

March 25, 2025

Mississauga Road Properties Inc.  
1660 North Service Rd E, Suite 109B  
Oakville ON L6H 7G3



**URBANTRANS**  
Engineering Solutions Inc.

UrbanTrans Engineering Solutions Inc.  
9275 Markham Road, Suite 146  
Markham ON L6E 0H9  
Tel: 437-236-7085  
annosan@uteng.ca

**RE: Parking Justification Letter  
Proposed Residential Development  
1786 Polaris Way, Mississauga ON  
Reference No.: UT-23-065**

UrbanTrans Engineering Solutions Inc. acknowledges receipt of City of Mississauga Transportation Planning comments dated March 5, 2025, respectively (see **Appendix A**), with respect to our Traffic Impact Study (TIS) dated November 25, 2024, for a proposed residential development in support of an Official Plan Amendment (OPA) and Zoning By-law Amendment (ZBA) application(s). The proposed development is located north of Mississauga Road and south of Eglinton Avenue West municipally known as 1786 Polaris Way, in the City of Mississauga.

The subject lands are currently vacant. Based on the concept plan provided in **Appendix B**, it is our understanding that the development proposal involves four (4) semi-detached homes and 32 three-storey townhomes totaling 36 residential units. At a minimum, two (2) car parking spaces will be provided for each unit with one (1) in garage and one (1) in lead in driveway portion. Additionally, a total of five (5) visitor parking spaces are proposed including one (1) accessible parking space. A full movement vehicular entrance is proposed via Mississauga Road.

In compliance with the City of Mississauga Zoning By-Law 0225-2007, the proposed development is required to provide 81 parking spaces. However, only 77 parking spaces are included in the plan, resulting in a shortfall of four (4) visitor parking spaces. Discussions with the City's Zoning Examiner confirmed that this deficit is calculated by comparing the total parking supply to the total parking requirement. As the shortfall represents less than 5% of the required parking, a Parking Justification Letter is necessary to address the deficiency.

UrbanTrans conducted an analysis using statistical vehicle ownership data from the 2016 Transportation Tomorrow Survey for Traffic Zone 3684 in the City of Mississauga. The findings, summarized in **Table 1** and detailed in **Appendix C**, highlight vehicle ownership trends specific to townhouses within the subject site's traffic zone. This data supports further justification for addressing the proposed parking shortfall.

**Table 1: 2016 Vehicle Ownership for "Townhouse"**

TTS Zone 3684 - Townhouse Dwelling Type		
No. of Vehicles in Household	No. of Units	Vehicle Ownership
1	148	148
2	162	324
3	18	54
4	0	0
5	0	0
<b>Total</b>	<b>328</b>	<b>526</b>
<b>Average Vehicle Ownership per Unit</b>		<b>1.60</b>

According to the TTS data, the average vehicle ownership at the subject site is 1.6 vehicles per household, which is lower than the provided parking allocation of 2 spaces per household. This suggests that most townhouses are likely to have only one vehicle. Consequently, visitors have sufficient parking options, either in the lead-in areas of most townhouses or in the five designated visitor parking spaces. Therefore, the shortfall of four parking spaces can be reasonably addressed by leveraging the available parking within the semi-detached homes and townhouses.

Additionally, homeowners can inform their visitors about the limited availability of on-site visitor parking and encourage them to park within the homeowner's property. UrbanTrans Engineering strongly believes that parking management represents one of the most effective Transportation Demand Management (TDM) measures to encourage residents to walk or cycle to and from the proposed development. As the city continues to evolve into a more urbanized environment with increasingly frequent and accessible public transportation options, it has recognized the need to reassess its parking standards. High minimum parking requirements often lead to an oversupply of parking, inefficient land use, and dispersed development patterns, which reinforce automobile dependence and discourage alternative transportation methods such as walking and cycling.

The subject site is situated approximately 250 meters south of Eglinton Avenue West and Mississauga Road, offering excellent transit connectivity through MiWay Bus and GO Bus services. The convenient access to public transit is expected to result in a higher transit mode split, thereby reducing vehicle dependency for the proposed development.

Based on the analysis presented in UrbanTrans Engineering's Traffic Impact Study dated November 25, 2024, and the justifications outlined in this letter, UrbanTrans concludes that the proposed allocation of five (5) visitor parking spaces for the future residential development is both appropriate and well-substantiated. This assessment takes into account various factors influencing parking demand and aligns with contemporary urban planning principles.

We trust the enclosed comply with your requirements. Should you have any questions, please do not hesitate to contact the undersigned.

Kind Regards,  
**UrbanTrans Engineering Solutions Inc.**



Signature



Engineer's Seal

Annosan Srikantha, P.Eng.  
President

## DISCLAIMER

This document entitled '1786 Polaris Way - Parking Justification Letter' or named part thereof (the "project") was prepared by UrbanTrans Engineering Solutions Inc. ("UrbanTrans") for the account of Mississauga Road Properties Inc. (the "Client"). This document is confidential and prepared solely for approval and commenting municipalities and their agencies in their review and approval of this project. The materials in this report reflect best judgement based on the information available at the time the document was issued. Any reliance on this document by any third party is strictly prohibited and UrbanTrans accepts no responsibility for damages, if any, suffered by any third party by reason of decisions made or actions based on this document.

## RECORD OF REVISIONS

<b>Revision</b>	<b>Date</b>	<b>Identification</b>	<b>Description</b>
0	November 25, 2024	Final Report	Final Submission
1	March 25, 2025	Response To Comments	Second Submission
2	March 25, 2025	Parking Justification Letter	

**Appendix A**  
**Transportation Staff Comments**

- Please incorporate the anticipated background development from the property to the north (1775 Thorny Brae Place) into your analysis. This will help ensure a comprehensive assessment of future traffic conditions.
- synchro report as per City's TIS guidelines for Appendix F: Existing Level of Service Calculations.
- Access
  - *Site Access Compliance:* Confirm that the proposed site access along Mississauga Road adheres to all TAC standards (e.g., corner clearances, vehicular and pedestrian sight lines, proximity/alignment to other driveways/roads, etc.). Any deviations must be technically justified from a traffic safety and operations perspective.
  - *Clear Throat Length:* Please confirm that the minimum clear throat length at the site access meets TAC guidelines to prevent vehicle queuing and conflicts at the entrance. Provide a diagram illustrating queue storage and site circulation impacts during peak hours.
  - *Sight Line Analysis:* Conduct a detailed sight line analysis at the proposed full-movement access on Mississauga Road. Verify that sight distances are unobstructed, considering adjacent driveways and potential visual obstructions (e.g., trees, noise wall etc.).
  - *Sight Distance Evaluation:* Ensure that the proposed access meets TAC stopping sight distance (SSD) and intersection sight distance (ISD) requirements based on posted speed limits and observed operating speeds on Mississauga Road. If deficiencies are identified, recommend mitigation measures such as access relocation, restricted turning movements, or geometric adjustments.
- The TIS shall include a section in the report to address Community Impacts. This section shall include summary statements outlining the resulting traffic increases to the critical streets, movements and intersections. Comments or concerns from the community through future public meetings and engagements that are related to traffic shall also be addressed in this section.

A separated document in the form of a Parking Justification Letter addressing the following information cohesively.

***What are the components of a Letter of Justification?***

A Letter of Justification has similar components of a Parking Utilization Study, but does not require surveying and may be prepared by the applicant. A Letter of Justification should provide information about the application, operational details and unique features of the business, site description, general observations of the on-site parking or other information to help justify the requested reduction in parking, and a conclusion/recommendation.

**Appendix B**  
**Proposed Site Plan**

THESE DRAWINGS ARE NOT TO BE SCALED. ALL DIMENSIONS MUST BE VERIFIED BY CONTRACTOR PRIOR TO COMMENCEMENT OF ANY WORK. ANY DISCREPANCIES MUST BE REPORTED DIRECTLY TO SRN ARCHITECTS INC.

PROJECT CONSULTANTS:

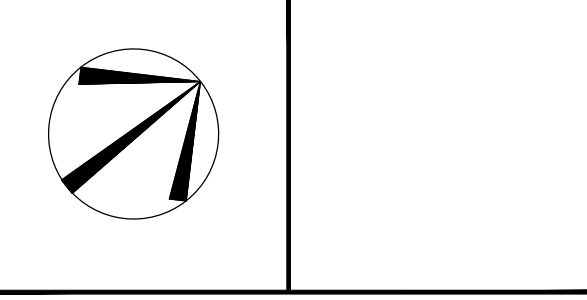
**LEGEND**

FSE	FIRE SECOND FLOOR ELEVATION	+	WATER CONNECTION
FFE	FIRE FLOOR ELEVATION	■	WATER LAINE
TFW	TOP OF FOUNDATION WALL	□	WATER
TES	TOP OF SUBGRADE	○	WATER MAIN
USP	UNDER BEE ROOFING	○	WATER METER
USFC	UNDER BEE ROOFING & GARAGE	○	WATER VALVE
WOC	WIND OUTLET	○	WATER WALK
WOD	WIND OUTLET	○	WATER WALK
WOB	WIND OUTLET	○	WATER WALK
WDR	WIND OUTLET	○	WATER WALK
REV	REVISION	○	WATER WALK
STD	STANDARD PLAN	○	WATER WALK
SCOR	SCORE	○	WATER WALK
WIF	WIND OUTLET	○	WATER WALK
WIF	WIND OUTLET	○	WATER WALK
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**ISSUED OR REVISION COMMENTS**

NO.	DESCRIPTION	DATE	DWN/CHK
1	ISSUED FOR REVIEW	17-MAR-23	RP
2	ISSUED FOR REVIEW	20-MAR-23	DA
3	PARKING STATS ADDED	31-MAR-23	DA
4	ISSUED FOR DARC SUBMISSION	24-JUL-23	AG
5	ISSUED FOR REVIEW	27-SEP-23	AG
6	ISSUED FOR COORDINATION	26-OCT-23	RP
7	ISSUED FOR COORDINATION	13-FEB-24	FP
8	ISSUED FOR COORDINATION	29-FEB-24	MSA
9	ISSUED FOR COORDINATION	11-JUN-24	RP
10	ISSUED FOR COORDINATION	13-SEP-24	RP
11	ISSUED FOR COORDINATION	17-DEC-24	FP
12	ISSUED FOR COORDINATION	18-DEC-24	FP
13	ISSUED FOR COORDINATION	19-DEC-24	FP
14	ISSUED FOR COORDINATION	20-MAR-25	FP
15	REV PER PLANNER COMMENTS	24-MAR-25	AG

**RN DESIGN** WWW.RNDESIGN.COM  
T:905-738-3177  
WWW.THEPLUSGROUP.CA

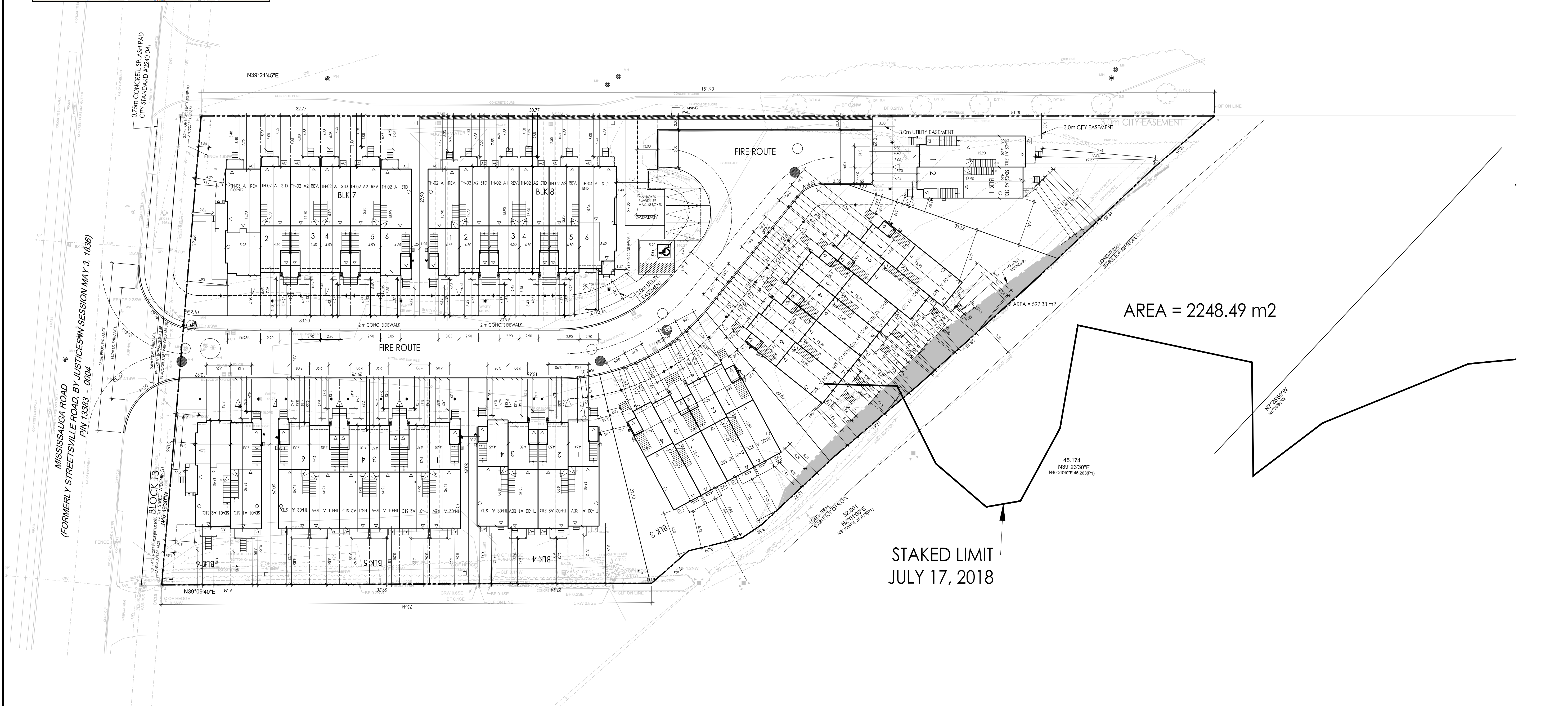
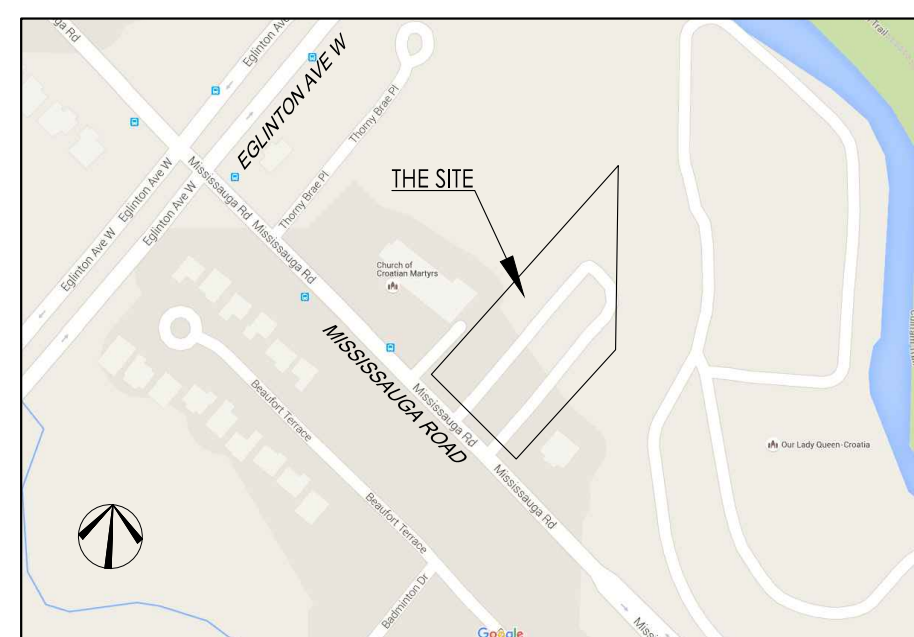


**CLIENT**  
KINGRIDGE DEVELOPMENTS

**PROJECT/LOCATION**  
MISSISSAUGA RD PROPERTIES  
SOUTH SITE

**DRAWING**  
CONCEPT PLAN

<b>DATE</b> 27-SEP-23	<b>SCALE</b> 1:300
<b>DRAWN BY</b> RP	<b>CHECKED BY</b> RP
<b>PROJECT NUMBER</b> 22070	<b>DRAWING NUMBER</b> A100

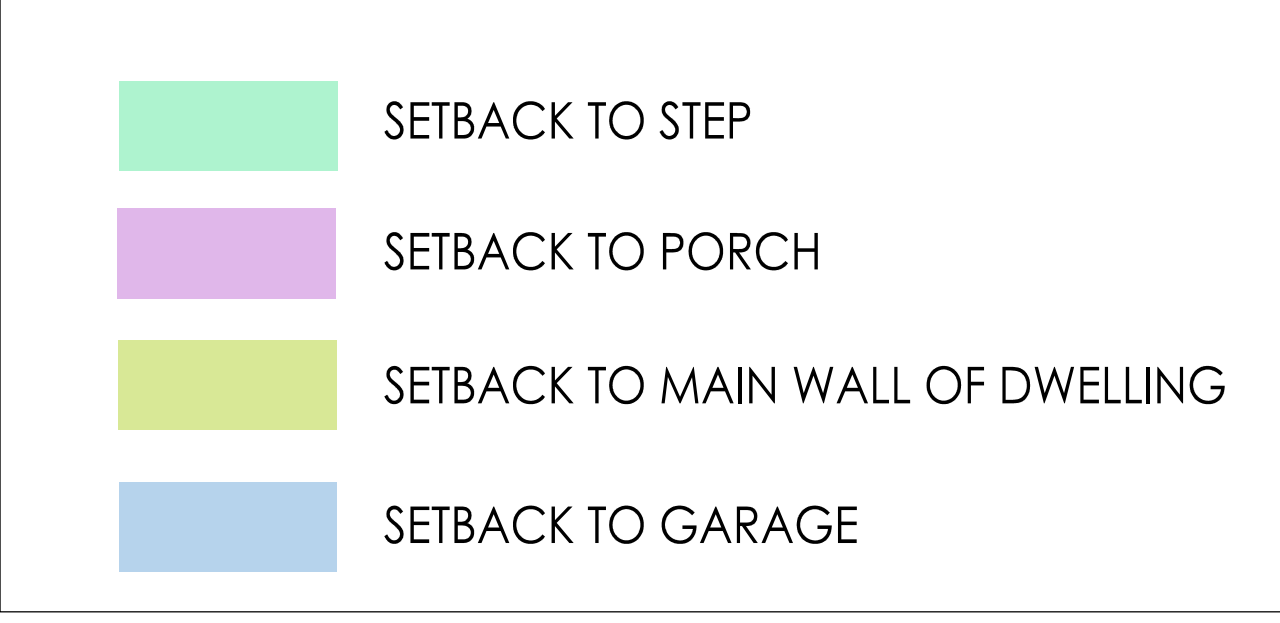


**SITE STATISTICS**

LOT AREA	0.79 Ha	7950.56m <sup>2</sup>
BUILDING AREA	2711.4 m <sup>2</sup>	
LOT COVERAGE	34.10%	
TOTAL GFA	6373.82 m <sup>2</sup>	
SEMI DETACHED	4	
3 ST. - FL TOWNS	32	
TOTAL NO. OF UNITS	36	
DENSITY	46 UPH	

**PARKING STATISTICS**

	REQUIRED	PROPOSED	TOTAL SPACES
RESIDENCE SPACES	72 (2 SPACES PER UNIT)	72 (2 SPACES PER UNIT)	72
VISITOR SPACES	9 (0.25 SPACES PER UNIT)	5 (0.14 SPACES PER UNIT)	5
<b>TOTAL:</b>			<b>77</b>



**Appendix C**  
**2016 - TTS Vehicle Ownership**



Column1	Column2	Column3
Column1		
Sun Mar 30 2025 21:04:52 GMT-0400 (Eastern Daylight Time) - Run Time: 321ms		
Cross Tabulation Query Form - Household - 2016		
Row: No. of vehicles in household - n_vehicle		
Column: Type of dwelling unit - dwell_type		
Filters:		
(2006 GTA zone of household - gta06_hhld In 3684)		
Household 2016		
Table:		
	House	Townhouse
	1	90
	2	369
	3	175
	4	144
	5	21
		148
		162
		18
		0
		0

TTS Zone 3684 - Townhouse Dwelling Type		
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