities; c. body rub establishments; d. motor vehicle body repair facilities; e. transportation facilities; f. trucking terminals; and g. waste processing stations or waste transfer stations and composting facilities.</p> <p>Section 16.6.2 Urban Design 16.6.2.1 Eglinton Avenue West represents an entry point into the city and, therefore, built form of high architectural and landscaping standards will be promoted.</p> <p>Section 16.6.2.2 Landscape treatments at corners and extending along Eglinton Avenue West should be complementary on either side of the street.</p>
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Section 16.6.3 Transportation

Section 16.6.3.1 Notwithstanding the policies of this Plan, the following policies will apply:

- a. Mississauga will be pursuing other possible opportunities for improving Provincial Highway access to Churchill Meadows. A further detailed study will be required, involving the approval of appropriate agencies, to determine the feasibility and timing of these improvements; and
- b. direct access will be permitted on Major Collectors, with 30 metre rights-of-way. The access location will require the approval of the City.

Section 16.6.4 Physical Services and Utilities

16.6.4.1 All development will be in accordance with the Sawmill Creek Sub-watershed Plan.

Section 16.6.4.2 Additional off-site lands associated with the construction of the stormwater management facilities recommended by the Sawmill Creek Sub-watershed Study may be needed.

# Ridgeway Plaza - Interim Control By-law Study

## Information Report: Proposed Zoning By-law Amendments

December 8, 2025

Planning and Development Committee

# Overview

- Update on the City's review of Ridgeway Plaza and surrounding lands
- Interim control by-law
- Key findings from the parking study
- Overview of the zoning approach under consideration

# Ridgeway Plaza History

- Located southwest of Eglinton Avenue W and Ridgeway Drive
- Both plazas received site plan approval in 2021
- Applications indicated that the sites would contain retail, office and manufacturing; therefore restaurant use was not used to calculate parking



# Interim Control By-law (ICBL)

## Current Conditions:

- 115 restaurants across two plazas
- Parking near or at capacity during peak periods
- Ongoing complaints: parking congestion, waste, noise, improper uses
- Multiple minor variance applications for parking relief

## Council Direction:

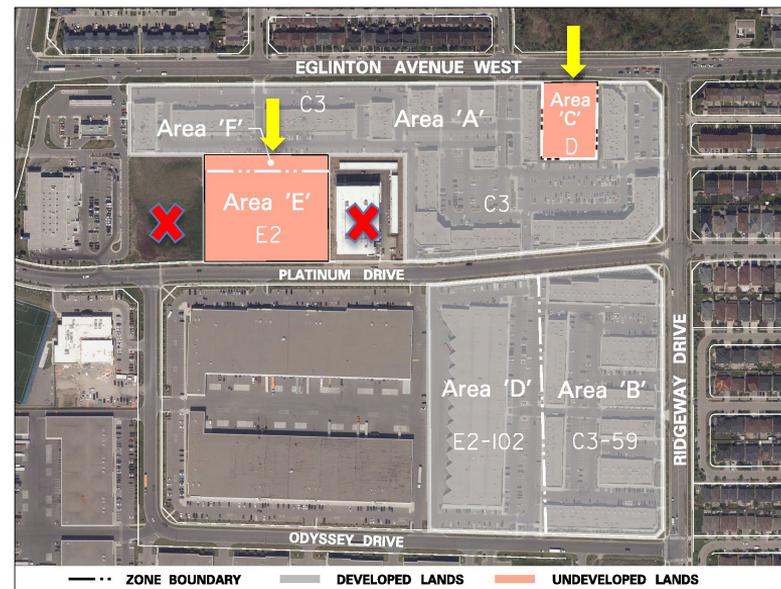
- ICBL 0165-2024 enacted September 2024; extended to January 16, 2026
- Staff directed to study land-use permissions and parking impacts

**Erin Mills Centre  
(north plaza):**  
Total of 63  
Restaurants (42%)  
out of 151 units

**Platinum Centre  
(south plaza)**  
Total of 52  
Restaurants (41%)  
out of 126 units

# Active and Surrounding Development

- **Area C:** D (Development) Zone - 3650 Eglinton Ave W (OZ 25-15 W8): 2 storey commercial building
- 57 spaces proposed vs 78 required (deficiency of 21)
- Reduction of 9 spaces from north plaza to accommodate new site access
- **Area E & F:** E2 (Employment) Zone - 3575 & 3595 Platinum Dr (SP 25-40 W8): 2 storey and 1 storey commercial buildings  
192 spaces proposed vs 194 required (deficiency of 2)



# Parking Study Findings

Restaurant Concentration	Parking & Circulation Issues	Parking Study Results
<ul style="list-style-type: none"> <li>• Restaurant, take-out restaurant, and similar uses are the main drivers of peak demand</li> <li>• Busiest times are evenings and weekends</li> </ul>	<ul style="list-style-type: none"> <li>• Peak pressures occur in areas with clusters of restaurant uses</li> </ul>	<ul style="list-style-type: none"> <li>• Parking near capacity at peak times</li> <li>• Erin Mills Centre: 8 spaces surplus</li> <li>• Platinum Centre: 2 spaces surplus</li> <li>• Restaurant clusters reached 100%+ occupancy</li> <li>• Essentially no room to absorb more restaurant uses</li> </ul>

# Parking Study Approaches

Option 1: Keep Existing Levels	Option 2 – Moderate GFA Reduction	Option 3 – Large Reduction
<ul style="list-style-type: none"> <li>• Set maximum at current legally existing restaurant GFA</li> </ul>	<ul style="list-style-type: none"> <li>• Set maximum restaurant GFA at a level between 10-30% reduction</li> </ul>	<ul style="list-style-type: none"> <li>• Set maximum restaurant GFA at a level between 50-65% reduction</li> </ul>

Gross Floor Area (GFA) refers to total usable floor space, excluding areas such as mechanical rooms, stairs, elevators, etc.

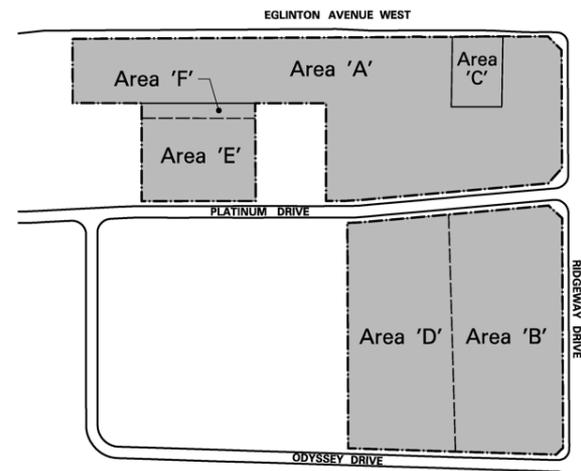
# Key Proposed Zoning Regulations

## RESTAURANT TYPE GROSS FLOOR AREA (GFA) MAXIMUM:

- Maximum combined GFA for restaurants / take-out/convenience restaurant uses:

➔ Existing plazas (A, B, D):  
15% reduction of legally existing GFA

➔ Undeveloped lands (C, E, F):  
11 % of lot area



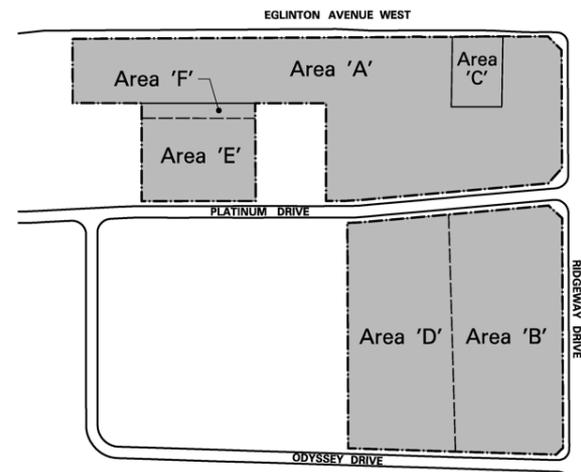
# Key Proposed Zoning Regulations

## RETAIL SALES CONTROLS

Retail and accessory retail restrictions across commercial and employment areas prevent on-site food preparation, ensuring retail uses cannot operate as quasi-restaurants.

## LEGALLY EXISTING USES:

All legally existing restaurants and retail stores with accessory onsite food preparation components may continue but cannot expand beyond their current size



# Anticipated Impacts

- Legally existing restaurants cannot be “kicked out” by the new zoning regulations.
- Maximums limit *expansions* or *conversions* of other units into new restaurant uses.
- Over time, as units change uses, the share of restaurant space will gradually reduce toward the maximum.
- Establishes a clearer enforcement framework

## Next Steps

- Continue refining the zoning approach based on public input.
- PDC Meeting
  - **Recommendation Report** : January 5, 2026 at 1:30 pm
- Council Enactment (By-law): January 14, 2026
- The ICBL remains in effect until January 16, 2026.

# Thank You