Appendix 5

City of Mississauga
Ridgeway Plaza

Parking Study

Paradigm Transportation Solutions Limited

2025-11
250258

Project Summary

City of Mississauga Ridgeway Plaza – Parking Study

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Client:

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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 Rate**s: The ITE *Parking Generation Manual (6th 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.

Contents

Appendices

Figures

Tables

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 (6th 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*

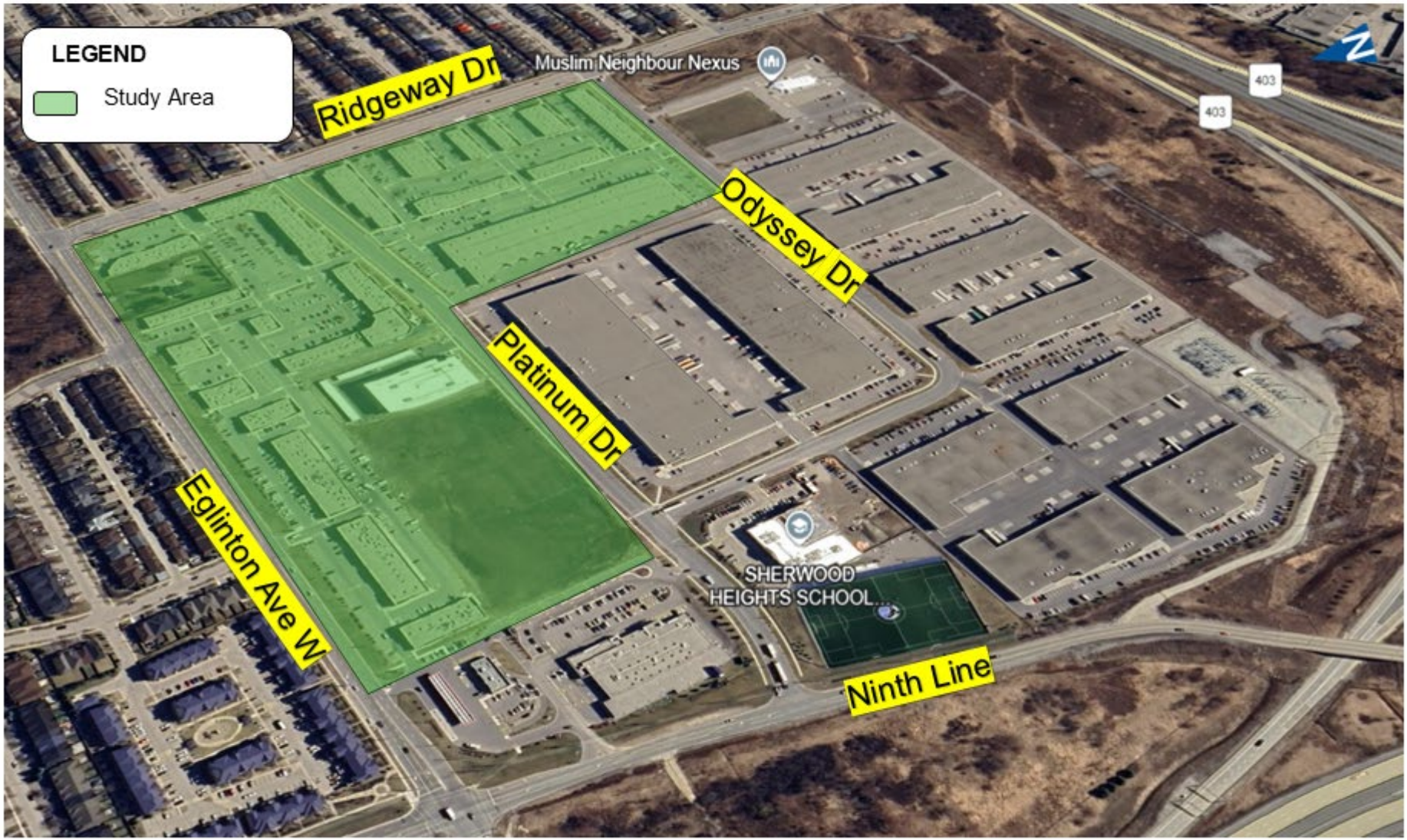
Site Specific Applications, and direction provided by City staff during pre-study consultation.[1,2,3,4]

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.

[1] Institute of Transportation Engineers (ITE), *Parking Generation Manual – 6th Edition,* 2023.
[2] Transportation of Canada (TAC), *Canadian Guide to Traffic Calming – 2nd Edition*, 2018.
[3] Ministry of Transportation of Ontario (MTO), *Ontario Traffic Manual Book 18 – Cycling Facilities*, 2021.
[4] City of Mississauga, *Terms of Reference – Parking Utilization Studies for Site Specific Applications*, 2021.



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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.[5] 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.[5] 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.[5] 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.[5] 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.[5] To the west, the road curves northward and connects with Platinum Drive. The assumed speed limit is 50 km/h within the study area.

[5] 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.[6] 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.

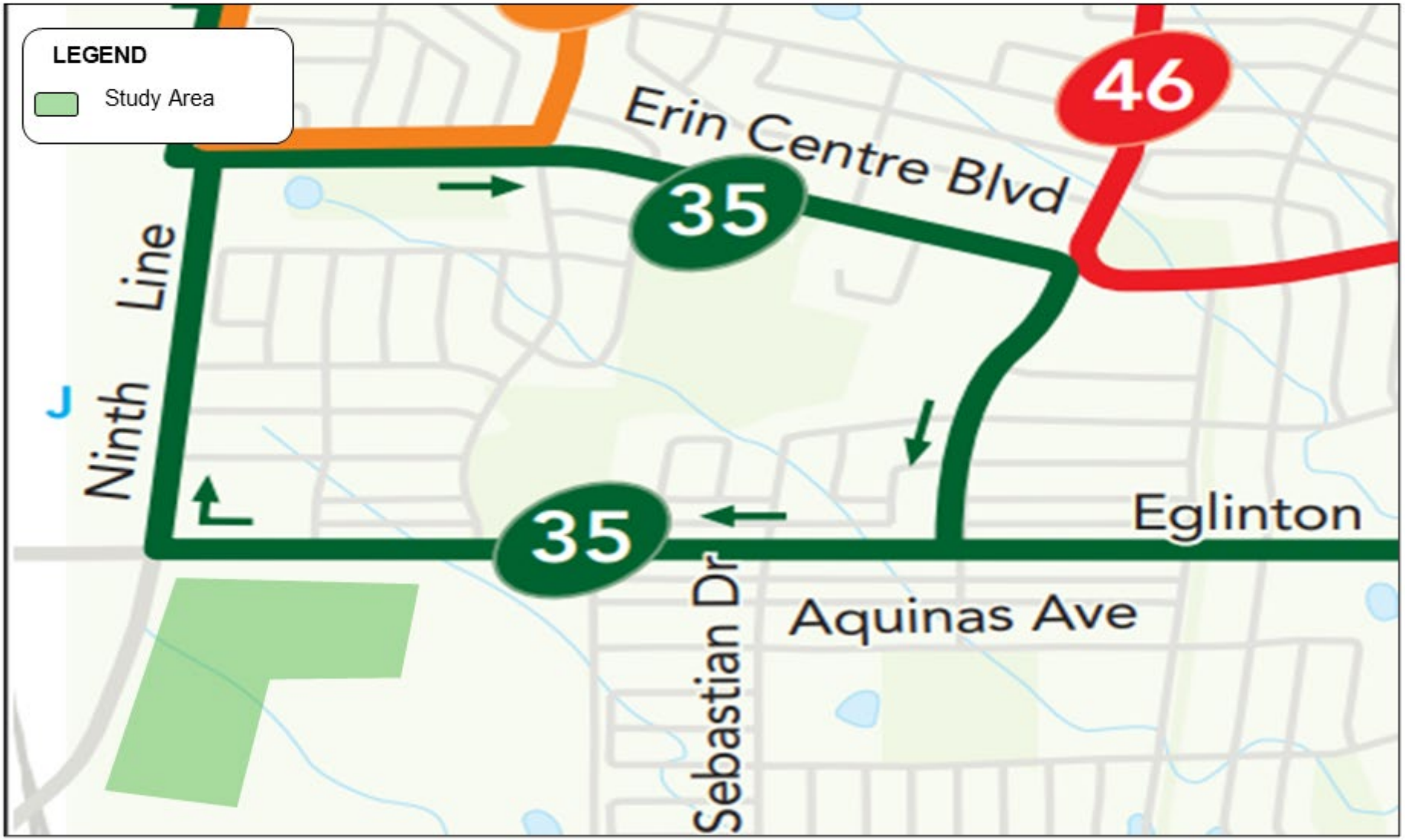
Table 2.1 summarizes the current schedules for MiWay Transit Route 35.

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

[6] 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.



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MiWay Transit Service (Within Study Area)

Figure 2.1

2.3 Active Transportation

2.3.1 Walking

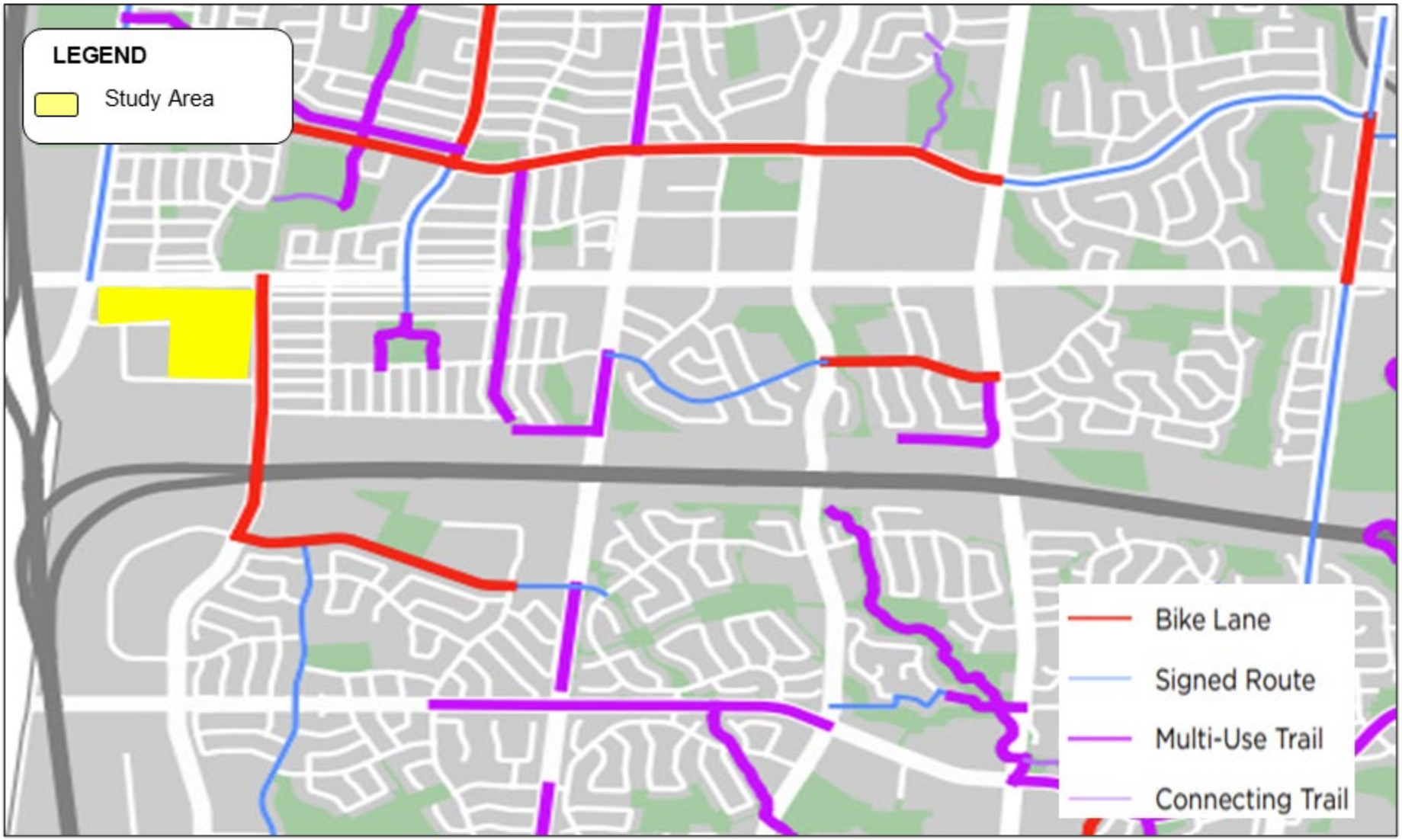
All study roads have sidewalks on at least one side of the road. The signalized intersections of Ninth Line and Eglinton Avenue West as well as Ridgeway Drive and Eglinton Avenue West provide delineated crosswalk pavement markings and pedestrian signal heads at all crossings. There are curb depressions 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.[7] 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*.

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



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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^2. 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^2.
- **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

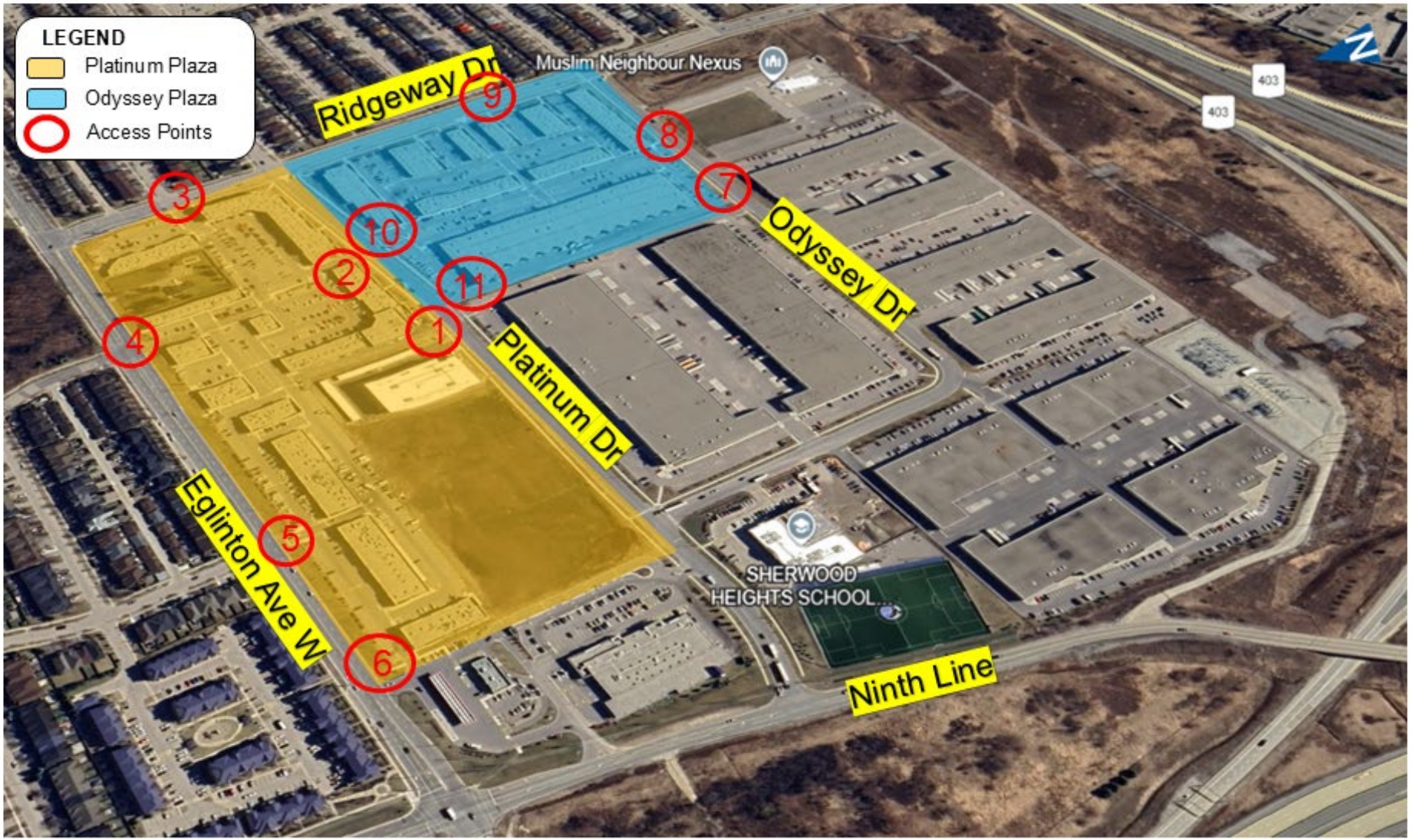
City staff requested that the study consider the impacts of restaurants on parking demand within the study area. Restaurants typically generate greater parking demand per GFA compared to other land uses due to high customer turnover, especially during peak hours.

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 (6th 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.



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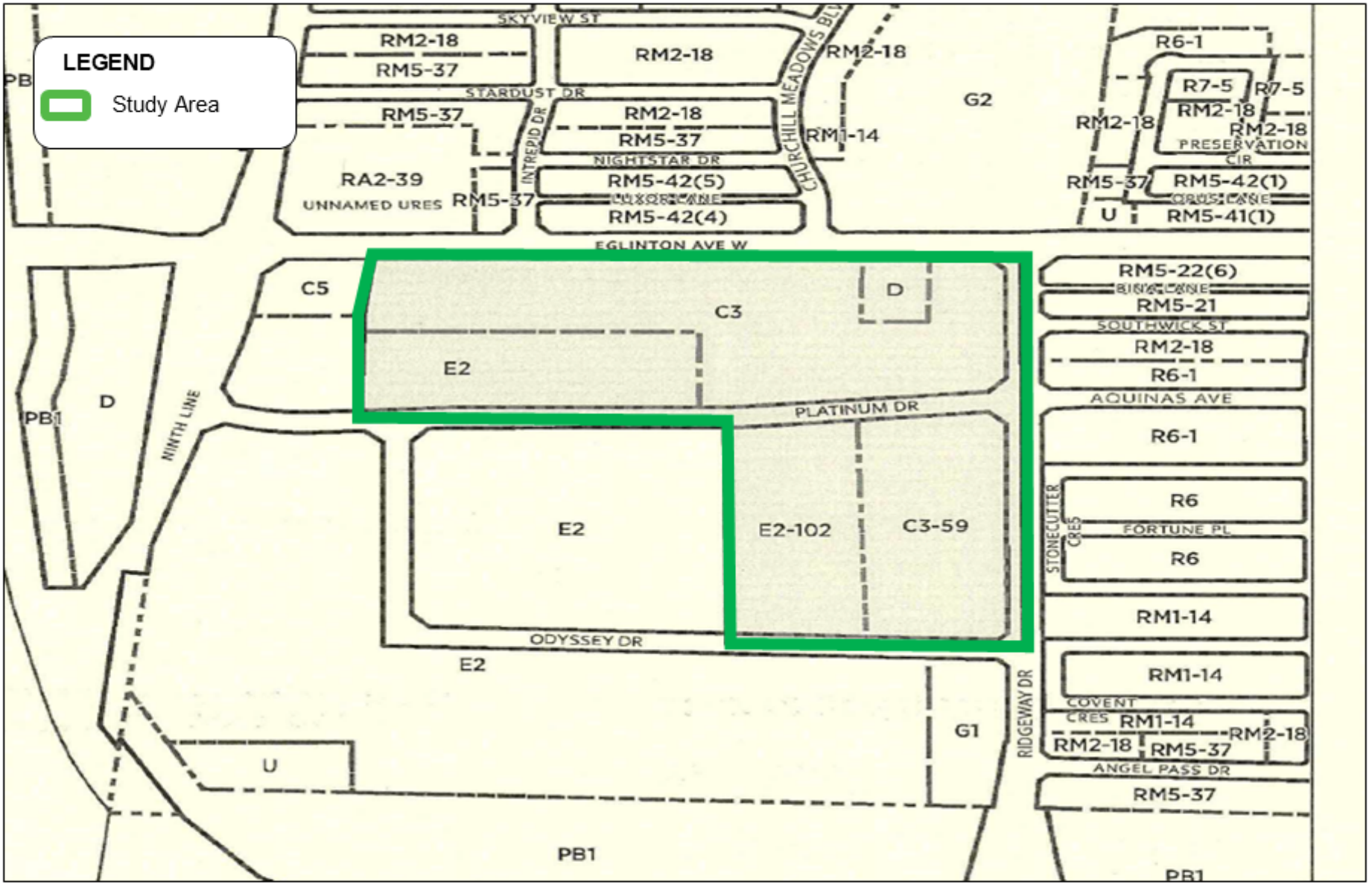
Access Points
Platinum Plaza and Odyssey Plaza



Zoning Designations
Platinum Plaza and Odyssey Plaza

Figure 3.2

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.[4] 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:

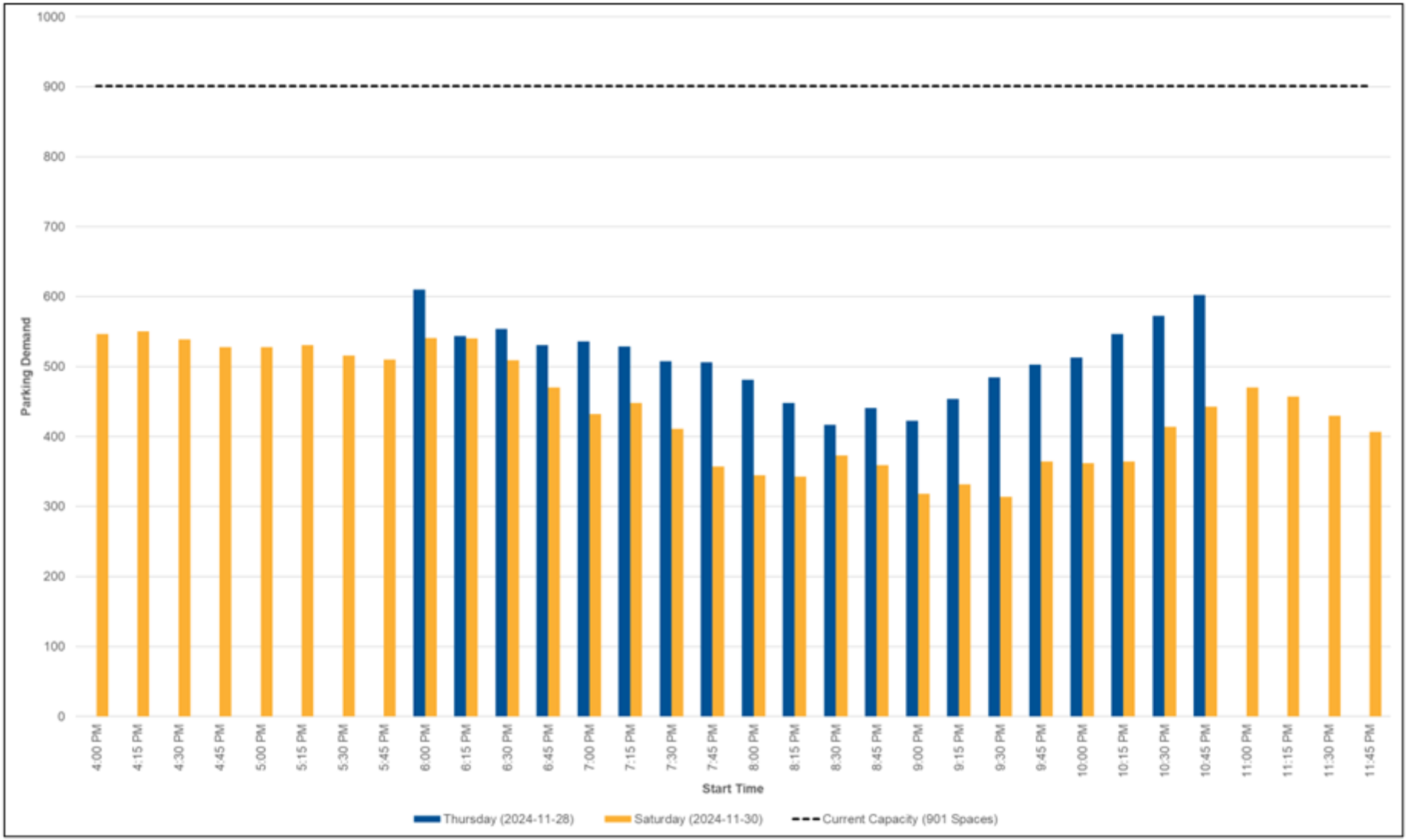
- The peak parking demand at Platinum Plaza was 610 spaces during the weekday period and 550 spaces during the weekend period. At Odyssey Plaza, the peak demand was 349 spaces during the weekday period and 407 spaces during the weekend period.

- 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 m² of GFA for Platinum Plaza and 1.83 spaces per 100 m² 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 95th percentile parking demand at Platinum Plaza was 602 spaces during the weekday and 544 spaces during the weekend. At Odyssey Plaza, the 95th 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.

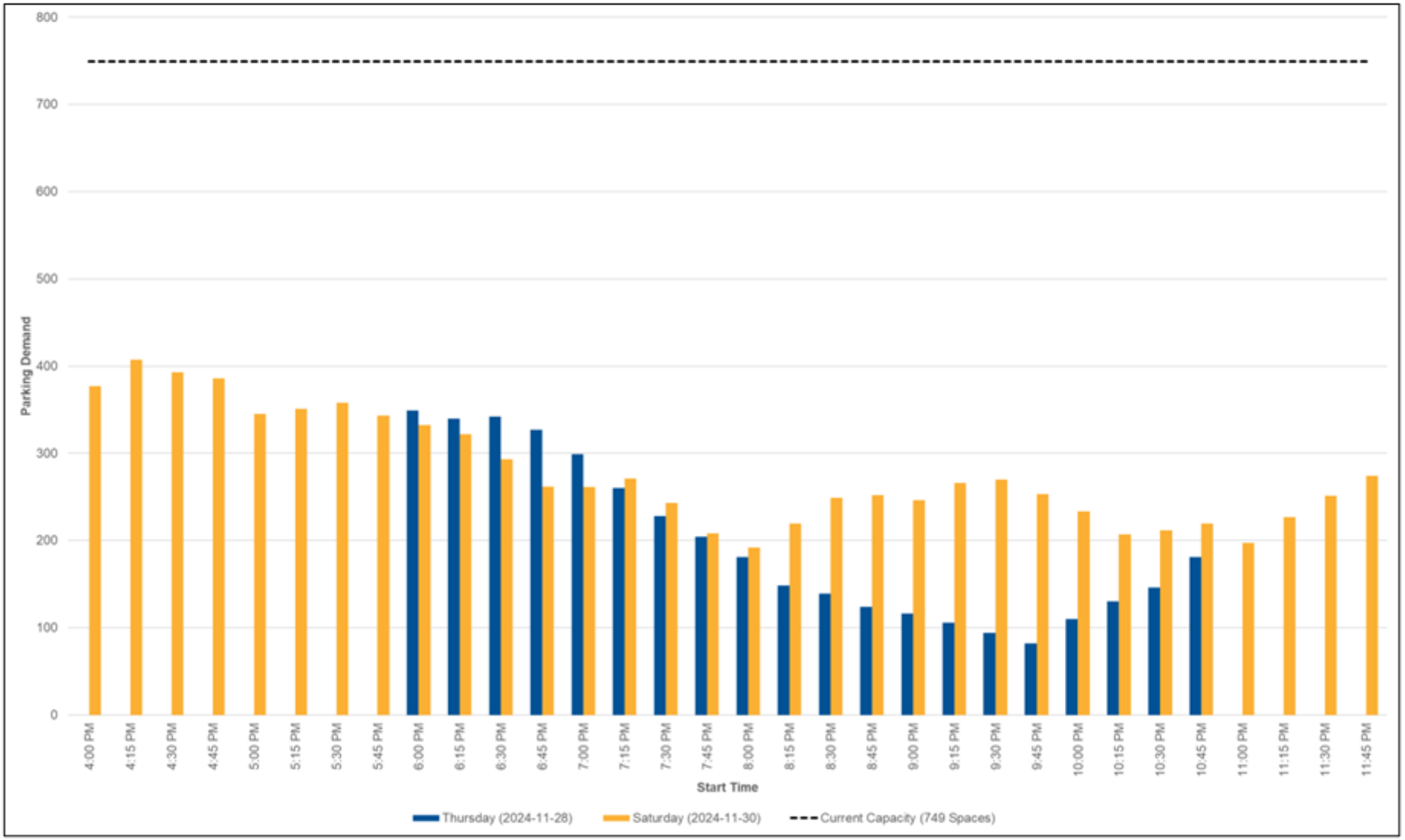
The observed parking demand for Platinum Plaza and Odyssey Plaza are illustrated in **Figure 4.1** and **Figure 4.2**, respectively.

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

Figure 4.1



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Survey 1 - Observed Parking Demand
Odyssey Plaza

Figure 4.2

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:

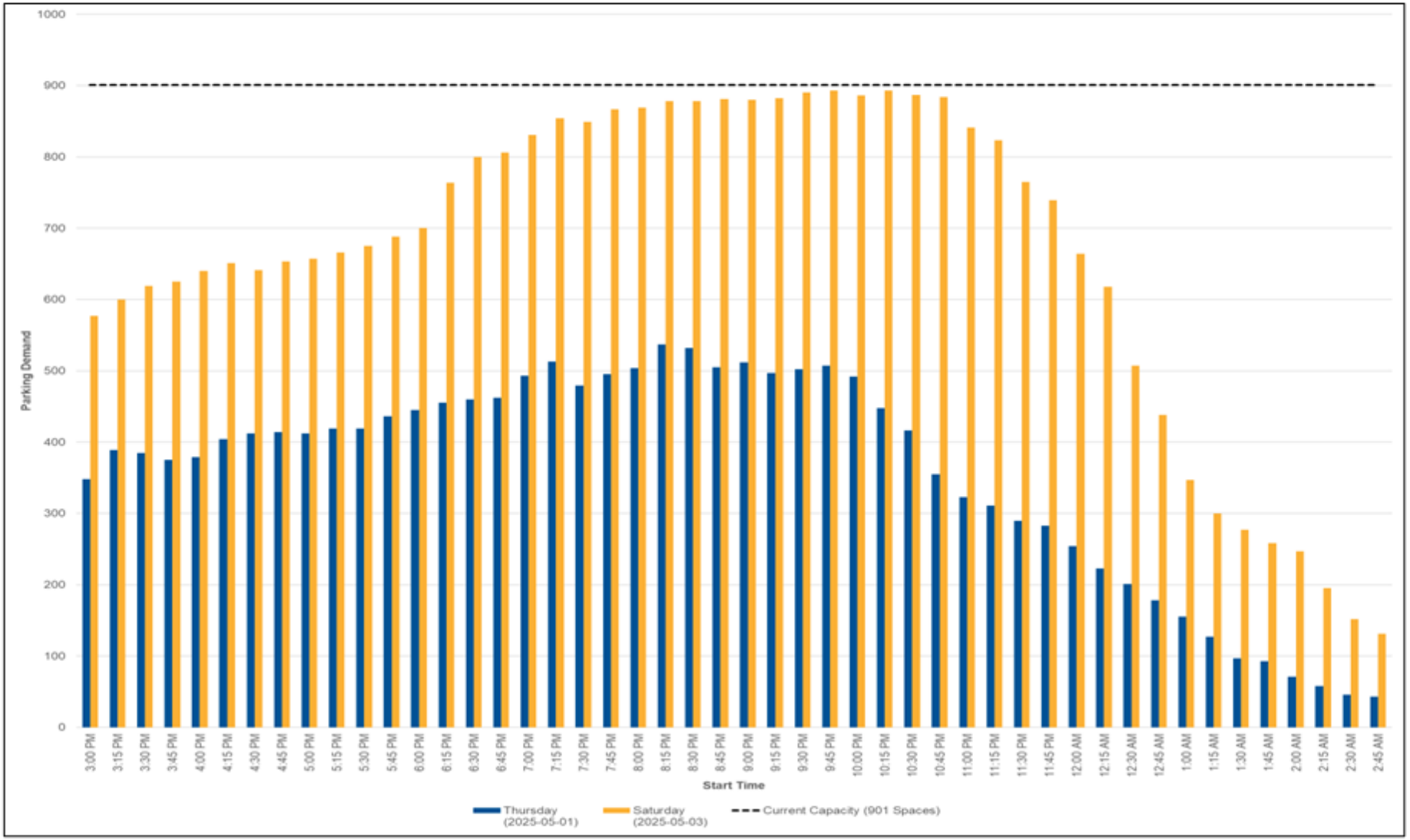
- The peak parking demand at Platinum Plaza was 537 spaces during the weekday period and 893 spaces during the weekend period. At Odyssey Plaza, the peak demand was 605 spaces during the weekday period and 747 spaces during the weekend period.
- Using the highest peak demand across both weekday and weekend analysis periods (893 spaces for Platinum Plaza and 747 spaces for Odyssey Plaza), the observed parking rates are 4.76 spaces per 100 m² of GFA for Platinum Plaza and 3.35 spaces per 100 m² 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 95th percentile parking demand at Platinum Plaza was 513 spaces during the weekday and 889 spaces during the weekend. At Odyssey Plaza, the 95th 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.

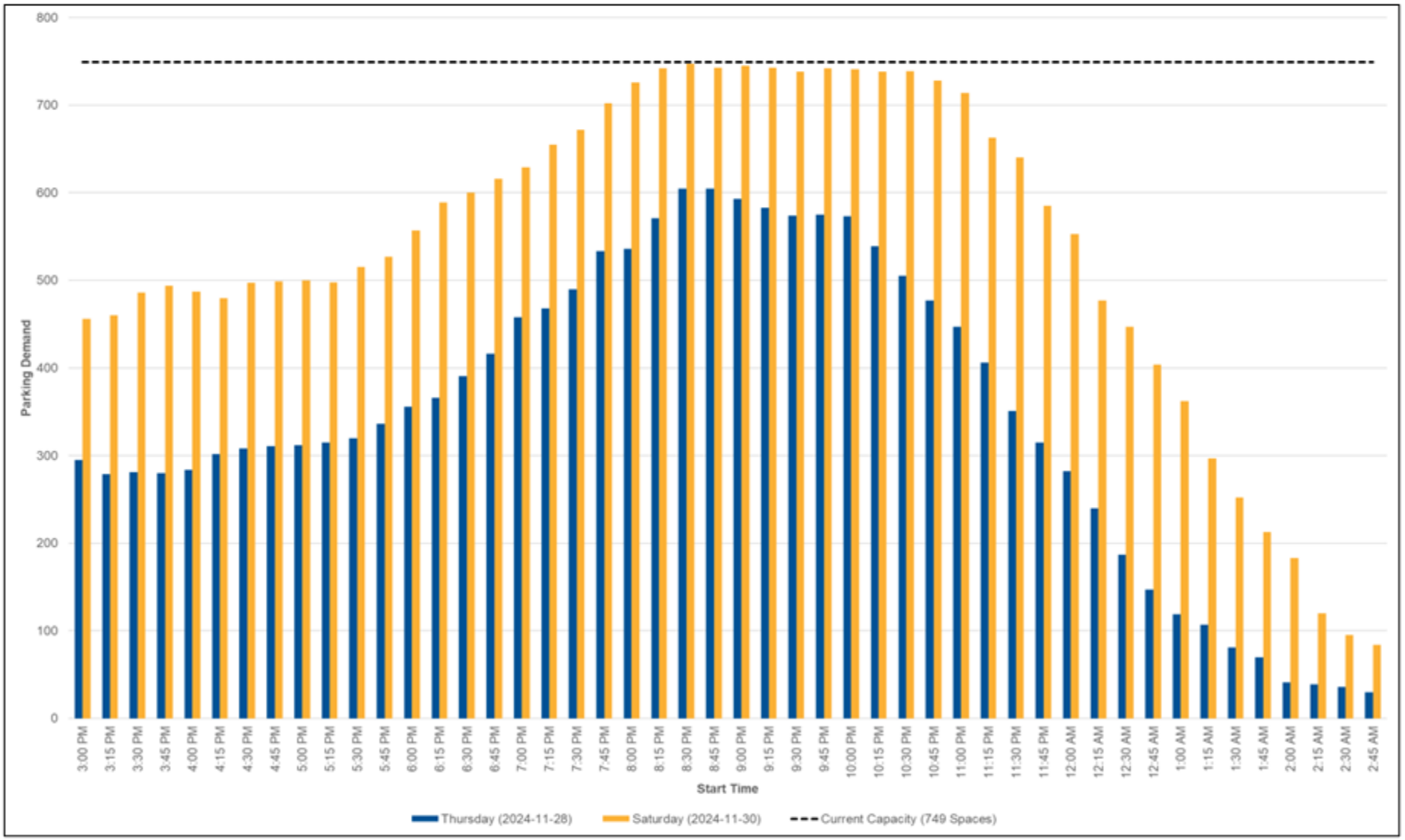
The observed parking demand for Platinum Plaza and Odyssey Plaza are illustrated in **Figure 4.3** and **Figure 4.4**, respectively.

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



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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:

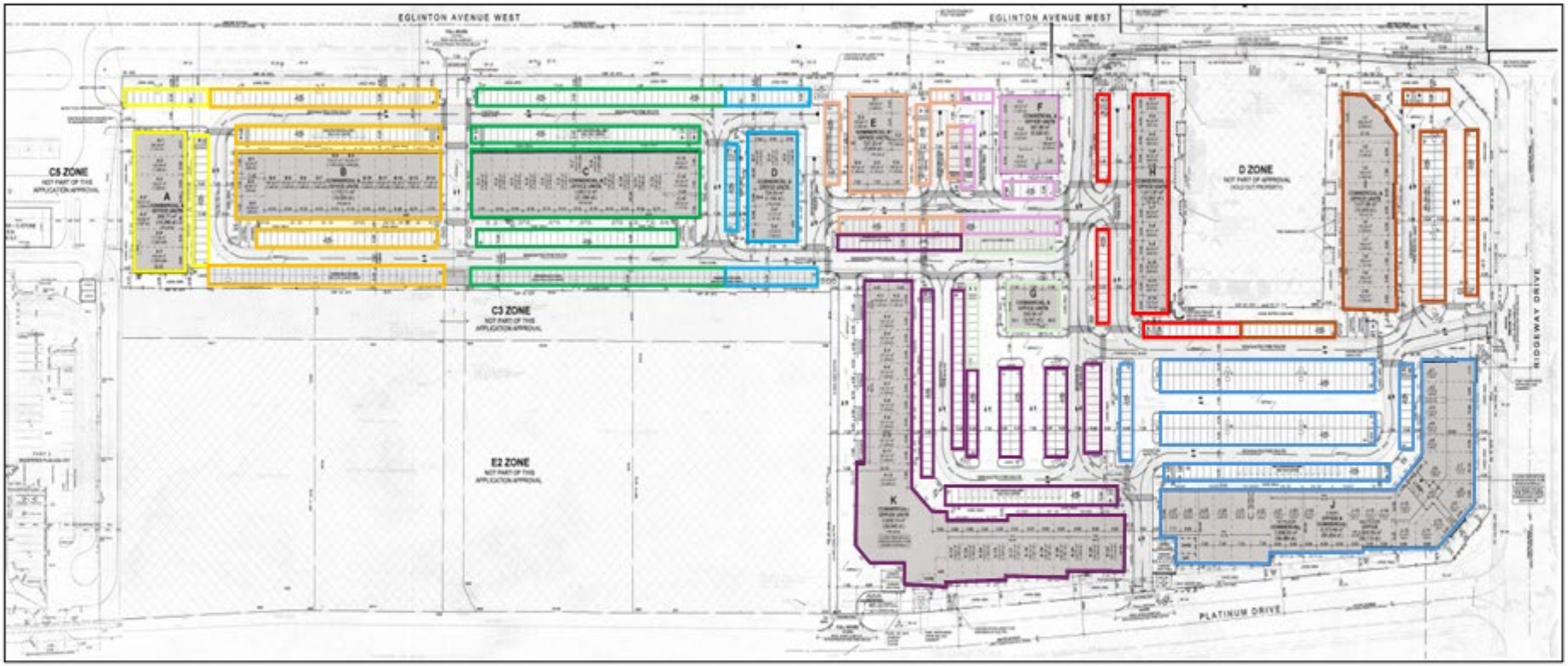
- **Seasonal Variations:** Parking Survey 1 was conducted in late November (colder and darker conditions) and Parking Survey 2 in early May (warmer and brighter conditions). Seasonal differences can impact customer and business activity, influencing overall parking demand. For example, customers may 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.



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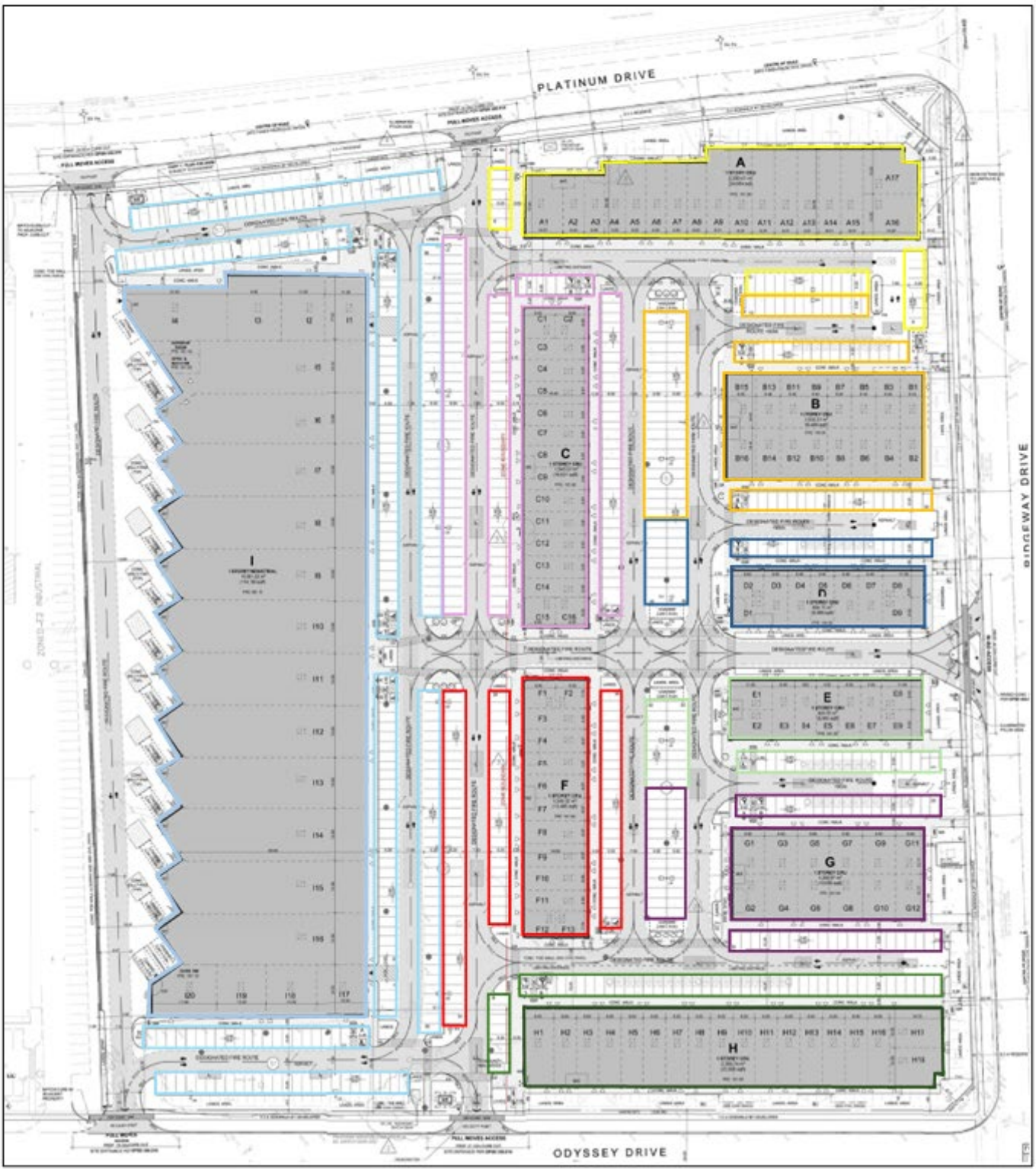
Parking Sections
Platinum Plaza

Figure 4.5



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Parking Sections
Odyssey Plaza

Figure 4.6

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%.

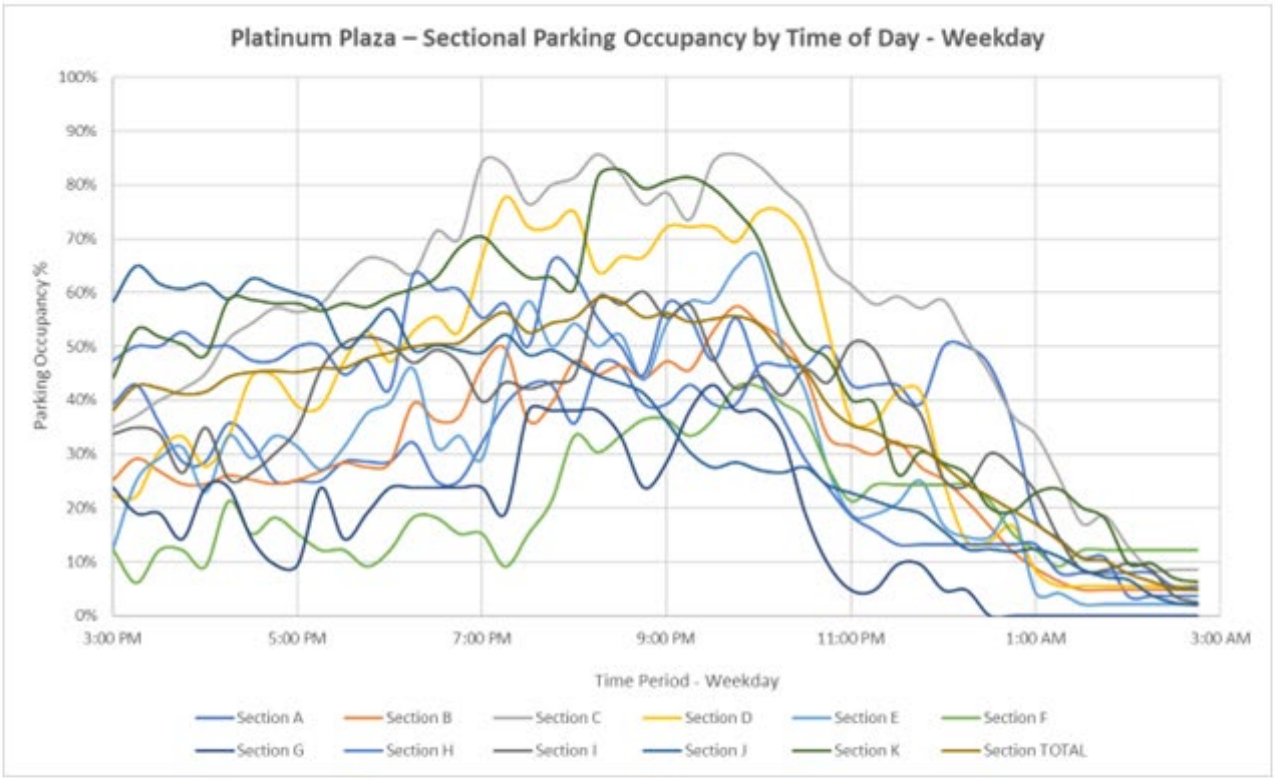
TABLE 4.3: PARKING DEMAND GREATER THAN 95 PERCENT PLATINUM PLAZA

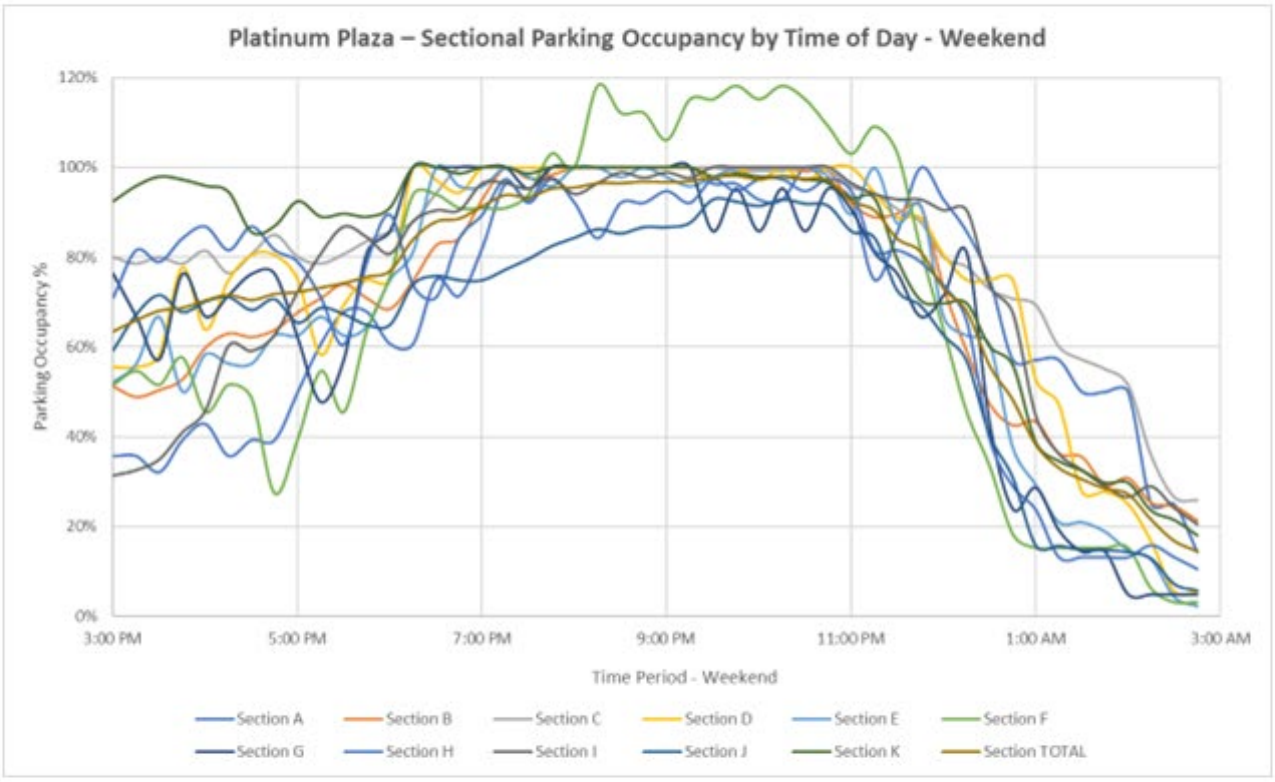
Sections of Platinum Plaza	Number of 15-Minute Intervals with Demand Greater than 95%	
	Weekday	Weekend
Section A	0	13
Section B	0	15
Section C	0	18
Section D	0	19
Section E	0	19
Section F	0	16
Section G	0	16
Section H	0	6
Section I	0	16
Section J	0	0
Section K	0	23

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 the illustrate sectional parking occupancy by time of day for Platinum Plaza and Odyssey Plaza, respectively.





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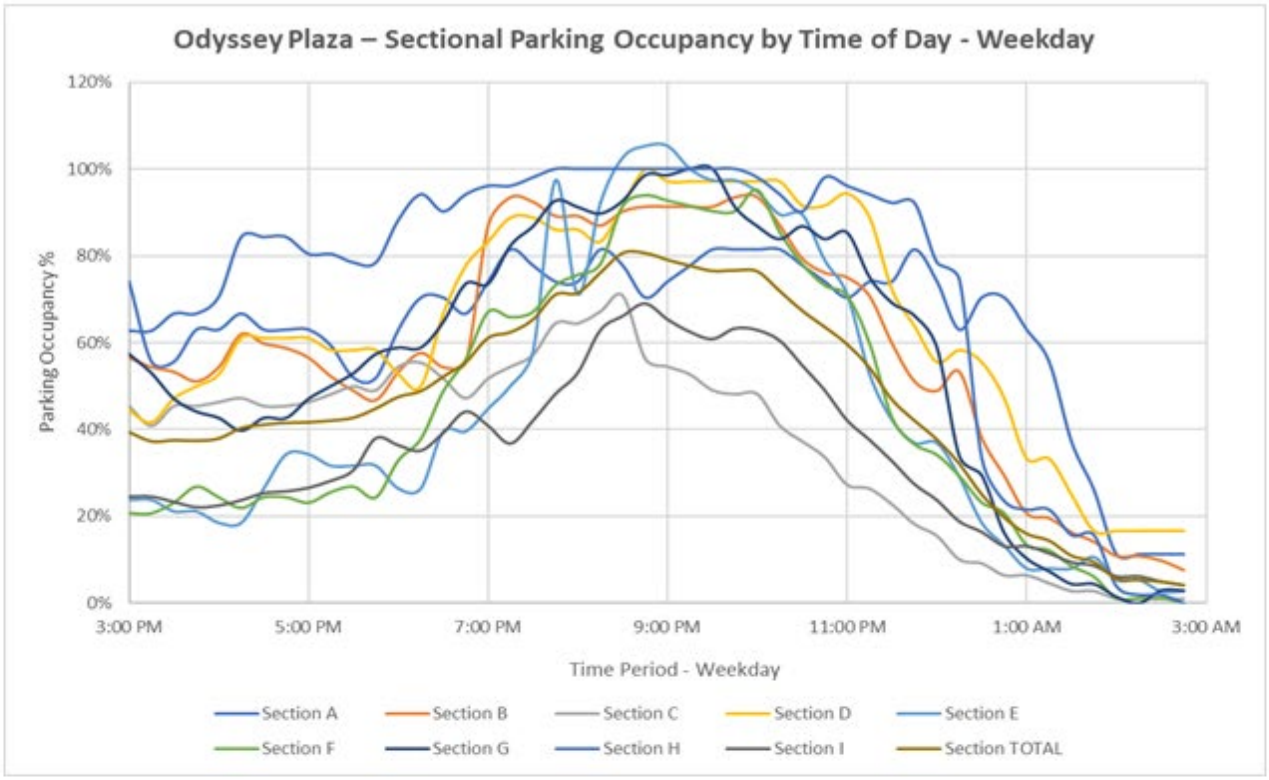
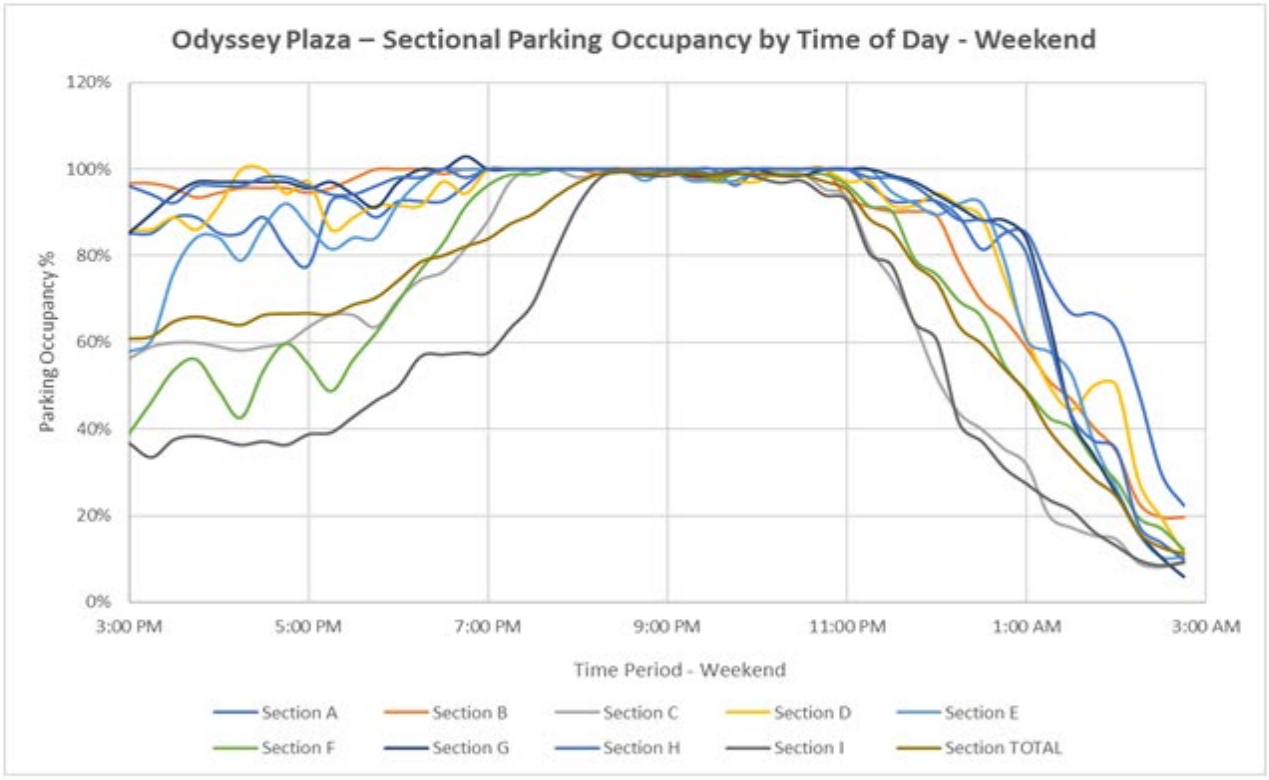
Sectional Parking Capacity Scatter Plot Platinum Plaza





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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 (6th Edition)* provides data on surveys across the United States and Canada on peak parking demand for various land uses.[8] 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;

[8] 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^2 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 m² 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 85th percentile parking rates to each land use category. To note, The *ITE Parking Generation Manual (6th Edition)* provides 85th percentile and average parking rates, and not 95th percentile rates, which is the method found in City of Mississauga guidelines.[8] 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.[9] 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.

[9] Urban Land Institute (ULI), ICSC and National Parking Association, *Shared Parking (3rd 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^2)	ITE Land Use Code	ITE Parking Rate (per 100 m^2 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
Total	**18,747.77**			**Weighted Average**	**8.37**
				Parking Demand	**1,569**
				Existing Capacity	**901**
				Surplus/Deficit	**-668**

TABLE 4.6: ITE PARKING DEMAND – ODYSSEY PLAZA

Existing Land Uses	GFA (m^2)	ITE Land Use Code	ITE Parking Rate (per 100 m^2 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
Total	**22,276.80**			**Weighted Average**	**6.87**
				Parking Required	**1,531**
				Existing Capacity	**749**
				Surplus/Deficit	**-782**

TABLE 4.7: ITE PARKING DEMAND – ZONE D

Existing Land Uses	GFA (m^2)	ITE Land Use Code	ITE Parking Rate (per 100 m^2 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
Total	**1,820.57**			**Weighted Average**	**1.36**
				Parking Required	**25**
				Planned Capacity	**57**
				Surplus/Deficit	**32**

TABLE 4.8: ITE PARKING DEMAND – ZONE E2

Existing Land Uses	GFA (m^2)	ITE Land Use Code	ITE Parking Rate (per 100 m^2 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
Total	**4,589.13**			**Weighted Average**	**9.17**
				Parking Required	**421**
				Planned Capacity	**192**
				Surplus/Deficit	**-229**

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

TABLE 4.10: GFA REDUCTION ANALYSIS – ODYSSEY PLAZA

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

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.[10] 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^2 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

[10] 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^2)	Section of Table 3.1.2.2	Total Parking Required (Veh.)	Zoning By-law Parking Rate (Per 100 m^2 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
Total	**18,747.77**	**Weighted Average**		**4.96**
			Parking Required	**930**
			Existing Capacity	**901**
			Surplus/ Deficit	**-29**

*Note: According to the City of Mississauga Zoning By-law 0225-2007, the parking rate for a restaurant is 5.0 spaces per 100 m² GFA for establishments with a GFA of 220 m² or less, and 9.0 spaces per 100 m² GFA for establishments exceeding 220 m². A weighted average rate of 5.7 spaces per 100 m² 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^2)	Section of Table 3.1.2.2	Total Parking Required (Veh.)	Zoning By-law Parking Rate (Per 100 m^2 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
Total	**22,276.80**		**Weighted Average**	**5.53**
			Parking Required	**1,231**
			Existing Capacity	**749**
			Surplus/ Deficit	**-482**

*Note: According to the City of Mississauga Zoning By-law 0225-2007, the parking rate for a restaurant is 5.0 spaces per 100 m² GFA for establishments with a GFA of 220 m² or less, and 9.0 spaces per 100 m² GFA for establishments exceeding 220 m². A weighted average rate of 6.8 spaces per 100 m² 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^2)	Section of Table 3.1.2.2	Zoning By-law Parking Rate (Per 100 m^2 GFA)	Total Parking Required
Office	924.93	34.1	3	28
Retail Store	895.64	43.0	5	45
Total	**1,820.57**		**Weighted Average**	**3.98**
			Parking Required	**73**
			Planned Capacity	**57**
			Surplus/ Deficit	**-16**

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

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

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 (6th 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.[11] 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.

[11] 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 and 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.[12] 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.

[12] 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 Rate**s: The ITE *Parking Generation Manual (6th 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
Peak Demand	**610**	**550**
Average Demand	**510**	**439**
95th Percentile Demand	**602**	**544**

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
Peak Demand	**349**	**407**
Average Demand	**195**	**279**
95th Percentile Demand	**342**	**389**

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

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
Peak Demand	**537**	**893**
Average Demand	**357**	**668**
95th Percentile Demand	**513**	**889**

Location 2: Odyssey Plaza

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
Peak Demand	**605**	**747**
Average Demand	**349**	**539**
95th Percentile Demand	**590**	**743**

Appendix C

Sectional Parking Occupancy by Time of Day

PLATINUM PLAZA - WEEKDAY - SECTION BASED PARKING OCCUPANCY												
Period	Section											
	A	B	C	D	E	F	G	H	I	J	K	TOTAL
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%

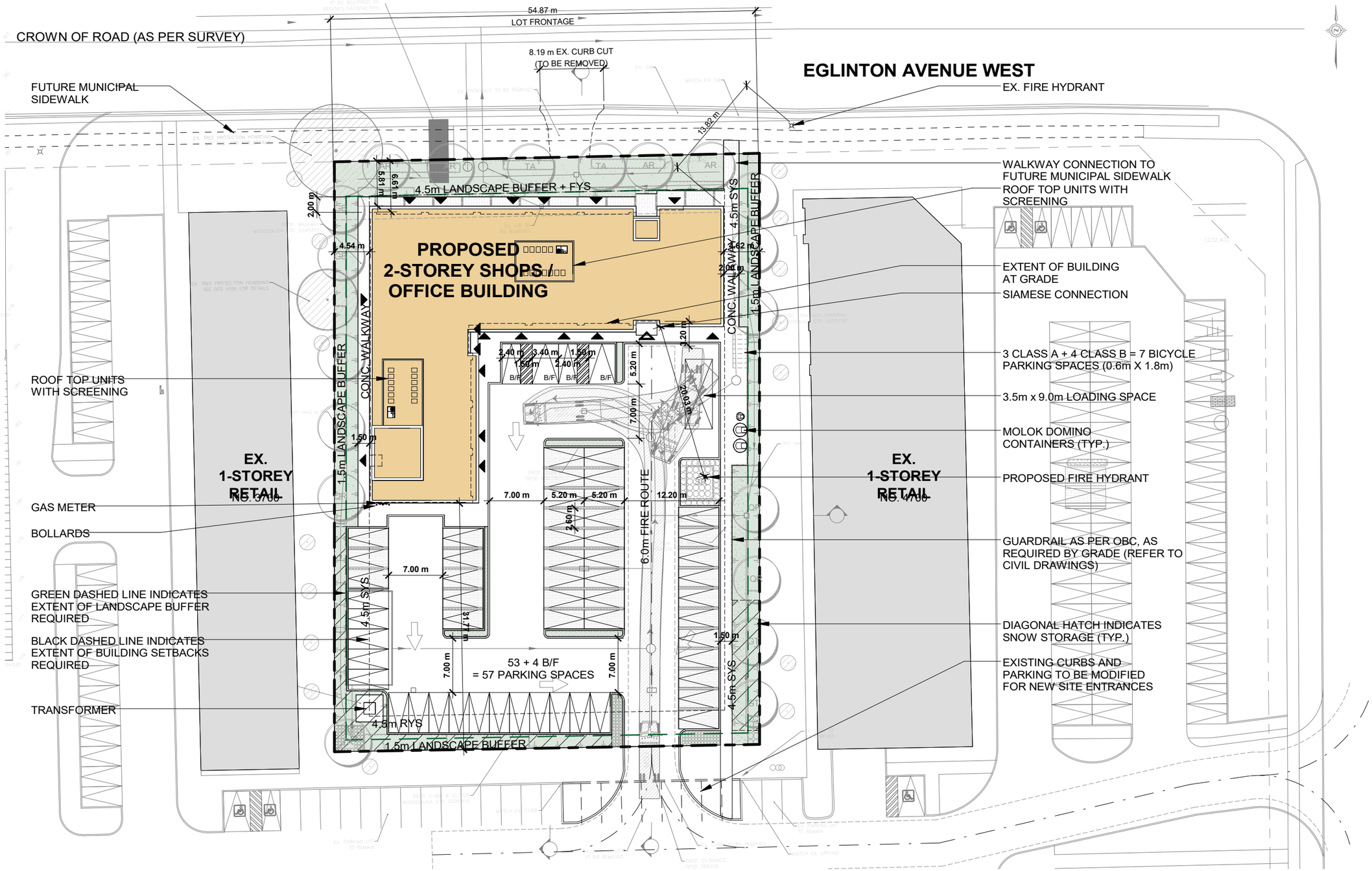
PLATINUM PLAZA - WEEKEND - SECTION BASED PARKING OCCUPANCY												
Period	Section											
	A	B	C	D	E	F	G	H	I	J	K	TOTAL
3:00 PM	36%	51%	80%	56%	52%	52%	76%	71%	31%	59%	92%	63%
3:15 PM	36%	49%	79%	56%	56%	55%	67%	82%	33%	67%	96%	66%
3:30 PM	32%	50%	80%	58%	67%	52%	57%	79%	35%	72%	98%	68%
3:45 PM	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									
	A	B	C	D	E	F	G	H	I	TOTAL
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									
	A	B	C	D	E	F	G	H	I	TOTAL
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



① SITE PLAN (ROOF)
1 : 500

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 1 12.5 OVER A MINIMUM DISTANCE OF 15 M.

CARICARI LEE ARCHITECTS
113 Miranda Avenue
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CLA

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 DICREPANCIES TO THE ARCHITECT BEFORE PROCEEDING WITH THE WORK.

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

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

SCALE 1 : 500
PROJECT NO 22032
DATE MAR 2025
DRAWN BY MNG
CHECKED BY DL

NORTH: TN PN

DRAWING NO. A 1.30

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%	100%	95%	85%	70%	55%	40%	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%
Food and beverage																				
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%
Entertainment																				
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%	100%	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%	100%	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	Visitors	0%	0%	0%	1%	1%	1%	1%	1%	1%	1%	1%	1%	10%	25%	100%	100%	85%	0%	0%
No matinee	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.
Entertainment (continued)																				
Pro football stadium	Visitors	0%	0%	0%	1%	1%	1%	5%	5%	5%	5%	5%	5%	10%	50%	100%	100%	85%	25%	0%
8 p.m. start	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%
Hotel and residential																				
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%	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%
Office																				
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	**8.31**	**50%**	7204.92	**3615.47**
Take-Out Restaurant (LUC 933)	11.83	9.46	**4.75**	**50%**	1487.02	**746.19**
Unknown Land Use	3.2	3.20	**1.61**	**50%**	241.1	**120.99**

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	**5.84**	**65%**	5618.31	**1980.28**
Take-Out Restaurant (LUC 933)	11.83	9.46	**3.33**	**65%**	1268.69	**447.17**
Night Club (LUC 440)	6.33	4.87	**1.72**	**65%**	252.85	**89.12**
Recreational Establishment (LUC 495)	2.5	2.50	**0.88**	**65%**	4046.44	**1426.25**
Unknown Land Use	3.2	3.20	**1.13**	**65%**	1376.94	**485.33**

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**		**1569**	**8.37**
			Parking Required			**1569**
			Capacity			**901**
			Surplus/Deficit			**-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

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