September 30, 2026

Shawni Lo
Senior Director, Development
CAPREIT
437-245-2248
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Re: 1055 Bloor Street, Mississauga – Proposed Residential Development – Parking Utilization Study Update – ZBA & SPA (Submission #3)

Shawni,

BA Group has been retained by Canadian Apartment Properties REIT (CAPREIT) to provide transportation advisory services in relation to an application made to the City of Mississauga for a proposed stacked townhouse infill development, municipally known as 1055 Bloor Street, in Mississauga (herein referred to as the "site" or "proposed development"). The site is located on the northeast quadrant of Bloor Street and Riverspray Crescent. The proposed development is illustrated on the site plan provided in **Appendix A**.

An initial parking utilization study was prepared by BA Group, dated June 2026 (referred to herein as "the June report"), with respect to a Minor Variance Application made for the subject site, and is attached in **Appendix B**.

City of Mississauga provided comments in a report dated August 13, 2026, to the Committee of Adjustment and is attached in **Appendix C**. A hearing was held on August 20, 2026, which deferred the minor variance application.

Ahead of the hearing, the project team had discussions with City parking staff on August 19 and August 20, 2026, where the proposed parking supply rates contained in the June report were discussed, and modifications were agreed to and accepted by City staff. Details of the modified proposed rates are included in the following letter.

Based on discussion with City staff on August 19, 2026, and BA Group's assessment of the data and all related factors, the following allocation of parking supply is proposed, which remains an aggregate match with the site plan's total parking supply of 445 parking spaces, with a breakdown as follows:

- Rental Apartment Resident Parking: 249 parking spaces, equivalent to 0.77 spaces per unit
- Rental Apartment Residential Visitor Parking: 46 parking spaces, equivalent to 0.14 spaces per unit
- Stacked Townhouse Resident Parking: 135 parking spaces, equivalent to 1.21 spaces per unit
- Stacked Townhouse Residential Visitor Parking: 15 parking spaces, equivalent to 0.13 spaces per unit

1.0 PROPOSED PARKING SUPPLY RATES

Based on the discussion with City staff on August 19 and August 20, 2026, and BA Group's assessment of the data and all related factors, the following allocation of parking supply is proposed, which remains an aggregate match with the site plan's total parking supply of 445 parking spaces. Note, the following parking supply and rates supersede the rates referenced in the June 2026 report.

- Rental Apartment Resident Parking: 249 parking spaces, equivalent to 0.77 spaces per unit
- Rental Apartment Residential Visitor Parking: 46 parking spaces, equivalent to 0.14 spaces per unit
- Stacked Townhouse Resident Parking: 135 parking spaces, equivalent to 1.21 spaces per unit
- Stacked Townhouse Residential Visitor Parking: 15 parking spaces, equivalent to 0.13 spaces per unit
- **TOTAL:** **445 parking spaces in total**

1.1 Appropriateness of the Proposed Vehicle Parking Supply

Justification for the proposed parking rates is provided below. The updated parking rates and allocation reflect the outcome of discussions and were confirmed as acceptable by Municipal Parking staff on August 20, 2026. A copy of the correspondence from City staff finding the parking justification acceptable is provided in **Appendix D**.

- The Apartment Resident Parking rate of 0.77 parking spaces per unit is unchanged from that originally proposed.
- The updated proposed Apartment Residential Visitor Parking rate of 0.14 parking spaces per unit is slightly increased compared to the application (0.13 parking spaces per unit). In plan, this would be a comparative increase of 4 parking spaces (46 parking spaces now proposed vs. 42 parking spaces as proposed in the June report). This change is intended to address City staff's comment about visitor parking for the existing apartment use occurring off-site at Applewood Hills Plaza. Based on review of our data and files, our field staff did not observe this activity. Nevertheless, to address the City staff comment, the proposed Apartment Residential Visitor Parking has been increased by 4 parking spaces.
- The updated proposed Stacked Townhouse Resident Parking rate of 1.21 parking spaces per unit is decreased compared to the application (1.33 parking spaces per unit). In plan, this would be a comparative decrease of 14 parking spaces (135 parking spaces now proposed vs. 149 parking spaces proposed in the June report). This change is in reflection of basing the appropriate parking rate and supply for this use on observed parking utilization counts rather than the property manager's parking space leasing data; the parking rate of 1.33 parking spaces per unit came from the latter, as is detailed in the proposed in the June report and as was based on previous coordination with City staff. Further to this consideration, the parking utilization counts for resident use at the townhouse proxy site (1560 Bloor Street) may have suggested higher resident demand than what may actually exist, due to the low visitor parking supply at that site during the time of the study (i.e., 4 visitor parking spaces). The property manager for 1560 Bloor Street (which has the same ownership as the subject site) has since increased the visitor parking supply at 1560 Bloor to 9 visitor parking spaces in part due to the findings of the BA Group study, and also in their reflection that the resident parking supply on site could be decreased.

Considered altogether, BA Group parking utilization counts observed resident parking demand peak at 1.19 parking spaces unit at the townhouse proxy site and the proposed minimum parking rate for this use (i.e., 1.21 parking spaces per unit) allows for some buffer over the observed peak rate at the proxy site.

- The updated proposed Stacked Townhouse Residential Visitor Parking rate of 0.13 parking spaces per unit is increased compared to the application (0.04 parking spaces per unit). In plan, this would be a comparative increase of 10 parking spaces (15 parking spaces now proposed vs. 5 parking spaces proposed in the June report). As was detailed in the BA Group study and discussed with City staff, the previously proposed townhouse visitor parking rate of 0.04 parking spaces per unit may have been insufficient to meet townhouse visitor parking demand, although the impact of this deficiency would be metered by the provision of apartment visitor parking, as there would be no functional difference between the two; townhouse visitors would be able to use apartment visitor parking. Nevertheless, based on the proposed update to the townhouse resident parking supply, more parking within the total 445 parking spaces would be available to allocate to the townhouse visitor parking supply, which as now proposed, would be 0.13 parking spaces per unit and nearly equivalent to the proposed apartment visitor parking supply rate.
- Considered together, the updated proposed rates would result in 61 combined visitor parking spaces on the site which, as noted, will be "pooled" to be able to be used by both apartment and townhouse visitors. This is 14 more parking spaces than proposed in the June report as part of the minor variance application (i.e., 47 combined visitor parking spaces).

1.2 Response to City Staff Report Dated August 13, 2026

In addition to the above explanations specific to each of the proposed parking rates, the City staff report, provided in **Appendix C,** included on Page 8, a list of questions seeking more information to aid the assessment of the application. Answers to these questions are provided below.

City Staff Question from Page 8 of the Staff Report	BA Group response (informed by Property Management Input where appropriate)
What is the breakdown of existing residential parking spaces versus existing visitor parking spaces for 1055 Bloor Street?	As was documented in the BA Group report, at 1055 Bloor Street during BA Group's period of field study (i.e., June 2025), the resident parking supply was 394 parking spaces and the visitor parking supply was 47 parking spaces. Both figures were clarified with property management staff at the time of the surveys. We also note that as was documented in the BA Group report, neither the resident nor visitor parking supplies reached 100% occupancy during the period of study. The resident parking supply reached a peak of 62% occupancy and the residential visitor parking supply reached a peak of 89% occupancy.

Are resident parking spaces unbundled? Or is there resident parking available for each unit; if so, how many spaces are provided per rented unit? If not, what is the price residents must pay to lease a parking space on-site?	Parking spaces are unbundled at both the subject site and proxy site – there is no fixed entitlement with the unit lease. However, given the age of the residences at both sites, there are pre-existing "legacy" arrangements with long-tenured residents which result in more cheaply acquired parking space leasing than what is available to prospective new residents. With respect to the latter, the current standard monthly parking rates are: - 1055 Bloor Street: $100 indoor (i.e., underground), $80 outdoor (i.e., above ground) - 1560 Bloor Street: $100 indoor (i.e., underground), $75 outdoor (i.e., above ground) It was also noted by property management that in previous years, there may have been temporary parking incentives to lease out more parking.
How much is paid visitor parking on-site? Please provide the rate(s) hourly and any flat rate(s) for daily parking available.	At both the subject site (1055 Bloor Street) and the townhouse proxy site (1560 Bloor Street), the paid visitor parking rates are: - $2 per hour - $8 per 12 hours - $16 per 24 hours
On the surveyed dates of the subject site of 1055 Bloor Street, what was the occupied number of resident parking spaces? - i.e. what is the parking lease demand measured by the rent roll? - i.e. how many resident parking spaces is there at the proxy site? how many resident parking spaces were assigned of the total available on-site during the timeframe of when the surveying was conducted?	As was documented in the BA Group report, 6 days of parking utilization studies at 1055 Bloor Street resulted in observed absolute peak parking demand of 244 parking spaces, equivalent to 0.77 spaces per unit (based on 318 units). As was documented in the BA Group report, at 1560 Bloor Street (i.e., the townhouse proxy site) during BA Group's period of field study (i.e., June 2025), the resident parking supply was 177 parking spaces. This figure was clarified with property management staff at the time of the surveys. There was a total of 181 parking spaces at this site, of which there were 177 resident parking spaces and 4 visitor parking spaces.
Do the visitors to the site also need to sign-in on top of paying to park? Or is visitor parking not tracked in such a format (only through payment in the machine)?	No separate sign-in or registration with the rental office is required. Visitors pay directly at the parking machine.

Is paid visitor parking limited to specific hours of the day? I.e., parking is allowed 24/7 or during specific timeframes, only? If the latter, what are the timeframes?	No. Visitor parking is available 24 hours a day, 7 days a week.
Is paid visitor parking per visitor limited in terms of duration of stay? i.e., 3-hours per visitor per day? Etc.	There is no maximum stay. Once a 24-hour period expires, the visitor can pay again to continue using the visitor parking.
Was illegal parking accounted for in the surveying? (i.e., cars parking off-site, cars parking in fire routes, cars parking elsewhere who are visiting the sites, etc.).	As was discussed with City staff, BA Group field staff are trained to document any off-site or illegal parking during parking utilization counts. During the June 2025 field study, no off-site or illegal parking was observed. Nevertheless, given the City staff concern with the potential impact of off-site parking, particularly at Applewood Hills Plaza which could be attributable as demand for apartment visitors of 1055 Bloor Street, BA Group has increased the proposed apartment visitor parking supply rate to 0.14 parking spaces per unit, equivalent to 46 parking spaces and an increase of 4 parking spaces compared to what was proposed in the June report as part of the minor variance application.

The following responses were circulated to City Transportation Planning staff, ahead of the hearing held in August 2026. The updated parking supply rates were deemed acceptable to Municipal Parking staff based on the above rationale. A copy of the correspondence from City staff finding the parking justification acceptable is provided in **Appendix D**.

* * * * * * * * *

We trust that this letter will satisfy City of Mississauga staff with respect to the documentation of the parking aspects of the proposed development. If there are any questions or concerns with the above, please don't hesitate to reach out to BA Group.

Sincerely,
BA Consulting Group Ltd.



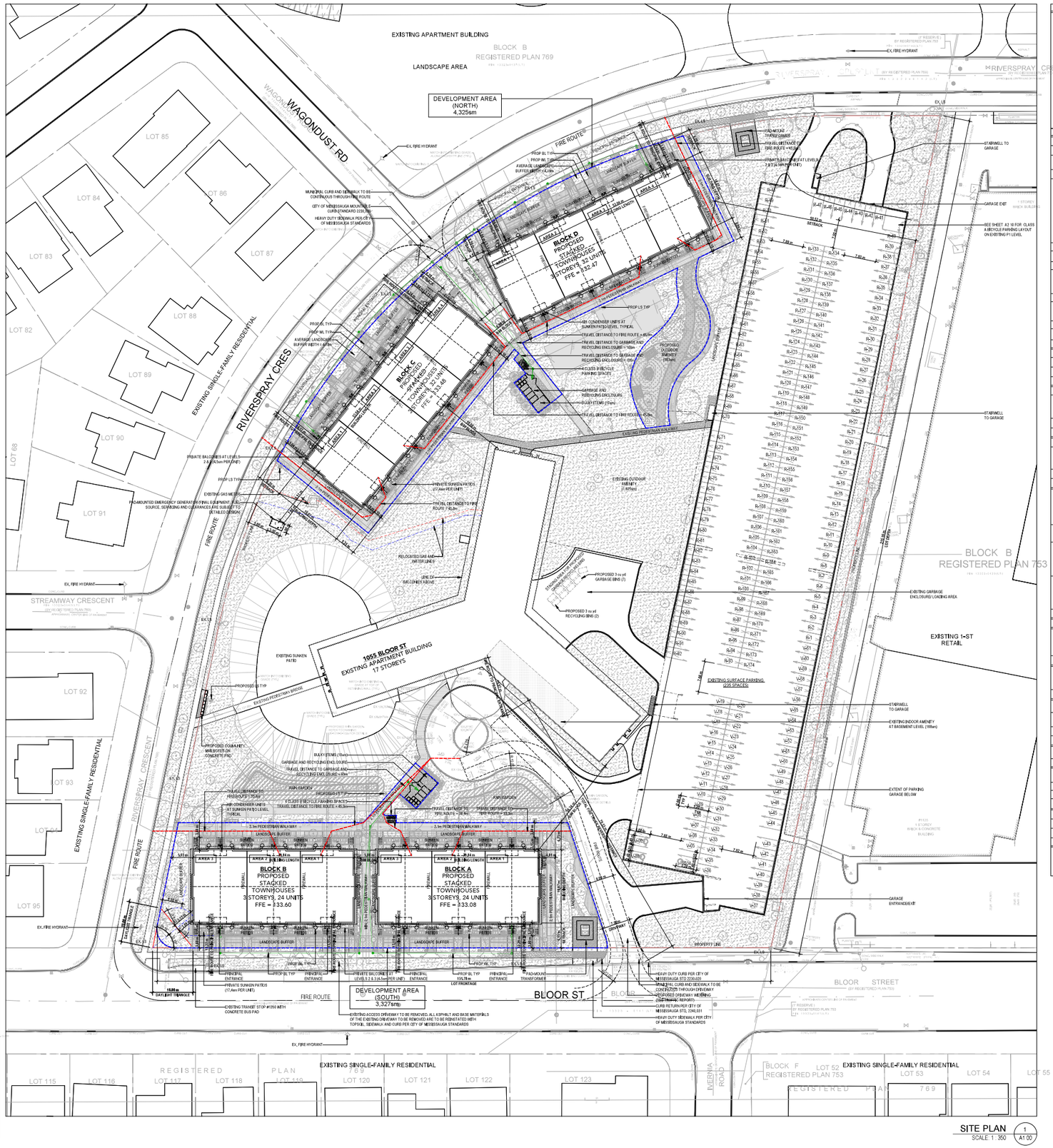
Michael Giallonardo, M.PL.
Associate



Madeleine Catz, M.Eng., P.Eng.
Transportation Engineer

cc:
Stuart Anderson, P.Eng., Principal, BA Group

Appendix A:
Reduced Scale Architectural Plans



KEY MAP



SITE AND BUILDING STATISTICS

EXISTING ZONING: RA5-1	PROPOSED ZONING: RA5-1	
	AREA (sm)	AREA (sf)
GROSS LOT AREA	28,234 sm	303,918 sf
DEVELOPMENT AREA	7,594 sm	81,741 sf
TOTAL GFA	44,692 sm	481,060 sf
LOT FRONTAGE	151.78 m	498 ft
LOT DEPTH	210.16 m	690 ft
EXISTING BUILDING HEIGHT	50.4 m (APPROX.)	165 ft (APPROX.)
BLOCK A BUILDING HEIGHT (ZONING)	12.06 m	39.6 ft
BLOCK B BUILDING HEIGHT (ZONING)	11.37 m	39.3 ft
BLOCK C BUILDING HEIGHT (ZONING)	12.22 m	40.1 ft
BLOCK D BUILDING HEIGHT (ZONING)	11.87 m	38.9 ft
BLOCK A BUILDING HEIGHT (BUILDING PERMIT)	7.78 m	25.5 ft
BLOCK B BUILDING HEIGHT (BUILDING PERMIT)	7.69 m	25.2 ft
BLOCK C BUILDING HEIGHT (BUILDING PERMIT)	7.94 m	26.1 ft
BLOCK D BUILDING HEIGHT (BUILDING PERMIT)	7.59 m	24.9 ft
No. OF STOREYS	17 STOREYS EXISTING / 3 STOREYS PROPOSED	
DENSITY (FSI)	1.6	(TOTAL GFA / GROSS LOT AREA)

LANDSCAPE AREAS + DEVELOPMENT AREA		
BUILDING COVERAGE	3,402 sm (45%)	(BUILDING FOOTPRINT / DEV. AREA)
HARDSCAPE COVERAGE	2,815 sm (37%)	(PHYSICAL AREA / DEV. AREA)
LANDSCAPE COVERAGE	1,357 sm (18%)	(LANDSCAPE AREA / DEV. AREA)

LANDSCAPE AREAS + GROSS LOT AREA		
NON-LANDSCAPE AREA	15,891 sm (56.3%)	(NON-LANDSCAPE AREA / GROSS LOT AREA)
LANDSCAPE AREA	12,343 sm (43.7%)	(LANDSCAPE AREA / GROSS LOT AREA)
SOFT LANDSCAPE AREA	10,189 sm (82.4%)	(SOFT LANDSCAPE AREA / LANDSCAPE AREA)

LANDSCAPE BUFFER	REQUIRED	PROPOSED
PROPOSED STACKED TH	4.5 m	3.00 + 5.31 m

EXISTING BUILDING STATISTICS (APPROXIMATE)			
	GFA (sm)	GFA (sf)	UNITS
17-ST HIGH RISE (RENTAL)	31,314 sm	337,061 sf	323
TOTAL	31,314 sm	337,061 sf	323

PROPOSED GROSS FLOOR AREA			
	GFA (sm)	GFA (sf)	
BLOCK A (RENTAL)	2,875 sm	30,950 sf	
BLOCK B (RENTAL)	2,875 sm	30,950 sf	
BLOCK C (RENTAL)	3,821 sm	41,129 sf	
BLOCK D (RENTAL)	3,821 sm	41,129 sf	
TOTAL	13,392 sm	144,158 sf	

PROPOSED UNIT MIX AND COUNT				
	3 BED	3 BED + DEN	4 BED	TOTAL
BLOCK A	12	8	4	24
BLOCK B	12	8	4	24
BLOCK C	16	12	4	32
BLOCK D	16	12	4	32
TOTAL	56 (35%)	40 (25%)	16 (10%)	112

AMENITY SPACES
AMENITY AREA RATES
OUTDOOR EXISTING 5.6 sm/ UNIT
OUTDOOR PROPOSED 2.8 sm / UNIT
PRIVATE OUTDOOR 4.5 sm / UNIT
INDOOR EXISTING 1.52 sm/UNIT

INDOOR AMENITY	EXISTING	RETAINED
EXISTING APARTMENT	168 sm	168 sm

COMMUNAL OUTDOOR AMENITY	REQUIRED	PROPOSED
EXISTING APARTMENT (5.6sm/UNIT)	1,809 sm	1,825sm
PROPOSED STACKED TH (2.8sm/UNIT)	314 sm	383 sm
TOTAL COMMUNAL OUTDOOR AMENITY	2,123 sm	2,208 sm

PRIVATE OUTDOOR AMENITY		
STACKED TH SUNKEN PATIOS (4.0sm/UNIT)	672 sm	1,949 sm
STACKED TH BALCONIES (4.5sm/UNIT)	252 sm	504 sm
TOTAL PRIVATE OUTDOOR AMENITY	924sm	2,453 sm
TOTAL OUTDOOR AMENITY AREA	3,047sm	4,661sm

PARKING SPACES RATES
SURFACE RESIDENT PARKING 0.77/UNIT
SURFACE RESIDENTIAL VISITOR PARKING 0.14/ UNIT
STACKED TH RESIDENT PARKING 1.27/ UNIT
STACKED TH RESIDENTIAL VISITOR PARKING 0.13/ UNIT

PARKING SPACES	EXISTING	RETAINED
SURFACE PARKING	243 SPACES	235 SPACES
UNDERGROUND PARKING	216 SPACES	210 SPACES
TOTAL SPACES	459 SPACES	445 SPACES

BARRIER-FREE PARKING	REQUIRED	PROPOSED
REQUIRED VISITOR RATE 4% OF TOTAL REQUIRED		
SURFACE PARKING	4 SPACES	3 SPACES
UNDERGROUND PARKING	0 SPACES	0 SPACES

NOTE: REFER TO TRANSPORTATION IMPACT STUDY FOR FURTHER DETAILS.

BICYCLE PARKING SPACE RATES	
REQUIRED CLASS A RATE 0.8 SPACES / UNIT	REQUIRED CLASS B RATE GREATER OF 0.05 SPACES / UNIT OR 6.0 SPACES

BICYCLE PARKING SPACES	REQUIRED	PROPOSED
CLASS A	67 SPACES	67 SPACES
CLASS B	6 SPACES	8 SPACES
TOTAL SPACES	73 SPACES	75 SPACES

NOTE: BICYCLE REPAIR STATION PROVIDED ON P1 LEVEL.

LOADING SPACE RATES
RESIDENTIAL LOADING

LOADING SPACES	EXISTING	RETAINED
RESIDENTIAL	1	1

SURVEY INFORMATION
PLAN OF SURVEY OF ALL OF BLOCK C REGISTERED PLAN 769 CITY OF MISSISSAUGA REGIONAL MUNICIPALITY OF PEEL
PREPARED BY: R. AVES SURVEYING INC. TORONTO, ON T: (416) 490-6352

MISSISSAUGA STANDARD SITE PLAN APPROVAL NOTES

I, WE HEREBY CERTIFY THAT THIS DRAWING CONFIRMS IN ALL RESPECTS TO THE SITE DEVELOPMENT PLANS.

II. THE CITY OF MISSISSAUGA REQUIRES THAT ALL WORKING DRAWINGS SUBMITTED TO THE BUILDING DIVISION AS PART OF AN APPLICATION FOR THE ISSUANCE OF A BUILDING PERMIT SHALL BE CERTIFIED BY THE ARCHITECT OR ENGINEER AS BEING IN CONFORMITY WITH THE SITE DEVELOPMENT PLAN AS APPROVED BY THE CITY OF MISSISSAUGA.

III. ALL EXTERIOR LIGHTING WILL BE DIRECTED ONTO THE SITE AND WILL NOT INFRINGE UPON THE ADJACENT PROPERTIES.

IV. ALL ROOFTOP MECHANICAL UNITS SHALL BE SCREENED FROM VIEW BY THE APPLICANT.

V. PARKING SPACES RESERVED FOR PEOPLE WITH DISABILITIES MUST BE IDENTIFIED BY A SIGN, INSTALLED AT THE APPLICANT'S EXPENSE, IN ACCORDANCE WITH THE BY-LAW REQUIREMENTS AND BUILDING CODE REQUIREMENTS.

VI. THE APPLICANT WILL BE RESPONSIBLE FOR ENSURING THAT ALL PLAN CONFORM TO TRANSPORT CANADA'S RESTRICTIONS.

VII. GRADES WILL BE MET WITH A 33% MAXIMUM SLOPE AT THE PROPERTY LINES AND WITHIN THE SITE.

VIII. ALL DAMAGED AREAS ARE TO BE REINSTATED WITH TOPSOIL AND SOD PRIOR TO THE RELEASE OF SECURITIES.

IX. SIGNAGE SHOWN ON THE SITE DEVELOPMENT PLANS IS FOR INFORMATION PURPOSES ONLY. ALL SIGNS WILL BE SUBJECT TO THE PROVISIONS OF SIGN BY-LAW 0054-2002, AS AMENDED, AND A SEPARATE SIGN APPLICATION WILL BE REQUIRED THROUGH THE BUILDING DIVISION.

X. ANY FENCING ADJACENT TO MUNICIPAL LANDS IS TO BE LOCATED 15 CM (6.0 IN.) INSIDE THE PROPERTY LINE.

XI. ONLY SHIELDED LIGHTING FIXTURES ARE PERMITTED FOR ALL DEVELOPMENT, EXCEPT FOR DETACHED AND SEMI-DETACHED DWELLINGS WITHIN 60 M OF A RESIDENTIALLY ZONED PROPERTY AND MUST CONFORM TO THE ENGINEER CERTIFIED LIGHTING PLAN.

XII. THE ENGINEER CERTIFIED LIGHTING PLAN MUST BE SIGNED BY THE CONSULTING ENGINEER.

XIII. THE OWNER COVENANTS AND AGREES TO CONSTRUCT AND INSTALL SHIELDED LIGHTING FIXTURES ON THE SUBJECT LANDS, IN CONFORMITY WITH THE SITE PLAN AND ENGINEER CERTIFIED LIGHTING PLAN TO THE SATISFACTION OF THE CITY OF MISSISSAUGA.

XIV. WHERE PLANTING IS TO BE LOCATED IN LANDSCAPED AREAS ON TOP OF AN UNDERGROUND PARKING STRUCTURE, IT IS THE RESPONSIBILITY OF THE APPLICANT TO ARRANGE THE COORDINATION OF THE DESIGN OF THE UNDERGROUND PARKING STRUCTURE WITH THE LANDSCAPE ARCHITECT AND THE CONSULTING ENGINEERING, UNDERGROUND PARKING STRUCTURES WITH LANDSCAPING AREA TO BE CAPABLE OF SUPPORTING THE FOLLOWING LOADS:

- 1.5 CM OF DRAINAGE GRAVEL PLUS 40 CM TOPSOIL FOR SOD
- 1.5 CM OF DRAINAGE GRAVEL PLUS 60 CM TOPSOIL FOR SHRUBS
- 1.5 CM OF DRAINAGE GRAVEL PLUS 90 CM FOR TREES OR
- PREFABRICATED SHEET DRAIN SYSTEM* WITH A COMPRESSIVE STRENGTH OF 1003 KPA PLUS 40 CM TOPSOIL FOR SOD
- PREFABRICATED SHEET DRAIN SYSTEM* WITH A COMPRESSIVE STRENGTH OF 1003 KPA PLUS 60 CM TOPSOIL FOR SHRUBS
- PREFABRICATED SHEET DRAIN SYSTEM* WITH A COMPRESSIVE STRENGTH OF 1003 KPA PLUS 90 CM TOPSOIL FOR TREES *TERRADRAIN 900 OR APPROVED EQUAL

XV. THE STRUCTURAL DESIGN OF ANY RETAINING WALL OVER 0.6 M IN HEIGHT OR ANY RETAINING WALL LOCATED ON A PROPERTY LINE IS TO BE SHOWN ON THE SITE GRADING PLAN FOR THIS PROJECT AND IS TO BE APPROVED BY THE CONSULTING ENGINEER FOR THE PROJECT.

XVI. CONTINUOUS 15 CM HIGH BARRIER TYPE POURED CONCRETE CURBING WILL BE PROVIDED BETWEEN ALL ASPHALT AND LANDSCAPED AREAS THROUGHOUT THE SITE.

XVII. ALL UTILITY COMPANIES WILL BE NOTIFIED FOR LOCATES PRIOR TO THE INSTALLATION OF THE HOARDING THAT LIES WITHIN THE SITE AND WITHIN THE LIMITED OF THE CITY BOULEVARD AREA.

Kohn

Kohn Partnership Architects Inc.
116 Spadina Avenue, Suite 501, Toronto ON M5V 2K6
Tel 416.703.6700 www.kohnarchitects.com

ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE NOTED.

DO NOT SCALE DRAWINGS.

CONTRACTOR SHALL VERIFY AND CHECK ALL DIMENSIONS AND CONDITIONS ON SITE PRIOR TO STARTING ANY OF THE WORK AND SHALL IMMEDIATELY REPORT TO THE ARCHITECT EVERY VARIATION FROM THE DRAWINGS. ALL CONSTRUCTION MUST CONFORM TO ALL APPLICABLE CODES AND REGULATIONS OF AUTHORITIES HAVING JURISDICTION OVER THE PROJECT AND SITE.

THE ARCHITECT IS NOT RESPONSIBLE FOR ANY OF THE PRESENTATION ON OF THESE DRAWINGS IN ANY ELECTRONIC FORMAT. THE ARCHITECT SHALL ONLY BE BOUND BY THE FINAL PRINTED VERSION OF DRAWINGS AND SHALL NOT BE RESPONSIBLE FOR ANY INFORMATION CONTAINED IN ANY ELECTRONIC FORMAT.

THE ARCHITECT IS NOT RESPONSIBLE FOR ANY ERRORS OR OMISSIONS IN THE CONTRACT DOCUMENTS. THE CONTRACTOR SHALL REVIEW ALL CONTRACT DOCUMENTS AND REPORT ANY ERRORS, OMISSIONS OR INCONSISTENCIES TO THE ARCHITECT BEFORE COMMENCING WORK.

LOCATION OF EXISTING MECHANICAL OR ELECTRICAL SERVICES, PIPES AND DUCTWORK AS SHOWN IN ELEVATIONS ARE INDICATED ON ARCHITECTURAL DRAWINGS ONLY AND SHALL GOVERN. EXACT LOCATION OF MECHANICAL AND ELECTRICAL SERVICES, WHICH ARE NOT CLEARLY INDICATED, TO BE COORDINATED AND DIRECTED BY THE ARCHITECTS.

NO ASBESTOS OR ANY OTHER HAZARDOUS MATERIALS ARE REPORTED ON THE SITE EITHER IN REGARDS TO THE ENVIRONMENTAL CONDITIONS OR POLLUTIONS OF THE SITE.

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ISSUE DATES AND DISTRIBUTION LOG

No.	Date	Note
1	25/08/13	SPA SUBMISSION
2	26/01/23	SPA RESUBMISSION
3	26/05/06	SPA RESUBMISSION
4	26/09/11	ISSUED FOR ZBA/SPA RESUBMISSION

SITE PLAN SYMBOL LEGEND

	PRINCIPAL ENTRANCE
	SECONDARY ENTRANCE
AD	AREA DRAIN
FD	FLOOR DRAIN
RD	ROOF DRAIN
SD	SCUPPER DRAIN
TD	TRENCH DRAIN
MH	MANHOLE
FDC	FIRE DEPARTMENT CONNECTION
FH	FIRE HYDRANT
LS	LIGHT STANDARD
WL	WALL LIGHT
BL	BOLLARD LIGHT
	BARRIER FREE CURB CUT
	BARRIER FREE TURNAROUND SPACE
HC	ACCESSIBLE PARKING SIGNAGE
FR	FIRE ROUTE SIGNAGE
	PEDESTRIAN WALKWAY
RWL	RAIN WATER LEADER

SITE PLAN APPLICATION #: SP 25-49 W3

CANADIAN APARTMENT PROPERTIES • REIT

PROJECT NORTH | TRUE NORTH | SEAL

ONTARIO ASSOCIATION OF ARCHITECTS — ANDREW D. MUFFITT — LICENCE 6567

Project:
1055 BLOOR STREET STACKED TOWNHOUSES

CAPREIT APARTMENTS INC.

11 CHURCH STREET, TORONTO, ON M5E 1W1
Tel 416.861.0404 hellb@capreit.net

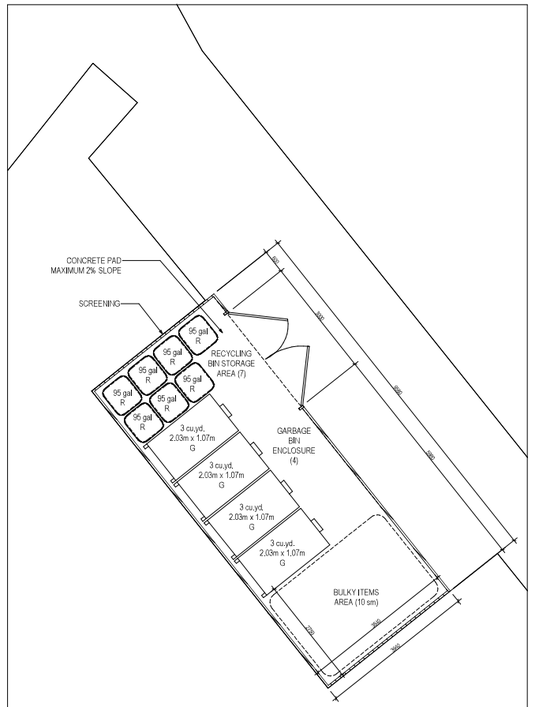
Drawing Title:
SITE PLAN AND SITE STATISTICS

Project Manager Team:	Project No.
AN	25-106
Date Plotted:	Scale:
2026-09-11 6:10:22 PM	As indicated

Drawing No.:
A1 00

FILE: N:\AA\Autodesk Docs\25-106_1055BloorSt_ACC25-106_1055BloorSt.rvt

A0

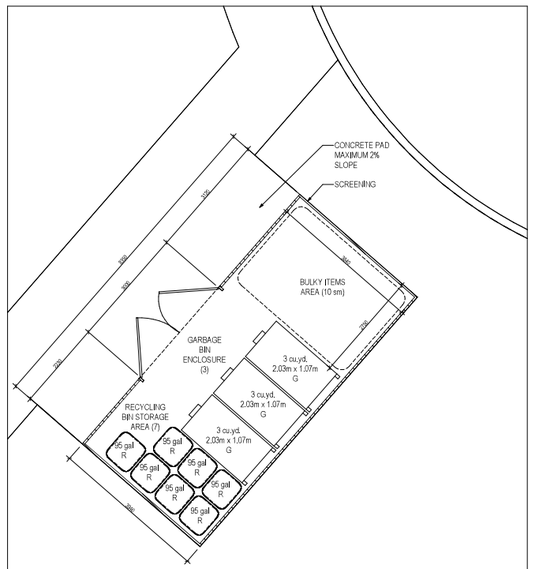


FRONT-END BIN CALCULATIONS:

FOR NON-COMPACTED GARBAGE
BIN SIZE: 3 cu yd. 68 UNITS/ 18 = 3.8 I.e. ROUNDED TO 4 BINS (2 BLOCKS)

FOR RECYCLABLE MATERIALS
BIN SIZE: 3 cu yd. 68 UNITS/ 45 = 1.5 I.e. ROUNDED TO 2 BINS (2 BLOCKS) LOCATED AT EXISTING LOADING AREA.
7 95 gal RECYCLING CARTS PROVIDED FOR CONVENIENCE.

GARBAGE ENCLOSURE PLAN (BLOCKS C & D) 3 A2.01
SCALE: 1 : 50

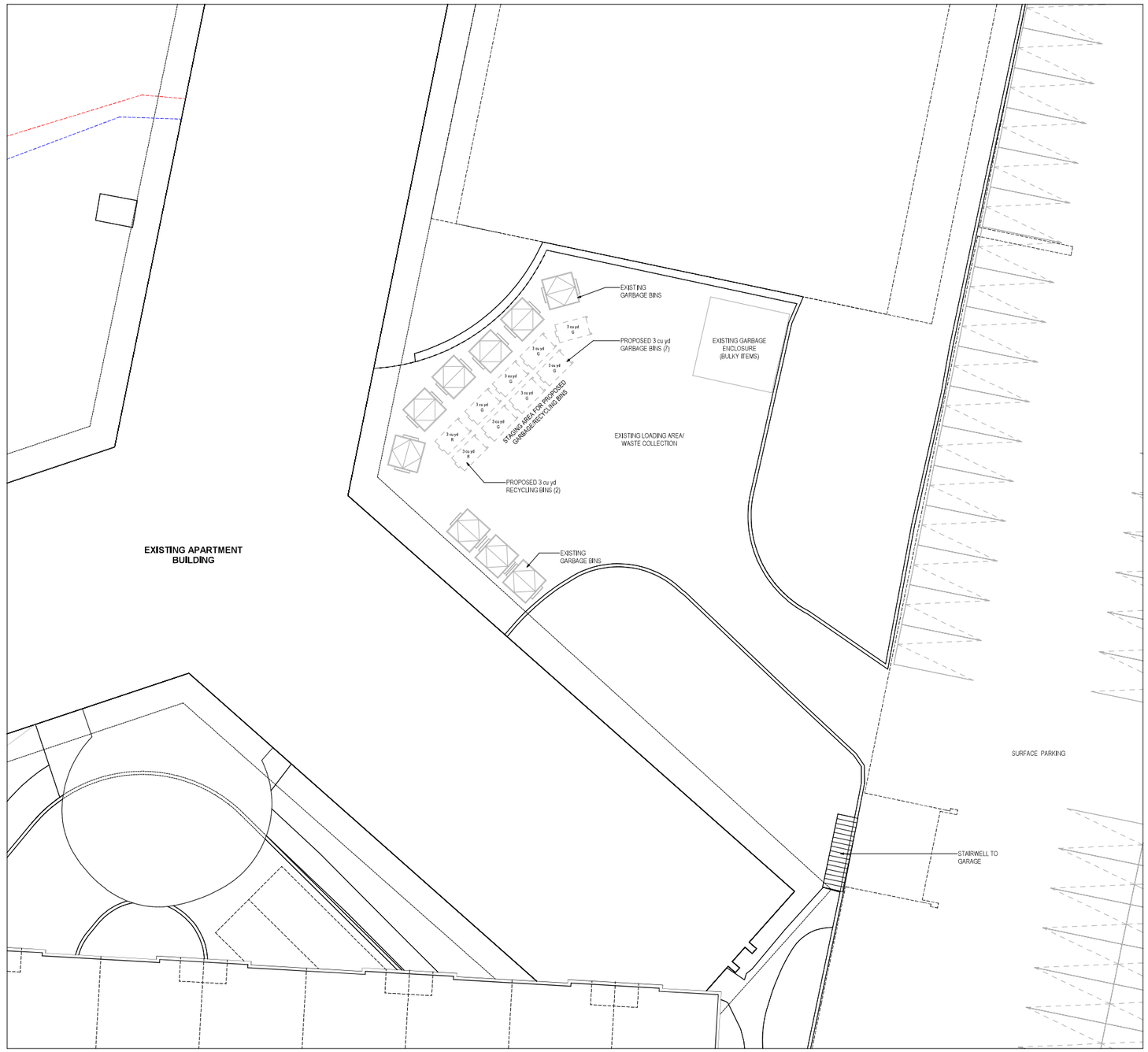


FRONT-END BIN CALCULATIONS:

FOR NON-COMPACTED GARBAGE
BIN SIZE: 3 cu yd. 48 UNITS/ 18 = 2.6 I.e. ROUNDED TO 3 BINS (2 BLOCKS)

FOR RECYCLABLE MATERIALS
CART SIZE: 95 gal. 48 UNITS/ 7 = 6.9 I.e. ROUNDED TO 7 CARTS (2 BLOCKS)

GARBAGE ENCLOSURE PLAN (BLOCKS A & B) 2 A2.01
SCALE: 1 : 50



EXISTING LOADING AREA 1 A2.01
SCALE: 1 : 100

NOTES FOR WASTE MANAGEMENT PLAN:

1. THE BINS SHOULD BE PROPERLY POSITIONED IN THE COLLECTION AREA ON THE DAY OF COLLECTION BEFORE 7 AM.
2. THE DRIVER IS NOT REQUIRED TO EXIT THE COLLECTION VEHICLE TO FACILITATE COLLECTION.
3. PROPERTY MANAGEMENT IS RESPONSIBLE FOR MOVING BINS DURING COLLECTION.
4. THE REGION WILL NOT BE RESPONSIBLE FOR EMPTYING BINS THAT ARE INACCESSIBLE TO THE COLLECTION VEHICLE.

NOTES FOR PROPERTY MANAGEMENT STAFF REGARDING WASTE MANAGEMENT

1. THE BINS SHOULD BE PROPERLY POSITIONED IN THE COLLECTION AREA ON THE DAY OF COLLECTION BEFORE 7 AM.
2. THE DRIVER IS NOT REQUIRED TO EXIT THE COLLECTION VEHICLE TO FACILITATE COLLECTION.
3. PROPERTY MANAGEMENT IS RESPONSIBLE FOR MOVING BINS DURING COLLECTION.
4. THE REGION WILL NOT BE RESPONSIBLE FOR EMPTYING BINS THAT ARE INACCESSIBLE TO THE COLLECTION VEHICLE.
5. PROPERTY MANAGEMENT MUST BE VISIBLE TO WASTE COLLECTION VEHICLE ON APPROACH TO SITE, OTHERWISE THE WASTE COLLECTION VEHICLE WILL NOT ENTER THE SITE.
6. PROPERTY MANAGEMENT WILL BE RESPONSIBLE FOR SAFELY MANEUVERING WASTE COLLECTION VEHICLES INTO AND/OR OUT OF, AS WELL AS AROUND, THE SITE.
7. PROPERTY MANAGEMENT STAFF WILL BE RESPONSIBLE FOR MOVING BINS TO THE STAGING AREA AT THE TIME OF COLLECTION AND RETURNING TO STORAGE ROOM FOLLOWING COLLECTION.

GENERAL WASTE MANAGEMENT NOTES 4
SCALE: 1 : 10

Kohn

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116 Spadina Avenue, Suite 501, Toronto ON M5V 2K6
Tel 416.703.6700 www.kohnarchitects.com

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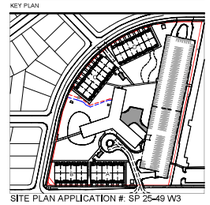
4	26/09/11	ISSUED FOR ZBA/SPA RESUBMISSION

FLOOR PLAN (ABOVE GRADE) LEGEND:

AD	AREA DRAIN (REFER TO MECH. DWGS.)
FD	FLOOR DRAIN (REFER TO MECH. DWGS.)
RD	ROOF DRAIN (REFER TO MECH. DWGS.)
TD	TRENCH DRAIN (REFER TO CIVIL DWGS.)
	WALL MOUNTED EXTERIOR LIGHT FIXTURE
	WARNING SYSTEM FOR MOTORISTS
AO	AUTO OPERATORS
E/P,UC/P	ELECTRICAL PANEL
	CONVEX MIRROR
	PAINTED YELLOW LINES (PEDESTRIAN PATHWAYS)
	SIAMESE (STANDPIPE) CONNECTION
FHC	FIRE HOSE CABINET
SVP	STANDPIPE HOSE VALVE CABINET
FEC	FIRE EXTINGUISHER CABINET
	EXTENTS OF BUILDING ABOVE
	BARRIER FREE TURNING RADIUS

KEY PLAN



SITE PLAN APPLICATION #: SP 25-49 W3

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ONTARIO ASSOCIATION OF ARCHITECTS — ARCHITECT — ANDREW C. MURFITT — LICENCE 6527

Project:
1055 BLOOR STREET
STACKED TOWNHOUSES

CAPREIT APARTMENTS INC.

11 CHURCH STREET, TORONTO, ON M5E 1W1
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Drawing Title:
WASTE MANAGEMENT PLANS

Project Manager Team:	Project No:
AN	25-106
Date Plotted:	Scale:
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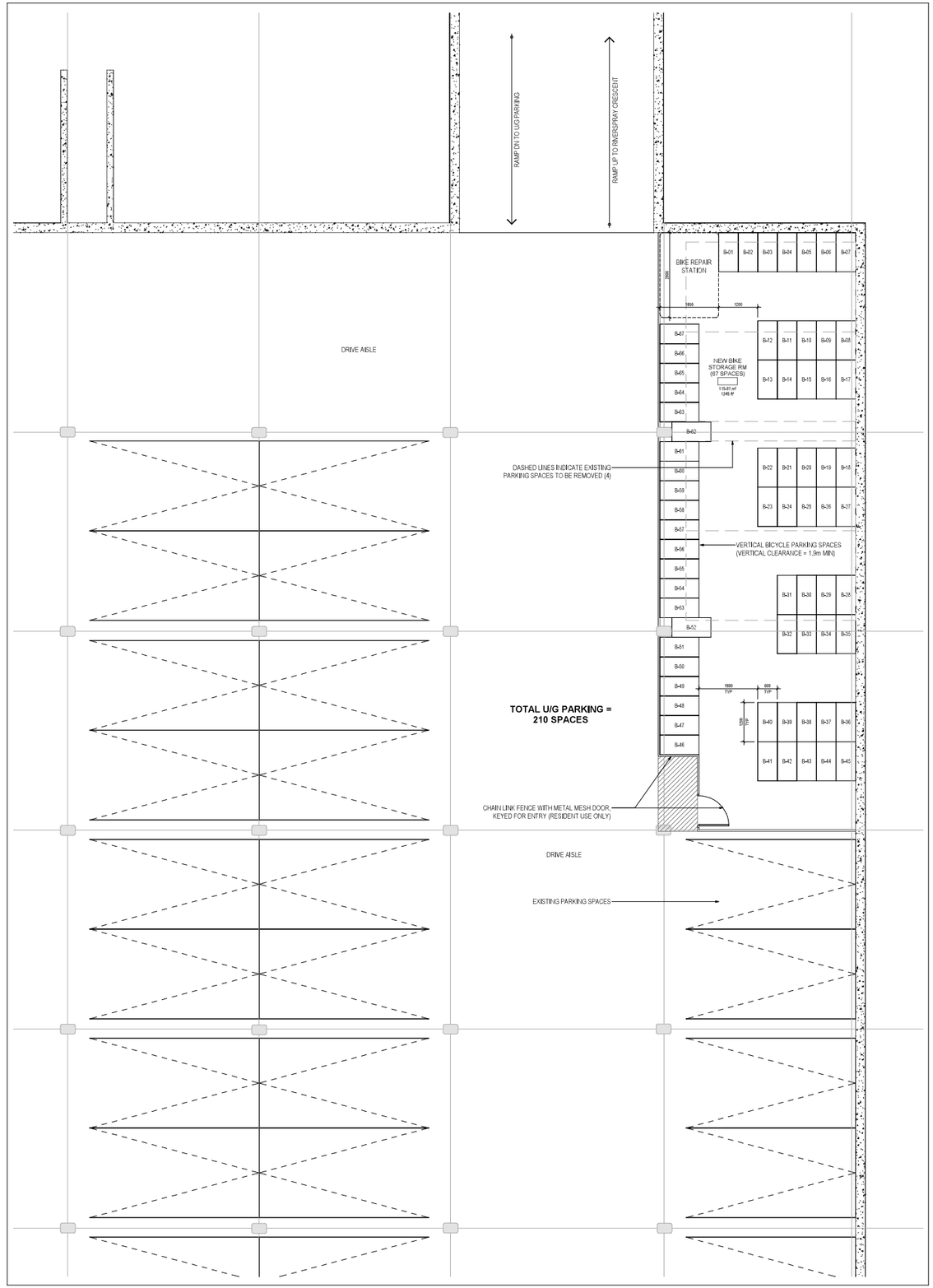

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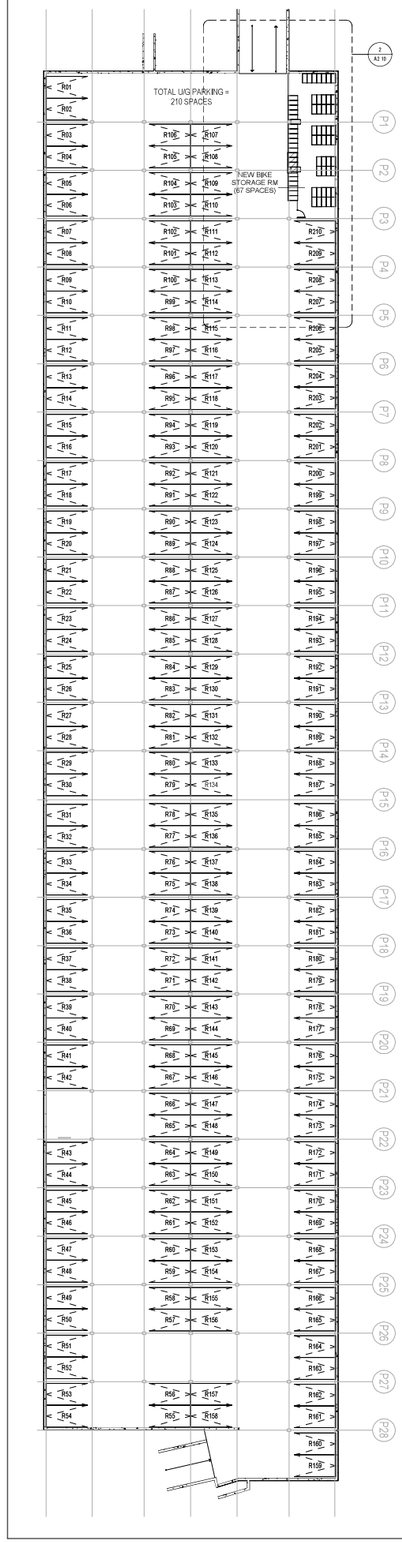

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Appendix B:
June 2026 Parking Utilization Study

Updated Parking Allocation: Following completion of the June 2026 Parking Utilization Study, further discussions were held with City of Mississauga Municipal Parking staff in August 2026. The updated parking rates and allocation set out in this cover letter reflect the outcome of those discussions and were confirmed as acceptable by Municipal Parking staff on August 20, 2026. These rates supersede the earlier proposed rates and allocations referenced in the June 2026 study. The underlying parking surveys, utilization data and technical analysis contained in the June 2026 study remain unchanged and continue to support the application.

1055 BLOOR STREET, MISSISSAUGA
PROPOSED RESIDENTIAL DEVELOPMENT

Minor Variance Application
Parking Utilization Study



Prepared For: CAPREIT

June 2026

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AUTHORSHIP

Date	Revision	Update
18/03/2026	Version 1	Draft Report
18/06/2026	Version 2	Final Report

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1.0 INTRODUCTION

BA Group has been retained by Canadian Apartment Properties REIT (CAPREIT) to provide parking advisory services in relation to a Minor Variance Application (MVA) being made to the City of Mississauga relating to a proposed stacked townhouse infill development, municipally known as 1055 Bloor Street, in Mississauga (herein referred to as the "site" or "proposed development"). Concurrently, BA Group is providing transportation advisory services for an ongoing Site Plan Approval (SPA) application for the same development proposal.

The site is located on the northeast quadrant of the Bloor Street / Riverspray Crescent intersection. The site is generally bound by Bloor Street to the south, Riverspray Crescent to the north and west, and a commercial plaza to the east.

The site location is illustrated in **Figure 1**.

1.1 Existing Site

The site is currently occupied by an existing rental residential apartment building comprised of 323 dwelling units.

The site includes a two-level parking garage at its east end with the top level being "open air" (and functions similar to surface parking due to grading). In addition, the site has surface parking at its southwest end. In total, the site currently has 459 parking spaces.

1.2 Proposed Development

The development proposal includes retention of the existing rental residential apartment building and consists of four new (4) townhouse blocks, including 112 residential units. Of the four (4) townhouse blocks, two (2) blocks are proposed along the Bloor Street frontage and two (2) along the frontage of Riverspray Crescent.

The existing two-level parking garage at the east of the site is proposed to be retained.

No additional parking infrastructure is proposed for the development and the existing surface parking area at the southwest end of the site will be removed given that two townhouse blocks are proposed in that location. It is proposed that residents of the new townhouse residential units will have access to the existing parking garage, which will be retained. The upper "open air" level will be "re-striped" in conformity with Zoning By-law minimum dimensions, to increase its parking supply and partially offset the aforementioned parking supply loss. Within the existing parking garage, five (5) existing vehicle parking spaces will be converted to a bicycle storage room including Class A (Long-term) bicycle parking for the proposed new residential units.

In total, the site is proposed to have 445 parking spaces (398 resident parking spaces and 47 residential visitor parking spaces) to support the site's 323 rental residential apartment units and 112 townhouse units.

The proposed development is illustrated on the site plan provided in **Appendix A**.

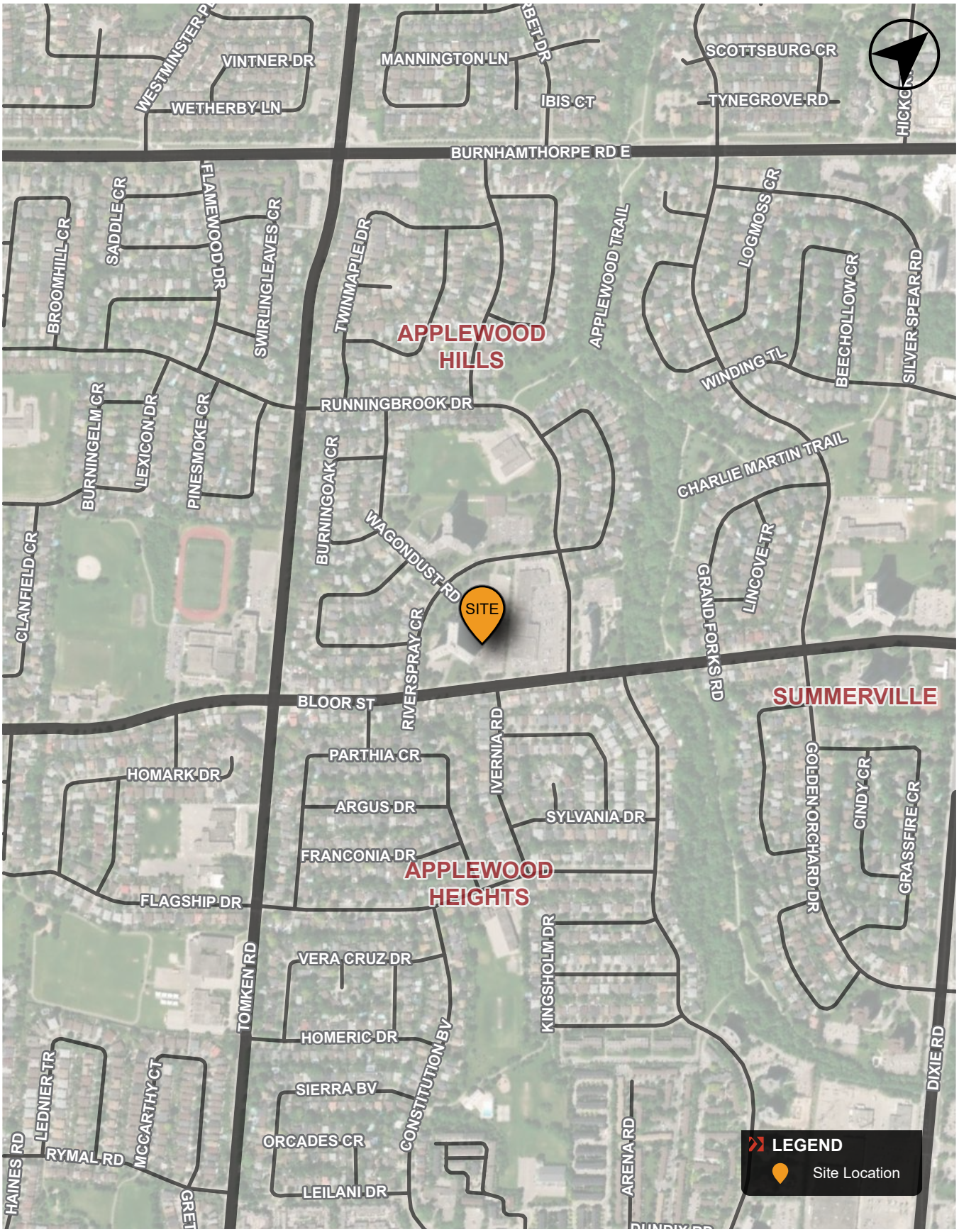

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FIGURE 1 SITE LOCATION

1.3 This Study

The purpose of this report is to assess the appropriateness of the proposed resident and residential visitor parking supplies for the existing apartment and proposed townhouse uses as they relate to the prevailing zoning by-law parking requirements and the requested minor variances, as part of the applicant's Minor Variance Application.

The proposed parking supply is assessed in this report on the basis of contextual factors (e.g., transportation context, the nature of the site itself, etc.) and parking utilization studies conducted as required by the City of Mississauga. Contextual parking space leasing data is also provided from a proxy (existing) townhouse site in the City of Mississauga to further inform the proposed parking rates.

This report conforms to the City of Mississauga's "*Terms of Reference: Parking Utilization Studies for Site Specific Applications*" document. This includes pre-application consultation with the City's Planning and Building Department (ParkingStudy.Review@mississauga.ca) as is required; City staff and BA Group agreed upon the parameters of the study that is detailed herein (communication is included in **Appendix B**).

2.0 VEHICLE PARKING SUPPLY

2.1 Minimum Vehicle Parking Requirements

The site is subject to the minimum vehicle parking requirements outlined in the contemporary City of Mississauga Zoning By-law 0225-2007 (Precinct 4). The minimum parking standards contained in Zoning By-law 0225-2007 to the site is summarized in **Table 1**.

Table 1 Zoning By-law 0225-2007 Vehicle Parking Requirements

Land Use		Units [1]	Minimum Rate	Minimum Requirement [2]
Existing Residential	Rental Apartment – Resident	323 units	1.00 spaces / unit	323 spaces
	Rental Apartment – Visitors		0.20 spaces / unit	65 spaces
Proposed Residential	Stacked Townhouse – Resident	112 units	1.50 spaces / unit	168 spaces
	Stacked Townhouse –Visitors		0.25 spaces / unit	28 spaces
Total Resident				**491 spaces**
Total Residential Visitor				**93 spaces**
Total				**584 spaces**

Notes:
1. Site statistics based on architectural plans provided by Kohn Partnership Architects Inc, dated June 17, 2026.
2. Zoning By-law 0225-2007 Chapter 3.1.1.1.4., specifies that where the calculated number of spaces results in a fraction, fractions less than 0.5 shall be rounded down to the nearest whole number, and fractions equal to or greater than 0.5 shall be rounded up to the nearest whole number.

Application of Zoning By-law 0225-2007 to the proposed development would result in a minimum requirement of 584 vehicle parking spaces.

2.2 Proposed Vehicle Parking Supply

As previously noted, the site will continue to include 445 parking spaces (398 resident parking spaces and 47 residential visitor parking spaces). These parking spaces are proposed to be allocated as follows:

- Rental Apartment Resident Parking: 249 parking spaces, equivalent to 0.77 spaces per unit
- Rental Apartment Residential Visitor Parking: 42 parking spaces, equivalent to 0.13 spaces per unit
- Stacked Townhouse Resident Parking: 149 parking spaces, equivalent to 1.33 spaces per unit
- Stacked Townhouse Residential Visitor Parking: 5 parking spaces, equivalent to 0.04 spaces per unit

Given that the proposed parking supplies for the resident and residential visitor uses, for both the apartment and townhouse land uses, do not meet the minimum parking requirements of Zoning By-law 0225-2007 (see **Table 1**), minor variances will be required to permit the proposed parking supplies for each user group.

3.0 APPROPRIATENESS OF THE PROPOSED VEHICLE PARKING SUPPLY

It is proposed to adopt a reduced parking supply standard for residents and residential visitors for both land uses (i.e. rental apartment residential and stacked townhouse residential) in comparison to the minimum requirements of Zoning By-law 0225-2007. Discussion and rationale are provided within the following sections regarding the appropriateness of the reduced parking supply for each use.

Based on the detailed review set out below, the applicable minimum zoning by-law parking requirements that would apply to the site associated with the proposed building uses (rental apartment and stacked townhouse) may overstate the parking needs of the site, given:

- site constraints given the nature of the development proposal to maintain the existing parking garage and not add new parking infrastructure;
- the close proximity to pedestrian and cycling infrastructure in the immediate vicinity of the site that provide connections throughout the area and beyond;
- the close proximity to public transit service and the far-reaching connections it will facilitate across the City and beyond;
- the results of parking utilization studies conducted by BA Group at the subject site (given that the existing rental residential apartment use will remain operational) and one proxy study site in the local neighbourhood to represent the proposed townhouse land use, both of which were conducted in conformity with the City of Mississauga's "*Terms of Reference: Parking Utilization Studies for Site Specific Applications*" document and collaboration with City staff;
- the further consideration of projected vehicle parking demand as gleaned from parking space leasing data for an existing townhouse site in Mississauga; and
- transportation demand management (TDM) measures that are proposed as part of ongoing (and concurrent) SPA application for the proposed development which will facilitate alternatives to single occupant vehicle (SOV) driving, which is the basis for needing to park a vehicle on-site.

3.1 Site Constraints & Site Design Considerations

The proposal seeks to use the existing parking supply infrastructure on-site – a two-level parking garage – and to not add additional new parking. Further, by placing townhouse blocks at the perimeter of the site, the existing surface parking lot at the southwest end of the site will be removed. The remainder of the site that is not a building or parking will predominantly be allocated to greenspace, which is to be maintained. There are outdoor amenity space requirements associated with the latter that are being assessed as part of the ongoing SPA.

All considered, the strategy of the project is the make more efficient use of the existing parking garage which was known by property management on-site to be under-utilized (which was confirmed by BA Group parking utilization study, as outlined in **Section 3.4**). By adding residential use to the site but not adding additional parking, the project can better utilize existing infrastructure while preserving green space.

3.2 Area Transportation Context

The subject site is in close proximity to existing surface transit routes, GO services and cycling facilities. Given the transportation context in the area, it is plausible that many of the site residents and visitors do not and will not need a vehicle to access the site and therefore, would not require parking.

3.2.1 Street Network

3.2.1.1 Existing Street Network

Bloor Street is an east / west oriented major arterial roadway located south of the site. Bloor Street has a basic 4-lane cross section (two travel lanes in each direction) and a posted speed limit of 50km/h in the site vicinity. Bloor Street extends from Central Parkway East to the Greater Toronto Area (GTA).

Riverspray Crescent is a north / south oriented local roadway that surrounds the perimeter of the site to the west and north. Riverspray Crescent has a basic 2-lane cross section (one travel lane in each direction) and a posted speed limit of 40km/h in the site vicinity with no on-street parking permissions. Riverspray Crescent extends from Bloor Street to Runningbrook Drive.

3.2.1.2 Planned Street Improvements

The City of Mississauga Council approved a redesign of Bloor Street in June of 2023 extending from Central Parkway East to Etobicoke Creek. The study area proposes in-boulevard one-way 2.0 metre cycle track adjacent to the sidewalk on both sides of the street and two travel lanes (one in each direction) with a central two-way left-turn lane. This design widens the existing boulevard to provide a dedicated cycling network on Bloor Street and reduces the number of travel lanes.

The Bloor Street redesign was informed by the Bloor Street Integrated Road Project study which took place between 2021 to 2023 and included public consultations and the selection of a preferred design. Construction was anticipated between 2024 to the end of 2025 to implement the proposed improvements. However, the construction tender is cancelled, and the redesign of Bloor Street has been put on hold due to the introduction of provincial *Bill 212, Reducing Gridlock, Saving You Time Act*. We understand that the City will continue to engage with the Ministry of Transportation and their intention to make Bloor Street safer and more accessible for all.

3.2.2 Transit Context

The site is directly served by local surface transit (MiWay Bus Route 3), which provides the site and surrounding area direct connections to the Mississauga City Centre, higher-order transit services (i.e. Kipling GO/TTC station) and the greater transit network via Bloor Street. The nearest bus stops are located at the intersection of Bloor Street and Riverspray Crescent. Continuous sidewalks are provided along the perimeter of the site, which provide key pedestrian routing options from the site to the local bus stops.

Route 3 provides transfer connections to other routes and destinations in the local area including MiWay Route 5, MiWay Route 51, both of which provide quick connection to Dixie GO Station.

3.2.3 Pedestrian Context

The site is well-served by pedestrian infrastructure including sidewalks on all public streets in the site vicinity. It is located in a mixed-use area and is within convenient walking distance of numerous shops, restaurants, and entertainment such as the Applewood Hills Plaza which is adjacent to the site, to its east. Applewood Hills Plaza is located on the same City block and is a significant amenity for the subject site including a number of amenities in close walking distance (e.g. a grocery store) that would otherwise necessitate vehicle trips. Applewood Hills Plaza is a key consideration when projecting future parking demand.

The site is also located in proximity to parks, schools and community centres. Additionally, signalized crossings are provided at major intersections within the vicinity of the site along Bloor Street at Tomken Road and Runningbrook Drive. These facilities allow existing and future residents to comfortably and conveniently access the site and major destinations in the surrounding area.

3.2.4 Existing and Future Cycling Context

3.2.4.1 Existing Cycling Context

The site is located in proximity to Applewood Trail, adjacent to Etobicoke Creek, which offers an off-road cycling facility and connections via Runningbrook Drive approximately a 1-minute bicycle ride (or 5-minute walk) from the westerly site boundary. The Applewood Trails connects to the multi-use pathway on Burnhamthorpe Road and shared route on Fieldgate Drive which extend to the wider cycling network.

Additionally, the site is located a 3-minute bicycle ride to the Dixie Road multi-use pathway.

3.2.4.2 Planned Cycling Context

As part of the City of Mississauga Long-Term Cycling Network Master Plan, a number of cycling infrastructure improvements are planned across the city. Planned and potential network improvements environed in the general site area include:

- City Council approved the Bloor Street redesign in June of 2023, extending from Central Parkway East to Etobicoke Creek, including protected bike lane / cycle track on both sides of Bloor Street. This is part of a 5-year plan per the draft 2025 Cycling Network Master Plan Update.
- Buffered bike lane on Runningbrook Drive part of the long-term cycling network master plan.
- Protected bike lane / cycle track on Tomken Drive part of the long-term cycling network master plan.

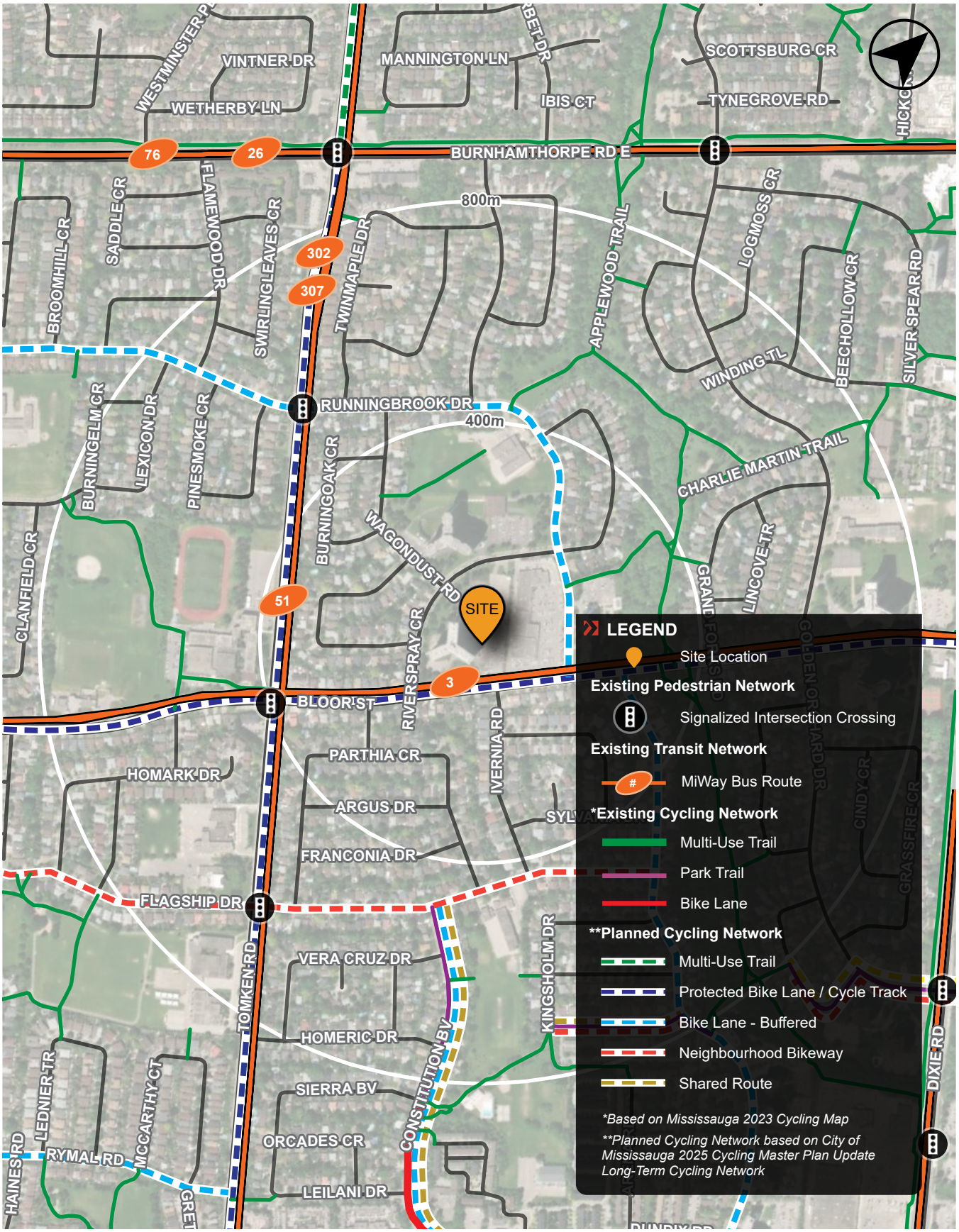

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FIGURE 2 SITE TRANSPORTATION CONTEXT

3.3 City of Mississauga Parking Study Terms of Reference

Within the City of Mississauga's "*Terms of Reference: Parking Utilization Studies for Site Specific Applications*" document, the following is indicated:

> *The City requires the submission of a Parking Utilization Study to justify parking reductions of generally more than 10% from current Zoning By-law standards.*
>
> *When the parking reduction is relatively minor (generally less than 10% of the By-law standards) a Letter of Justification based on the nature of the operation and its land use circumstances may be acceptable.*

As outlined in **Section 2.0**, the following percentage reductions are proposed, based on parking supply rates and zoning by-law minimum parking requirements:

- Rental Apartment Residents
    - Requirement: 1.00 spaces per unit
    - Proposed: 0.77 spaces per unit
    - Percentage Reduction: Greater than 10%
- Rental Residential Visitors
    - Requirement: 0.20 spaces per unit
    - Proposed: 0.14 spaces per unit
    - Percentage Reduction: Greater than 10%
- Stacked Townhouse Residents
    - Requirement: 1.50 spaces per unit
    - Proposed: 1.33 spaces per unit
    - Percentage Reduction: Greater than 10%
- Stacked Townhouse Residential Visitors
    - Requirement: 0.25 spaces per unit
    - Proposed: 0.04 spaces per unit
    - Percentage Reduction: Greater than 10%

For each user group for whom parking is required and will be provided on-site, the proposed parking supply rates exceed 10% and as such parking utilization studies are required to justify the proposed parking supply rates.

3.4 Parking Utilization Study

Parking utilization studies were conducted by BA Group at the subject site (given that the existing rental residential apartment use will remain operational) and one proxy study site in the local neighbourhood to represent the proposed townhouse land use, both of which were conducted in conformity with the City of Mississauga's "Terms of Reference: Parking Utilization Studies for Site Specific Applications" document. Further, in order to establish the parameters of the studies including their schedule, BA Group collaborated with City staff from the City of Mississauga Planning and Building Department (ParkingStudy.Review@mississauga.ca); email communications are included in **Appendix B**.

At each site, the parking utilization studies were conducted at half-hour intervals, on the following dates and times:

- Sunday, June 15 (11am – 1am)
- Monday, June 16 (5am – 11am & 4pm – 11pm)
- Thursday, June 19 (5am – 11am & 4pm – 1am)
- Friday, June 20 (5am – 11am & 4pm – 1am)
- Thursday, June 26 (5am – 11am & 4pm – 1am)
- Friday, June 27 (5am – 11am & 4pm – 1am)

Complete study results are included in **Appendix C**.

3.4.1 Rental Apartment Parking Utilization Study – 1055 Bloor Street

3.4.1.1 Resident Parking

A summary of peak parking demand results for residents at 1055 Bloor Street is provided below in **Table 2**.

Table 2 1055 Bloor Street Resident Parking Utilization Study Results (Peak Parking Demand Summary)

Total Occupied Units[1]	Resident Parking Supply	Date of Study	Time of Peak Occupancy	Peak Resident Parking Demand (Spaces)	Peak Resident Parking Demand (Rate)	Resident Parking Utilization (%)
318 units	394 parking spaces	Sun. Jun. 15, 2025	Multiple	244 spaces	0.77 sps/unit	62%
		Mon. Jun. 16, 2025	1:00am	235 spaces	0.74 sps/unit	60%
		Thurs. Jun. 19, 2025	5:00am	237 spaces	0.75 sps/unit	60%
		Fri. Jun. 20, 2025	5:00am	234 spaces	0.74 sps/unit	59%
		Thurs. Jun. 26, 2025	Multiple	244 spaces	0.76 sps/unit	62%
		Fri. Jun. 27, 2025	5:00am	243 spaces	0.75 sps/unit	62%

Notes:
1. 1055 Bloor Street has 323 units although in June 2025, at the time of the study, there were 318 occupied units; the latter is used for the purpose of determining parking demand rates and utilization proportion, per coordination with City of Mississauga staff.
2. Parking supply and demand includes resident parking spaces only (does not include residential visitor spaces).

Resident parking demand peaked at 244 spaces, 62% of the available supply and equivalent to 0.77 parking spaces per unit. This indicates a resident parking surplus of at least 150 parking spaces at all times.

To further contextualize the results, time-of-day utilization is provided in **Exhibit 1**.

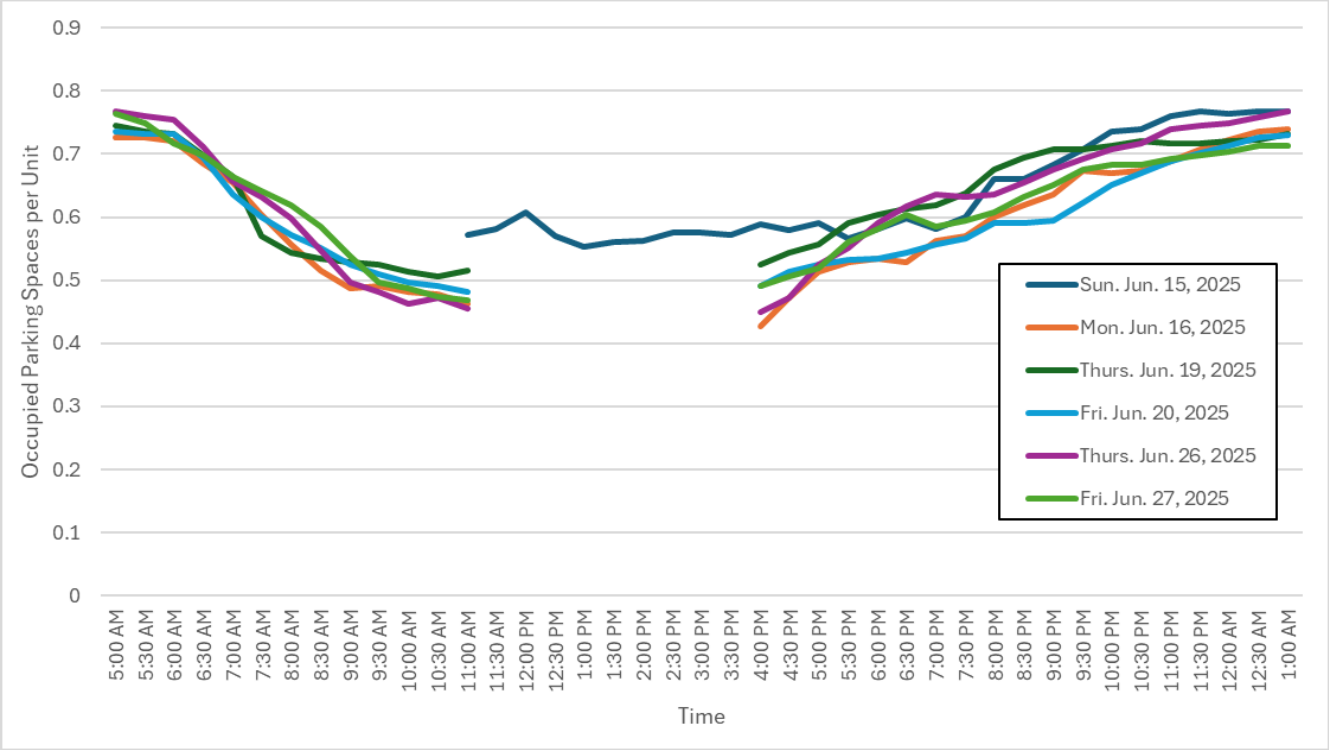


Exhibit 1: 1055 Bloor Street – Resident Parking Utilization Study Results (Temporal Parking Demand)

Time-of-day utilization illustrates that resident parking demand at 1055 Bloor Street typically peaks overnight.

Key Findings

Key findings from the resident parking utilization study at 1055 Bloor Street are the following:

- The key finding of the data is that the peak demand rate is 0.77 parking spaces per unit which is notably lower than the Zoning By-law minimum parking requirement for this use (1.0 parking spaces per unit).
- Parking demand for residents notably decreases throughout the day; the peak demand only occurs overnight.
- Maximum parking space utilization, compared to available supply, was 62% suggesting a large amount of unused parking across the study period.

3.4.1.2 Residential Visitor Parking

A summary of peak parking demand results for visitors at 1055 Bloor Street is provided below in **Table 3**.

Table 3 1055 Bloor Street Residential Visitors Parking Utilization Study Results (Peak Parking Demand Summary)

Total Units[1]	Visitor Parking Supply	Date of Study	Time of Peak Occupancy	Peak Visitor Parking Demand (Spaces)	Peak Visitor Parking Demand (Rate)	Visitor Parking Utilization (%)
318 units	47 parking spaces	Sun. Jun. 15, 2025	5:30pm	42 spaces	0.13 sps/unit	89%
		Mon. Jun. 16, 2025	9:30pm	36 spaces	0.11 sps/unit	77%
		Thurs. Jun. 19, 2025	1:00am	40 spaces	0.13 sps/unit	85%
		Fri. Jun. 20, 2025	5:00am	38 spaces	0.12 sps/unit	81%
		Thurs. Jun. 26, 2025	7:00pm	39 spaces	0.12 sps/unit	83%
		Fri. Jun. 27, 2025	5:00am	42 spaces	0.13 sps/unit	89%

Notes:
1. 1055 Bloor Street has 323 units although in June 2025, at the time of the study, there were 318 occupied units; the latter is used for the purpose of determining parking demand rates and utilization proportion, per coordination with City of Mississauga staff.
2. Parking supply and demand includes residential visitor parking spaces only (does not include resident spaces).

Residential visitor parking demand peaked at 42 spaces, 89% of the available supply and equivalent to 0.13 parking spaces per unit. This indicates a residential visitor parking surplus of at least 5 parking spaces at all times.

To further contextualize the results, time-of-day utilization is provided in **Exhibit 2**.

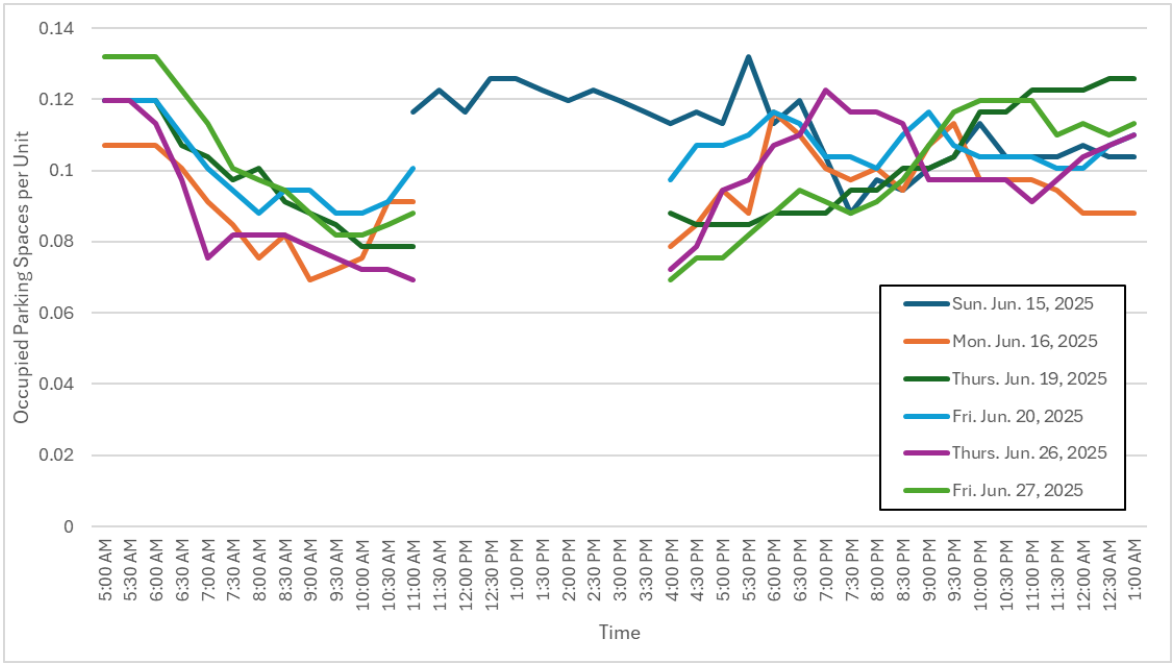


Exhibit 2: 1055 Bloor Street – Visitor Parking Utilization Study Results (Temporal Parking Demand)

Time-of-day utilization illustrates that visitor parking demand at 1055 Bloor Street is variable.

Key Findings

Key findings from the residential visitor parking utilization study at 1055 Bloor Street are the following:

- The key finding of the data is that the peak demand rate is 0.13 parking spaces per unit which is notably lower than the Zoning By-law minimum parking requirement for this use (0.2 parking spaces per unit).
- Parking demand for visitors is at its lowest during early mornings but otherwise does not have consistent time-of-day peaks across the study period.
- Compared to available supply, residential visitor parking is efficiently utilized (maximum 89%).

3.4.2 Townhouse Parking Utilization Study – 1560 Bloor Street

3.4.2.1 Resident Parking

A summary of peak parking demand results for residents at 1560 Bloor Street is provided below in **Table 4**.

Table 4 1560 Bloor Street Resident Parking Utilization Study Results (Peak Parking Demand Summary)

Total Occupied Units[1]	Resident Parking Supply	Date of Study	Time of Peak Occupancy	Peak Resident Parking Demand (Spaces)	Peak Resident Parking Demand (Rate)	Resident Parking Utilization (%)
131 units	177 parking spaces	Sun. Jun. 15, 2025	1:00am	152 spaces	1.16 sps/unit	86%
		Mon. Jun. 16, 2025	5:00am	150 spaces	1.15 sps/unit	85%
		Thurs. Jun. 19, 2025	12:00am	156 spaces	1.19 sps/unit	88%
		Fri. Jun. 20, 2025	1:00am	152 spaces	1.16 sps/unit	86%
		Thurs. Jun. 26, 2025	1:00am	150 spaces	1.15 sps/unit	85%
		Fri. Jun. 27, 2025	1:00am	150 spaces	1.15 sps/unit	85%

Notes:
1. 1560 Bloor Street has 132 units although in June 2025, at the time of the study, there were 131 occupied units; the latter is used for the purpose of determining parking demand rates and utilization proportion, per coordination with City of Mississauga staff.
2. Parking supply and demand includes resident parking spaces only (does not include residential visitor spaces).

Resident parking demand peaked at 156 spaces, 88% of the available supply and equivalent to 1.19 parking spaces per unit. This indicates a resident parking surplus of at least 21 parking spaces at all times.

To further contextualize the results, time-of-day utilization is provided in **Exhibit 3**.

Time-of-day utilization illustrates that resident parking demand at 1560 Bloor Street typically peaks overnight.

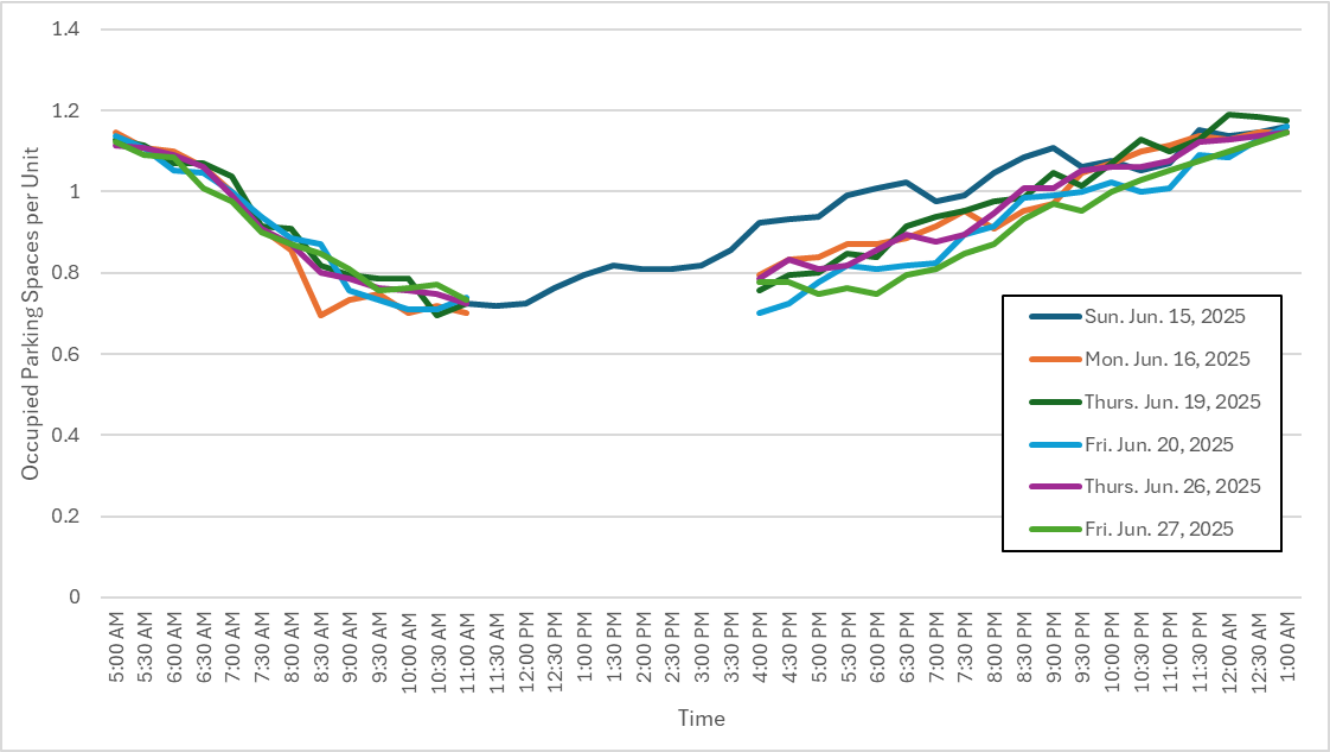


Exhibit 3: 1560 Bloor Street – Resident Parking Utilization Study Results (Temporal Parking Demand)

Key Findings

Key findings from the resident parking utilization study at 1560 Bloor Street are the following:

- The key finding of the data is that the peak demand rate is 1.19 parking spaces per unit which is notably lower than the Zoning By-law minimum parking requirement for this use (1.5 parking spaces per unit).
    - This result may be influenced by the low visitor parking supply at the site as discussed in **Section 3.4.2.2** below. The consistent usage of the visitor parking suggests more visitor parking demand could have been accommodated in the resident parking area, thus "inflating" the resident parking demand reported herein.
- Parking demand for residents notably decreases throughout the day; the peak demand only occurs overnight.
- Compared to available supply, resident parking is efficiently utilized (maximum 88%).

3.4.2.2 Visitor Parking

A summary of peak parking demand results for visitors at 1560 Bloor Street is provided below in **Table 5**.

Table 5 1560 Bloor Street Residential Visitors Parking Utilization Study Results (Peak Parking Demand Summary)

Total Occupied Units[1]	Visitor Parking Supply	Date of Study	Time of Peak Occupancy	Peak Visitor Parking Demand (Spaces)	Peak Visitor Parking Demand (Rate)	Visitor Parking Utilization (%)
131 units	4 parking spaces	Sun. Jun. 15, 2025	Consistent	4 spaces	0.03 sps/unit	100%
		Mon. Jun. 16, 2025	Consistent	4 spaces	0.03 sps/unit	100%
		Thurs. Jun. 19, 2025	Consistent	4 spaces	0.03 sps/unit	100%
		Fri. Jun. 20, 2025	Consistent	4 spaces	0.03 sps/unit	100%
		Thurs. Jun. 26, 2025	Consistent	4 spaces	0.03 sps/unit	100%
		Fri. Jun. 27, 2025	Consistent	4 spaces	0.03 sps/unit	100%

Notes:
1. 1560 Bloor Street has 132 units although in June 2025, at the time of the study, there were 131 occupied units; the latter is used for the purpose of determining parking demand rates and utilization proportion, per coordination with City of Mississauga staff.
2. Parking supply and demand includes residential visitor parking spaces only (does not include resident spaces).

Residential visitor parking demand peaked at 4 spaces, 100% of the available supply and equivalent to 0.03 parking spaces per unit. The visitor parking supply was full through the majority of the survey period.

To further contextualize the results, time-of-day utilization is provided in **Exhibit 4**.

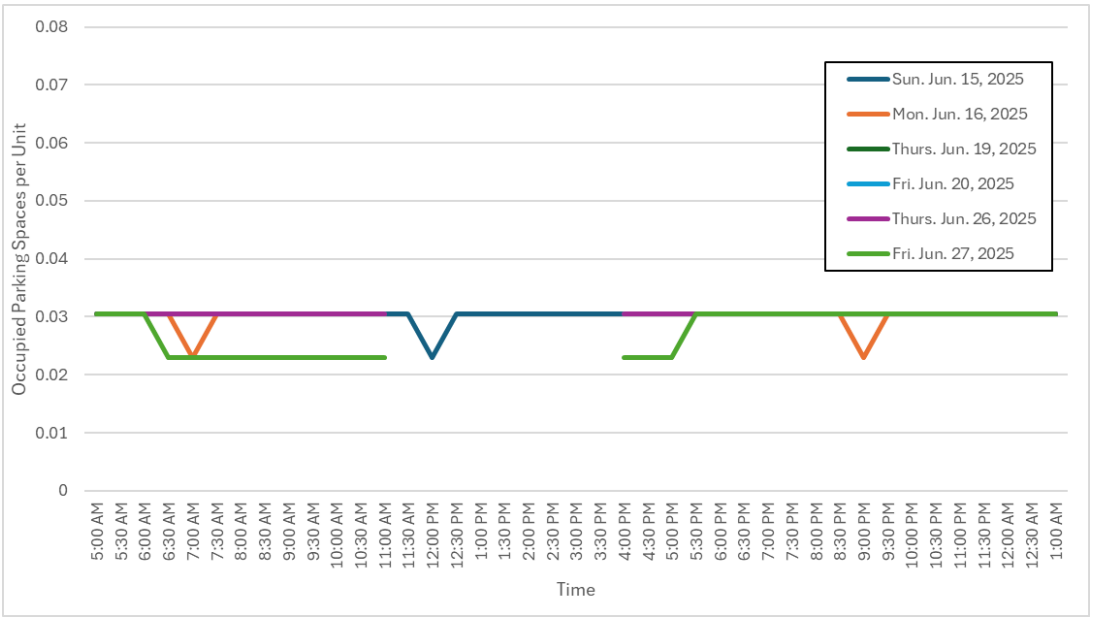


Exhibit 4: 1560 Bloor Street – Visitor Parking Utilization Study Results (Temporal Parking Demand)

Time-of-day utilization illustrates that visitor parking at 1560 Bloor Street is consistently full.

Key Findings

Key findings from the residential visitor parking utilization study at 1560 Bloor Street are the following:

- The key finding of the data is that the peak demand rate is 0.03 parking spaces per unit
- The visitor parking supply was a constraint to visitor parking demand at this site, given that only four (4) visitor parking spaces were provided. Given that these spaces were consistently occupied across the study period, it is likely that visitors were using "resident" parking and this usage would have contributed to what is documented as resident parking in this report. The surface resident parking area at this site was not restricted by a gate; visitors would be able to use it if it were available and as noted in **Section 3.4.2.1**, that parking supply was never measured to be full (maximum 88% usage).
- It is therefore likely that the resident parking demand at this site (1.18 spaces per unit) is an inflated result and the visitor parking demand at this site (0.03 spaces per unit) does not capture true visitor parking demand.
- Viewing the resident and visitor parking in combination, the overall parking demand (i.e. 1.21 parking spaces per unit) was not constrained by the available parking supply.

3.5 Parking Space Leasing as Resident Parking Demand Instrument

In addition to parking utilization studies as more prototypical measure of parking demand of all types, parking space leasing information that ties parking space occupancy to specific units within a building can be a useful measure of resident parking demand within multi-unit residential land uses. Within the City of Mississauga's "*Terms of Reference: Parking Utilization Studies for Site Specific Applications*" document, it is stated that as a data alternative, information regarding the sale/lease of parking spaces may be included in a Parking Utilization Study as supplementary data although it should not be used exclusively to determine the parking demand.

In conversation with City of Mississauga staff, it was requested to include parking space leasing data for the existing apartment building at 1055 Bloor Street and the proxy existing townhouse site at 1560 Bloor Street in this report to further contextualize the data contained herein.

BA Group communicated that parking space leasing data would be an ineffective measure of parking demand at 1055 Bloor Street because of the known (and eventually measured; see **Section 3.4.1.1**) underutilization of the resident parking supply. In situations of significant underutilization, property management is incentivized to lease out more parking supply and can do this with pricing, including the option to include an extra parking space as part of rent, as an example. As a result, parking space leasing can over-estimate true resident parking demand when there is a notable amount of perpetual unused parking. For this reason, BA Group has not included parking space leasing for the existing apartment building (i.e. 1055 Bloor Street) in this report.

However, BA Group agreed with City of Mississauga staff to share parking space leasing data for 1560 Bloor Street within this report. The applicant shared parking space leasing data for 1560 Bloor Street for June 2025, to coincide with the same time period of the parking utilization field study (**Section 3.4.2**).

Parking demand derived from this data for June 2025 (overlapping with the period of the parking utilization study) reflecting the total number of parking spaces leased at 1560 Bloor Street, is provided below:

- At 1560 Bloor Street, there are 132 units (all 3-bedroom units) and 131 units were occupied in June 2025.
- 174 parking spaces were leased by residents in June 2025.
- This suggests a resident parking demand rate of 1.33 parking spaces per unit.

The resident parking demand at 1560 Bloor Street as measured by parking space leasing data (1.33 parking spaces per unit) is notably higher than the peak resident parking demand as measured by counting cars (1.19 spaces per unit) as detailed in **Section 3.4.2.1**. This finding is also notable due to the abnormal result of the visitor parking utilization study at this site (**Section 3.4.2.2**) whereby visitor parking was constrained by supply and the likelihood that counted resident parking demand may have been over-estimated due to visitors parking in resident areas.

3.6 Parking Demand to Inform the Proposed Parking Rates

The proposed parking rates as part of this application (as described in **Section 2.2**) were based on the combination of peak parking rates observed as part of the parking utilization studies (**Section 3.4**) and consideration of the 1560 Bloor Street parking space leasing data (**Section 3.5**). Further, the site plan has 445 parking spaces, and therefore, this is presumed to be the 'cap' for parking space allocation.

The observed peak parking demand ratios (based on June 2025 occupied units) from the two parking utilization studies were the following:

- Rental Apartment Resident Parking: 0.77 spaces per unit
- Rental Apartment Residential Visitor Parking: 0.13 spaces per unit
- Stacked Townhouse Resident Parking: 1.19 spaces per unit
- Stacked Townhouse Residential Visitor Parking: 0.03 spaces per unit

By directing applying these rates to the development program (i.e. existing apartment building and proposed townhouse blocks), the parking supply allocation would be as detailed below in **Table 6**.

Table 6 Observed Parking Demand Applied to Development Plan

User Group	Units	Observed Peak Parking Demand Rate	Resulting Parking Supply
Rental Apartment Residents	323 units	0.77 spaces per unit	249 parking spaces
Rental Apartment Visitors		0.13 spaces per unit	42 parking spaces
Stacked Townhouse Residents	112 units	1.19 spaces per unit	133 parking spaces
Stacked Townhouse Visitors		0.03 spaces per unit	4 parking spaces
TOTAL	--	--	**428 parking spaces**

Observation from this exercise are as follows:

- The overall resulting parking allocation (428 parking spaces) is lower than the amount of parking provided as part of the site plan (445 parking spaces), leaving an additional 17 parking spaces to allocate as appropriate.
- As was noted in **Section 3.4.2**, the townhouse proxy site where parking utilization study was undertaken (1560 Bloor Street) had a notably low visitor parking supply likely resulting in constrained visitor parking demand and visitors parking in resident parking areas, likely inflating the observed resident parking demand.

In consideration of the parking space leasing data for 1560 Bloor Street, the stacked townhouse resident parking rate and allocation can be amended; this is demonstrated in **Table 7**:

Table 7 Observed Parking Demand Applied to Development Plan; Stacked Townhouse Rate Amended to Match 1560 Bloor Street Leasing Data

User Group	Units	Observed Peak Parking Demand Rate / Amended Rate	Resulting Parking Supply
Rental Apartment Residents	323 units	0.77 spaces per unit	249 parking spaces
Rental Apartment Visitors		0.13 spaces per unit	42 parking spaces
Stacked Townhouse Residents	112 units	*1.33 spaces per unit*	*149 parking spaces*
Stacked Townhouse Visitors		0.03 spaces per unit	4 parking spaces
TOTAL	--	--	**444 parking spaces**

By allocating additional parking spaces to townhouse resident use, the overall parking allocation fits within the site plan's provided parking supply (i.e. 445 parking spaces), with an additional single space available. Given the low stacked townhouse visitor parking rate (0.03 spaces per unit), this additional parking space is allocated to this use, increasing the rate to 0.04 spaces per unit; this is demonstrated in **Table 8**. With this allocation, all parking spaces in the site plan are allocated to the proposed uses.

Table 8 Observed Parking Demand Applied to Development Plan; Stacked Townhouse Rates Amended

User Group	Units	Observed Peak Parking Demand Rate / Amended Rate	Resulting Parking Supply
Rental Apartment Residents	323 units	0.77 spaces per unit	249 parking spaces
Rental Apartment Visitors		0.13 spaces per unit	42 parking spaces
Stacked Townhouse Residents	112 units	*1.33 spaces per unit*	*149 parking spaces*
Stacked Townhouse Visitors		*0.04 spaces per unit*	*5 parking spaces*
TOTAL	--	--	**445 parking spaces**

The parking rates and supplies demonstrated in **Table 8** are the proposed Minor Variances as part of this application; the rates and supplies match what is included in Section **Section 2.2**:

- Rental Apartment Resident Parking: 249 parking spaces, equivalent to 0.77 spaces per unit
- Rental Apartment Residential Visitor Parking: 42 parking spaces, equivalent to 0.13 spaces per unit
- Stacked Townhouse Resident Parking: 132 parking spaces, equivalent to 1.33 spaces per unit
- Stacked Townhouse Residential Visitor Parking: 5 parking spaces, equivalent to 0.04 spaces per unit

Further discussion:

- Given that the observed parking demand at 1560 Bloor Street (1.19 spaces per unit) was lower than what is proposed for this use based on the leasing data (1.33 spaces per unit), townhouse resident parking may be higher than what is needed and may be conservative.
- Given that the rental apartment and townhouse land uses will have visitors utilizing the same parking facility, visitor parking for each use will practically be shared. The aggregate visitor parking supply (i.e. 47 parking spaces) will serve both uses.

On the basis of the latter point, BA Group has considered the potential of an "alternative" visitor parking solution which provides the same aggregate parking supply as above (and that is proposed), but shifts some visitor parking from apartment use to townhouse use in order for the latter to be higher (i.e. more in line with typical reduction approvals for visitor parking for multi-unit development). This is demonstrated in **Table 9**.

Table 9 Alternative Parking Rate Solution with Same Aggregate Visitor Parking Supply as Proposed

User Group	Units	Observed Peak Parking Demand Rate / Amended Rate	Resulting Parking Supply
Rental Apartment Residents	323 units	0.77 spaces per unit	249 parking spaces
Rental Apartment Visitors		*0.10 spaces per unit*	*32 parking spaces*
Stacked Townhouse Residents	112 units	1.33 spaces per unit	149 parking spaces
Stacked Townhouse Visitors		*0.13 spaces per unit*	*15 parking spaces*
TOTAL	**--**	**--**	**445 parking spaces**

What is provided in **Table 9** can be considered to be an "alternative option" for City of Mississauga staff to consider in their recommendations to the Committee of Adjustment. As noted above, the visitor parking supply provided in aggregate (i.e. 47 parking spaces) will practically be shared and therefore, there will be no functional difference between the visitor parking spaces proposed and those listed in **Table 9**.

3.7 Transportation Demand Management

Transportation demand management (TDM) measures are proposed as part of the ongoing SPA application that will attempt to influence the way people travel to and from the site through a comprehensive suite of TDM strategies. A summary of the TDM plan advanced as part of the SPA is included herein.

Specifically as it related to parking supply, TDM initiatives are complementary to the proposed parking supply reduction given that they direct residents and visitors towards the use of other modes of transportation. The site provides access to local transit routes and has good pedestrian connectivity, particularly due to its proximity to a variety of land uses (especially Applewood Hills Plaza). The ability for prospective residents and visitors to access the site via transit service would substantially support reduced private vehicle use.

Conversely, a reduction to the required parking supply on-site will result in a lower percentage of peak hour auto-driver trips (relative to total trips being taken during the peak hours) and is directly complementary to other TDM measures by necessitating their use by more future residents and visitors.

Specific TDM initiatives being considered as part of the site mobility strategy (advanced as part of the SPA) are outlined in **Table 10**. These TDM measures will play a role in supporting non-automobile dependent travel and assist in minimizing the need for reliance on a personal vehicle for a range of travel needs.

Table 10 Proposed Transportation Demand Management Strategy

Measure	TDM Plan Objective	Implementation
Encourage & Facilitate Bicycle Use	• 67 Class A bicycle parking spaces and 8 Class B bicycle parking spaces are provided in accessible locations and within secure, weather-protected areas for resident spaces within each townhouse block. Bicycle parking spaces are accessed via pathways and stairwells located off the major streets. ○ The bicycle parking supply is notable as the existing site does not have bicycle parking. • Provision of at least one (1) bike repair station to be provided in the long-term bike room on the P1 level. • It is proposed to meet the bicycle parking standards set out in the City of Mississauga Zoning By-law 0225-2007.	Construct as part of development.
Encourage Transit Use	• Being located within an area in proximity to commercial and amenities with access to existing transit routes that facilitate access to higher order transit, including Dixie GO Station.	Will occur at building occupancy.
Enhance Pedestrian Access and Walkability	• Provide good pedestrian connections throughout the site.	Construct as part of development.

4.0 CONCLUSION

BA Group has been retained by Canadian Apartment Properties REIT (CAPREIT) to provide parking advisory services in relation to a Minor Variance Application being made to the City of Mississauga relating to a proposed stacked townhouse infill development at 1055 Bloor Street, in Mississauga.

The development proposal includes retention of the existing rental residential apartment building, which has 323 units, and consists of four new (4) townhouse blocks, including 112 residential units.

The existing two-level parking garage at the east of the site is proposed to be retained. After alterations to the parking garage and removal of the existing surface parking area at the southwest end of the site, the site is proposed to have 445 parking spaces (398 resident parking spaces and 47 residential visitor parking spaces).

The total parking supply is proposed to be allocated as follows:

- Rental Apartment Resident Parking: 249 parking spaces, equivalent to 0.77 spaces per unit
- Rental Apartment Residential Visitor Parking: 42 parking spaces, equivalent to 0.13 spaces per unit
- Stacked Townhouse Resident Parking: 149 parking spaces, equivalent to 1.33 spaces per unit
- Stacked Townhouse Residential Visitor Parking: 5 parking spaces, equivalent to 0.04 spaces per unit

To facilitate the development proposal as planned, minor variances to the prevailing Zoning By-law will be needed to permit the proposed resident and residential visitor parking supplies.

The applicable minimum zoning by-law parking requirements that would apply to the site with the proposed development may overstate the parking needs of the site, given:

- Site constraints given the nature of the development proposal to maintain existing parking infrastructure and not add new parking infrastructure;
- The close proximity to pedestrian and cycling infrastructure in the immediate vicinity of the site that provide connections throughout the area and beyond;
- The close proximity to public transit service and the far-reaching connections it will facilitate across the City and beyond;
- The results of parking utilization studies conducted by BA Group at the subject site (given that the existing rental residential apartment use will remain operational) and one proxy study site in the local neighbourhood to represent the proposed townhouse land use, both of which were conducted in conformity with the City of Mississauga's "Terms of Reference: Parking Utilization Studies for Site Specific Applications" document and collaboration with City staff;
- In conversation with City of Mississauga staff, it was requested and agreed to include parking space leasing data for the proxy existing townhouse site at 1560 Bloor Street in this report to further contextualize the data contained herein. The resident parking demand at 1560 Bloor Street as measured by parking space leasing data (1.33 parking spaces per unit) is notably higher than the peak resident parking demand as measured by counting cars (1.19 spaces per unit).

- The observed peak parking demand ratios from the two parking utilization studies were the following:

Rental Apartment Resident Parking:	0.77 spaces per unit
Rental Apartment Residential Visitor Parking:	0.13 spaces per unit
Stacked Townhouse Resident Parking:	1.19 spaces per unit
Stacked Townhouse Residential Visitor Parking:	0.03 spaces per unit

  By directing applying these rates to the development program (i.e. existing apartment building and proposed townhouse blocks), the parking supply allocation would result in lower overall parking supply (428 parking spaces) than what is provided as part of the site plan (445 parking spaces).

- In consideration of the parking space leasing data for 1560 Bloor Street, the stacked townhouse resident parking rate and allocation can be amended to be 1.33 parking spaces per unit. By applying this ratio to the townhouse use (i.e. 112 units), the total parking space allocation was 444 parking spaces; there was one extra parking space available to allocate. Given the low stacked townhouse visitor parking rate (0.03 spaces per unit), this additional parking space is allocated to this use, increasing the rate to 0.04 spaces per unit. Therefore, the proposed parking space allocation, in rates, is the following:

Rental Apartment Resident Parking:	0.77 spaces per unit
Rental Apartment Residential Visitor Parking:	0.13 spaces per unit
Stacked Townhouse Resident Parking:	1.33 spaces per unit
Stacked Townhouse Residential Visitor Parking:	0.04 spaces per unit

- Given that the rental apartment and townhouse land uses will have visitors utilizing the same parking facility, visitor parking for each use will practically be shared. The aggregate visitor parking supply (i.e. 47 parking spaces) will serve both uses. On this basis, BA Group has considered the potential of an “alternative” visitor parking solution which provides the same aggregate parking supply as above and shifts some visitor parking from apartment use to townhouse use. The following parking rates also directly allocate the site plan’s parking supply (445 parking spaces) and can be considered to be an “alternative option” for City of Mississauga staff to consider in their recommendations to the Committee of Adjustment.

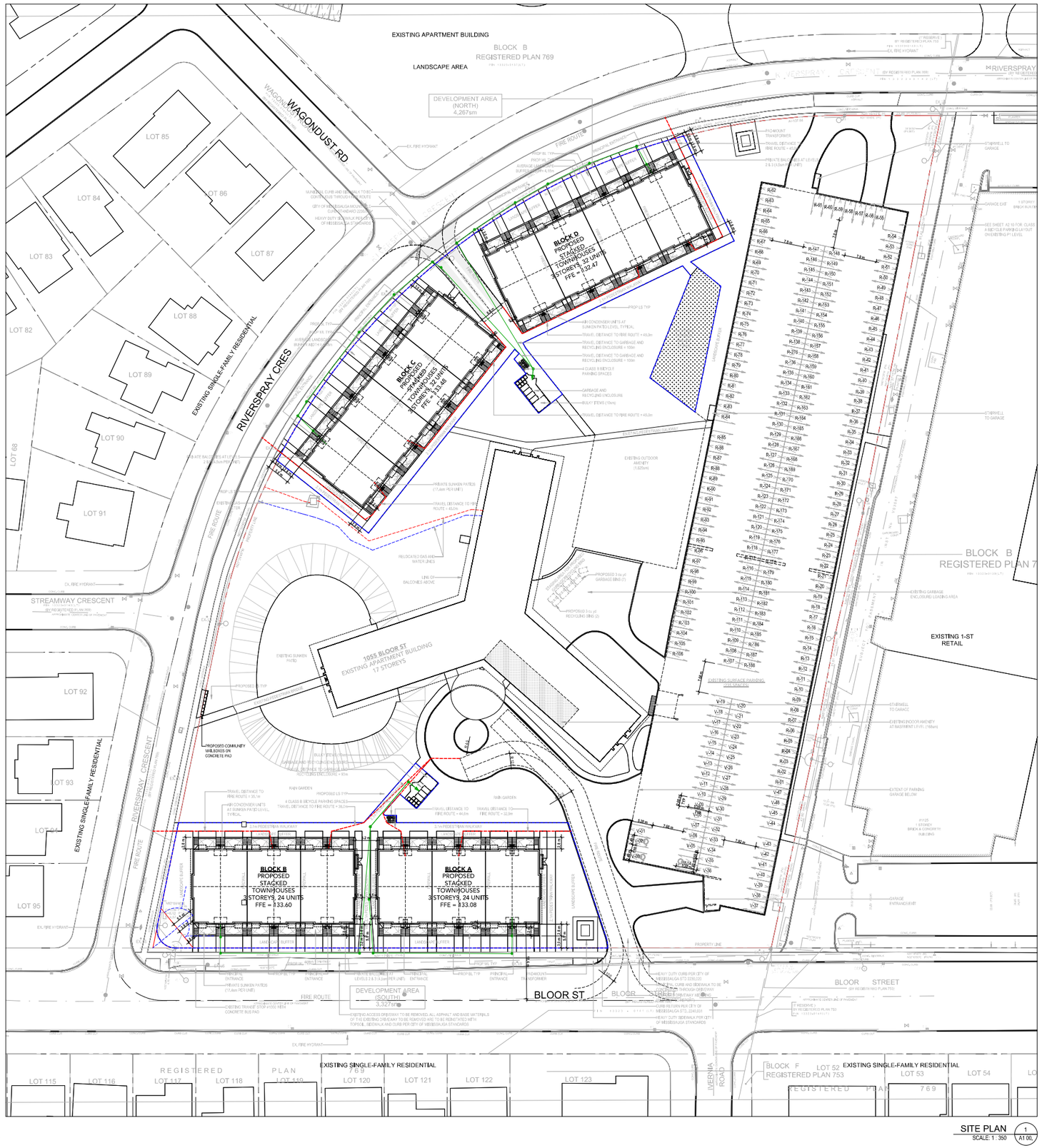
Rental Apartment Resident Parking:	0.77 spaces per unit
Rental Apartment Residential Visitor Parking:	0.10 spaces per unit
Stacked Townhouse Resident Parking:	1.33 spaces per unit
Stacked Townhouse Residential Visitor Parking:	0.13 spaces per unit

- Transportation demand management (TDM) measures that are proposed as part of ongoing (and concurrent) SPA application for the proposed development which will facilitate alternatives to single occupant vehicle (SOV) driving, which is the basis for needing to park a vehicle on-site.

Based on the foregoing, the provision of 445 parking spaces is anticipated to meet the needs of the existing apartment building and the proposed townhouse blocks.

Appendices

Appendix A:
Reduced Scale Architectural Plans



SITE PLAN
SCALE: 1 : 350
1 / A1 00.

KEY MAP



SITE AND BUILDING STATISTICS

EXISTING ZONING: RA5-1	PROPOSED ZONING: RA5-1	
	AREA (sm)	**AREA (sf)**
GROSS LOT AREA	29,236 sm	303,916 sf
EXISTING DEDICATED AREA	7,594 sm	81,741 sf
TOTAL GFA	**46,692 sm**	**481,060 sf**
LOT FRONTAGE	151.78 m	498 ft
LOT DEPTH	210.16 m	690 ft
EXISTING BUILDING HEIGHT	56.4 m (APPROX.)	185 ft (APPROX.)
PROPOSED BUILDING HEIGHTS	12.19 m	40 ft

BUILDING HEIGHT CALCULATIONS

BLOCK A: MAIN LEVEL: 133.05 ASL (AS SHOWN ON SITE PLAN)
AVERAGE GRADE: 131.53 (1.55 m BELOW MAIN LEVEL)
BUILDING HEIGHT: 143.59 ASL (12.06 m ABOVE AVERAGE GRADE)

BLOCK B: MAIN LEVEL: 133.60 ASL (AS SHOWN ON SITE PLAN)
AVERAGE GRADE: 132.05 (1.55 m BELOW MAIN LEVEL)
BUILDING HEIGHT: 144.11 ASL (12.06 m ABOVE AVERAGE GRADE)

BLOCK C: MAIN LEVEL: 133.48 ASL (AS SHOWN ON SITE PLAN)
AVERAGE GRADE: 131.93 (1.55 m BELOW MAIN LEVEL)
BUILDING HEIGHT: 143.99 ASL (12.06 m ABOVE AVERAGE GRADE)

BLOCK D: MAIN LEVEL: 132.47 ASL (AS SHOWN ON SITE PLAN)
AVERAGE GRADE: 130.92 (1.55 m BELOW MAIN LEVEL)
BUILDING HEIGHT: 140.98 ASL (12.06 m ABOVE AVERAGE GRADE)

No. OF STOREYS	**17 STOREYS EXISTING / 3 STOREYS PROPOSED**	
DENSITY - PROPOSED (FSI)	1.6	(PROPOSED GFA / GROSS LOT AREA)
PROPOSED BUILDING COVERAGE	3,422 sm (45%)	(BUILDING FOOTPRINT / SITE AREA)
LANDSCAPE AREAS - GROSS LOT AREA		
NON-LANDSCAPE AREA	14,529 sm (51.5%)	
LANDSCAPE AREA	13,708 sm (48.5%)	
SOFT LANDSCAPE AREA	10,131 sm (73.9%)	
LANDSCAPE BUFFER (RA5)	**REQUIRED**	**PROPOSED**
PROPOSED STACKED TH	4.50 m	3.00 – 5.31 m

EXISTING BUILDING STATISTICS (APPROXIMATE)

	GFA (sm)	GFA (sf)	UNITS
17-ST HIGH RISE (RENTAL)	31,314 sm	337,061 sf	323
TOTAL	**31,314 sm**	**337,061 sf**	**323**

PROPOSED GROSS FLOOR AREA

	GFA (sm)	GFA (sf)	
BLOCK A (RENTAL)	2,875 sm	30,950 sf	
BLOCK B (RENTAL)	2,875 sm	30,950 sf	
BLOCK C (RENTAL)	3,821 sm	41,129 sf	
BLOCK D (RENTAL)	3,821 sm	41,129 sf	
TOTAL	**13,392 sm**	**144,158 sf**	

PROPOSED UNIT MIX AND COUNT

	1 BED	2 BED + DEN	4 BED	TOTAL
BLOCK A	12	8	4	24
BLOCK B	12	8	4	24
BLOCK C	16	12	4	32
BLOCK D	16	12	4	32
TOTAL	**56** (50%)	**40** (36%)	**16** (14%)	**112**

AMENITY SPACES

AMENITY AREA RATES

PROPOSED STACKED TOWNHOUSES

CONTIGUOUS PRIVATE OUTDOOR SPACE / UNIT AT PATIO	17 sm
CONTIGUOUS PRIVATE OUTDOOR SPACE / UNIT AT BALCONY	2.2 sm
COMMUNAL OUTDOOR AMENITY SPACE	318 sm (2.8 sm / UNIT)

EXISTING APARTMENT BUILDING

TOTAL AMENITY AREA FOR APARTMENT BUILDING	1,993 sm (6 sm / UNIT)
COMMUNAL OUTDOOR AMENITY SPACE	1,825 sm
INDOOR OUTDOOR AMENITY AREA	168 sm

INDOOR AMENITY	**EXISTING**	**RETAINED**
EXISTING APARTMENT	168 sm	168 sm
COMMUNAL OUTDOOR AMENITY	**REQUIRED**	**PROPOSED**
EXISTING APARTMENT (5.6sm/UNIT)	1,809 sm	1,825sm
PROPOSED STACKED TH (2.0sm/UNIT)	314 sm	318 sm
TOTAL COMMUNAL OUTDOOR AMENITY	**2,123 sm**	**2,143 sm**
PRIVATE OUTDOOR AMENITY	**REQUIRED**	**PROPOSED**
STACKED TH SUNKEN PATIOS (6.0sm/UNIT)	672 sm	1,949 sm
STACKED TH BALCONIES (4.0sf/UNIT)	252 sm	504 sm
TOTAL PRIVATE OUTDOOR AMENITY	**924 sm**	**2,453 sm**
TOTAL OUTDOOR AMENITY AREA	**3,047sm**	**4,596sm**

PROPOSED PARKING SPACES RATES

APARTMENT RESIDENT PARKING 0.77/UNIT	APARTMENT VISITOR PARKING 0.13/ UNIT
STACKED TH RESIDENT PARKING 1.25/ UNIT	STACKED TH VISITOR PARKING 0.08/ UNIT

APARTMENT RESIDENT	249 SPACES
APARTMENT VISITOR	42 SPACES
STACKED TOWNHOUSE RESIDENT	149 SPACES
STACKED TOWNHOUSE VISITOR	5 SPACES
TOTAL SPACES	**445 SPACES**

BARRIER-FREE PARKING	**REQUIRED**	**PROPOSED**
REQUIRED VISITOR RATE 5% OF TOTAL REQUIRED		
SURFACE PARKING	4 SPACES	3 SPACES
UNDERGROUND PARKING	0 SPACES	0 SPACES

NOTE: REFER TO PARKING UTILIZATION STUDY FOR FURTHER DETAILS.

BICYCLE PARKING SPACE RATES

REQUIRED CLASS A RATE 0.5 SPACES / UNIT	REQUIRED CLASS B RATE OPERATOR OF 0.05 SPACES / UNIT OR 6.0 SPACES

BICYCLE PARKING SPACES	**REQUIRED**	**PROPOSED**
CLASS A	67 SPACES	67 SPACES
CLASS B	6 SPACES	8 SPACES
TOTAL SPACES	**73 SPACES**	**75 SPACES**

NOTE: BICYCLE REPAIR STATION PROVIDED ON P1 LEVEL.

LOADING SPACE RATES

RESIDENTIAL LOADING

LOADING SPACES

	EXISTING	RETAINED
RESIDENTIAL	1	1

SURVEY INFORMATION
PLAN OF SURVEY OF ALL OF BLOCK C
REGISTERED PLAN 769
CITY OF MISSISSAUGA
REGIONAL MUNICIPALITY OF PEEL

PREPARED BY:
R. AVIS SURVEYING INC.
TORONTO, ON
T: (416) 490-4362

MISSISSAUGA STANDARD SITE PLAN APPROVAL NOTES

I. WE HEREBY CERTIFY THAT THIS DRAWING CONFIRMS IN ALL RESPECTS TO THE SITE DEVELOPMENT PLAN(S).

II. THE CITY OF MISSISSAUGA REQUIRES THAT ALL WORKING DRAWINGS SUBMITTED TO THE BUILDING DIVISION AS PART OF AN APPLICATION FOR THE ISSUANCE OF A BUILDING PERMIT SHALL BE CERTIFIED BY THE ARCHITECT OR ENGINEER AS BEING IN CONFORMITY WITH THE SITE DEVELOPMENT PLAN AS APPROVED BY THE CITY OF MISSISSAUGA.

III. ALL EXTERIOR LIGHTING WILL BE DIRECTED ONTO THE SITE AND WILL NOT INFRINGE UPON THE ADJACENT PROPERTIES.

IV. ALL ROOFTOP MECHANICAL UNITS SHALL BE SCREENED FROM VIEW BY THE APPLICANT.

V. PARKING SPACES RESERVED FOR PEOPLE WITH DISABILITIES MUST BE IDENTIFIED BY A SIGN, INSTALLED AT THE APPLICANT'S EXPENSE, IN ACCORDANCE WITH THE BY-LAW REQUIREMENTS AND BUILDING CODE REQUIREMENTS.

VI. THE APPLICANT WILL BE RESPONSIBLE FOR ENSURING THAT ALL PLAN CONFORM TO TRANSPORT CANADA'S RESTRICTIONS.

VII. GRADES WILL BE MET WITH A 33% MAXIMUM SLOPE AT THE PROPERTY LINES AND WITHIN THE SITE.

VIII. ALL DAMAGED AREAS ARE TO BE REINSTATED WITH TOPSOIL AND SOD PRIOR TO THE RELEASE OF SECURITIES.

IX. SIGNAGE SHOWN ON THE SITE DEVELOPMENT PLANS IS FOR INFORMATION PURPOSES ONLY. ALL SIGNS WILL BE SUBJECT TO THE PROVISIONS OF SIGN BY-LAW 0054-2002, AS AMENDED, AND A SEPARATE SIGN APPLICATION WILL BE REQUIRED THROUGH THE BUILDING DIVISION.

X. ANY FENCING ADJACENT TO MUNICIPAL LANDS IS TO BE LOCATED 15 CM (6.0 IN.) INSIDE THE PROPERTY LINE.

XI. ONLY SHIELDED LIGHTING FIXTURES ARE PERMITTED FOR ALL DEVELOPMENT, EXCEPT FOR DETACHED AND SEMI-DETACHED DWELLINGS WITHIN 60 M OF A RESIDENTIALLY ZONED PROPERTY AND MUST CONFORM TO THE ENGINEER CERTIFIED LIGHTING PLAN.

XII. THE ENGINEER CERTIFIED LIGHTING PLAN MUST BE SIGNED BY THE CONSULTING ENGINEER.

XIII. THE OWNER COVENANTS AND AGREES TO CONSTRUCT AND INSTALL SHIELDED LIGHTING FIXTURES ON THE SUBJECT LANDS, IN CONFORMITY WITH THE SITE PLAN AND ENGINEER CERTIFIED LIGHTING PLAN TO THE SATISFACTION OF THE CITY OF MISSISSAUGA.

XIV. WHERE PLANTING IS TO BE LOCATED IN LANDSCAPED AREAS ON TOP OF AN UNDERGROUND PARKING STRUCTURE, IT IS THE RESPONSIBILITY OF THE APPLICANT TO ARRANGE THE COORDINATION OF THE DESIGN OF THE UNDERGROUND PARKING STRUCTURE WITH THE LANDSCAPE ARCHITECT AND THE CONSULTING ENGINEERING, UNDERGROUND PARKING STRUCTURES WITH LANDSCAPING AREA TO BE CAPABLE OF SUPPORTING THE FOLLOWING LOADS:

- 1.5 CM OF DRAINAGE GRAVEL PLUS 40 CM TOPSOIL FOR SOD
- 1.5 CM OF DRAINAGE GRAVEL PLUS 60 CM TOPSOIL FOR SHRUBS
- 1.5 CM OF DRAINAGE GRAVEL PLUS 90 CM FOR TREES OR
- PREFABRICATED SHEET DRAIN SYSTEM' WITH A COMPRESSIVE STRENGTH OF 1003 KPA PLUS 40 CM TOPSOIL FOR SOD
- PREFABRICATED SHEET DRAIN SYSTEM' WITH A COMPRESSIVE STRENGTH OF 1003 KPA PLUS 60 CM TOPSOIL FOR SHRUBS
- PREFABRICATED SHEET DRAIN SYSTEM' WITH A COMPRESSIVE STRENGTH OF 1003 KPA PLUS 90 CM TOPSOIL FOR TREES TERRADRAIN 906 OR APPROVED EQUAL.

XV. THE STRUCTURAL DESIGN OF ANY RETAINING WALL OVER 0.6 M IN HEIGHT OR ANY RETAINING WALL LOCATED ON A PROPERTY LINE IS TO BE SHOWN ON THE SITE GRADING PLAN FOR THIS PROJECT AND IS TO BE APPROVED BY THE CONSULTING ENGINEER FOR THE PROJECT.

XVI. CONTINUOUS 15 CM HIGH BARRIER TYPE POURED CONCRETE CURBING WILL BE PROVIDED BETWEEN ALL ASPHALT AND LANDSCAPED AREAS THROUGHOUT THE SITE.

XVII. ALL UTILITY COMPANIES WILL BE NOTIFIED FOR LOCATES PRIOR TO THE INSTALLATION OF THE HOARDING THAT LIES WITHIN THE SITE AND WITHIN THE LIMITED OF THE CITY BOULEVARD AREA.

FILE NAME:Autodesk Docs://2516_1055BloorSt_ACCDocs_1055BloorSt.rvt

A0

Kohn

Kohn Partnership Architects Inc.
116 Spadina Avenue, Suite 501, Toronto ON M5V 2K6
Tel 416.703.6700 www.kohnarchitects.com

ALL DIMENSIONS ARE GIVEN IN MILLIMETRES UNLESS OTHERWISE INDICATED.

DO NOT SCALE DRAWINGS.

CONTRACTOR SHALL VERIFY AND CHECK ALL DIMENSIONS AND CONDITIONS ON SITE PRIOR TO COMMENCEMENT OF THE WORK AND REPORT ANY DISCREPANCY TO THE ARCHITECT AND CONSULTANTS BEFORE PROCEEDING. CONSTRUCTION MUST CONFORM TO ALL APPLICABLE CODES AND REQUIREMENTS OF AUTHORITIES HAVING JURISDICTION PERTAINING TO THIS APPLICATION.

THE ARCHITECT BEARS NO RESPONSIBILITY FOR THE INTERPRETATION OF TASC PERFORMANCE SPECIFICATIONS BY THE CONTRACTOR OR SUB-CONTRACTORS. WITHOUT LIMITATION OF GENERALITY, THE ARCHITECT BEARS NO RESPONSIBILITY FOR ANY INFORMATION REGARDING THE INTENT OF THE CONTRACT DOCUMENTS.

LOCATIONS OF CERTAIN MECHANICAL OR ELECTRICAL DEVICES, FITTINGS AND FIXTURES ARE INDICATED ON ARCHITECTURAL DRAWINGS, WHICH SHALL SHOW IN OVERLYING MECHANICAL AND ELECTRICAL DRAWINGS, WHERE THEY ARE TO BE LOCATED AS DIRECTED BY THE ARCHITECT.

NO INTERPRETATION AND NO UNDERTAKING OR OBLIGATION ON THIS OFFICE IN REGARDS TO THE ENVIRONMENTAL CONDITIONS OR POLLUTIONS OF THIS SITE.

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ISSUE DATES AND DISTRIBUTION LOG

No.	Date	Note
1	25/08/13	SPA SUBMISSION
2	26/01/23	SPA RESUBMISSION
3	26/05/08	SPA RESUBMISSION
4	26/05/18	MINOR VARIANCE SUBMISSION

SITE PLAN SYMBOL LEGEND

	PRINCIPAL ENTRANCE
	SECONDARY ENTRANCE
AD	AREA DRAIN
FD	FLOOR DRAIN
RD	ROOF DRAIN
SD	SCUPPER DRAIN
TD	TRENCH DRAIN
MH	MANHOLE
FDC	FIRE DEPARTMENT CONNECTION
FH	FIRE HYDRANT
	LIGHT STANDARD
WL	WALL LIGHT
BL	BOLLARD LIGHT
	BARRIER FREE CURB CUT
	BARRIER FREE TURNAROUND SPACE
HC P	ACCESSIBLE PARKING SIGNAGE
FR R	FIRE ROUTE SIGNAGE
	PEDESTRIAN WALKWAY
RWL n	RAIN WATER LEADER

SITE PLAN APPLICATION #: SP 25-49 W3

CANADIAN APARTMENT PROPERTIES • REIT

PROJECT NORTH | TRUE NORTH | ONTARIO ASSOCIATION OF ARCHITECTS | KOHN PARTNERSHIP ARCHITECTS INC. LICENCE 5017 | SEAL

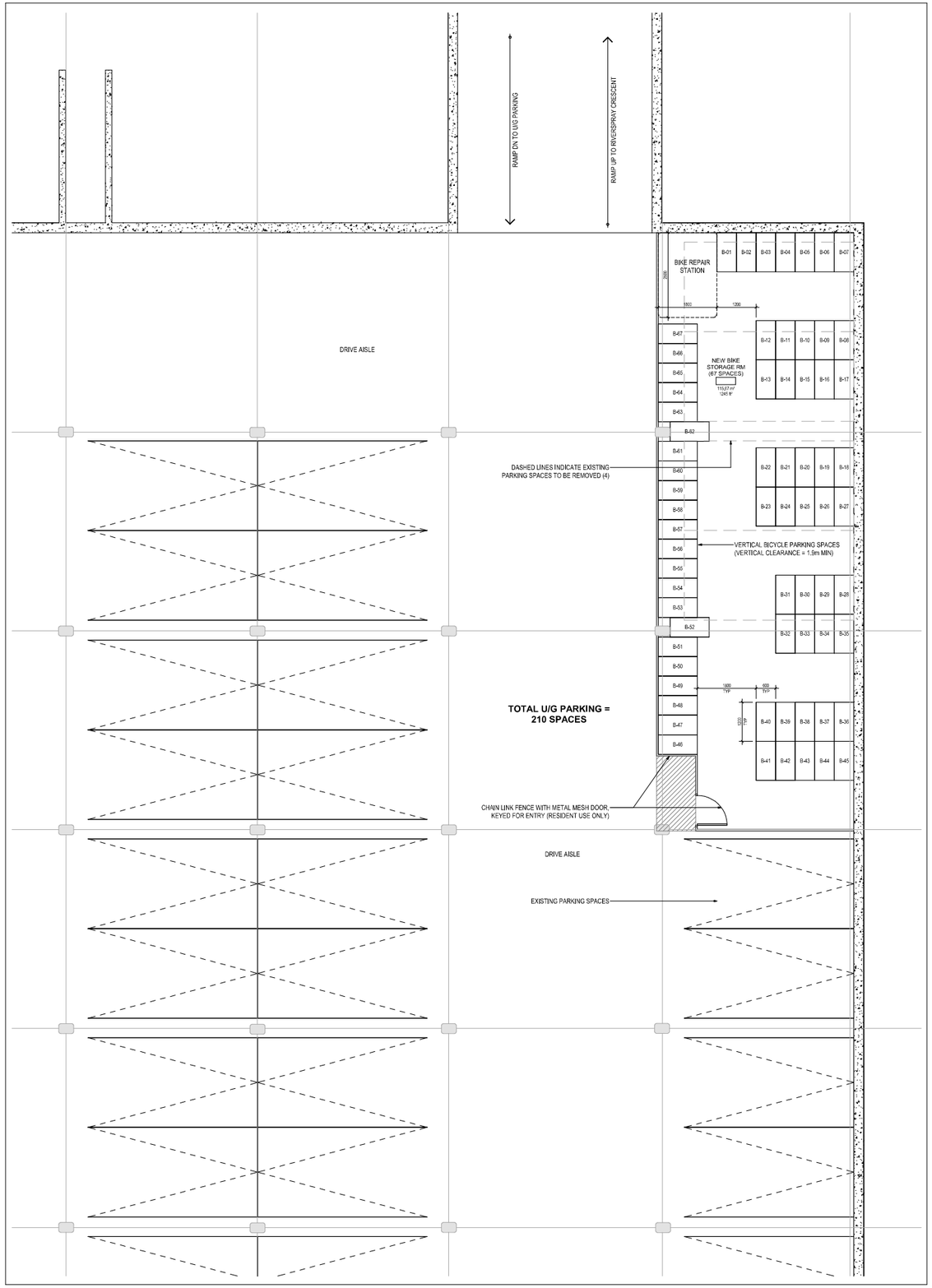
Project:
1055 BLOOR STREET STACKED TOWNHOUSES

CAPREIT APARTMENTS INC.

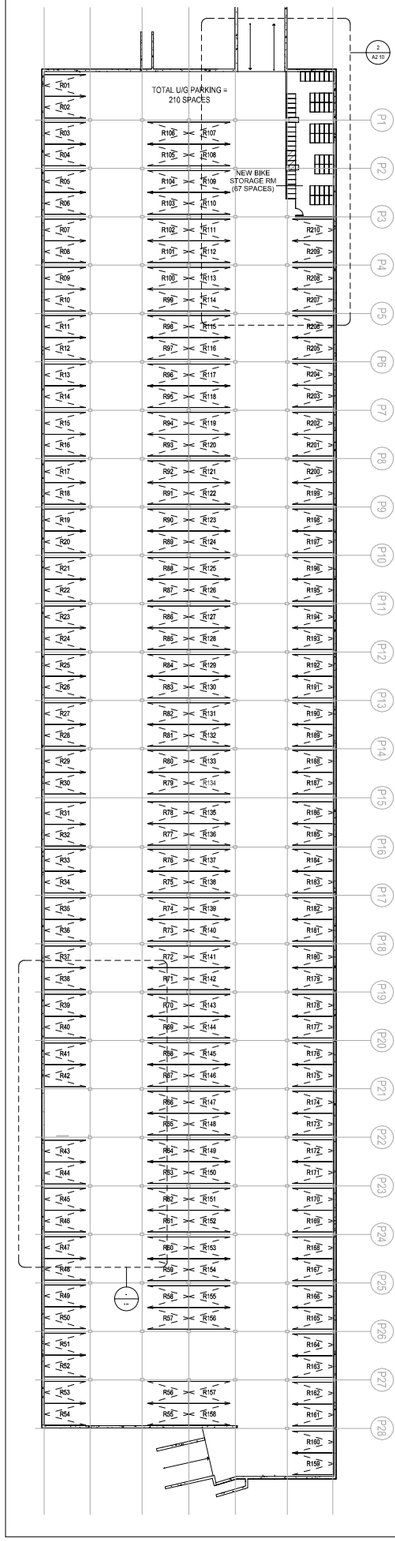
11 CHURCH STREET, TORONTO, ON M5E 1W1
Tel 416.861.9404 hello@capreit.net

Drawing Title:
SITE PLAN AND SITE STATISTICS

Project Manager Team:	Project No.
AN	25-106
Date Plotted:	Scale:
6/17/2026 11:55:18 AM	As indicated
	Drawing No.:
	A1 00.



NEW BIKE STORAGE RM#1 (2 / A2 10)
SCALE: 1 : 50



EXISTING P1 LEVEL (1 / A2 10)
SCALE: 1 : 250

Kohn

Kohn Partnership Architects Inc.
116 Spadina Avenue, Suite 501, Toronto ON M5V 2K6
Tel 416.703.6700 www.kohnarchitects.com

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3	26/05/08	SPA RESUBMISSION
4	26/05/18	MINOR VARIANCE SUBMISSION

TYPICAL PROPOSED VEHICULAR PARKING SPACE:

PER CITY OF MISSISSAUGA BY-LAW

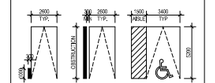
DRIVE AISLE: MIN. 7.0m

TYPICAL PARKING SPACE DIMENSIONS:

WIDTH: MIN. 2.6m — LENGTH: 5.2m
VERTICAL CLEARANCE: 2.0m

TYPICAL ACCESSIBLE PARKING SPACE DIMENSIONS:

WIDTH: MIN. 3.4m — LENGTH: 5.2m
VERTICAL CLEARANCE: 2.1m



TYPICAL PROPOSED HORIZONTAL BICYCLE PARKING SPACE:

WIDTH: 0.6m (MIN)
LENGTH: 1.8m
VERTICAL CLEARANCE: 1.9m



TYPICAL PROPOSED VERTICAL BICYCLE PARKING SPACE:

WIDTH: 0.6m (MIN)
LENGTH: 1.2m
VERTICAL CLEARANCE: 1.9m



SITE PLAN APPLICATION #: SP 25-49 W3

CANADIAN APARTMENT PROPERTIES • REIT

PROJECT NORTH

TRUE NORTH

ONTARIO ASSOCIATION of ARCHITECTS
ANDREW C. McFITT
LICENCE 9057
SEAL

Project:
1055 BLOOR STREET
STACKED TOWNHOUSES

CAPREIT APARTMENTS INC.

11 CHURCH STREET, TORONTO, ON M5E 1W1
Tel 416.861.9434 hdb@capreit.net

Drawing Title:
FLOOR PLAN LEVEL P1

Project Manager Team:	Project No.
AN	25-106
Date Plotted:	Scale:
6/17/2026 11:56:55 AM	As indicated

Drawing No.:
A2 10

FILE NAME:Autodesk Docs://25106_1055Bloor/25_ACC/25106_1055Bloor25.rvt

A0

Appendix B:
Communications between City of Mississauga Staff and BA Group

Michael Giallonardo

From: Paulina Armacinski <Paulina.Armacinski@mississauga.ca> on behalf of Parkingstudy Review <Parkingstudy.Review@mississauga.ca>
Sent: June 13, 2025 2:02 PM
To: Michael C. Giallonardo; Parkingstudy Review
Cc: Madeleine Catz; Andrew T. Pasco; Tejas Bhatt
Subject: RE: Parking Utilization Study for 1055 Bloor Street - Terms of Reference (PAM 25-59 W3)

Hi Michael,

Thank you for the below response and summary of our discussions. I concur and have nothing additional to add. Staff approve of the below outlined surveying parameters.

We appreciate your cooperation.

If there are any questions during the surveying period or while the Parking Utilizations Study (PUS) is being drafted, please reach out to us.

Thank you,
Paulina

From: Michael C. Giallonardo <giallonardo@bagroup.com>
Sent: Friday, June 13, 2025 12:30 PM
To: Parkingstudy Review <Parkingstudy.Review@mississauga.ca>
Cc: Madeleine Catz <Madeleine.Catz@bagroup.com>; Andrew T. Pasco <pasco@bagroup.com>; Tejas Bhatt <t.bhatt@capreit.net>
Subject: [EXTERNAL] RE: Parking Utilization Study for 1055 Bloor Street - Terms of Reference (PAM 25-59 W3)

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

Hi Paulina,

Many thanks for the below and for the clarification call.

Per the call, summarizing revisions to the below and context:

Stacked Townhouse Proposal

To clarify, the development proposal for 1055 Bloor Street is stacked townhouses and the survey proxy site (1560 Bloor Street) is back-to-back townhouses. The below points reflect our discussion of the appropriateness of 1560 Bloor Street as a proxy site to undertake counts:

- Both the proposed stacked townhouses at 1055 Bloor and the existing back-to-back townhouses at 1560 Boor are without exclusive use driveway and thus, both have the same applicable minimum residential parking

requirements, per the Zoning By-law. Having the same minimum parking requirements in the ZBL allows the sites to be have the same parking demand expectations, making 1560 Bloor an appropriate proxy.

- Functionally, both sites operate (and will operate) within a parking lot or garage not directly adjacent to the dwelling units. The applicant for 1055 Bloor Street (Capreit) is the property manager for 1560 Bloor Street and therefore, the method of assigning parking spaces to residents within the larger lots at each site can be expected to be similar or identical.
- Similarly, at both sites, visitor parking will be located in the parking lot and not necessarily adjacent to the dwelling units.
- The two sites (subject site and proxy site) are located geographically in close proximity and share transportation context characteristics.

Survey Dates and Times

As discussed, BA Group is unable to secure field staff to commence the surveys tomorrow (Saturday, June 14), due to the high volume of parking studies across the GTA being undertaken by our office to complete field work before the summer. As a substitute, we discussed swapping in the Saturday for the Thursday, and matching the survey times on the Thursday to the Friday. The schedule, therefore, will be the below:

1. Rental Apartment Use: 1055 Bloor Street (subject site/existing building which is proposed to remain)
    - Sunday, June 15: 11am – 1am
    - Monday, June 16: 5am – 11am & 4pm – 11pm
    - Thursday, June 19: 5am – 11am & 4pm – 1am
    - Friday, June 20: 5am – 11am & 4pm – 1am
2. Back-to-back Townhouse Use: 1560 Bloor Street (proxy site)
    - Sunday, June 15: 11am – 1am
    - Monday, June 16: 5am – 11am & 4pm – 11pm
    - Thursday, June 19: 5am – 11am & 4pm – 1am
    - Friday, June 20: 5am – 11am & 4pm – 1am

Clarifying as well that for the consecutive week whereby we survey at least two of the busiest days from the first week of surveying, the week enclosure will be Sunday, June 22nd through to Friday, June 27th (i.e. not commencing Saturday, June 21st).

Confirming as well that we intend to conduct the study in compliance with the City's Parking Terms of Reference (ToR), as noted in that document and as you describe below.

Please confirm these adjusted survey parameters at your earliest convenience.

Thanks,
Mike

Michael Giallonardo, M. PL. *(he/him)*
Associate

BA Consulting Group Ltd.

95 St. Clair Avenue West, Suite 1000 | Toronto
Office: 416 961 7110 x230 | Cell: 647 519 6879 | giallonardo@bagroup.com

From: Paulina Armacinski <Paulina.Armacinski@mississauga.ca> **On Behalf Of** Parkingstudy Review
Sent: June 13, 2025 11:07 AM
To: Michael C. Giallonardo <giallonardo@bagroup.com>
Cc: Parkingstudy Review <Parkingstudy.Review@mississauga.ca>
Subject: RE: Parking Utilization Study for 1055 Bloor Street - Terms of Reference (PAM 25-59 W3)
Importance: High

Hi Michael,

Thank you for our discussion earlier this week.

Based on our conversation, you had mentioned that the proposal for 1055 Bloor Street will be back-to-back townhouses (not stacked townhouses). On this basis and clarification, staff can approve the following surveying parameters:

Residential and Visitor Surveying Parameters

1. Rental Apartment Use: 1055 Bloor Street (subject site/existing building which is proposed to remain)
    - Saturday, June 14: 11am – 1am
    - Sunday, June 15: 11am – 1am
    - Monday, June 16: 5am – 11am & 4pm – 11pm
    - Friday, June 20: 5am – 11am & 4pm – 1am
2. Back-to-back Townhouse Use: 1560 Bloor Street (proxy site)
    - Saturday, June 14: 11am – 1am
    - Sunday, June 15: 11am – 1am
    - Monday, June 16: 5am – 11am & 4pm – 11pm
    - Friday, June 20: 5am – 11am & 4pm – 1am

Please ensure to capture both residential and visitor parking counts at the above outlined dates/times making observations every half-hour. For the consecutive week (Saturday, June 21st through to Friday, June 27th) please ensure to survey at least two of the busiest days from the first week of surveying, ensuring to capture the same surveying times as outlined above.

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

Any illegally parked vehicles shall be observed and noted whether on-street or on neighbouring sites (i.e. if cars are parking at a park or school or plaza and resident/visitor patrons are walking over to the residences etc.).

Please ensure to adhere to the City's Parking Terms of Reference (ToR) when conducting the surveys and when finalizing justification within the Parking Utilization Study (PUS).

Please kindly confirm receipt of e-mail and that surveying will be commencing tomorrow? Considering Tuesday, July 1st is a statutory holiday, the above surveying schedule is most suitable to ensure surveying is completed prior to the long weekend commencing.

If there are any questions, kindly let us know. We look forward to hearing back from you.

Thank you,
Paulina

From: Michael C. Giallonardo <giallonardo@bagroup.com>
Sent: Monday, June 9, 2025 1:48 PM
To: Parkingstudy Review <Parkingstudy.Review@mississauga.ca>
Subject: [EXTERNAL] RE: Parking Utilization Study for 1055 Bloor Street - Terms of Reference (PAM 25-59 W3)

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Hi Paulina,

Give me a call or let me know when would be a good time for a quick chat as I believe some of these items may be easy to clarify.

Thanks,
Mike

Michael Giallonardo, M. PL. *(he/him)*
Associate

BA Consulting Group Ltd.

95 St. Clair Avenue West, Suite 1000 | Toronto
Office: 416 961 7110 x230 | Cell: 647 519 6879 | giallonardo@bagroup.com

---

From: Paulina Armacinski <Paulina.Armacinski@mississauga.ca> **On Behalf Of** Parkingstudy Review
Sent: June 9, 2025 12:20 PM
To: Michael C. Giallonardo <giallonardo@bagroup.com>; Parkingstudy Review <Parkingstudy.Review@mississauga.ca>
Cc: Madeleine Catz <Madeleine.Catz@bagroup.com>; Alun S. Lloyd <Lloyd@bagroup.com>; Tejas Bhatt <t.bhatt@capreit.net>
Subject: RE: Parking Utilization Study for 1055 Bloor Street - Terms of Reference (PAM 25-59 W3)

Hi Michael,

Considering the entirety of the 1055 Bloor Street site is proposed to be at a 21% parking deficiency, appropriate proxy sites will need to be gathered for all the proposed uses on-site. Given that the existing rental apartment will remain, it would be prudent to survey the existing rental apartment building for residential/visitor parking space demands.

On the other hand, could you identify comparable proxy sites that have stacked townhouses as a use on-site so that the residential/visitor parking demands can be captured for this particular use as well?

Staff are standing by for further correspondence before approving final surveying parameters.

Thank you,
Paulina

From: Michael C. Giallonardo <giallonardo@bagroup.com>
Sent: Friday, June 6, 2025 9:21 AM
To: Parkingstudy Review <Parkingstudy.Review@mississauga.ca>
Cc: Madeleine Catz <Madeleine.Catz@bagroup.com>; Alun S. Lloyd <Lloyd@bagroup.com>; Tejas Bhatt <t.bhatt@capreit.net>
Subject: [EXTERNAL] RE: Parking Utilization Study for 1055 Bloor Street - Terms of Reference (PAM 25-59 W3)

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Hi Paulina,

Thanks for your review.

We've adjusted our strategy to an extent and will now be pursuing two parking minor variances that are greater than 10%, and two that are 10%. Please see the revised summary below and the table, for the subject site.

- Resident parking supply for existing rental apartment building: parking reduction will be 10% from the requirement
- **Residential visitor parking supply for existing rental apartment building: parking reduction will be greater than 10% from the requirement**
- **Resident parking supply for the proposed new stacked townhouse blocks: parking reduction will be greater than 10% from the requirement**
- Residential visitor parking supply for the proposed new stacked townhouse blocks: parking reduction will be 10% from the requirement

	1055 Bloor Street (Final Proposal)		
Zoning By-Law 0225-2007	**Use**	**Units**	**Required Parking Ratio**
	Rental Apartment (Existing) Rental Stacked Townhouse without exclusive use garage and driveway (proposed)	323 rental apartment (existing) 114 rental stacked townhouse (proposed)	Rental Apartment: 1.0 resident parking spaces per unit 0.2 visitor parking spaces per unit
			Stacked Townhouse: 1.5 resident parking spaces per unit

			0.25 visitor parking spaces per unit
	Total Required	**--**	**--**
	Surplus/Deficit		

On this basis, we propose to conduct parking utilization studies at the three previously noted proxy townhouse sites, the subject site (i.e. rental apartment building), and an additional three rental apartment buildings for which visitor parking will be counted.

We propose to study the following sites:

- 1055 Bloor Street, rental apartment (the subject site)
- 3455 Havenwood Drive, row townhouses
- 3515-3516 Havenwood Drive, row townhouses
- 1560 Bloor Street, row townhouses
- 1425 Bodmin Road, rental apartment
- 2360 Bonner Road, rental apartment
- 2333 Truscott Drive, rental apartment

Each of the above three proxy sites are located in Parking Precinct 4, like the subject site, and have similar public transit context.

The three townhouse proxy sites (3455 Havenwood Drive, 3515-3516 Havenwood Drive, 1560 Bloor Street) are all back-to-back townhouses, as defined by the Zoning By-law. The “back-to-back townhouse” use and the “Stacked Townhouse without exclusive use garage and driveway” use (which is proposed for 1055 Bloor) both have the same minimum resident and visitor parking requirements in Part 3 of Zoning By-law 0225-2007. We also note that the proposed stacked townhouses will be of rental tenure, as are the three proxy sites.

Each of the three apartment buildings are the same use and tenure as the subject site’s existing building: rental apartment.

For clarity and to reiterate: 1055 Bloor Street, today, has a rental apartment building which will remain on the site. The proposed stacked townhouse use would be added to the site, physically lining the site perimeter (at the Bloor Street and Riverspray Crescent frontages). The existing apartment building is serviced by a parking facility which is known to be over-supplied and therefore, under-utilized. The development plan proposes no new parking to be added to the site; the new townhouse blocks and the existing rental apartment building will both use the existing parking supply.

As added detail, the existing site (1055 Bloor Street) has 467 parking spaces for 323 units which has an aggregate parking supply of 1.446 parking spaces per unit. This is considerably higher than the aggregate zoning by-law requirement for a rental apartment (1.2 spaces per unit; 1.0 resident spaces per unit and 0.2 visitor spaces per unit). We know the parking is under-utilized due to the applicant’s rent roll information and as part of our study, we would count the subject site (as noted in my initial email), to provide parking counts but also compare to the parking demand as measured by rent roll data (i.e. parking space leasing). As we are also seeking a rental apartment residential visitor parking minor variance greater than 10%, we will be counting the subject site visitor parking demand as well.

Below is the provided chart for the townhouse proxy sites.

	3455 Havenwood Drive (Existing Conditions)					3515-3516
	Use	**Units**	**Required Parking Ratio**	**Required Spaces**	**~~Proposed~~ Existing Spaces**	**Use**
Zoning By-Law 0225-2007	Back to Back Townhouse	58 units	Parking requirement for back-to-back townhouses and stacked townhouses (without exclusive use garage and driveway), per the Zoning By-law. The specific number of required parking spaces is not relevant as these sites exist and are not subject to a development application		73 resident parking spaces (1.26 sps/unit)	Back to Back Townhous
					0 visitor parking spaces (we are not counting townhouse visitors, per the above, as variance is not greater than 10%)	
	Total Required	**58 units**	**N/A**	**N/A**	**73 parking spaces**	**Total Required**
	Surplus/Deficit			**N/A**		**Surplus/D**

And below is the provided chart for the proxy rental apartment buildings.

	1425 Bodmin Road (Existing Conditions)					2360 B
	Use	**Units**	**Required Parking Ratio**	**Required Spaces**	**~~Proposed~~ Existing Spaces**	**Use**
Zoning By-Law 0225-2007	Rental Apartment	118 units	Same land use as subject site The specific number of required parking spaces is not relevant as these sites exist and are not subject to a development application		133 resident parking spaces (1.13 sps/unit) (we are not counting rental apartment residents, per the	Rental Apartm

					above, as variance is not greater than 10%)	
					8 visitor parking spaces (0.07 sps/unit)	
	Total Required	**118 units**	**N/A**	**N/A**	**161 parking spaces (20 are vacant)**	**Total Requir**
	Surplus/Deficit			**N/A**		**Surplu**

Please don't hesitate to contact me with any questions.

Thanks,
Mike

Michael Giallonardo, M. PL. *(he/him)*
Associate

BA Consulting Group Ltd.

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From: Paulina Armacinski <Paulina.Armacinski@mississauga.ca> **On Behalf Of** Parkingstudy Review
Sent: June 3, 2025 4:06 PM
To: Michael C. Giallonardo <giallonardo@bagroup.com>
Cc: Madeleine Catz <Madeleine.Catz@bagroup.com>; Alun S. Lloyd <Lloyd@bagroup.com>; Tejas Bhatt <t.bhatt@capreit.net>
Subject: RE: Parking Utilization Study for 1055 Bloor Street - Terms of Reference (PAM 25-59 W3)

Some people who received this message don't often get email from parkingstudy.review@mississauga.ca. Learn why this is important

Hi Michael,

Thank you for your patience as staff reviewed your inquiry.

Could you kindly provide staff with additional information:

Proposal vs. Proxy Site(s) for consideration

- How do uses differ between the proposal on the subject site (1055 Bloor Street) and recommended surveying sites? Please specify the types of uses based on the City's Zoning By-law categorizations.
- Please fill in the chart below and add to it/revise to include all the necessary information so that staff can understand how all the sites differ/compare.

	1055 Bloor Street (Final Proposal)					**3455 Ha**
Zoning By-Law 0225-2007	**Use**	**Units**	**Required Parking Ratio**	**Required Spaces**	**Proposed Spaces**	**Use**
	Total Required					**Total Require**
	Surplus/Deficit					**Surplus**

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

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

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

Also, staff advise BA Group to thoroughly review the City's Parking Terms of Reference (ToR).

Thank you,
Paulina

From: Michael C. Giallonardo <giallonardo@bagroup.com>
Sent: Wednesday, May 28, 2025 10:07 AM
To: Parkingstudy Review <Parkingstudy.Review@mississauga.ca>
Cc: Madeleine Catz <Madeleine.Catz@bagroup.com>; Alun S. Lloyd <Lloyd@bagroup.com>; Tejas Bhatt <t.bhatt@capreit.net>
Subject: [EXTERNAL] Parking Utilization Study for 1055 Bloor Street - Terms of Reference (PAM 25-59 W3)

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Good morning,

BA Group is the transportation/parking consultant for 1055 Bloor Street, for which a pre-application meeting (PAM 25-59 W3) has occurred. As part of the PAM comments, the need for a parking utilization study was identified as the proposed parking supply will not meet the Zoning by-law minimum parking requirements.

A Minor Variance Application will be made to the Committee of Adjustment to permit the proposed parking supply as planned. The site is currently occupied by a rental apartment building which will remain on the site, and 2-3 stacked townhouse blocks – which will also be rental – are proposed to line the perimeter of the site (at the Bloor Street and Riverspray Crescent frontages). The existing apartment building is serviced by a parking facility which is known to be under-utilized. Therefore, the development plan proposes no new parking to be added to the site; the new townhouse blocks and the existing rental apartment building will both use the existing parking supply.

The site is located in Parking Precinct Area 4 under Zoning By-law 0225-2007, as amended, and therefore the minimum parking requirements for the 'Stacked Townhouse (without exclusive use garage and driveway)' use at this site are 1.5 parking spaces per unit for residents and 0.25 parking spaces per unit for visitors. The minimum parking requirements for the existing rental apartment building (to be retained) are 1.0 parking spaces per unit for residents and 0.20 parking spaces per unit for visitors. However the existing parking supply for the apartment building is 1.45 parking spaces per unit in aggregate.

The over-supply (relative to the Zoning By-law requirements) and known under-utilization create the opportunity to share the parking supply with the proposed new townhouse blocks. Still, since the existing total parking supply on-site will not meet the aggregate minimum parking requirement for both the new townhouse blocks and the existing rental apartment building, parking justification study is required.

In terms of targeted parking rates, the rates that will be the subject of the application are not yet known but the strategy will be as follows:

- Resident parking supply for existing rental apartment building: parking reduction will be less than 10% from the requirement
- Residential visitor parking supply for existing rental apartment building: parking reduction will be less than 10% from the requirement
- **Resident parking supply for the proposed new stacked townhouse blocks: parking reduction will be greater than 10% from the requirement**
- Residential visitor parking supply for the proposed new stacked townhouse blocks: parking reduction will be less than 10% from the requirement

On the above basis, for three of the above (apartment residents, apartment visitors, townhouse visitors), a letter of justification will be provided as the reductions will be less than 10% of the Zoning By-law minimum parking requirement. However, in order to assess the proposed parking reduction for resident parking supply rate for the proposed new stacked townhouse blocks, a parking utilization will need to be conducted, in accordance with the City of Mississauga "TERMS OF REFERENCE Parking Utilization Studies for Site Specific Applications." As such, BA Group will be undertaking resident parking demand studies to support this application.

BA Group has identified proxy sites to survey and will also survey the existing site to better understand, with precision, the existing resident and visitor parking demand at the site. We selected the proxy sites based upon:

- geographical proximity to the subject site (i.e. in the same neighbourhood)
- rental townhouse land use

We propose to study the following sites:

- 1055 Bloor Street, rental apartment (the subject site)
- 3455 Havenwood Drive, row townhouses
- 3515-3516 Havenwood Drive, row townhouses
- 1560 Bloor Street, row townhouses

Notably, each of the above three proxy sites are located in Parking Precinct 4, like the subject site, and have similar public transit context.

Further we propose the following schedule to conduct the surveys at each site. The schedule and specific times during each day were determined based upon my previous experience discussing appropriate survey scheduling, to determine peak resident parking demand, with City of Mississauga Parking staff.

- In one week, survey Sunday, Monday, Tuesday, Wednesday evenings, from 6pm to 1am, every half hour.
- In the 2nd week, go back to each site and do the same hours over the two busiest days of the previous week.
- In total, six evenings/nights from 6pm to 1am, and at each proxy site.

We are hoping to commence the parking demand counts this Sunday (June 1). We do note that there is urgency to commence the counts given – as you know – that we cannot undertake these types of counts over the summer as they would not capture peak demand. We would appreciate your shared urgency in responding to this Terms of Reference to permit us to proceed as proposed, or let us know any clarifications you require.

Best regards,
Mike

Michael Giallonardo, M. PL. *(he/him)*
Associate

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Michael Giallonardo

From: Michael C. Giallonardo
Sent: January 27, 2026 8:31 AM
To: 'Parkingstudy Review'; Paulina Armacinski
Subject: RE: Parking Utilization Study for 1055 Bloor Street - Upcoming Minor Variance Application

Hi Paulina,

Yes, the current amount of visitor parking at 1560 Bloor Street was at capacity for townhouse visitors and that is almost certainly because it was lowly supplied. This will be explained in our report.

All understood with projections to maximum unit occupancy, including rent roll data for 1560 Bloor Street, and generally the use of parking space leasing as a measure of demand; we will do our best to include each of these factors in our report.

Thank you again for your feedback.

Best regards,
Mike

Michael Giallonardo, M. PL. *(he/him)*
Associate

BA Consulting Group Ltd.

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Office: 416 961 7110 x230 | Cell: 647 519 6879 | giallonardo@bagroup.com

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From: Paulina Armacinski <Paulina.Armacinski@mississauga.ca> **On Behalf Of** Parkingstudy Review
Sent: January 26, 2026 3:38 PM
To: Michael C. Giallonardo <giallonardo@bagroup.com>
Cc: Parkingstudy Review <Parkingstudy.Review@mississauga.ca>
Subject: RE: Parking Utilization Study for 1055 Bloor Street - Upcoming Minor Variance Application

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Hi Michael,

Thank you for the additional details.

Could you elaborate on what is meant by the demand rate at 1560 Bloor Street being constrained by low supply? Do you mean that the current amount of available parking spaces at 1560 Bloor Street was at capacity for the townhouse visitors? Please ensure to thoroughly explain this within the finalized Parking Utilization Study (PUS).

Please do project all demand observations to maximum unit occupancy; but in doing so, please ensure that this is thoroughly explained within the PUS document i.e. elaborate on the observed demand based on actual occupancy on-site and then add the detail regarding the vacant units and their Zoning By-law required rates…etc.

Given the constrained and low supply of visitor parking spaces at 1560 Bloor Street, the parking leasing demand results measured by rent roll may be great indicators to consider towards this parking demand rate. Additionally, BA Group's rationalization regarding the use of parking leasing demand results measured by rent roll would be considered as appropriate, and Staff wouldn't require any private information to be submitted with this information such as names of the parking space leasers/lessees, unit numbers etc. It would be helpful information to review to understand the parking demands in relation to the unit type (i.e. den, 1-bedroom, 2-bedroom…etc.). And whether parking spaces are being leased by surrounding uses, or even for "short term" stays for example. In general, the information would be useful for the applicant to understand themselves as well to identify the parking demands for their proposal and ensure the site successfully retains tenants in the future (ensuring that the supply meets the demands).

All in all, please ensure that the PUS is elaborate and detailed in explaining as well as rationalizing the development proposed, parking requirements, parking demands,…etc.

Thank you for your continued cooperation and transparency,
Paulina

From: Michael C. Giallonardo <giallonardo@bagroup.com>
Sent: Friday, January 16, 2026 9:02 AM
To: Parkingstudy Review <Parkingstudy.Review@mississauga.ca>; Paulina Armacinski <Paulina.Armacinski@mississauga.ca>
Subject: [EXTERNAL] RE: Parking Utilization Study for 1055 Bloor Street - Upcoming Minor Variance Application

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Hi Paulina,

Thanks for your consideration.

Some answers below.

- What is meant by "13 extra parking spaces using the methodology"?
    - My apologies, I explained this poorly. We counted absolute peak demand for apartment resident parking at 1055 Bloor St at 245 parking spaces, equivalent to 0.76 spaces per unit. After consideration of studies at both sites and application of observed peak demand rates to the development program (i.e. the existing 323 apartment units and 112 townhouse units), we had "leftover" parking to allocate above our observed absolute peak demand rates. In the case of apartment resident parking, we allocated 13 of these "extra" spaces to this use, bringing the total to 258 apartment resident parking spaces, equivalent to 0.80 spaces per unit.

    - I'll note that we did something similar for townhouse visitors, as the demand rate observed at 1560 Bloor St was constrained by low supply and there was additional capacity in the site plan. The proposed allocation of 13 parking spaces, equivalent to 0.12 spaces per unit, is notably higher than what we observed at 1560 Bloor St (i.e. 0.03 spaces per unit). You'd probably agree that 0.03 is too low; for this reason we allocated the remainder of the "extra" parking spaces to this use.
    - The proposed apartment visitor and townhouse resident parking allocations/rates match the observed peak parking demand rates from our field study as our observations for these uses were unconstrained.
- Can you confirm whether vacant units/residences were accounted for within the calculation of the proposed parking rates for each of the residential uses?
    - For 1055 Bloor St, we verified that during the period of study, 318 of 323 units were leased and occupied; this is equivalent to about 98.45%. Often times, as you may be implying, we project demand to be representative of maximum unit occupancy; this would involve projecting slightly higher demand than observed. However, in cases like this whereby the occupancy percentage is this close to full, we typically do not project to maximum unit occupancy as a percentage like 98.45% is effectively full from a commercial real estate perspective. For a building of this scale (i.e. ~over 300 units), having 5 available units is a typical condition, if not higher occupancy than usual.
    - We will confirm with the client what the unit occupancy of 1560 Bloor St was in June 2025; they are also the property manager at that property.
    - We can project all demand observations (apartment and townhouse, resident and visitor) to maximum unit occupancy if you would prefer and this should be doable given that the site plan has more parking (445 parking spaces) than the application of absolutely peak observed demand (422 parking spaces). This would be a conservative approach in our opinion but it can likely be accommodated. Let us know.

Regarding parking supply in the site plan, noted, we will explain this in the parking utilization study report. Back in June 2025, the project was not advanced in the detailed design phase and the parking count was carrying the existing parking lot (~21 parking spaces) in the southwest corner of the site. This parking lot will be removed because two of the proposed townhouse blocks will occupy that area; this is foundational to the project. There will also be a small loss of parking (5 spaces) in the lower level of the retained parking garage to accommodate bike parking which is a requirement as part of the SPA process and part of the TDM plan for both the SPA and supportive of the Minor Variances for parking that we are discussing. To partially offset that loss in vehicle parking supply, the upper (i.e. open-air) level of the parking garage will be re-striped according to contemporary Zoning By-law standards which will increase the parking supply on that level. With these adjustments, the parking supply as currently planned lands at 455 parking spaces.

Some other notes to clarify a few items:

- Noted regarding using 100th percentile results rather than 95th percentile results.
- Field survey results tabulated within the PUS will be included.
- We will not be submitting parking leasing demand results measured by rent roll as the applicant has indicated privacy concerns over sharing this data. Given that City's Parking Terms of Reference does not require this data to be submitted (i.e. it "may" be provided as supplementary data), we do not expect this to be an issue. I would also note that for an existing site like this which has such a large oversupply of parking, parking leasing data is typically not a good measure because parking spaces can be given away for free or very cheaply, and in the past we have observed some of these spaces not used even if they are "leased" to a unit (e.g. residents save the space as their own personal visitor space, etc.). Parking space leasing often ends up being a poor indicator of real resident parking demand in circumstances of oversupply (i.e. lots of empty parking). We (BA) are comfortable excluding this data on that basis.

Hope this all assists – let me know.

Thanks,
Mike

Michael Giallonardo, M. PL. *(he/him)*
Associate

BA Consulting Group Ltd.

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Office: 416 961 7110 x230 | Cell: 647 519 6879 | giallonardo@bagroup.com

From: Paulina Armacinski <Paulina.Armacinski@mississauga.ca> **On Behalf Of** Parkingstudy Review
Sent: January 15, 2026 4:31 PM
To: Michael C. Giallonardo <giallonardo@bagroup.com>
Cc: Parkingstudy Review <Parkingstudy.Review@mississauga.ca>
Subject: RE: Parking Utilization Study for 1055 Bloor Street - Upcoming Minor Variance Application

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Hi Michael,

Thank you for the in-depth explanation as well as details of your survey findings/application proposal.

Can you elaborate on the following:

- What is meant by "13 extra parking spaces using the methodology"?
- Can you confirm whether vacant units/residences were accounted for within the calculation of the proposed parking rates for each of the residential uses?

It was mentioned in previous correspondences that the subject site of 1055 Bloor Street has 467 parking spaces existing currently. With the proposal as mentioned in the below e-mail from January 13th, 455 parking spaces are being proposed. Kindly ensure to explain within the finalized Parking Utilization Study (PUS) what those 22 existing parking spaces are being repurposed for given they are not accounted for as parking spaces within the redevelopment?

In having reviewed your explanation/synopsis within your January 13th e-mail, staff should not have concerns with the surveying methodology and the way in which surveying results are being utilized as part of the justification materials for the future minor variance application. I would like to clarify that the correct way to analyze surveying data would be to utilize the observed parking demand ratio (the 100th percentile) as you have done. The 95th percentile is used seldomly and only for certain case scenarios where it would have to be proven to be applicable.

I would like to emphasize the importance of submitting surveying results tabulated within the PUS (please reference the City's Parking Terms of Reference, page 3 for thorough guidance regarding this matter). If the true sites conditions are reflected within the surveying results, staff should not have any concerns with the PUS/submission materials.

Additionally, in previous correspondences you had mentioned that the parking demand will also be measured by rent roll data (i.e. parking space leasing). Kindly ensure to include this supplementary

information within the finalized PUS. Alongside detailed data regarding number of vacant units per residential use at the time that surveying was being conducted.

In summary, please ensure to follow the City's Parking Terms of Reference (ToR) while you finalize the Parking Utilization Study (PUS) document. The PUS is finalized as a standalone document for formal submission to the City's Committee of Adjustment Office.

If you have any questions or require clarifications, kindly let me know.

Thank you for your continued cooperation and transparency.

Paulina

From: Michael C. Giallonardo <giallonardo@bagroup.com>
Sent: Tuesday, January 13, 2026 8:48 AM
To: Parkingstudy Review <Parkingstudy.Review@mississauga.ca>; Paulina Armacinski <Paulina.Armacinski@mississauga.ca>
Subject: [EXTERNAL] RE: Parking Utilization Study for 1055 Bloor Street - Upcoming Minor Variance Application

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Hi Paulina,

Many thanks for getting back.

To confirm, we undertook the parking utilization field studies in accordance with the agreed parameters. Upon analysis of the results, the project team is tailoring the proposed parking rates that we will seek as Minor Variances at the Committee of Adjustment to the results that we saw in the field.

The site will have 445 parking spaces following minor site plan detailed design changes. The currently planned parking space allocation, and therefore the proposed parking rates, are the following:

- Rental Apartment Resident Parking: 258 parking spaces, equivalent to 0.80 spaces per unit
- Rental Apartment Residential Visitor Parking: 42 parking spaces, equivalent to 0.13 spaces per unit
- Stacked Townhouse Resident Parking: 132 parking spaces, equivalent to 1.18 spaces per unit
- Stacked Townhouse Residential Visitor Parking: 13 parking spaces, equivalent to 0.12 spaces per unit

The methodology here was to simply to use the peak parking demand rates observed (i.e. highest single observed rate across the entire study period) for each user group, and apply them to the unit counts (existing apartment to be retained and proposed townhouse units). The result was actually slightly lower for the rental apartment resident parking (0.76 resident parking spaces observed) but with 13 extra parking spaces using the methodology, we have opted to increase that supply to the equivalent of 0.80 spaces per unit. Generally, we feel comfortable with this approach especially considering that the City's PUS Terms of Reference document notes that the analysis of parking study results should be based on the 95th percentile of results – we have simply based the rates on the peak (i.e. 100th percentile); it's therefore a little bit more conservative.

I don't necessarily need to meet with you later in the week but the project team is moreso looking for some comfort that the general methodology is supportable at this stage, understanding that you will not review the application until

its formally submitted. On that basis, let me know what you think and if you think a discussion later in the week would be helpful.

Thanks,
Mike

Michael Giallonardo, M. PL. *(he/him)*
Associate

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From: Paulina Armacinski <Paulina.Armacinski@mississauga.ca> **On Behalf Of** Parkingstudy Review
Sent: January 12, 2026 10:35 AM
To: Michael C. Giallonardo <giallonardo@bagroup.com>
Cc: Parkingstudy Review <Parkingstudy.Review@mississauga.ca>
Subject: RE: Parking Utilization Study for 1055 Bloor Street - Upcoming Minor Variance Application

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

Good morning Michael,

Happy New Year!

Thank you for your inquiry. Please be advised, responses through our general mailbox: Parking Study Review (parkingstudy.review@mississauga.ca), are provided within 5-business days of receiving an inquiry/response. We appreciate your patience as staff review your e-mail.

Staff does not review Parking Utilization Studies (PUS) until they're formally submitted for review as part of the Minor Variance application review process.

On Friday, June 13th, 2025 staff had approved the following surveying parameters for the proposal and project scope as was confirmed via this same mentioned e-mail thread:

1. Rental Apartment Use: 1055 Bloor Street (subject site/existing building which is proposed to remain)
    - Sunday, June 15: 11am – 1am
    - Monday, June 16: 5am – 11am & 4pm – 11pm
    - Thursday, June 19: 5am – 11am & 4pm – 1am
    - Friday, June 20: 5am – 11am & 4pm – 1am
2. Back-to-back Townhouse Use: 1560 Bloor Street (proxy site)
    - Sunday, June 15: 11am – 1am
    - Monday, June 16: 5am – 11am & 4pm – 11pm
    - Thursday, June 19: 5am – 11am & 4pm – 1am
    - Friday, June 20: 5am – 11am & 4pm – 1am

Should the proposal and project scope that was planned at that time not have changed, and the approved surveying parameters above were followed accordingly, then staff would not have issues with the surveying methodology to-be-submitted through the City's formal Minor Variance application review process.

If you have any specific clarification questions regarding the City's Parking Terms of Reference (ToR) as you finalize the PUS report for formal submission to the City, could you kindly provide these questions for me to review in advance? Upon your response back we can setup a 30-minute call for the end of this week.

Thank you in advance,
Paulina

From: Michael C. Giallonardo <giallonardo@bagroup.com>
Sent: Monday, January 5, 2026 2:54 PM
To: Paulina Armacinski <Paulina.Armacinski@mississauga.ca>; Parkingstudy Review <Parkingstudy.Review@mississauga.ca>
Subject: [EXTERNAL] Parking Utilization Study for 1055 Bloor Street - Upcoming Minor Variance Application

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Hi Paulina,

Happy new year, hope you had a nice break.

You may recall I had previously been in contact last year regarding 1055 Bloor Street and a planned Minor Variance Application with parking variances, and I had previously run some numbers and study parameters by you (see attached).

The project elected to advance a Site Plan Application first, which is in progress, and will now seek to advance that same Minor Variance Application with planned submission approximately a month from now.

I'm wondering if you have 30 minutes to chat later this week so that I can run study results by you and discuss the application, as we prepare our Minor Variance Parking Utilization Study report. Let me know if you have time Wednesday, Thursday, or Friday – I am quite open each day.

Best regards,
Mike

Michael Giallonardo, M. PL. *(he/him)*
Associate

BA Consulting Group Ltd.

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Appendix C:
Parking Utilization Study Results

Project: 1055 Bloor St
Project No: 7765-04
Location: 1055 Bloor St
Date: Sunday June 15, 2025
No. of Units: 323
No. of Occupied Units: 318

Parking Demand

														Demand Ratio				
Area	**A**	**A Visitor**	**A Access**	**A Reserved**	**B**	**B Vis**	**UG**	**Tot. Resident**	**Tot. Visitor**	**Tot. Access**	**Tot. Reserved**	**Res Combined**	**Total**	**Residents**	**Visitors**	**Access**	**Reserved**	**Res Combined**
Supply	**184**	**30**	**2**	**5**	**4**	**17**	**199**	**387**	**47**	**2**	**5**	**394**	**441**	**1.22**	**0.15**	**0.01**	**0.02**	1.24
11:00	54	22	2	0	4	15	122	180	37	2	0	182	219	0.57	0.12	0.01	0.00	0.57
11:30	55	23	1	0	4	16	125	184	39	1	0	185	224	0.58	0.12	0.00	0.00	0.58
12:00	55	21	1	0	4	16	133	192	37	1	0	193	230	0.60	0.12	0.00	0.00	0.61
12:30	58	23	1	0	4	17	118	180	40	1	0	181	221	0.57	0.13	0.00	0.00	0.57
13:00	59	24	1	0	4	16	112	175	40	1	0	176	216	0.55	0.13	0.00	0.00	0.55
13:30	62	22	1	0	4	17	111	177	39	1	0	178	217	0.56	0.12	0.00	0.00	0.56
14:00	66	21	1	0	4	17	108	178	38	1	0	179	217	0.56	0.12	0.00	0.00	0.56
14:30	65	23	1	0	4	16	113	182	39	1	0	183	222	0.57	0.12	0.00	0.00	0.58
15:00	68	22	1	0	4	16	110	182	38	1	0	183	221	0.57	0.12	0.00	0.00	0.58
15:30	70	20	1	0	4	17	107	181	37	1	0	182	219	0.57	0.12	0.00	0.00	0.57
16:00	71	19	1	0	4	17	111	186	36	1	0	187	223	0.58	0.11	0.00	0.00	0.59
16:30	66	20	2	0	4	17	112	182	37	2	0	184	221	0.57	0.12	0.01	0.00	0.58
17:00	69	20	1	0	4	16	114	187	36	1	0	188	224	0.59	0.11	0.00	0.00	0.59
17:30	64	25	1	0	4	17	111	179	**42**	1	0	180	222	0.56	**0.13**	0.00	0.00	0.57
18:00	64	20	1	0	4	16	116	184	36	1	0	185	221	0.58	0.11	0.00	0.00	0.58
18:30	68	23	1	0	4	15	117	189	38	1	0	190	228	0.59	0.12	0.00	0.00	0.60
19:00	59	18	0	0	4	15	122	185	33	0	0	185	218	0.58	0.10	0.00	0.00	0.58
19:30	63	15	0	0	4	13	124	191	28	0	0	191	219	0.60	0.09	0.00	0.00	0.60
20:00	75	16	1	0	4	15	130	209	31	1	0	210	241	0.66	0.10	0.00	0.00	0.66
20:30	74	16	1	0	4	14	131	209	30	1	0	210	240	0.66	0.09	0.00	0.00	0.66
21:00	73	18	1	0	4	14	139	216	32	1	0	217	249	0.68	0.10	0.00	0.00	0.68
21:30	79	18	1	0	4	15	141	224	33	1	0	225	258	0.70	0.10	0.00	0.00	0.71
22:00	83	20	1	0	4	16	146	233	36	1	0	234	270	0.73	0.11	0.00	0.00	0.74
22:30	80	18	1	0	4	15	150	234	33	1	0	235	268	0.74	0.10	0.00	0.00	0.74
23:00	82	18	1	0	4	15	155	241	33	1	0	242	275	0.76	0.10	0.00	0.00	0.76
23:30	80	18	1	0	4	15	159	243	33	1	0	244	277	0.76	0.10	0.00	0.00	0.77
0:00	79	18	0	0	4	16	160	243	34	0	0	243	277	0.76	0.11	0.00	0.00	0.76
0:30	79	18	0	0	4	15	161	244	33	0	0	**244**	277	0.77	0.10	0.00	0.00	**0.77**
1:00	79	18	0	0	4	15	161	244	33	0	0	**244**	277	0.77	0.10	0.00	0.00	**0.77**

Project: 1055 Bloor St
Project No:
Location: 1055 Bloor St
Date: Monday June 16, 2025
No. of Units: 323
No. of Occupied Units: 318

Parking Demand

													Demand Ratio				
Area	**A**	**A Visitor**	**A Access**	**A Reserved**	**B**	**B Vis**	**UG**	**Tot. Resident**	**Tot. Visitor**	**Tot. Access**	**Tot. Reserved**	**Res Combined**	**Total**	**Residents**	**Visitors**	**Access**	**Reserved**	**Res Combined**
Supply	**184**	**30**	**2**	**5**	**4**	**17**	**199**	**387**	**47**	**2**	**5**	**394**	**441**	**1.22**	**0.15**	**0.01**	**0.02**	1.24
5:00	76	19	0	0	4	15	151	231	34	0	0	231	265	0.73	0.11	0.00	0.00	0.73
5:30	76	19	0	0	4	15	151	231	34	0	0	231	265	0.73	0.11	0.00	0.00	0.73
6:00	74	19	0	0	4	15	151	229	34	0	0	229	263	0.72	0.11	0.00	0.00	0.72
6:30	70	19	0	0	4	13	144	218	32	0	0	218	250	0.69	0.10	0.00	0.00	0.69
7:00	68	19	0	0	4	10	136	208	29	0	0	208	237	0.65	0.09	0.00	0.00	0.65
7:30	63	18	0	0	4	9	125	192	27	0	0	192	219	0.60	0.08	0.00	0.00	0.60
8:00	57	15	0	0	4	9	116	177	24	0	0	177	201	0.56	0.08	0.00	0.00	0.56
8:30	49	18	0	0	4	8	111	164	26	0	0	164	190	0.52	0.08	0.00	0.00	0.52
9:00	46	15	0	0	4	7	105	155	22	0	0	155	177	0.49	0.07	0.00	0.00	0.49
9:30	48	19	0	0	4	4	104	156	23	0	0	156	179	0.49	0.07	0.00	0.00	0.49
10:00	45	20	0	0	4	4	104	153	24	0	0	153	177	0.48	0.08	0.00	0.00	0.48
10:30	46	22	0	0	4	7	102	152	29	0	0	152	181	0.48	0.09	0.00	0.00	0.48
11:00	45	22	0	0	4	7	98	147	29	0	0	147	176	0.46	0.09	0.00	0.00	0.46

Parking Demand

													Demand Ratio				
Area	**A**	**A Visitor**	**A Access**	**A Reserved**	**B**	**B Vis**	**UG**	**Tot. Resident**	**Tot. Visitor**	**Tot. Access**	**Tot. Reserved**		**Total**	**Residents**	**Visitors**	**Access**	**Reserved**	**Res Combined**
Supply	**184**	**30**	**2**	**5**	**4**	**17**	**199**	**387**	**47**	**2**	**5**	**394**	**441**	**1.22**	**0.15**	**0.01**	**0.02**	1.24
16:00	37	17	0	0	4	8	95	136	25	0	0	136	161	0.43	0.08	0.00	0.00	0.43
16:30	44	19	0	0	4	8	102	150	27	0	0	150	177	0.47	0.08	0.00	0.00	0.47
17:00	54	22	0	0	4	8	105	163	30	0	0	163	193	0.51	0.09	0.00	0.00	0.51
17:30	59	20	0	0	4	8	105	168	28	0	0	168	196	0.53	0.09	0.00	0.00	0.53
18:00	61	24	0	0	4	13	105	170	**37**	0	0	170	207	0.53	**0.12**	0.00	0.00	0.53
18:30	56	23	0	0	4	12	108	168	35	0	0	168	203	0.53	0.11	0.00	0.00	0.53
19:00	63	16	1	0	4	16	111	178	32	1	0	179	211	0.56	0.10	0.00	0.00	0.56
19:30	63	16	1	0	4	15	113	180	31	1	0	181	212	0.57	0.10	0.00	0.00	0.57
20:00	67	17	1	0	4	15	119	190	32	1	0	191	223	0.60	0.10	0.00	0.00	0.60
20:30	72	14	1	0	4	16	120	196	30	1	0	197	227	0.62	0.09	0.00	0.00	0.62
21:00	76	18	1	0	4	16	121	201	34	1	0	202	236	0.63	0.11	0.00	0.00	0.64
21:30	84	22	1	0	4	14	125	213	36	1	0	214	250	0.67	0.11	0.00	0.00	0.67
22:00	79	18	1	0	4	13	129	212	31	1	0	213	244	0.67	0.10	0.00	0.00	0.67
22:30	76	18	1	0	4	13	133	213	31	1	0	214	245	0.67	0.10	0.00	0.00	0.67
23:00	76	18	1	0	4	13	138	218	31	1	0	219	250	0.69	0.10	0.00	0.00	0.69
23:30	78	18	1	0	4	12	142	224	30	1	0	225	255	0.70	0.09	0.00	0.00	0.71
0:00	78	18	1	0	4	10	147	229	28	1	0	230	258	0.72	0.09	0.00	0.00	0.72
0:30	79	18	1	0	4	10	150	233	28	1	0	234	262	0.73	0.09	0.00	0.00	0.74
1:00	79	18	1	0	4	10	151	234	28	1	0	**235**	263	0.74	0.09	0.00	0.00	**0.74**

Project: 1055 Bloor St
Project No:
Location: 1055 Bloor St
Date: Thursday June 19, 2025
No. of Units: 323
No. of Occupied Units: 318

Parking Demand

													Demand Ratio				
Area	**A**	**A Visitor**	**A Access**	**A Reserved**	**B**	**B Vis**	**UG**	**Tot. Resident**	**Tot. Visitor**	**Tot. Access**	**Tot. Reserved**	**Res Combined**	**Total**	**Residents**	**Visitors**	**Access**	**Reserved**	**Res Combined**
Supply	**184**	**30**	**2**	**5**	**4**	**17**	**199**	**387**	**47**	**2**	**5**	**394**	**441**	**1.22**	**0.15**	**0.01**	**0.02**	1.24
5:00	75	23	2	0	4	15	156	235	38	2	0	**237**	275	0.74	0.12	0.01	0.00	**0.75**
5:30	73	23	2	0	4	15	155	232	38	2	0	234	272	0.73	0.12	0.01	0.00	0.74
6:00	72	23	2	0	4	15	155	231	38	2	0	233	271	0.73	0.12	0.01	0.00	0.73
6:30	67	22	2	0	3	12	150	220	34	2	0	222	256	0.69	0.11	0.01	0.00	0.70
7:00	63	21	2	0	3	12	143	209	33	2	0	211	244	0.66	0.10	0.01	0.00	0.66
7:30	58	20	1	0	3	11	119	180	31	1	0	181	212	0.57	0.10	0.00	0.00	0.57
8:00	56	22	1	0	3	10	113	172	32	1	0	173	205	0.54	0.10	0.00	0.00	0.54
8:30	55	21	1	0	2	8	112	169	29	1	0	170	199	0.53	0.09	0.00	0.00	0.53
9:00	54	21	1	0	2	7	111	167	28	1	0	168	196	0.53	0.09	0.00	0.00	0.53
9:30	52	20	1	0	3	7	111	166	27	1	0	167	194	0.52	0.08	0.00	0.00	0.53
10:00	50	20	1	0	3	5	109	162	25	1	0	163	188	0.51	0.08	0.00	0.00	0.51
10:30	49	19	1	0	3	6	108	160	25	1	0	161	186	0.50	0.08	0.00	0.00	0.51
11:00	50	19	1	0	3	6	110	163	25	1	0	164	189	0.51	0.08	0.00	0.00	0.52

Parking Demand

													Demand Ratio				
Area	**A**	**A Visitor**	**A Access**	**A Reserved**	**B**	**B Vis**	**UG**	**Tot. Resident**	**Tot. Visitor**	**Tot. Access**	**Tot. Reserved**		**Total**	**Residents**	**Visitors**	**Access**	**Reserved**	**Res Combined**
Supply	**184**	**30**	**2**	**5**	**4**	**17**	**199**	**387**	**47**	**2**	**5**	**394**	**441**	**1.22**	**0.15**	**0.01**	**0.02**	1.24
16:00	58	17	1	0	4	11	104	166	28	1	0	167	195	0.52	0.09	0.00	0.00	0.53
16:30	57	16	1	0	4	11	111	172	27	1	0	173	200	0.54	0.08	0.00	0.00	0.54
17:00	57	17	1	0	4	10	115	176	27	1	0	177	204	0.55	0.08	0.00	0.00	0.56
17:30	60	17	1	0	4	10	123	187	27	1	0	188	215	0.59	0.08	0.00	0.00	0.59
18:00	61	18	1	0	4	10	126	191	28	1	0	192	220	0.60	0.09	0.00	0.00	0.60
18:30	65	18	1	0	4	10	125	194	28	1	0	195	223	0.61	0.09	0.00	0.00	0.61
19:00	69	18	1	0	4	10	123	196	28	1	0	197	225	0.62	0.09	0.00	0.00	0.62
19:30	69	18	1	0	4	12	129	202	30	1	0	203	233	0.64	0.09	0.00	0.00	0.64
20:00	74	17	1	0	4	13	136	214	30	1	0	215	245	0.67	0.09	0.00	0.00	0.68
20:30	76	17	1	0	4	15	140	220	32	1	0	221	253	0.69	0.10	0.00	0.00	0.69
21:00	78	17	1	0	4	15	142	224	32	1	0	225	257	0.70	0.10	0.00	0.00	0.71
21:30	77	18	1	0	4	15	143	224	33	1	0	225	258	0.70	0.10	0.00	0.00	0.71
22:00	77	21	1	0	4	16	145	226	37	1	0	227	264	0.71	0.12	0.00	0.00	0.71
22:30	78	21	1	0	4	16	146	228	37	1	0	229	266	0.72	0.12	0.00	0.00	0.72
23:00	78	23	1	0	4	16	145	227	39	1	0	228	267	0.71	0.12	0.00	0.00	0.72
23:30	76	23	1	0	4	16	147	227	39	1	0	228	267	0.71	0.12	0.00	0.00	0.72
0:00	76	23	1	0	4	16	148	228	39	1	0	229	268	0.72	0.12	0.00	0.00	0.72
0:30	76	24	1	0	4	16	149	229	**40**	**1**	0	230	270	0.72	**0.13**	**0.00**	0.00	0.72
1:00	76	24	1	0	4	16	152	232	**40**	**1**	0	233	273	0.73	**0.13**	**0.00**	0.00	0.73

Project: 1055 Bloor St
Project No:
Location: 1055 Bloor St
Date: Friday June 20, 2025
No. of Units: 323
No. of Occupied Units: 318

Parking Demand

													Demand Ratio				
Area	**A**	**A Visitor**	**A Access**	**A Reserved**	**B**	**B Vis**	**UG**	**Tot. Resident**	**Tot. Visitor**	**Tot. Access**	**Tot. Reserved**	**Res Combined**	**Total**	**Residents**	**Visitors**	**Access**	**Reserved**	**Res Combined**
Supply	**184**	**30**	**2**	**5**	**4**	**17**	**199**	**387**	**47**	**2**	**5**	**394**	**441**	**1.22**	**0.15**	**0.01**	**0.02**	1.24
5:00	77	25	2	0	4	13	151	232	**38**	2	0	**234**	272	0.73	**0.12**	0.01	0.00	**0.74**
5:30	76	25	2	0	4	13	151	231	**38**	2	0	233	271	0.73	**0.12**	0.01	0.00	0.73
6:00	76	25	2	0	4	13	151	231	**38**	2	0	233	271	0.73	**0.12**	0.01	0.00	0.73
6:30	71	24	2	0	4	11	144	219	35	2	0	221	256	0.69	0.11	0.01	0.00	0.69
7:00	60	21	2	0	4	11	136	200	32	2	0	202	234	0.63	0.10	0.01	0.00	0.64
7:30	62	20	1	0	3	10	125	190	30	1	0	191	221	0.60	0.09	0.00	0.00	0.60
8:00	62	18	1	0	3	10	116	181	28	1	0	182	210	0.57	0.09	0.00	0.00	0.57
8:30	60	20	1	0	3	10	111	174	30	1	0	175	205	0.55	0.09	0.00	0.00	0.55
9:00	59	20	1	0	2	10	105	166	30	1	0	167	197	0.52	0.09	0.00	0.00	0.53
9:30	55	19	1	0	2	9	104	161	28	1	0	162	190	0.51	0.09	0.00	0.00	0.51
10:00	52	20	0	0	2	8	104	158	28	0	0	158	186	0.50	0.09	0.00	0.00	0.50
10:30	52	21	0	0	2	8	102	156	29	0	0	156	185	0.49	0.09	0.00	0.00	0.49
11:00	52	22	0	0	3	10	98	153	32	0	0	153	185	0.48	0.10	0.00	0.00	0.48

Parking Demand

													Demand Ratio				
Area	**A**	**A Visitor**	**A Access**	**A Reserved**	**B**	**B Vis**	**UG**	**Tot. Resident**	**Tot. Visitor**	**Tot. Access**	**Tot. Reserved**	**Res Combined**	**Total**	**Residents**	**Visitors**	**Access**	**Reserved**	**Res Combined**
Supply	**184**	**30**	**2**	**5**	**4**	**17**	**199**	**387**	**47**	**2**	**5**	**394**	**441**	**1.22**	**0.15**	**0.01**	**0.02**	1.24
16:00	56	17	1	0	4	14	95	155	31	1	0	156	187	0.49	0.10	0.00	0.00	0.49
16:30	56	19	1	0	4	15	102	162	34	1	0	163	197	0.51	0.11	0.00	0.00	0.51
17:00	57	19	1	0	4	15	105	166	34	1	0	167	201	0.52	0.11	0.00	0.00	0.53
17:30	59	19	1	0	4	16	105	168	35	1	0	169	204	0.53	0.11	0.00	0.00	0.53
18:00	61	20	0	0	4	17	105	170	37	0	0	170	207	0.53	0.12	0.00	0.00	0.53
18:30	61	20	0	0	4	16	108	173	36	0	0	173	209	0.54	0.11	0.00	0.00	0.54
19:00	61	17	1	0	4	16	111	176	33	1	0	177	210	0.55	0.10	0.00	0.00	0.56
19:30	62	17	1	0	4	16	113	179	33	1	0	180	213	0.56	0.10	0.00	0.00	0.57
20:00	64	17	1	0	4	15	119	187	32	1	0	188	220	0.59	0.10	0.00	0.00	0.59
20:30	63	19	1	0	4	16	120	187	35	1	0	188	223	0.59	0.11	0.00	0.00	0.59
21:00	63	20	1	0	4	17	121	188	37	1	0	189	226	0.59	0.12	0.00	0.00	0.59
21:30	68	18	1	0	4	16	125	197	34	1	0	198	232	0.62	0.11	0.00	0.00	0.62
22:00	73	17	1	0	4	16	129	206	33	1	0	207	240	0.65	0.10	0.00	0.00	0.65
22:30	74	17	2	0	4	16	133	211	33	2	0	213	246	0.66	0.10	0.01	0.00	0.67
23:00	75	17	2	0	4	16	138	217	33	2	0	219	252	0.68	0.10	0.01	0.00	0.69
23:30	75	16	2	0	4	16	142	221	32	2	0	223	255	0.69	0.10	0.01	0.00	0.70
0:00	74	16	2	0	4	16	147	225	32	2	0	227	259	0.71	0.10	0.01	0.00	0.71
0:30	75	18	2	0	4	16	150	229	34	2	0	231	265	0.72	0.11	0.01	0.00	0.73
1:00	75	19	2	0	4	16	151	230	35	2	0	232	267	0.72	0.11	0.01	0.00	0.73

Project: 1055 Bloor St
Project No: 7765-04
Location: 1055 Bloor St
Date: Thursday June 26, 2025
No. of Units: 323
No. of Occupied Units: 318

Parking Demand

														Demand Ratio				
Area	**A**	**A Visitor**	**A Access**	**A Reserved**	**B**	**B Vis**	**UG**	**Tot. Resident**	**Tot. Visitor**	**Tot. Access**	**Tot. Reserved**	**Res Combined**	**Total**	**Residents**	**Visitors**	**Access**	**Reserved**	**Res Combined**
Supply	**184**	**30**	**2**	**5**	**4**	**17**	**199**	**387**	**47**	**2**	**5**	**394**	**441**	**1.22**	**0.15**	**0.01**	**0.02**	1.24
5:00	84	23	2	0	4	15	154	242	38	2	0	**244**	282	0.76	0.12	0.01	0.00	**0.77**
5:30	83	23	2	0	4	15	153	240	38	2	0	242	280	0.75	0.12	0.01	0.00	0.76
6:00	83	23	2	0	4	13	151	238	36	2	0	240	276	0.75	0.11	0.01	0.00	0.75
6:30	75	19	2	0	4	12	145	224	31	2	0	226	257	0.70	0.10	0.01	0.00	0.71
7:00	69	14	2	0	4	10	134	207	24	2	0	209	233	0.65	0.08	0.01	0.00	0.66
7:30	67	17	2	0	3	9	129	199	26	2	0	201	227	0.63	0.08	0.01	0.00	0.63
8:00	62	18	2	0	3	8	123	188	26	2	0	190	216	0.59	0.08	0.01	0.00	0.60
8:30	58	18	2	0	3	8	111	172	26	2	0	174	200	0.54	0.08	0.01	0.00	0.55
9:00	51	18	1	0	2	7	104	157	25	1	0	158	183	0.49	0.08	0.00	0.00	0.50
9:30	52	17	1	0	2	7	98	152	24	1	0	153	177	0.48	0.08	0.00	0.00	0.48
10:00	49	16	2	0	2	7	94	145	23	2	0	147	170	0.46	0.07	0.01	0.00	0.46
10:30	51	16	2	0	2	7	95	148	23	2	0	150	173	0.47	0.07	0.01	0.00	0.47
11:00	50	15	1	0	2	7	92	144	22	1	0	145	167	0.45	0.07	0.00	0.00	0.46

Parking Demand

														Demand Ratio				
Area	**A**	**A Visitor**	**A Access**	**A Reserved**	**B**	**B Vis**	**UG**	**Tot. Resident**	**Tot. Visitor**	**Tot. Access**	**Tot. Reserved**	**Res Combined**	**Total**	**Residents**	**Visitors**	**Access**	**Reserved**	**Res Combined**
Supply	**184**	**30**	**2**	**5**	**4**	**17**	**199**	**387**	**47**	**2**	**5**	**394**	**441**	**1.22**	**0.15**	**0.01**	**0.02**	1.24
16:00	52	17	1	0	3	6	87	142	23	1	0	143	166	0.45	0.07	0.00	0.00	0.45
16:30	54	18	1	0	3	7	92	149	25	1	0	150	175	0.47	0.08	0.00	0.00	0.47
17:00	57	20	2	0	3	10	105	165	30	2	0	167	197	0.52	0.09	0.01	0.00	0.53
17:30	58	20	2	0	4	11	111	173	31	2	0	175	206	0.54	0.10	0.01	0.00	0.55
18:00	63	21	2	0	4	13	119	186	34	2	0	188	222	0.58	0.11	0.01	0.00	0.59
18:30	68	22	2	0	4	13	122	194	35	2	0	196	231	0.61	0.11	0.01	0.00	0.62
19:00	71	24	2	0	4	15	125	200	**39**	2	0	202	241	0.63	**0.12**	0.01	0.00	0.64
19:30	69	23	2	0	4	14	126	199	37	2	0	201	238	0.63	0.12	0.01	0.00	0.63
20:00	68	23	2	0	3	14	129	200	37	2	0	202	239	0.63	0.12	0.01	0.00	0.64
20:30	70	22	2	0	3	14	133	206	36	2	0	208	244	0.65	0.11	0.01	0.00	0.65
21:00	71	19	2	0	3	12	139	213	31	2	0	215	246	0.67	0.10	0.01	0.00	0.68
21:30	73	18	2	0	3	13	142	218	31	2	0	220	251	0.69	0.10	0.01	0.00	0.69
22:00	75	18	2	0	3	13	145	223	31	2	0	225	256	0.70	0.10	0.01	0.00	0.71
22:30	77	18	2	0	3	13	146	226	31	2	0	228	259	0.71	0.10	0.01	0.00	0.72
23:00	79	16	2	0	4	13	150	233	29	2	0	235	264	0.73	0.09	0.01	0.00	0.74
23:30	81	17	2	0	4	14	150	235	31	2	0	237	268	0.74	0.10	0.01	0.00	0.75
0:00	83	18	2	0	4	15	149	236	33	2	0	238	271	0.74	0.10	0.01	0.00	0.75
0:30	83	19	2	0	4	15	152	239	34	2	0	241	275	0.75	0.11	0.01	0.00	0.76
1:00	84	19	2	0	4	16	154	242	35	2	0	**244**	279	0.76	0.11	0.01	0.00	**0.77**

Project: 1055 Bloor St
Project No: 7765-04
Location: 1055 Bloor St
Date: Friday June 27, 2025
No. of Units: 323
No. of Occupied Units: 318

Parking Demand

														Demand Ratio				
Area	**A**	**A Visitor**	**A Access**	**A Reserved**	**B**	**B Vis**	**UG**	**Tot. Resident**	**Tot. Visitor**	**Tot. Access**	**Tot. Reserved**	**Res Combined**	**Total**	**Residents**	**Visitors**	**Access**	**Reserved**	**Res Combined**
Supply	**184**	**30**	**2**	**5**	**4**	**17**	**199**	**387**	**47**	**2**	**5**	**394**	**441**	**1.22**	**0.15**	**0.01**	**0.02**	1.24
5:00	84	26	2	0	3	16	154	241	**42**	2	0	**243**	285	0.76	**0.13**	0.01	0.00	**0.76**
5:30	82	26	2	0	3	16	151	236	**42**	2	0	238	280	0.74	**0.13**	0.01	0.00	0.75
6:00	79	26	2	0	3	16	144	226	**42**	2	0	228	270	0.71	**0.13**	0.01	0.00	0.72
6:30	77	24	2	0	3	15	140	220	39	2	0	222	261	0.69	0.12	0.01	0.00	0.70
7:00	73	23	2	0	2	13	134	209	36	2	0	211	247	0.66	0.11	0.01	0.00	0.66
7:30	69	21	2	0	1	11	132	202	32	2	0	204	236	0.64	0.10	0.01	0.00	0.64
8:00	66	21	2	0	1	10	128	195	31	2	0	197	228	0.61	0.10	0.01	0.00	0.62
8:30	62	20	2	0	2	10	120	184	30	2	0	186	216	0.58	0.09	0.01	0.00	0.58
9:00	58	18	1	0	2	10	110	170	28	1	0	171	199	0.53	0.09	0.00	0.00	0.54
9:30	55	17	1	0	3	9	99	157	26	1	0	158	184	0.49	0.08	0.00	0.00	0.50
10:00	53	17	1	0	3	9	98	154	26	1	0	155	181	0.48	0.08	0.00	0.00	0.49
10:30	52	17	1	0	3	10	95	150	27	1	0	151	178	0.47	0.08	0.00	0.00	0.47
11:00	52	18	1	0	3	10	93	148	28	1	0	149	177	0.47	0.09	0.00	0.00	0.47

Parking Demand

														Demand Ratio				
Area	**A**	**A Visitor**	**A Access**	**A Reserved**	**B**	**B Vis**	**UG**	**Tot. Resident**	**Tot. Visitor**	**Tot. Access**	**Tot. Reserved**	**Res Combined**	**Total**	**Residents**	**Visitors**	**Access**	**Reserved**	**Res Combined**
Supply	**184**	**30**	**2**	**5**	**4**	**17**	**199**	**387**	**47**	**2**	**5**	**394**	**441**	**1.22**	**0.15**	**0.01**	**0.02**	1.24
16:00	53	16	2	0	2	6	99	154	22	2	0	156	178	0.48	0.07	0.01	0.00	0.49
16:30	55	17	2	0	2	7	102	159	24	2	0	161	185	0.50	0.08	0.01	0.00	0.51
17:00	56	17	2	0	2	7	105	163	24	2	0	165	189	0.51	0.08	0.01	0.00	0.52
17:30	58	18	2	0	3	8	115	176	26	2	0	178	204	0.55	0.08	0.01	0.00	0.56
18:00	60	18	2	0	3	10	120	183	28	2	0	185	213	0.58	0.09	0.01	0.00	0.58
18:30	62	20	2	0	4	10	124	190	30	2	0	192	222	0.60	0.09	0.01	0.00	0.60
19:00	59	19	1	0	4	10	122	185	29	1	0	186	215	0.58	0.09	0.00	0.00	0.58
19:30	60	18	0	0	4	10	125	189	28	0	0	189	217	0.59	0.09	0.00	0.00	0.59
20:00	61	19	0	0	4	10	128	193	29	0	0	193	222	0.61	0.09	0.00	0.00	0.61
20:30	65	19	0	0	4	12	132	201	31	0	0	201	232	0.63	0.10	0.00	0.00	0.63
21:00	68	20	0	0	4	14	135	207	34	0	0	207	241	0.65	0.11	0.00	0.00	0.65
21:30	71	21	0	0	4	16	140	215	37	0	0	215	252	0.68	0.12	0.00	0.00	0.68
22:00	71	22	0	0	4	16	142	217	38	0	0	217	255	0.68	0.12	0.00	0.00	0.68
22:30	71	22	0	0	3	16	143	217	38	0	0	217	255	0.68	0.12	0.00	0.00	0.68
23:00	73	23	0	0	3	15	144	220	38	0	0	220	258	0.69	0.12	0.00	0.00	0.69
23:30	73	20	1	0	3	15	145	221	35	1	0	222	257	0.69	0.11	0.00	0.00	0.70
0:00	73	21	1	0	3	15	147	223	36	1	0	224	260	0.70	0.11	0.00	0.00	0.70
0:30	74	20	1	0	3	15	149	226	35	1	0	227	262	0.71	0.11	0.00	0.00	0.71
1:00	74	21	1	0	3	15	149	226	36	1	0	227	263	0.71	0.11	0.00	0.00	0.71


UG
A
B
1055 Bloor St
Riverspray Crescent
Bloor St

Project: 1055 Bloor St
Project No: 7765-04
Location: 1560 Bloor St
Date: Sunday June 15, 2025
No. of Units: 132
No. of Occupied Units: 131

Parking Demand

								Demand Ratio	
Area	**A Resident**	**A Visitor**	**B Resident**	**B UG**	**Tot. Resident**	**Tot. Visitor**	**Total**	**Residents**	**Visitors**
Supply	**51**	**4**	**72**	**54**	**177**	**4**	**181**	**1.35**	**0.03**
11:00	25	4	48	22	95	4	99	0.73	0.03
11:30	26	4	46	22	94	4	98	0.72	0.03
12:00	24	3	48	23	95	3	98	0.73	0.02
12:30	26	4	50	24	100	4	104	0.76	0.03
13:00	28	4	51	25	104	4	108	0.79	0.03
13:30	28	4	53	26	107	4	111	0.82	0.03
14:00	31	4	51	24	106	4	110	0.81	0.03
14:30	30	4	51	25	106	4	110	0.81	0.03
15:00	30	4	53	24	107	4	111	0.82	0.03
15:30	33	4	56	23	112	4	116	0.85	0.03
16:00	38	4	58	25	121	4	125	0.92	0.03
16:30	39	4	58	25	122	4	126	0.93	0.03
17:00	39	4	60	24	123	4	127	0.94	0.03
17:30	43	4	63	24	130	4	134	0.99	0.03
18:00	41	4	66	25	132	4	136	1.01	0.03
18:30	41	4	68	25	134	4	138	1.02	0.03
19:00	36	4	66	26	128	4	132	0.98	0.03
19:30	37	4	66	27	130	4	134	0.99	0.03
20:00	39	4	68	30	137	4	141	1.05	0.03
20:30	42	4	69	31	142	4	146	1.08	0.03
21:00	42	4	72	31	145	4	149	1.11	0.03
21:30	42	4	66	31	139	4	143	1.06	0.03
22:00	41	4	67	33	141	4	145	1.08	0.03
22:30	40	4	66	32	138	4	142	1.05	0.03
23:00	42	4	65	33	140	4	144	1.07	0.03
23:30	48	4	67	36	151	4	155	1.15	0.03
0:00	46	4	66	37	149	4	153	1.14	0.03
0:30	45	4	68	37	150	4	154	1.15	0.03
1:00	47	4	68	37	**152**	**4**	156	**1.16**	**0.03**

Project: 1055 Bloor St
Project No: 7765-04
Location: 1560 Bloor St
Date: Monday June 16, 2025
No. of Units: 132
No. of Occupied Units: 131

Parking Demand

								Demand Ratio	
Area	**A Resident**	**A Visitor**	**B Resident**	**B UG**	**Tot. Resident**	**Tot. Visitor**	**Total**	**Residents**	**Visitors**
Supply	**51**	**4**	**72**	**54**	**177**	**4**	**181**	**1.35**	**0.03**
5:00	45	4	68	37	**150**	**4**	154	**1.15**	**0.03**
5:30	42	4	66	37	145	4	149	1.11	0.03
6:00	41	4	66	37	144	4	148	1.10	0.03
6:30	38	4	65	36	139	4	143	1.06	0.03
7:00	35	3	63	33	131	3	134	1.00	0.02
7:30	32	4	60	27	119	4	123	0.91	0.03
8:00	28	4	59	25	112	4	116	0.85	0.03
8:30	27	4	45	19	91	4	95	0.69	0.03
9:00	30	4	45	21	96	4	100	0.73	0.03
9:30	29	4	48	21	98	4	102	0.75	0.03
10:00	28	4	44	20	92	4	96	0.70	0.03
10:30	30	4	44	20	94	4	98	0.72	0.03
11:00	30	4	42	20	92	4	96	0.70	0.03

Parking Demand

								Demand Ratio	
Area	**A Resident**	**A Visitor**	**B Resident**	**B UG**	**Tot. Resident**	**Tot. Visitor**	**Total**	**Residents**	**Visitors**
Supply	**51**	**4**	**72**	**54**	**177**	**4**	**181**	**1.35**	**0.03**
16:00	34	4	48	22	104	4	108	0.79	0.03
16:30	33	4	50	26	109	4	113	0.83	0.03
17:00	34	4	51	25	110	4	114	0.84	0.03
17:30	34	4	53	27	114	4	118	0.87	0.03
18:00	33	4	54	27	114	4	118	0.87	0.03
18:30	37	4	52	27	116	4	120	0.89	0.03
19:00	36	4	55	29	120	4	124	0.92	0.03
19:30	38	4	58	29	125	4	129	0.95	0.03
20:00	40	4	53	26	119	4	123	0.91	0.03
20:30	45	4	53	27	125	4	129	0.95	0.03
21:00	44	3	58	25	127	3	130	0.97	0.02
21:30	48	4	60	29	137	4	141	1.05	0.03
22:00	46	4	63	31	140	4	144	1.07	0.03
22:30	45	4	66	33	144	4	148	1.10	0.03
23:00	44	4	68	34	146	4	150	1.11	0.03
23:30	45	4	68	36	149	4	153	1.14	0.03
0:00	44	4	68	36	148	4	152	1.13	0.03
0:30	46	4	68	36	**150**	**4**	154	**1.15**	**0.03**
1:00	46	4	68	36	**150**	**4**	154	**1.15**	**0.03**

Project: 1055 Bloor St
Project No: 7765-04
Location: 1560 Bloor St
Date: Thursday June 19, 2025
No. of Units: 132
No. of Occupied Units: 131

Parking Demand

								Demand Ratio	
Area	**A Resident**	**A Visitor**	**B Resident**	**B UG**	**Tot. Resident**	**Tot. Visitor**	**Total**	**Residents**	**Visitors**
Supply	**51**	**4**	**72**	**54**	**177**	**4**	**181**	**1.35**	**0.03**
5:00	47	4	64	37	148	4	152	1.13	0.03
5:30	46	4	64	36	146	4	150	1.11	0.03
6:00	42	4	63	35	140	4	144	1.07	0.03
6:30	45	4	60	35	140	4	144	1.07	0.03
7:00	40	4	61	35	136	4	140	1.04	0.03
7:30	36	4	56	28	120	4	124	0.92	0.03
8:00	37	4	54	28	119	4	123	0.91	0.03
8:30	35	4	48	24	107	4	111	0.82	0.03
9:00	32	4	49	23	104	4	108	0.79	0.03
9:30	32	4	47	24	103	4	107	0.79	0.03
10:00	32	4	47	24	103	4	107	0.79	0.03
10:30	28	4	42	21	91	4	95	0.69	0.03
11:00	30	4	43	22	95	4	99	0.73	0.03

Parking Demand

								Demand Ratio	
Area	**A Resident**	**A Visitor**	**B Resident**	**B UG**	**Tot. Resident**	**Tot. Visitor**	**Total**	**Residents**	**Visitors**
Supply	**51**	**4**	**72**	**54**	**177**	**4**	**181**	1.35	0.03
16:00	35	4	41	23	99	4	103	0.76	0.03
16:30	37	4	45	22	104	4	108	0.79	0.03
17:00	35	4	46	24	105	4	109	0.80	0.03
17:30	37	4	50	24	111	4	115	0.85	0.03
18:00	35	4	53	22	110	4	114	0.84	0.03
18:30	41	4	52	27	120	4	124	0.92	0.03
19:00	39	4	55	29	123	4	127	0.94	0.03
19:30	39	4	56	30	125	4	129	0.95	0.03
20:00	40	4	57	31	128	4	132	0.98	0.03
20:30	41	4	57	31	129	4	133	0.98	0.03
21:00	47	4	60	30	137	4	141	1.05	0.03
21:30	43	4	59	31	133	4	137	1.02	0.03
22:00	47	4	60	33	140	4	144	1.07	0.03
22:30	51	4	64	33	148	4	152	1.13	0.03
23:00	49	4	60	35	144	4	148	1.10	0.03
23:30	51	4	62	35	148	4	152	1.13	0.03
0:00	51	4	66	39	**156**	**4**	160	**1.19**	**0.03**
0:30	51	4	66	38	155	4	159	1.18	0.03
1:00	51	4	65	38	154	4	158	1.18	0.03

Project: 1055 Bloor St
Project No: 7765-04
Location: 1560 Bloor St
Date: Friday June 20, 2025
No. of Units: 132
No. of Occupied Units: 131

Parking Demand

Area	A Resident	A Visitor	B Resident	B UG	Tot. Resident	Tot. Visitor	Total	Demand Ratio Residents	Demand Ratio Visitors
Supply	**51**	**4**	**72**	**54**	**177**	**4**	**181**	**1.35**	**0.03**
5:00	48	4	65	36	149	4	153	1.14	0.03
5:30	46	4	63	36	145	4	149	1.11	0.03
6:00	42	4	61	35	138	4	142	1.05	0.03
6:30	42	4	60	35	137	4	141	1.05	0.03
7:00	37	4	60	34	131	4	135	1.00	0.03
7:30	36	4	56	31	123	4	127	0.94	0.03
8:00	35	4	52	29	116	4	120	0.89	0.03
8:30	33	4	52	29	114	4	118	0.87	0.03
9:00	31	4	45	23	99	4	103	0.76	0.03
9:30	32	4	41	23	96	4	100	0.73	0.03
10:00	31	4	39	23	93	4	97	0.71	0.03
10:30	31	4	39	23	93	4	97	0.71	0.03
11:00	31	4	43	23	97	4	101	0.74	0.03

Parking Demand

Area	A Resident	A Visitor	B Resident	B UG	Tot. Resident	Tot. Visitor	Total	Demand Ratio Residents	Demand Ratio Visitors
Supply	**51**	**4**	**72**	**54**	**177**	**4**	**181**	**1.35**	**0.03**
16:00	31	4	45	16	92	4	96	0.70	0.03
16:30	31	4	46	18	95	4	99	0.73	0.03
17:00	35	4	48	19	102	4	106	0.78	0.03
17:30	36	4	50	21	107	4	111	0.82	0.03
18:00	33	4	52	21	106	4	110	0.81	0.03
18:30	35	4	51	21	107	4	111	0.82	0.03
19:00	36	4	49	23	108	4	112	0.82	0.03
19:30	35	4	56	26	117	4	121	0.89	0.03
20:00	35	4	57	28	120	4	124	0.92	0.03
20:30	43	4	57	29	129	4	133	0.98	0.03
21:00	45	4	55	30	130	4	134	0.99	0.03
21:30	45	4	57	29	131	4	135	1.00	0.03
22:00	44	4	58	32	134	4	138	1.02	0.03
22:30	44	4	56	31	131	4	135	1.00	0.03
23:00	43	4	55	34	132	4	136	1.01	0.03
23:30	46	4	60	37	143	4	147	1.09	0.03
0:00	49	4	58	35	142	4	146	1.08	0.03
0:30	51	4	62	35	148	4	152	1.13	0.03
1:00	51	4	65	36	**152**	**4**	156	**1.16**	**0.03**

Project: 1055 Bloor St
Project No: 7765-04
Location: 1560 Bloor St
Date: Thursday June 26, 2025
No. of Units: 132
No. of Occupied Units: 131

Parking Demand

								Demand Ratio	
Area	**A Resident**	**A Visitor**	**B Resident**	**B UG**	**Tot. Resident**	**Tot. Visitor**	**Total**	**Residents**	**Visitors**
Supply	**51**	**4**	**72**	**54**	**177**	**4**	**181**	**1.35**	**0.03**
5:00	45	4	65	36	146	4	150	1.11	0.03
5:30	45	4	64	36	145	4	149	1.11	0.03
6:00	43	4	64	36	143	4	147	1.09	0.03
6:30	40	4	64	35	139	4	143	1.06	0.03
7:00	38	4	59	33	130	4	134	0.99	0.03
7:30	37	4	55	27	119	4	123	0.91	0.03
8:00	35	4	54	25	114	4	118	0.87	0.03
8:30	35	4	46	24	105	4	109	0.80	0.03
9:00	34	4	46	23	103	4	107	0.79	0.03
9:30	32	4	46	22	100	4	104	0.76	0.03
10:00	32	4	46	21	99	4	103	0.76	0.03
10:30	32	4	46	20	98	4	102	0.75	0.03
11:00	30	4	46	19	95	4	99	0.73	0.03

Parking Demand

								Demand Ratio	
Area	**A Resident**	**A Visitor**	**B Resident**	**B UG**	**Tot. Resident**	**Tot. Visitor**	**Total**	**Residents**	**Visitors**
Supply	**51**	**4**	**72**	**54**	**177**	**4**	**181**	**1.35**	**0.03**
16:00	32	4	50	21	103	4	107	0.79	0.03
16:30	33	4	54	22	109	4	113	0.83	0.03
17:00	28	4	51	27	106	4	110	0.81	0.03
17:30	30	4	51	26	107	4	111	0.82	0.03
18:00	34	4	51	27	112	4	116	0.85	0.03
18:30	37	4	57	23	117	4	121	0.89	0.03
19:00	36	4	55	24	115	4	119	0.88	0.03
19:30	37	4	53	27	117	4	121	0.89	0.03
20:00	38	4	57	29	124	4	128	0.95	0.03
20:30	39	4	60	33	132	4	136	1.01	0.03
21:00	39	4	60	33	132	4	136	1.01	0.03
21:30	41	4	65	32	138	4	142	1.05	0.03
22:00	43	4	65	31	139	4	143	1.06	0.03
22:30	43	4	65	31	139	4	143	1.06	0.03
23:00	42	4	68	31	141	4	145	1.08	0.03
23:30	44	4	69	34	147	4	151	1.12	0.03
0:00	45	4	70	33	148	4	152	1.13	0.03
0:30	46	4	70	33	149	4	153	1.14	0.03
1:00	47	4	71	32	**150**	**4**	154	**1.15**	**0.03**

Project: 1055 Bloor St
Project No: 7765-04
Location: 1560 Bloor St
Date: Friday June 27, 2025
No. of Units: 132
No. of Occupied Units: 131

Parking Demand

								Demand Ratio	
Area	**A Resident**	**A Visitor**	**B Resident**	**B UG**	**Tot. Resident**	**Tot. Visitor**	**Total**	**Residents**	**Visitors**
Supply	**51**	**4**	**72**	**54**	**177**	**4**	**181**	**1.35**	**0.03**
5:00	46	4	68	33	147	4	151	1.12	0.03
5:30	44	4	66	33	143	4	147	1.09	0.03
6:00	44	4	65	33	142	4	146	1.08	0.03
6:30	37	3	63	32	132	3	135	1.01	0.02
7:00	37	3	61	30	128	3	131	0.98	0.02
7:30	34	3	58	26	118	3	121	0.90	0.02
8:00	34	3	55	25	114	3	117	0.87	0.02
8:30	33	3	53	25	111	3	114	0.85	0.02
9:00	32	3	51	23	106	3	109	0.81	0.02
9:30	31	3	47	21	99	3	102	0.76	0.02
10:00	34	3	45	21	100	3	103	0.76	0.02
10:30	32	3	47	22	101	3	104	0.77	0.02
11:00	31	3	43	22	96	3	99	0.73	0.02

Parking Demand

								Demand Ratio	
Area	**A Resident**	**A Visitor**	**B Resident**	**B UG**	**Tot. Resident**	**Tot. Visitor**	**Total**	**Residents**	**Visitors**
Supply	**51**	**4**	**72**	**54**	**177**	**4**	**181**	**1.35**	**0.03**
16:00	37	3	42	23	102	3	105	0.78	0.02
16:30	37	3	41	24	102	3	105	0.78	0.02
17:00	33	3	40	25	98	3	101	0.75	0.02
17:30	32	4	44	24	100	4	104	0.76	0.03
18:00	31	4	44	23	98	4	102	0.75	0.03
18:30	35	4	45	24	104	4	108	0.79	0.03
19:00	37	4	45	24	106	4	110	0.81	0.03
19:30	38	4	47	26	111	4	115	0.85	0.03
20:00	38	4	51	25	114	4	118	0.87	0.03
20:30	39	4	54	29	122	4	126	0.93	0.03
21:00	41	4	56	30	127	4	131	0.97	0.03
21:30	43	4	54	28	125	4	129	0.95	0.03
22:00	44	4	56	31	131	4	135	1.00	0.03
22:30	41	4	60	34	135	4	139	1.03	0.03
23:00	44	4	60	34	138	4	142	1.05	0.03
23:30	46	4	61	34	141	4	145	1.08	0.03
0:00	46	4	63	35	144	4	148	1.10	0.03
0:30	45	4	66	36	147	4	151	1.12	0.03
1:00	46	4	68	36	**150**	**4**	154	**1.15**	**0.03**

Appendix C:
City Staff Report Dated August 13, 2026

City of Mississauga

Memorandum:

City Department and Agency Comments

Date Finalized: 2026-08-13	File(s): A234.26
To: Committee of Adjustment	
From: Committee of Adjustment Coordinator	Meeting date:8/20/2026 3:30:00 PM

Consolidated Recommendation

The City recommends that the application be deferred.

Application Details

The applicant requests the Committee to approve a minor variance to allow the construction of new dwellings, a change of use, and reduced parking spaces proposing:

1. A front yard setback to physical services and utility structures of 0m whereas By-law 0225-2007, as amended, requires a minimum front yard setback of 7.50m (approx. 24.61ft) in this instance;
2. A depth of a landscaped buffer of 0m whereas By-law 0225-2007, as amended, requires a minimum depth of a landscaped buffer abutting a lot line that is a street line and/or abutting lands with an Open Space, Greenlands and/or a Residential Zone with the exception of an Apartment Zone of 0m in this instance;
3. A setback to the centreline of the right-of-way of 18.40m (approx. 60.37ft) whereas By-law 0225-2007, as amended, requires a minimum setback to the centreline of the right-of-way of 20.50m (approx. 67.26ft) in this instance;
4. An encroachment of eaves of 0.90m (approx. 2.95ft) whereas By-law 0225-2007, as amended, permits a maximum encroachment of eaves of 0.45m (approx. 1.48ft) in this instance;
5. A resident parking rate of 0.77 spaces per unit and a visitor parking rate of 0.13 spaces per unit for Rental Apartment use whereas By-law 0225-2007, as amended, requires a minimum resident parking rate of 1.0 space per unit and a minimum visitor parking rate of 0.2 spaces per unit for Rental Apartment uses in this instance;
6. A resident parking rate of 1.33 spaces per unit and a visitor parking rate of 0.04 spaces per unit for Back to Back and Stacked Townhouse without exclusive use garage and driveway use whereas By-law 0225-2007, as amended, requires a minimum resident parking rate of 1.5 spaces per unit and a minimum visitor parking rate of 0.25 spaces per unit for Back to Back and Stacked Townhouse without exclusive use garage and driveway in this instance;
7. A total of 3 accessible parking spaces whereas By-law 0225-2007, as amended, requires a minimum of 4 accessible parking spaces in this instance;

8. A Stacked Back to Back Townhouses use in RM5-1 Zone whereas By-law 0225-2007, as amended, does not permit Stacked Townhouses uses in RM5-1 Zone;
9. A floor space index - apartment zone of 1.6 whereas By-law 0225-2007, as amended, permits a maximum floor space index - apartment zone of 1.2 in this instance;
10. A depth of a landscaped buffer abutting a lot line of 3.00m (approx. 9.84ft) whereas By-law 0225-2007, as amended, requires a minimum depth of a landscaped buffer abutting a lot line that is a street line and/or abutting lands with an Open Space, Greenlands and/or a Residential Zone with the exception of an Apartment Zone of 4.50m (approx. 14.76ft) in this instance;
11. An amenity area of 2,140.00sq m (approx. 23,034.77sq ft) whereas By-law 0225-2007, as amended, requires a minimum amenity area of 2,444.00sq m (approx. 26307.00sq ft) in this instance;
12. A front yard setback of 5.80m (approx. 19.03ft) for Block A and a front yard setback of 3.80m (approx. 12.47ft) for Block B whereas By-law 0225-2007, as amended, requires a minimum front yard setback of 7.50m (approx. 24.61ft) in this instance
13. An exterior side yard setback of 5.10m (approx. 16.73ft) for Block B, an exterior side yard setback of 5.80m (approx. 19.03ft) for Block C, and an exterior side yard setback of 5.80m (approx. 19.03ft) for Block D whereas By-law 0225-2007, as amended, requires a minimum exterior side yard setback of 7.50m (approx. 24.61ft) in this instance;
14. An internal setback from the front wall of a building to a condominium road, sidewalk, walkway or parking space not located on a driveway of 2.80m (approx. 9.19ft) whereas By-law 0225-2007, as amended, requires a minimum internal setback from the front wall of a building to a condominium road, sidewalk, walkway or parking space not located on a driveway of 4.50m (approx. 14.76ft) in this instance;
15. An internal setback from a porch, exclusive of stairs, located at and accessible from the first storey or below the first storey, to a condominium road, sidewalk, walkway or parking space of 0m whereas By-law 0225-2007, as amended, requires a minimum internal setback from a porch, exclusive of stairs, located at and accessible from the first storey or below the first storey, to a condominium road, sidewalk, walkway or parking space of 2.50m (approx. 8.20ft) in this instance;
16. An internal setback from a side wall of a building to a condominium road, sidewalk, or parking space of 0.60m (approx. 1.97ft) whereas By-law 0225-2007, as amended, requires a minimum internal setback from a side wall of a building to a condominium road, sidewalk, or parking space of 3.00m (approx. 19.69ft) in this instance;
17. A width of a condominium road of 6.00m (approx. 1.97ft) whereas By-law 0225-2007, as amended, requires a minimum width of a condominium road of 7.00m (approx. 22.97ft) in this instance;
18. A contiguous private outdoor space of 2.20sq m (approx. 23.68sq ft) per unit when located on a balcony whereas By-law 0225-2007, as amended, requires a minimum a contiguous private outdoor space of 4.50sq m (approx. 48.44sq ft) per unit when located on a balcony in this instance; and
19. An encroachment of patio of 2.80m (approx. 9.19ft) whereas By-law 0225-2007, as

amended, permits a maximum encroachment of deck into a required yard of 1.60m (approx. 5.25ft) in this instance.

Background

Property Address: 1055 Bloor St

Mississauga Official Plan

Character Area: **Applewood Neighbourhood**
Designation: **Residential** High-Rise

Zoning By-law 0225-2007

Zoning: RA5-1 - Residential

Other Applications: SP 25-049

Site and Area Context

The subject property is located along the south side of Bloor Street Road East, north-west of the Bloor Street and Runningbrook Drive intersection in the Applewood Neighbourhood Character Area. The site has a total lot area of +/- 2.82 ha (6.96 ac) and contains one existing seventeen (17) storey apartment building with an associated surface parking and an underground parking garage. Mature vegetation exists on the subject property. The surrounding area context is comprised of a mix of uses. There are residential properties in the form of detached, semi-detached and apartment dwellings that are located in close proximity to the subject property. A commercial plaza, Applewood Hills Plaza abuts the property along the eastern lot line.

The applicant is proposing to construct stacked back to back town homes requiring variances for the location of the transformer, centreline setback, eaves encroachments, parking requirements, the townhouse use, FSI, landscape buffers, amenity area, front yard setbacks, exterior side yard setbacks, internal setbacks, contiguous private outdoor space and patio encroachments

Comments

Planning

Section 45 of the *Planning Act* provides the Committee of Adjustment with the authority to grant relief from the requirements of a municipal zoning by-law. Approval of applications must meet the requirements set out under 45(1) and/or 45(2) (a) or (b) in the *Planning Act*.

Staff comments concerning the application of the four tests to this minor variance request are as follows:

The subject site is located in the Applewood Neihgbourhood Character Area and is designated High-Rise in the Mississauga Official Plan (MOP). As per the official plan, this designation allows for some low-density residential uses accessory to the apartment building.

Variances 5 and 6 purposes a reduction in the required parking rate (residential and visitor) for the existing building and the proposed townhomes. The intent of the zoning by-law in quantifying the required number of parking spaces is to ensure that each lot is self-sufficient in providing adequate parking accommodations based upon its intended use. Section 7.6 of the official plan contemplates potential reductions in parking requirements and alternative parking arrangements in appropriate situations. Municipal Parking staff have reviewed the variance request and note as follows:

With respect to Committee of Adjustment application 'A' 234/26, 1055 Bloor Street, the applicant requests the Committee to approve a minor variance to allow reduced parking spaces proposing:

- A resident parking rate of 0.77 spaces per unit and a visitor parking rate of 0.13 spaces per unit for Rental Apartment use whereas By-law 0225-2007, as amended, requires a minimum resident parking rate of 1.0 space per unit and a minimum visitor parking rate of 0.2 spaces per unit for Rental Apartment uses in this instance;
- A resident parking rate of 1.33 spaces per unit and a visitor parking rate of 0.04 spaces per unit for Back-to-Back and Stacked Townhouse without exclusive use garage and driveway use whereas By-law 0225-2007, as amended, requires a minimum resident parking rate of 1.5 spaces per unit and a minimum visitor parking rate of 0.25 spaces per unit for Back-to-Back and Stacked Townhouse without exclusive use garage and driveway in this instance.

Parking Utilization Study

Existing on-site at 1055 Bloor Street is a 17-storey apartment building containing 323 units and 459 parking spaces provided within a two-level parking garage and a surface parking lot. The purpose of the Minor Variance application is to facilitate intensification through the introduction of four stacked back-to-back townhouse blocks with 112 units, while retaining the existing high-rise apartment building on-site. The proposed townhouse units are intended to be rental in

tenure. A total of 445 vehicular parking spaces will be retained through the existing two-level parking garage (398 resident parking spaces and 47 visitor parking spaces). The proposed supply of 445 vehicular parking spaces is intended to meet the needs of the existing apartment building and the proposed townhouse blocks. No additional parking infrastructure is proposed for the development, and the existing surface parking lot is planned to be repurposed with two of the townhouse blocks.

Table 1 identifies the City's Zoning By-law 0225-2007 vehicle parking requirements showcasing that a minimum of 584 parking spaces is required (491 resident parking spaces and 93 visitor parking spaces):

Table 1 Zoning By-law 0225-2007 Vehicle Parking Requirements

Land Use		Units [1]	Minimum Rate	Minimum Requirement [2]
Existing Residential	Rental Apartment – Resident	323 units	1.00 spaces / unit	323 spaces
	Rental Apartment – Visitors		0.20 spaces / unit	65 spaces
Proposed Residential	Stacked Townhouse – Resident	112 units	1.50 spaces / unit	168 spaces
	Stacked Townhouse –Visitors		0.25 spaces / unit	28 spaces
Total Resident				**491 spaces**
Total Residential Visitor				**93 spaces**
Total				**584 spaces**

Notes:
1. Site statistics based on architectural plans provided by Kohn Partnership Architects Inc, dated June 17, 2026.
2. Zoning By-law 0225-2007 Chapter 3.1.1.1.4., specifies that where the calculated number of spaces results in a fraction, fractions less than 0.5 shall be rounded down to the nearest whole number, and fractions equal to or greater than 0.5 shall be rounded up to the nearest whole number.

Table 2 identifies the proposed vehicle parking supply showcasing the parking deficiency and the extent of the proposed contravention against the City's Zoning By-law 0225-2007 requirements.

Table 2: Proposed Vehicle Parking Supply

Land Use		Units	Proposed Parking	Proposed Deficiency
Existing Residential	Rental Apartment	323	249	-74 parking spaces -23%
	Visitor		42	-23 parking spaces -35%
Proposed Residential	Stacked Townhouse	112	149	-19 parking spaces -11%
	Visitor		5	-23 parking spaces -82%
TOTALS			**445**	**-139 parking spaces -24%**

The applicant is seeking a variance for a site-wide deficiency of 139 parking spaces, or otherwise 24% parking deficiency from the City's Zoning By-law 0225-2007 requirements. As per the City's Parking Terms of Reference (ToR), the City requires the submission of a satisfactory Parking Utilization Study (PUS) to justify major parking reductions which are more than 10% from current Zoning By-law standards. A PUS was submitted by BA Group dated June 2026.

Given the proposal encompassing two varying residential uses and infill development, the following below surveying parameters were conducted.

1. Rental Apartment Use: 1055 Bloor Street (subject site/existing building which is proposed to remain)

    - Sunday, June 15, 2025: 11am – 1am
    - Monday, June 16, 2025: 5am – 11am & 4pm – 11pm
    - Thursday, June 19, 2025: 5am – 11am & 4pm – 1am
    - Friday, June 20, 2025: 5am – 11am & 4pm – 1am

2. Back-to-back Townhouse Use: 1560 Bloor Street (proxy site)

    - Sunday, June 15, 2025: 11am – 1am
    - Monday, June 16, 2025: 5am – 11am & 4pm – 11pm
    - Thursday, June 19, 2025: 5am – 11am & 4pm – 1am
    - Friday, June 20, 2025: 5am – 11am & 4pm – 1am

The rental apartment resident parking demands were noted to had peaked at 244 residential parking spaces, or otherwise 62% occupancy; equivalent to 0.77 parking spaces per unit. Total occupied units were factored into these demands. Although, it is not clear what the resident parking supply is currently on-site; clarifications are required to address whether the 394 identified parking spaces are the site-wide residential parking supply, or if it is the assigned residential parking space count for the 318 occupied residential units?

The rental apartment visitor parking demands were noted to had peaked at 42 visitor parking spaces, or otherwise 89% occupancy; equivalent to 0.13 parking spaces per unit.

The back-to-back townhouse resident parking demands were noted to had peaked at 158 residential parking spaces, or otherwise 88% occupancy; equivalent to 1.19 parking spaces per unit. Total occupied units were factored into these demands. Although it is noted that 174 parking spaces were leased out of 177 parking spaces available during the timeframe of when surveying was being conducted. This equates to a 98% occupancy; equivalent to a parking demand rate of 1.33 parking spaces per unit.

The back-to-back visitor parking demands were noted to had peaked at 4 visitor parking spaces, or otherwise 100% occupancy; equivalent to 0.03 parking spaces per unit. Staff have concerns with the representation of the peak parking demand rate considering the visitor parking is observed to had been consistently full posing the question whether the site has an undersupply of visitor parking spaces and therefore true parking demands are not being captured including data on illegal parking? The PUS argues that visitors are parking in resident parking areas which is what is inflating the leased resident parking demands. Staff have concerns with this assumption without having a full understanding on the parking operations on-site.

Staff had requested data pertaining to parking lease demand measured by rent roll. BA group argues that this data is an ineffective measure of parking demand at 1055 Bloor Street due to property management incentivizing the lease of parking supply to rent units. Staff are not in agreeance with this justification given that surveyed data should be compared with parking lease demands measured by the rent roll. Additionally, recent data of similar land uses on neighbouring properties showcased residential parking demands to even exceed Zoning By-law minimum requirements for residential parking spaces per unit.

Site Visit

Staff conducted a site visit to 1055 Bloor Street on Monday, July 27th, 2026 and witnessed paid visitor parking on-site and also observed patrons walking from the adjacent plaza onto the Subject Site. Staff have concerns that illegal parking was not factored into the surveying data collection. As per the City's Parking Terms of Reference (ToR), illegal parking is required to be included in the data collection.



Staff are seeking clarifications to the following questions to be capable in making a sound planning decision on the requested parking deficiency. Please elaborate on the below questions for both sites 1055 Bloor Street and 1560 Bloor Street:

- What is the breakdown of existing residential parking spaces versus existing visitor parking spaces for 1055 Bloor Street?
- Are resident parking spaces unbundled? Or is there resident parking available for each unit; if so, how many spaces are provided per rented unit? If not, what is the price residents must pay to lease a parking space on-site?
- On the surveyed dates of the subject site of 1055 Bloor Street, what was the occupied number of resident parking spaces?
    - i.e. what is the parking lease demand measured by the rent roll?
        - i.e. how many resident parking spaces is there at the proxy site? how many resident parking spaces were assigned of the total available on-site during the timeframe of when the surveying was conducted?
- How much is paid visitor parking on-site? Please provide the rate(s) hourly and any flat rate(s) for daily parking available.
- Do the visitors to the site also need to sign-in on top of paying to park? Or is visitor parking not tracked in such a format (only through payment in the machine)?
- Is paid visitor parking limited to specific hours of the day? I.e., parking is allowed 24/7 or during specific timeframes, only? If the latter, what are the timeframes?
- Is paid visitor parking per visitor limited in terms of duration of stay? i.e., 3-hours per visitor per day? Etc.
- Was illegal parking accounted for in the surveying? (i.e., cars parking off-site, cars parking in fire routes, cars parking elsewhere who are visiting the sites, etc.).

Staff Comments

Staff recommends deferring this application:

- A *satisfactory* Parking Utilization Study (PUS) is required to justify a major reduction in the number of parking spaces over the 10% threshold.
    - Please refer to the City's Parking Terms of Reference for parking justification requirements to be included with a formal resubmission.
        - Please elaborate on the omitted and undisclosed details and provide further explanations to answer staff's questions of concern.
        - Municipal Parking staff recommend for the applicant and their consultant to re-initiate conversations with staff to obtain clear guidance on a satisfactory resubmission.

Planning staff echo municipal parking staff comments recommending deferral to address the parking deficiencies noted by Parking staff in the supporting study.

Comments Prepared by: Sara Ukaj, Committee of Adjustment Planner

Appendices

Appendix 1 – Development Engineering & Construction

We are noting for Committee's information that any of this Section's requirements for the proposal to construct four stacked back-to-back townhouse blocks along the two street frontages will be addressed through the Site Application Process, File SP 25-049.

Typically, similar requests would require a Rezoning Application. It is our understanding from the July 8, 2026 letter submitted by Sajecki Planning that the applicant and City have worked together over the past several months to advance the Site Plan Application and there were discussions with regards to enabling the requested approvals through a Minor Variance Application. Depending on the outcome of this application through the Committee, additional conditions/requirements may have to be added to the Site Plan Application or alternatively a Rezoning Application be submitted.


EXIT ONLY



Comments Prepared by: Tony Iacobucci, Development Engineering Technologist

Appendix 2 – Zoning

The Building Department is processing Building Permit application 25-49. Based on review of the information available in this application, we advise that following amendment to variances number 1, and 7, and additional variance number 18, are required:

1. To permit a physical services and utility structure with an area of 20.0sq m (approx. 215.27sq ft) be exempt from zoning regulations whereas By-law 0225-2007, as amended, allows a maximum 5.00sq m (approx. 53.81sq ft) physical services and utility structure to be exempt from zoning regulations in this instance; and,
7. To permit stacked townhouses in accordance with the built form standards of the RM9 zone; whereas the RA5-1 zone does not permit stacked townhouses.

Additional Variance:

18. To permit the height for a stacked townhouse to be taken from Above Sea Level to the highest ridge of a sloped roof whereas By-law 0225-2007, as amended, requires the height for a stacked townhouse to be taken from the Context Grade to the highest ridge of a sloped roof.

Additionally, based on review of the information available in this application, we advise that more information is required in order to determine whether additional variances will be required.

Our comments may no longer be valid should there be changes in the Committee of Adjustment application that have yet to be submitted and reviewed through the Building Division application. To receive updated comments, the applicant must submit any changes to information or drawings separately through the above application.

Comments Prepared by: Andrea Patsalides, Zoning Examiner

Appendix 3 – Parks, Forestry & Environment

Forestry Comments

The Forestry Section of the Community Services Department has reviewed the above noted minor variance application and advises as follows:

1. No public trees shall be injured or removed. If public tree injury or removal is required, a permit must be issued as per By-law 0020-2022.

2. No private trees shall be injured or removed. If a private tree with a diameter of 15 centimetres or greater on private property is to be injured or destroyed, a permit must be issued as per By-law 0021-2022.

3. Please note if a tree is identified as a shared tree with the adjacent property owner, and the applicant intends to apply for a Tree Removal Permit, written consent must be obtained by both parties.

An Application to Permit the Injury or Destruction of Trees on Public and Private Property can be found at https://www.mississauga.ca/publication/application-to-permit-the-injury-or-destruction-of-trees-on-public-and-private-property/.

Should further information be required, please contact Rita Di Michele, Forestry ByLaw Officer, Forestry Section, Community Services Department at 905-615-3200 ext. 5872 or via email rita.dimichele@mississauga.ca.

Comments Prepared by: Rita Di Michele, Forestry ByLaw Officer

Appendix D:
Correspondence with City Transportation Planning and Municipal Parking Staff

Madeleine Catz

From: Mark Mueller <Mark.Mueller@mississauga.ca>
Sent: August 20, 2026 10:19 AM
To: Michael Giallonardo
Cc: Paulina Armacinski; Parkingstudy Review; Sara Ukaj; Michal Stolarczyk; Madeleine Catz; Tony De Franco; Anusha Prakash; Jamie Brown; Mark Mueller
Subject: RE: A234.26 - Minor Variance Application for 1055 Bloor Street - Proposed Updated Minor Variances & Justification
Attachments: BA-1055 Bloor St-MV-Parking-v2_final-Jun2026.pdf; A234.26.Comment.pdf

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

Good Morning Michael,

I have reviewed the re-allocated parking supply as indicated below. In this instance, the updated parking ratios are acceptable to Municipal Parking staff based on the rationale that you have provided.

Further, thank you for the responses to the questions in the table. This has helped to clarify the parking operations at the subject site.

It is my understanding that Sara will advise the Committee of Adjustment of the amended variances as you have indicated below.

Thank you, Michael, for working with staff this week to address the outstanding concerns.

Should any further assistance be required, please let me know.

Mark

MISSISSAUGA

Mark Mueller, BES
Transportation Planner, Municipal Parking
T 905-615-3200 ext.5896
mark.mueller@mississauga.ca

City of Mississauga | Transportation and Works Department,
Traffic Management and Municipal Parking Division I Municipal Parking Section

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From: Michael Giallonardo <giallonardo@bagroup.com>
Sent: Wednesday, August 19, 2026 6:15 PM
To: Mark Mueller <Mark.Mueller@mississauga.ca>
Cc: Paulina Armacinski <Paulina.Armacinski@mississauga.ca>; Parkingstudy Review <Parkingstudy.Review@mississauga.ca>; Sara Ukaj <Sara.Ukaj2@mississauga.ca>; Michal Stolarczyk <Michal.Stolarczyk@mississauga.ca>; Madeleine Catz <Madeleine.Catz@bagroup.com>; Tony De Franco <tony@sajeckiplanning.com>; Anusha Prakash <anusha@sajeckiplanning.com>
Subject: [EXTERNAL] A234.26 - Minor Variance Application for 1055 Bloor Street - Proposed Updated Minor Variances & Justification

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Hi Mark,

Thanks for the chat today and working through the application and parking minor variances with me. Attached for reference are BA Group's previous report and the recent staff comments.

Just to place it at the top of the email for ease of use: based on our conversation today and BA Group's assessment of the data and all related factors, the following re-allocation of parking supply is proposed, which remains an aggregate match with the site plan's total parking supply of 445 parking spaces.

- Rental Apartment Resident Parking: 249 parking spaces, equivalent to 0.77 spaces per unit
- Rental Apartment Residential Visitor Parking: 46 parking spaces, equivalent to 0.14 spaces per unit
- Stacked Townhouse Resident Parking: 135 parking spaces, equivalent to 1.21 spaces per unit
- Stacked Townhouse Residential Visitor Parking: 15 parking spaces, equivalent to 0.13 spaces per unit
- TOTAL: 445 parking spaces

This re-allocation of parking supply, if acceptable to you, would require the amendment of two of the minor variances (#5 and #6) and three of the four proposed parking rates within those two variances. Two of the proposed changes (both visitor parking rates – coloured blue) have been increased compared to what is currently in the application while the other proposed change (townhouse resident parking – coloured yellow) has been decreased compared to what is currently in the application.

Justification for the proposed parking rates is provided below:

- The Apartment Resident Parking rate of 0.77 parking spaces per unit is unchanged given that, as per our discussion, you did not have issue with that rate.

- The updated proposed Apartment Residential Visitor Parking rate of 0.14 parking spaces per unit is slightly increased compared to the application (0.13 parking spaces per unit). In plan, this would be a comparative increase of 4 parking spaces (46 parking spaces now proposed vs. 42 parking spaces currently in the application). This change is intended to address City staff's concern about visitor parking attributable to the site today for the existing apartment use occurring off-site at Applewood Hills Plaza, reflecting demand not accounted for. As discussed, BA Group field staff are trained to document any off-site or illegal parking during parking utilization counts. However, based on review of our data and files, our field staff did not observe this activity. Nevertheless, to address municipal staff concern, BA Group has increased Apartment Residential Visitor Parking by 4 parking spaces.

- The updated proposed Stacked Townhouse Resident Parking rate of 1.21 parking spaces per unit is decreased compared to the application (1.33 parking spaces per unit). In plan, this would be a comparative decrease of 14 parking spaces (135 parking spaces now proposed vs. 149 parking spaces currently in the application). This change is in reflection of basing the appropriate parking rate and supply for this use on observed parking utilization counts rather than the property manager's parking space leasing data; the parking rate of 1.33 parking spaces per unit came from the latter, as is detailed in the BA Group report and as was based on previous coordination with City staff. Further to this consideration, the parking utilization counts for resident use at the townhouse proxy site (1560 Bloor Street) were likely inflated as well, reflecting higher resident demand than what likely exists, due to the notably low visitor parking supply at that site during the time of the study (i.e., 4 visitor parking spaces). Indeed, the property manager for 1560 Bloor Street (also the owner of the site that is the subject of the application) has since increased the visitor parking supply at this site to 9 visitor parking spaces in part due to the findings of the BA Group study, and also in their reflection that the resident parking supply on site could be decreased. Considered altogether, BA Group parking utilization counts observed resident parking demand peak at 1.19 parking spaces unit at the townhouse proxy site and the proposed minimum parking rate for this use (i.e., 1.21 parking spaces per unit) allows for some buffer over the observed peak rate at the proxy site.

- The updated proposed Stacked Townhouse Residential Visitor Parking rate of 0.13 parking spaces per unit is increased compared to the application (0.04 parking spaces per unit). In plan, this would be a comparative increase of 10 parking spaces (15 parking spaces now proposed vs. 5 parking spaces currently in the application). As was detailed in the BA Group study and discussed on the phone over the last few days, the currently proposed townhouse visitor parking rate of 0.04 parking spaces per unit is likely insufficient to meet townhouse visitor parking demand, although the impact of this likely deficiency would be metered by the provision of apartment visitor parking, as there would be no functional difference between the two; townhouse visitors would be able to use apartment visitor parking. Nevertheless, based on the proposed update to the townhouse resident parking supply, more parking within the total 445 parking spaces would be available to allocate to the townhouse visitor parking supply, which as now proposed, would be 0.13 parking spaces per unit and nearly equivalent to the proposed apartment visitor parking supply rate.

    - Considered together, the updated proposed rates would result in 61 combined visitor parking spaces on the site which, as noted, will be "pooled" to be able to be used by both apartment and townhouse visitors. This is 14 more parking spaces than currently included as part of the application (i.e., 47 combined visitor parking spaces).

In addition to the above explanations specific to each of the proposed parking rates, The City staff report included, on Page 8, a list of questions seeking more information to aide the assessment of the application. Answers to these questions are provided below.

City Staff Question from Page 8 of the Staff Report	BA Group Answer (informed by Property Management Input where appropriate)
What is the breakdown of existing residential parking spaces versus existing visitor parking spaces for 1055 Bloor Street?	As was documented in the BA Group report, at 1055 Bloor Street during BA Group's period of field study (i.e., June 2025), the resident parking supply was 394 parking spaces and the visitor parking supply was 47 parking spaces. Both figures were clarified with property management staff at the time of the surveys. We also note that as was documented in the BA Group report, neither the resident nor visitor parking supplies reached 100% occupancy during the period of study. The resident parking supply reached a peak of 62% occupancy and the residential parking supply reached a peak of 89% occupancy.
Are resident parking spaces unbundled? Or is there resident parking available for each unit; if so, how many spaces are provided per rented unit? If not, what is the price residents must pay to lease a parking space on-site?	Parking spaces are unbundled at both the subject site and proxy site – there is no fixed entitlement with the unit lease. However, given the age of the residences at both sites, there are pre-existing "legacy" arrangements with long-tenured residents which result in more cheaply acquired parking space leasing than what is available to prospective new residents. With respect to the latter, the current standard monthly parking rates are:

	- 1055 Bloor Street: $100 indoor (i.e., underground), $80 outdoor (i.e., above ground) - 1560 Bloor Street: $100 indoor (i.e., underground), $75 outdoor (i.e., above ground) It was also noted by property management that in previous years, there may have been temporary parking incentives to lease out more parking.
On the surveyed dates of the subject site of 1055 Bloor Street, what was the occupied number of resident parking spaces? - i.e. what is the parking lease demand measured by the rent roll? - i.e. how many resident parking spaces is there at the proxy site? how many resident parking spaces were assigned of the total available on-site during the timeframe of when the surveying was conducted?	As was documented in the BA Group report, 6 days of parking utilization studies at 1055 Bloor Street resulted in observed absolute peak parking demand of 244 parking spaces, equivalent to 0.77 spaces per unit (based on 318 units). As was documented in the BA Group report, at 1560 Bloor Street (i.e., the townhouse proxy site) during BA Group's period of field study (i.e., June 2025), the resident parking supply was 177 parking spaces. This figure was clarified with property management staff at the time of the surveys. There was a total of 181 parking spaces at this site, of which there were 177 resident parking spaces and 4 visitor parking spaces.
How much is paid visitor parking on-site? Please provide the rate(s) hourly and any flat rate(s) for daily parking available.	At both the subject site (1055 Bloor Street) and the townhouse proxy site (1560 Bloor Street), the paid visitor parking rates are: - $2 per hour - $8 per 12 hours - $16 per 24 hours
Do the visitors to the site also need to sign-in on top of paying to park? Or is visitor parking not tracked in such a format (only through payment in the machine)?	No separate sign-in or registration with the rental office is required. Visitors pay directly at the parking machine.
Is paid visitor parking limited to specific hours of the day? I.e., parking is allowed 24/7 or during specific timeframes, only? If the latter, what are the timeframes?	No. Visitor parking is available 24 hours a day, 7 days a week.
Is paid visitor parking per visitor limited in terms of duration of stay? i.e., 3-hours per visitor per day? Etc.	There is no maximum stay. Once a 24-hour period expires, the visitor can pay again to continue using the visitor parking.
Was illegal parking accounted for in the surveying? (i.e., cars parking off-site, cars parking in fire routes, cars parking elsewhere who are visiting the sites, etc.).	As was discussed this week over phone calls with City staff, BA Group field staff are trained to document any off-site or illegal parking during parking utilization counts. During the June 2025 field study, no off-site or illegal parking was observed; this finding was confirmed with BA Group data collection staff, this week. Nevertheless, given the City staff concern with the potential impact of off-site parking, particularly at Applewood Hills Plaza which could be attributable as demand for apartment visitors of 1055 Bloor Street, BA Group has increased the proposed apartment visitor parking supply rate to 0.14 parking spaces per unit, equivalent to 46 parking spaces and an increase of 4 parking spaces compared to what is currently proposed as part of the application.

We hope the information provided in this email is sufficient to assess the proposed revisions to the Minor Variance Application in advance of tomorrow afternoon's Committee of Adjustment hearing

Thanks,
Mike

Michael Giallonardo, M. PL. *(he/him)*
Associate

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