



March 13, 2026

Reference Number: 26246

Post Residences Inc.
213 Trafalgar Road
Oakville, ON L6J 3G9

Dear Post Residences Inc.,

RE: Parking Justification Letter
Proposed Mixed-Use Affordable Housing Development
1493 Sixth Line, Town of Oakville

1 INTRODUCTION

LEA Consulting Ltd. (LEA) has been retained by Post Residences Inc. to prepare this updated Parking Justification Letter in support of the proposed mixed-use affordable housing development located at 1493 Sixth Line (herein referred to as the "subject site") in the Town of Oakville. It is understood that the proposed development is seeking a reduction relative to the governing zoning by-law requirements related to vehicle parking. The following letter provides a supporting justification for the proposed vehicle parking supply. By way of background, an initial Parking Justification Study, dated January 2026, was submitted in support of the proposed development. The following letter provides additional justification requested by Town staff.

The subject site is bounded by Sixth Line to the west, a public school to the north, a park to the east and residential uses to the south, as illustrated in Figure 1-1.

Figure 1-1: Subject Site Location



Source: Google Maps, November 2025



1.1 PROPOSED DEVELOPMENT

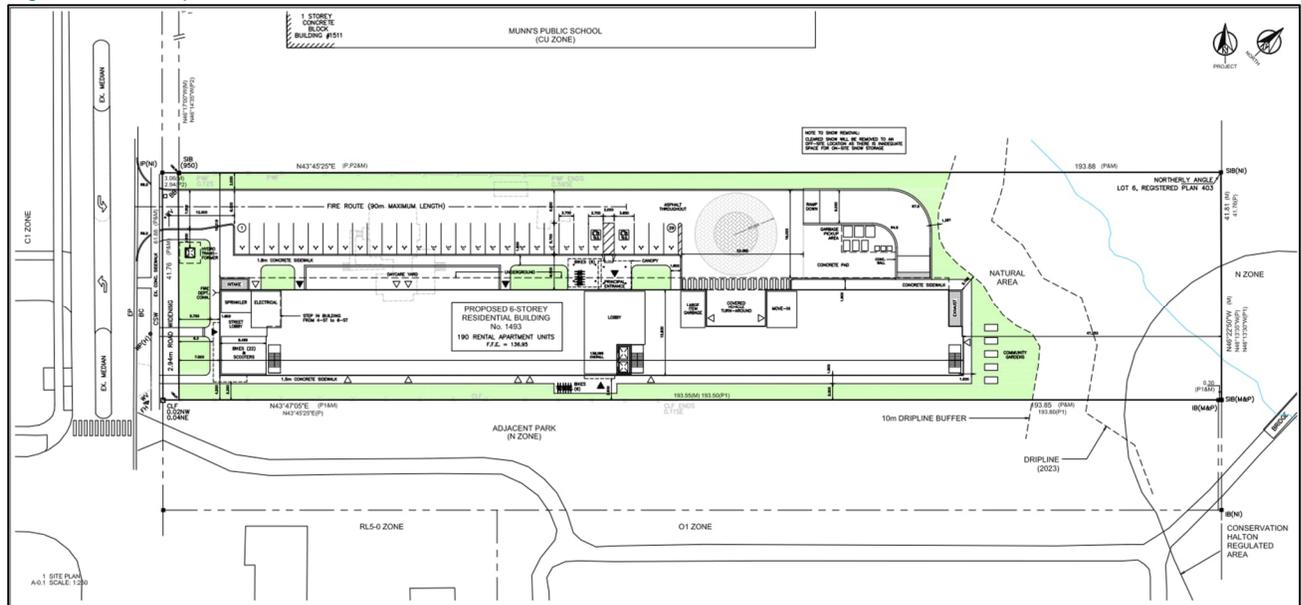
The proposed development consists of a 6-storey mixed-use residential building located on Sixth Line containing 190 affordable rental housing units. The project features a mix of 1-, 2-, and 3-bedroom independent living units, all of which will remain affordable for at least 25 years. Notably, 30% of these units are designed to be fully accessible, and 35 are designated as "deeply affordable" through a partnership with the Region of Halton. To ensure long-term stability, the developer intends to lease blocks of units to community partner organizations that will manage the housing for their clients.

Beyond the proposed residential space, the ground floor will include a 285 m² daycare facility and a 175 m² office space dedicated to a community partner's on-site operations. The site plan incorporates a total of 103 parking spaces—split between the underground and surface levels—and preserves 0.18 hectares of natural area at the rear. By combining affordable housing with childcare, the development aims to create a supportive mixed-use community that reduces the overall cost of living for residents. A summary of the proposed site stats is below in Table 1-1 followed by the site plan in Figure 1-2.

Table 1-1: Proposed Site Stats

Land Use	Proposed Units/GFA
Residential – Rental Units	190 Rental Units
Daycare	285 m ²
Office Space	175 m ²

Figure 1-2: Proposed Site Plan



Source: pml.A, March 2026



2 PARKING ASSESSMENT

This section reviews the applicable parking requirements provided in the Town of Oakville zoning by-law.

2.1 PARKING REQUIREMENTS AND PROPOSED SUPPLY

The subject site is governed by the Town of Oakville Zoning By-law 2014-014, which sets out the minimum vehicular parking rates required for the proposed development. The by-law requirements and proposed vehicle parking supply are detailed in Table 2-1.

Table 2-1: Zoning By-law 2014-014 Vehicle Parking Requirements

Use/Type	Units/GFA	Minimum Parking Rate	Minimum Parking Required	Proposed Supply
Rental Apartment	190 Units	1.0 sp./units <75 m ²	145* spaces	71
Visitor		1.5 sp./units >75 m ²		
Daycare	285 m ²	0.25 sp./unit	48 spaces	32
Office	175 m ²	1.0 sp./40 m ²	7 spaces	
		1.0 sp./35 m ²	5 spaces	
Total			205 Spaces	103

*193 apartment spaces required in total as per minimum parking rate. 48 of the required spaces shall be visitor spaces.

The proposed development is required to provide a total of 205 vehicle parking spaces, consisting of 145 apartment spaces, 48 visitor spaces, 7 daycare spaces and 5 office spaces. The proposed vehicle parking supply consists of 71 apartment spaces (0.37 sp./unit) and 32 spaces shared between the residential visitors, daycare, and office (0.17 sp./unit). The proposed vehicle parking supply is therefore deficient by 74 residential and 16 visitor spaces. A supporting justification for the proposed parking supply is provided in Section 3.

2.2 BICYCLE PARKING REQUIREMENTS AND PROPOSED SUPPLY

The bicycle parking provision of the proposed development has been assessed according to the standards set out by the Town of Oakville Zoning By-law 2014-14. The required rates are summarized in Table 2-2.

Table 2-2: Bicycle Parking Requirements

Use/Type	Units/GFA	Minimum Parking Rate	Required Supply	Proposed Supply
Rental Apartment	190 Units	1.0 spaces/unit	30 Spaces	34 Spaces
Visitor		0.25 sp./unit		
Daycare	285 m ²	Greater of 2 or 1.0 spaces/1000 m ²		
Office	175 m ²			
Total				34 Spaces

As detailed in the table above, a total of 30 bicycle parking spaces are required as per the Town of Oakville's Zoning By-law 2014-14 Section 5.4.1 b): "In no circumstance shall the number of minimum bicycle parking spaces required on a lot be greater than 30". 34 bicycle parking spaces will be included as part of the proposed development, meeting the minimum by-law requirement.



3 PARKING JUSTIFICATION

The proposed development is seeking a parking reduction to better reflect its focus on affordability, accessibility, and sustainable transportation options. By combining affordable housing with childcare, the development aims to create a supportive community that reduces the overall cost of living for residents. The site is well-connected by transit and is within walking distance of several retail and services destinations, reducing the need for private vehicle ownership among future residents. By providing a reduced parking supply, the development can allocate more resources to housing units and community amenities, supporting municipal goals related to equity, climate action, and efficient land use.

The following subsections provides justification to support the proposed vehicle parking supply.

3.1 POLICY REVIEW

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

- ▶ Provincial Policy Statement (2024)
- ▶ Halton Region Official Plan (2024)
- ▶ Livable Oakville Plan (2025)
- ▶ Oakville Transportation Master Plan (2025)

3.1.1 Provincial Planning Statement (2024)

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

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

To support an efficient multi-modal transportation network, the parking supply on a site should be designed with careful attention to the needs of future residents. An oversupply of parking where it is not needed should be avoided. The proposed development will be able to take advantage of the surrounding transportation environment to support future residents' travel needs while encouraging the use of sustainable travel modes.



In the past, an abundance of residential parking has increased automobile ownership rates and has resulted in traffic congestion and climate change. A reduced parking supply for new residential development aligns with the goals of the PPS 2024 as residents will be encouraged to utilize a variety of transportation modes instead of relying entirely on vehicles.

3.1.2 Halton Region Official Plan (2024)

The Halton Region Official Plan 2024 is a local plan applicable four municipalities (Burlington, Halton Hills, Milton and Oakville) which is to be used as a guide for both short- and long-term land used development within the Region of Halton. Halton Region recognizes its importance as an economic growth area within the Greater Toronto and Hamilton Area (GTHA) and is expected to see increased population growth between now and 2051. To facilitate this growth, the Halton Region has set out its vision of sustainable development which includes protecting the natural environment, preserving prime agricultural areas, enhancing its economic competitiveness, as well as fostering a healthy, equitable society (Halton Region Official Plan, P.6).

In terms of transportation, the Halton Region Official Plan has provided some of the following framework and objectives to support the Region's vision:

- Section 31(5): Where mobility is provided primarily through an affordable, convenient, safe and efficient public transportation system and non-motorized travel modes;
- Section 72(1)(2): To support a form of growth that is compact and supportive of transit usage and non-motorized modes of travel, reduces the dependence on the automobile, makes efficient use of space and services, promotes live-work relationships and fosters a strong and competitive economy;
- Section 77(5)(f)(vi): Promoting active transportation and public transit use; and
- Section 79(1): To provide an urban form that is complementary to existing developed areas, uses space more economically, promotes live-work relationships, fosters social interaction, enhances public safety and security, reduces travel by private automobile, promotes active transportation, and is environmentally more sustainable in order to promote the development of complete communities.

The proposed parking supply conforms to the Halton Region Official Plan as shown through the policies outlined above. The area surrounding the subject site provides travel alternatives such as transit and active travel facilities that can be used by future residents and visitors.



3.1.3 Livable Oakville Plan (2025)

The Livable Oakville Plan (Town of Oakville Official Plan 2009) is a municipal policy document which acts as a guide for the long-term development of the City to the year 2031. Long term development of the Town includes enhancement of the natural, economic, and social environments to ensure environmental sustainability, cultural vibrancy, economic prosperity, and social well-being are factored into the Town's growth and development decisions. The Town of Oakville's guiding principles are therefore to safeguard and create a livable community, provide residents with housing and mobility choices, and achieve sustainability by reducing the Town's ecological footprint.

In terms of transportation, the Livable Oakville Plan has provided but is not limited to the following framework and objectives to support the municipality's guiding principles and the overall mission statement.

- Section 8.1.1(a-d): Provide a variety of safe, efficient, and accessible transportation systems, development and sustainable transportation network, provide a public transit network that can provide an alternative to cars, and provide off and on road active transportation facilities to be used as a car alternative;
- Section 8.1.2a): In developing the transportation system, the Town shall evaluate and provide infrastructure to allow for alternative travel modes based on its capabilities, cost effectiveness, environmental impacts, health effects and energy consumption;
- Section 8.1.2b): The Town's transportation system shall support and maximize the efficient use of lan through urban development plans and provide mobility alternatives;
- Section 8.9.4: Plans for all new growth and new communities shall be designed with specific regard for the safe, convenient, and efficient provision of accessible transit service;
- Section 8.14.3: As an incentive to encourage TDM, the Town may permit reduces parking standards for developments which demonstrate, through a TDM plan and implementation strategy, that a reduction in parking standards is appropriate;

The proposed parking supply conforms to the Livable Oakville Plan as noted in the above policies by ensuring that the development adheres to its vision of creating livable communities. The area surrounding the subject site has convenient access to active transportation by way of the pedestrian network, with a number of services, amenities, and recreational opportunities within walking distance, as well as access to public transit to facilitate local and regional connections.



3.1.4 Oakville Transportation Master Plan (2025)

The proposed parking strategy is consistent with the policy direction outlined in the Oakville Transportation Master Plan (TMP), which emphasizes a shift toward sustainable, multi-modal transportation and reduced automobile dependency. The TMP advocates for “right-sizing” parking supply to discourage excess vehicle use and support active transportation and transit integration. By providing a balanced amount of parking without oversupplying parking and impacting the financial viability of this proposed affordable housing development, this development aligns with the TMP’s objectives to manage transportation demand, minimize congestion, and reduce greenhouse gas emissions.

The TMP identifies the need to prioritize walkability, cycling infrastructure, and transit connectivity as part of a complete streets approach. Over-provision of parking can undermine these goals by encouraging car-oriented travel patterns. A reduced parking supply ensures that essential needs, such as visitor access are met while reinforcing Oakville’s vision for compact, mixed-use communities and sustainable growth. This approach also supports the Town’s climate action commitments by promoting land-use efficiency.

The proposed parking supply reflects Oakville’s strategic direction to balance mobility needs with environmental stewardship and urban livability. It provides adequate on-site vehicle parking accommodation while advancing the TMP’s long-term objectives of modal shift, reduced reliance on private automobiles, and the creation of vibrant, pedestrian-friendly neighborhoods.

3.2 REVIEW OF NORTH OAKVILLE ZONING BY-LAW 2009-189

Zoning By-law 2009-189 was also reviewed to compare the applicable parking rates with those that the Town of Oakville has instituted for new development between Dundas Street and Highway 407. In this part of Oakville, the governing by-law specifies a maximum parking rate of up to 1.25 sp./unit for resident spaces. There is no minimum parking applicable to residential parking under this by-law, except for a minimum visitor parking requirement of 0.20 spaces per unit.

Table 3-1 details the applicable requirements under Zoning By-law 2009-189 if they were applied to the proposed development.

Table 3-1: Zoning By-law 2009-189 Parking Requirements

Use/Type	Units/GFA	Minimum Parking Rate	Minimum Parking Required	Maximum Parking Required	Proposed Supply
Rental Apartment	190 Units	Up to 1.25 sp./unit	0 spaces	238 spaces	71
Visitor		0.20 sp./unit	38 spaces	-	32
Total			38 Spaces	238 Spaces	103

Under Zoning By-law 2009-189, the proposed development would result in a minor deficiency of 6 visitor spaces, relative to the governing residential parking requirements.

3.3 EVOLVING PLANNING VISION ACROSS ONTARIO

Trends in people’s travel behaviour and the relationship between this behaviour and the built form are becoming increasingly recognized within the GTA and around Ontario. Cities have either adopted or are in the process of adopting significant parking reforms that challenge the status quo of requiring minimum parking for all uses, regardless of transportation context. Several parking comparisons of parking rates by different



municipalities across the GTHA and Ontario were made in the GHD TIS (dated August 2025). The municipalities compared have either reduced parking minimums or have removed parking minimums for affordable housing developments.

City of Toronto

The City of Toronto amended the city-wide Zoning By-law 569-2013 to modify the current standards for automobile and bicycle parking, including remove minimum residential parking requirements for multi-unit residential buildings and introducing updated maximum parking requirements. This change was made in recognition of the fact that demand for parking is shifting due to changing travel preferences and reduced reliance on private vehicles. The supporting zoning by-law amendment (89-2022) was enacted in February 2022.

While the City of Toronto by-law does not have explicit parking rates for affordable housing, the policy establishes that no minimum parking requirement applies to any type of housing. This flexible approach recognizes the diverse needs of different households and allows development to tailor its parking supply based on actual demand rather than prescriptive standards.

City of St. Catharines

The City of St. Catharines is proposing a zoning by-law amendment¹ to exempt affordable residential units from the City's minimum parking requirements. This initiative is intended to reduce barriers to the creation of affordable housing by eliminating the costs and land demands associated with mandatory parking provisions. This amendment reflects broader municipal objectives related to equity and climate action, ensuring that new affordable housing developments can prioritize homes and community amenities over providing an excess parking supply.

City of Guelph

The City of Guelph has a Housing Affordability Strategy (dated December 2024)² detailing its plan to increase the supply of affordable housing. One of the target actions within the strategy is to reduce or remove parking requirements for new affordable housing developments. Note: the parking rates without a parking adjustment in the City of Guelph Zoning By-law 2023-20790 were used when comparing parking rates in Table 3-2 as it applies to areas of the City outside of intensification corridors.

City of Mississauga

The City of Mississauga has a separate by-law, By-law 0213-2022 for affordable housing (which they refer to as "inclusionary zoning") which came into effect in January 2023. Under this by-law, affordable dwelling units are permitted reduced parking rates. Note: parking rates in Precinct 4 in the City of Mississauga were used in Table 3-2 as it is the most comparable to the subject site.

¹ Information provided at the following link: <https://webforms.stcatharines.ca/Planning-and-Building-Services/Affordable-Housing-Parking-Exemption-Comment-Form>

² Information provided at the following link on page 24: https://guelph.ca/wp-content/uploads/CityofGuelph_HousingAffordabilityStrategy.pdf



Table 3-2: Minimum Parking Requirements in Comparable Jurisdictions to the Subject Site

Land Use	City of Toronto ZBL 89-2022 (In all other areas)		City of St. Catharines ZBL 2013-283	City of Guelph ZBL 2023-20790 (Lots Without Parking Adjustment)	City of Mississauga ZBL 0225-2007 (Precinct 4)	Town of Oakville ZBL 2014-014
	Min. Rate	Max. Rate	Min. Rate	Min. Rate	Min. Rate	Min. Rate
Residential - Apartment	0 sp./unit	-	1.0 sp./unit	1.0 sp./unit	1.0 sp./unit	1.0 sp./units <75 m ² 1.5 sp./units >75 m ²
Studio		0.8 sp./unit				
1-Bed		0.9 sp./unit				
2-Bed		1.0 sp./unit				
3-Bed		1.2 sp./unit				
Visitor	2.0 + 0.05/unit	1.0 sp./unit for the first 5 units, then 0.1 sp./subsequent unit	-	0.15 sp./unit	0.20 sp./unit	0.25 sp./unit
Residential - Affordable Housing	Same as above		Parking to be exempt for affordable housing developments	Parking to be reduced or removed for affordable housing developments	Resident: 0.7 sp./unit Visitor: 0.2 sp./unit	No separate rates

As noted in Table 3-2, the identified jurisdictions either have no parking minimum or permit a reduced residential parking rate for affordable housing. All zoning by-law specify a minimum visitor parking rate of 0.20 spaces per unit (or lower), consistent with the proposed visitor parking supply. These findings provide further evidence to support the appropriateness of the proposed parking supply.

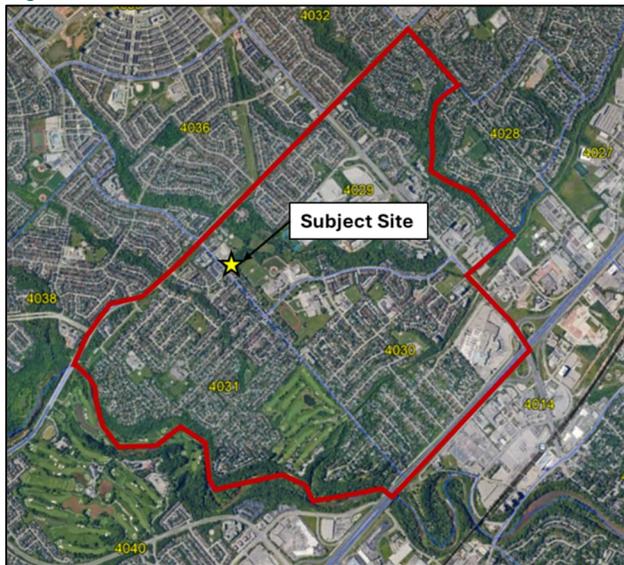
3.4 TTS DATA REVIEW

To understand automobile ownership and travel patterns for existing apartment residents in the area, data was extracted from the Transportation Tomorrow Survey dataset for the TTS Traffic Zones within the Town of Oakville in the vicinity of the subject site, which encompasses several low-rise apartment neighbourhoods. Two TTS data pulls were done, one where income was filtered and one where it was not. Income was filtered for less than \$50,000 which was based on the Ontario annual household income for high need households for Halton Region³. The data for the 2016 and 2022 TTS years has been included in this analysis to better understand surrounding trends. The 4029, 4030, and 4031 Traffic Analysis Zones (TAZ) were used for the 2016 and 2022 TTS pulls and are illustrated in Figure 3-1.

³ O. Reg. 370/11 HIGH NEED HOUSEHOLDS AND HOUSEHOLD INCOME LIMITS - SUBSECTION 40 (4) OF THE ACT | ontario.ca



Figure 3-1: 2016 TTS Zones



Source: Google Earth, November 2025

The historical automobile ownership data is summarized in Table 3-3. The full dataset is provided in Exhibit A.

Table 3-3: Automobile Ownership Data for Apartment Households (TTS)

Number of Vehicles in Household	2016	2022	2016	2022
	Household Income Filtered		Household Income Not Filtered	
0	46%	51%	23%	18%
1	54%	49%	66%	66%
2	0%	0%	10%	15%
3+	0%	0%	2%	0%
Average Number of Vehicles per Household	0.54	0.49	0.95	0.98

Based on the survey data when affordable income ranges are filtered in, automobile ownership among lower income apartment households has been relatively stable over the past 6 years. Approximately 51% of these households do not own a vehicle and the average ownership rate is only 0.49 vehicles per household, which is significantly lower than the vehicle parking requirement specified under Zoning By-law 2014-14. There has also been a ~10% increase in the proportion of carless households between 2016 and 2022, while the share of households owning one or more vehicle has decreased.

Based on the survey data when household income is not filtered in, around 20% of all households in the neighbourhood do not own a vehicle.

The TTS data demonstrates that there is a sizable proportion of neighbourhood households who do not own a personal vehicle, particularly when accounting for lower income households. This data demonstrates that the reduced vehicle parking supply is consistent with the travel behaviour of many existing residents who are relying on transit, active, or other modes (eg. taxi or rideshare) to support their daily travel needs.

Furthermore, prospective tenants will be aware of the parking availability on-site, thereby supporting a self-selection process where individuals who choose to reside in the proposed development will be those who are



compatible with the on-site provision of a limited supply of residential parking. This strategy is consistent with the Town’s broader objectives of reducing automobile dependency and promoting compact, livable communities.

3.5 SHARED PARKING

To support the efficient provision of parking, a shared parking arrangement is proposed to enable joint use by residential visitors as well as daycare and office employees. Shared parking is effective when land uses have complementary demand patterns that peak at different times throughout the day. In this case, residential visitor demand is typically highest during evenings and weekends, while non-residential (daycare and office) demand is concentrated during weekday mornings and afternoons, with little to no use outside these hours. For example, as per the ITE Parking Generation Manual 5th Edition, general office uses (LUC 710) have a peak weekday demand which occurs at 11am, with demand reducing through the afternoon and becoming negligible during the evening period when residential visitors are generally more common. Similarly, daycare (LUC 565) parking demand typically peaks between 10am-12pm, with no demand anticipated after 6pm. Weekend office and daycare parking demand is also typically very low or zero, when residents are more likely to have visiting friends or family. Supporting extracts from the ITE Parking Generation Manual 5th Edition are provided in Exhibit B.

Similar trends are reported in the ULI Shared Parking Manual 3rd Edition, which notes that office and daycare uses have a weekday peak demand that declines significantly after 5pm, whereas residential visitor parking demand typically represents no more than 20% of peak demand during the weekday daytime period. Supporting extracts from the ULI Shared Parking Manual 3rd Edition are also provided in Exhibit B.

By aligning these distinct demand cycles, the same parking supply can serve both groups efficiently. This strategy supports affordability, efficient land use, and a more sustainable design by maximizing the utility of existing parking resources.

3.6 PROXY DATA

Proxy data was collected at three (3) comparable sites to assess typical residential and visitor parking demand. Table 3-4 details the proxy site locations. All three sites are located outside of a Major Transit Station Area (MTSA) except 8 Roxanne Drive, which was approved prior to MTSA designation, and all sites rely upon access to surface transit (i.e.. there is no nearby rapid transit within walking distance).

Table 3-4: Proxy Site Descriptions

Address	# of Units	Unit Mix	Residence Type	# Parking Spots	Total Parking Ratio
5250 Pinedale Avenue, Burlington	141 units	1 bedroom – 140 units 2-bed – 1 units	Seniors Residence	66 (61 tenant, 3 visitor, 2 staff)	0.47
271 Kerr Street, Oakville	242 units	1 Bedroom – 240 units 2-bed – 2 units	Seniors Residence	130 (99 tenant, 27 visitor, 4 staff)	0.54



8 Roxanne Dr., Hamilton	103 units	1-bed – 46 units 2-bed - 9 units 3-bed - 28 units 4-bed – 20 units	Mix of deeply and moderately affordable rental units	51 (49 tenant, 2 accessible)	0.50
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Parking utilization surveys were conducted on Saturday, March 7th, 2026 from 12:00 PM to 2:00 AM and on Monday, March 9th, 2026 from 8:00 AM to 2:00 AM (the following morning). Parking counts were undertaken at 30-minute intervals during each survey, noting parking demand by type (tenant, visitor, staff). On-street parking demand on nearby streets was recorded separately and was included in the total visitor parking demand estimate.

Peak parking demand observed at each proxy site is provided in Table 3-5. The full set of proxy parking utilization data is provided in Exhibit C.

Table 3-5: Proxy Parking Utilization Surveys – Peak Demand by Type

Proxy Site	Saturday, March 7th			Monday, March 9th		
	Peak Demand	% Lot Utilization	Demand Rate (per unit)	Peak Demand	% Lot Utilization	Demand Rate (per unit)
Residential						
5250 Pinedale Avenue, Burlington	48 spaces (12:00 AM-)	79%	0.34 sp./unit	48 spaces (12:30 AM-)	79%	0.34 sp./unit
271 Kerr Street, Oakville	65 spaces (1:30 AM-)	66%	0.27 sp./unit	64 spaces (12:00 AM-)	65%	0.26 sp./unit
8 Roxanne Dr., Hamilton	34 spaces (12:30 PM, 1:30 AM-)	67%	0.33 sp./unit	38 spaces (2:00 AM)	75%	0.37 sp./unit
Weighted Average	0.30 sp. unit			0.31 sp. unit		
Visitor						
5250 Pinedale Avenue, Burlington*	6 spaces (12:30-1:30 PM; 5:30-6:30PM)	80%	0.04 sp./unit	6 spaces (1:00-1:30 PM)	80%	0.04 sp./unit
271 Kerr Street, Oakville*	22 spaces (2:30-3:30 PM)	71%	0.09 sp./unit	27 spaces (2:00-2:30 PM)	87%	0.11 sp./unit
8 Roxanne Dr., Hamilton**	6 spaces (2:30 PM)	N/A	0.06 sp./unit	5 spaces (9:30-10:30 PM)	N/A	0.05 sp./unit
Weighted Average	0.07 sp. unit			0.08 sp. unit		



* Parking supply included 2 reserved staff spaces that were counted separately; these spaces were included in the total visitor parking demand estimate (along w/ on-street).

** Parking supply included 4 reserved staff spaces that were counted separately; these spaces were included in the total visitor parking demand estimate (along w/ on-street).

***No on-site visitor parking, visitor demand was calculated based on nearby on-street parking utilization

The parking utilization survey results indicated fairly consistent demand across all three survey sites, as well as stability in the measured peak demand observed across both survey dates.

Residential parking demand ranged between 0.26 to 0.37 sp. per unit, with an average residential demand ratio of 0.30 and 0.31 sp. per unit on Saturday and Monday respectively. These observed demand rates are lower than the proposed residential supply of 0.34 sp./unit included as part of the proposed development.

Visitor parking demand ranged between 0.06 to 0.11 sp. per unit (including reserved staff and nearby on-street parking), with an average visitor demand ratio of 0.07 and 0.08 sp. per unit on Saturday and Monday respectively. These observed demand rates are lower than the proposed shared visitor supply of 0.20 sp./unit included as part of the proposed development.

The observed proxy demand rates for residential and visitor parking were applied to the proposed unit count to assess the suitability of the proposed vehicle parking supply. Since no proxy data was collected for the daycare or office components, it was assumed that their peak utilization would be equivalent to the prescribed by-law rates. This represents a conservative assessment given the temporal variation in demand discussed in Section 3.5.

Table 3-6 details the anticipated peak parking demand associated with the proposed development based on the observed proxy data.

Table 3-6: Anticipated Parking Demand – Proposed Development

Use/Type	Units/GFA	Demand Rate	Peak Parking Demand	Proposed Supply	Surplus/Deficit
Rental Apartment	190 Units	0.31 sp./unit	59 spaces	71	+12 spaces
Visitor		0.08 sp./unit	16 spaces		
Daycare	285 m ²	1.0 sp./40 m ²	7 spaces	32	+4 spaces
Office	175 m ²	1.0 sp./35 m ²	5 spaces		
Total			87 Spaces	103	+16 spaces

As detailed in Table 3-6, the proposed parking supply is expected to accommodate peak parking demand associated with the residential, visitor, and non-residential components, maintaining a surplus of 12 residential and 4 shared visitor spaces during periods of peak demand. In the event that peak visitor parking demand exceeds its anticipated peak demand rate of 0.08 sp. / unit, the proposed shared parking arrangement will ensure demand is effectively accommodated on-site.

Based on the application of proxy demand to the proposed development, it is our professional opinion that the proposed parking supply is suitable and will accommodate the peak demand of the proposed land uses.



4 TRANSPORTATION DEMAND MANAGEMENT

Transportation Demand Management (TDM) typically consists of a number of strategies to achieve a more efficient transportation network by influencing travel behaviour. Effective TDM measures can reduce vehicle usage and encourage people to engage in more sustainable methods of travel. In addition to the active transportation and transit routes in the area, there are several opportunities to incorporate TDM measures that support alternative modes of transportation. The recommendations should enhance non-single-occupant vehicle trips for the future residents of the proposed development.

4.1 CYCLING-BASED STRATEGIES

Provision of Bicycle Parking

The proposed development will provide bicycle parking spaces to support and encourage active transportation. 34 bicycle parking spaces will be provided in secure, weather protected bicycle storage rooms on the ground floor.

Provision of Bicycle Repair Facilities

A significant barrier for some people considering cycling as their day-to-day mode of travel is repair and maintenance. Providing a bicycle repair stand, tools, and basic information on-site will alleviate the stress of technical issues and promote cycling as a long-term travel method for tenants.

Promote and Increase Cycling Awareness

Information packages will be made available to residents of the proposed development, to help encourage active transportation and increase awareness of different travel alternatives. The package will include information regarding the environmental and health benefits of cycling, rules of the road, and maps which display active transportation infrastructure available in the surrounding area.

4.2 PEDESTRIAN-BASED STRATEGIES

On-Site Pedestrian Infrastructure and Connection to the Public Network

The proposed development's entrances will be connected to the sidewalk along Sixth Line via a pedestrian connection throughout the site. This will provide convenient access for pedestrians, transit users, and cyclists. The pedestrian connections will be supported by enhancements such as landscaped boulevards, tree plantings and appropriate lighting. Barrier-free design elements will be included as well such as curb ramps, tactile surfaces and appropriate grade transitions.

Walking distance to nearby amenities

The proposed development is within convenient walking distance to a variety of destinations including retail stores, restaurants, schools and parks which all facilitate walking trips. Commercial space located within proximity to the subject site provides an opportunity for future residents to walk to destinations without the need for a private automobile.



4.3 TRANSIT-BASED STRATEGIES

Connection to Transit Networks

The proposed development will be well served by local transit services available in the surrounding area. The availability of nearby surface bus routes will encourage future residents and visitors of the site to use public transit. The site is adjacent to the bus route 19 River Oaks which provides connection to the Oakville GO Station south of the subject site.

Pre-Loaded Presto Cards

The applicant will provide a Presto card to each unit of the proposed development at building occupancy, pre-loaded with a monthly pass (value of \$156). This will help reduce the financial barriers restricting usage of the available transit infrastructure. Residents will be able to learn how to make use of transit in their daily lives and will have a reduced reliance on automobiles as a mode of transportation.

Transit Information Packages

For residents to take complete advantage of the local transit services, transit information packages will be distributed to residents to increase transit awareness. The information packages will contain public transit information such as route maps and timetables.

Ongoing Communication and Travel Planning Support

In addition to the information packages, the property management team will maintain communication with residents regarding transportation options. This includes setting up an information corners or bulletin board where updates can be posted. Emails or a community portal could be used to share information. At 50% occupancy the developer will organize a "Travel Options Day" which can serve as a distribution point for any remaining information packages, and feature representatives from Oakville Transit to answer questions (if available). A mid-occupancy push is recommended to ensure that even those who moved in earlier and might have missed the initial orientation get reinforced messaging about available TDM services.

4.4 PARKING-BASED STRATEGIES

Limited Provision of Residential Vehicle Parking

The proposed development will include a limited but appropriate supply of residential parking (0.34 space/unit), ensuring that many residents who choose to reside at the site are compatible with a lifestyle centred on the use of transit and active transportation. This measure will help reduce the generation of SOV trips by the future development, as approximately 66% of future residents will not have access to a personal vehicle.

Unbundled Parking

Leasing parking spaces separately from each residential unit can lead to lower rates of vehicle ownership. The proposed development will unbundle the rental cost of parking from new dwelling units to support zero-car households and further reduce parking demand associated with the proposed development.



Shared Parking

As discussed in Section 3.5, shared use parking principles will be applied, recognizing the different temporal peaks in demand for residential visitor, office, and daycare users.

4.5 TDM SUMMARY

The TDM measures detailed above will enhance the viability of living without regular access to a private vehicle by supporting the use of alternative travel modes such as transit and active transportation. Table 4-1 summarizes the recommended TDM measures for the proposed development.

Table 4-1: TDM Measure Summary

Recommended TDM Measure	Benefits
Pedestrian-Based Strategies	
On-Site Pedestrian Infrastructure and Connection to the Public Network	+Promotes convenient access for pedestrians, transit users, and cyclists
Cycling-Based Strategies	
Provision of Bicycle Parking Facilities	+Creates secure bike parking on-site
Provision of Bicycle Repair Facilities	+Promotes cycling trips by providing access to fixing technical issues related to biking and promote cycling as a long-term travel method for tenants
Promote and Increase Cycling Awareness	+Providing information packages will encourage and promote cycling trips
Transit-Based Strategies	
Connection to Transit Networks	+There are some bus transit stops within proximity to the subject site which will provide connection to major destinations such as the Oakville GO station
Pre-Loaded Presto Cards	+Providing pre-loaded Presto cards to tenants will promote the use of public transit
Transit Information Packages	+Providing information packages will encourage and promote transit trips
Parking-Based Strategies	
Limited Provision of Residential Vehicle Parking (0.34 spaces per unit)	+Limited parking provided will encourage people to use other modes of travel. Also, it will allow for self-selection as people who own a vehicle will choose alternative housing options
Unbundled Parking	+Parking spaces being leased separately from the residential units will support zero car households and lead to lower rates of vehicle ownership
Shared Parking	+As the daycare, office and residential visitor uses have different peak hours, shared parking allows for the more efficient provision of vehicle parking



5 CONCLUSIONS

This Parking Justification Letter has been prepared to support the proposed parking reduction for the subject site. The proposed development consists of a 6-storey mixed-use residential building designed to provide 190 affordable rental housing units. The project features a mix of 1-, 2-, and 3-bedroom independent living units, all of which will remain affordable for at least 25 years. Notably, 30% of these units are designed to be fully accessible, and 35 are designated as "deeply affordable" through a partnership with the Region of Halton. To ensure long-term stability, the developer intends to lease blocks of units to community partner organizations that will manage the housing for their clients.

Beyond residential space, the ground floor will include a 285 m² daycare facility and a 175 m² office space dedicated to a community partner's on-site operations. The site plan incorporates a total of 103 parking spaces, split between underground and surface levels. The proposed vehicle parking supply consists of 71 apartment spaces (0.37 sp./unit) and 32 spaces shared between the residential visitors, daycare, and office (0.17 sp./unit). The proposed vehicle parking supply is deficient by 74 residential and 16 visitor spaces relative to the governing zoning by-law requirements.

A parking reduction is suitable for the site based on multiple supporting factors detailed in this letter. Several planning policies were reviewed that promote affordable housing, sustainable communities and active transportation, objectives that a reduced parking supply can help achieve. The proposed parking supply is also aligned with the requirements applied to affordable housing in other GTHA jurisdictions.

TTS data was reviewed with and without incomes filters to assess vehicle ownership trends in the area, indicating that many lower income households do not own a personal vehicle. This data demonstrates that the reduced vehicle parking supply is consistent with the travel behaviour of many existing residents who are relying on other travel modes to support their daily travel needs. In addition, prospective owners will be aware of the parking availability on-site, thereby supporting a self-selection process where individuals who choose to reside in the proposed development will be those who are compatible with the limited supply of residential parking.

The proposed shared parking strategy is consistent with the typical demand patterns of residential visitors and daycare/office employees, allowing for an efficient parking supply and land use optimization.

Proxy data was collected at three (3) comparable sites to assess typical residential and visitor parking demand. Parking utilization surveys were conducted on Saturday, March 7th, 2026 from 12:00 PM to 2:00 AM and on Monday, March 9th, 2026 from 8:00 AM to 2:00 AM. Residential parking demand ranged between 0.26 to 0.37 sp. per unit, with an average residential demand ratio of 0.30 and 0.31 sp. per unit on Saturday and Monday respectively. Visitor parking demand ranged between 0.06 to 0.11 sp. per unit (including reserved staff and nearby on-street parking), with an average visitor demand ratio of 0.07 and 0.08 sp. per unit on Saturday and Monday respectively.

The proposed parking supply is expected to accommodate peak parking demand associated with the residential, visitor, and non-residential components, maintaining a surplus of 12 residential and 4 shared visitor spaces during periods of peak demand. In the event that peak visitor parking demand exceeds its anticipated peak demand rate of 0.08 sp. / unit, the proposed shared parking arrangement will ensure demand is effectively accommodated on-site.



The site parking strategy will be supported by comprehensive TDM measures to increase the convenience and attractiveness of alternative travel modes.

Based on these considerations, it is our professional opinion that the proposed parking is appropriate and should be supported.

If there are any further questions or concerns, please do not hesitate to contact the undersigned.

Yours truly,

LEA CONSULTING LTD.

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Project Coordinator, Transportation

Exhibit A: TTS Data

Exhibit B: ITE and ULI excerpts

Exhibit C: Parking Survey Data

EXHIBIT A

TTS Data



Cross Tabulation Query Form - Household - 2016

2022

Row: 2006 GTA zone of household - gta06_hhld

Column: No. of vehicles in household - n_vehicle

Filters:

Income range of household - income ln 1

2

and

2006 GTA zone of household - gta06_hhld ln 4029

4030

4031

and

Type of dwelling unit - dwell_type ln 2

Household 2016

Table:

	0	1	
4029	232	179	411
4030	46	152	198
	278	331	609
	46%	54%	0.543514

Household 2022

Table:

	0	1	
4029	178	125	303
4030	78	121	199
	256	246	502
	51%	49%	0.49004

Mon Mar 09 2026 22:20:40 GMT-0400 (Eastern Daylight Time) - Run Time: 594ms

Cross Tabulation Query Form - Household - 2016

2022

Row: 2006 GTA zone of household - gta06_hhld

Column: No. of vehicles in household - n_vehicle

Filters:

2006 GTA zone of household - gta06_hhld In 4029

4030 4031

and

Type of dwelling unit - dwell_type In 2

Household 2016

Table:

	0	1	2	5		
4029	383	963	163	35	1544	
4030	46	289	26	0	361	
	429	1252	189	35	1905	
	23%	66%	10%	2%		95%

Household 2022

Table:

	0	1	2	3		
4029	259	843	312	4	1418	
4030	103	501	0	0	604	
	362	1344	312	4	2022	
	18%	66%	15%	0%		98%

EXHIBIT B

ITE and ULI excerpts



CANADA | INDIA | AFRICA | MIDDLE EAST

Land Use: 710 General Office Building

Description

A general office building is a building with multiple tenants that employ persons in the management, direction, or conduct of legal, accounting, engineering, consulting, real estate, insurance, financial, or other professional services. A general office building with a gross floor area of 10,000 square feet or less is classified as a small office building (Land Use 712).

Time-of-Day Distribution for Parking Demand

The following table presents a time-of-day distribution of parking demand on a weekday at 19 study sites in a general urban/suburban setting.

Hour Beginning	Percent of Weekday Peak Parking Demand
	General Urban/Suburban
12:00-4:00 a.m.	—
5:00 a.m.	—
6:00 a.m.	—
7:00 a.m.	13
8:00 a.m.	47
9:00 a.m.	87
10:00 a.m.	99
11:00 a.m.	100
12:00 p.m.	86
1:00 p.m.	84
2:00 p.m.	93
3:00 p.m.	93
4:00 p.m.	85
5:00 p.m.	57
6:00 p.m.	21
7:00 p.m.	—
8:00 p.m.	—
9:00 p.m.	—
10:00 p.m.	—
11:00 p.m.	—

Additional Data

For the seven study sites with parking supply information and located in a dense multi-use urban setting, the average parking supply ratio is 2.9 spaces per 1,000 square feet GFA. At these sites, the average peak parking occupancy is 56 percent.

For the 63 study sites with parking supply information and located in a general urban/suburban setting, the average parking supply ratio is 3.3 spaces per 1,000 square feet GFA. At these sites, the average peak parking occupancy is 60 percent.

For nine study sites, parking demand data were collected on a Saturday as well as a weekday. For those sites, peak Saturday parking demand averages 13 percent of the peak weekday parking demand.

The sites were surveyed in the 1990s, the 2000s, the 2010s, and the 2020s in Alabama, Arizona, California, Colorado, District of Columbia, Georgia, Illinois, Indiana, Maine, Maryland, Massachusetts, Minnesota, Montana, New Jersey, New York, Ontario (CAN), Oregon, Pennsylvania, Texas, Utah, Virginia, Washington, and Wisconsin.

Source Numbers

122, 201, 211, 217, 276, 425, 431, 433, 436, 438, 440, 516, 531, 540, 551, 555, 556, 567, 571, 572, 588, 607, 618, 622, 633

Land Use: 565 Day Care Center

Description

A day care center is a facility where care for pre-school age children is provided, normally during daytime hours. A day care facility generally includes classrooms, offices, eating areas, and playgrounds. A day care center may also provide after-school care for school-age children.

Time-of-Day Distribution for Parking Demand

The following table presents a time-of-day distribution of parking demand on a weekday at 17 study sites in a general urban/suburban setting.

Hour Beginning	Percent of Weekday Peak Parking Demand
12:00–4:00 a.m.	—
5:00 a.m.	—
6:00 a.m.	11
7:00 a.m.	45
8:00 a.m.	89
9:00 a.m.	93
10:00 a.m.	100
11:00 a.m.	100
12:00 p.m.	97
1:00 p.m.	93
2:00 p.m.	88
3:00 p.m.	82
4:00 p.m.	88
5:00 p.m.	96
6:00 p.m.	61
7:00 p.m.	—
8:00 p.m.	—
9:00 p.m.	—
10:00 p.m.	—
11:00 p.m.	—

Additional Data

For this land use, any child enrolled at a day care center is considered a student. The number of students refers to the total number of enrolled children, not just those present at the time the study is conducted.

The average parking supply ratio for the 36 study sites with parking supply information and located in a general urban/suburban setting is 3.6 spaces per 1,000 square feet GFA. The average peak parking occupancy at these 36 sites is 63 percent. For the single study site in a dense multiuse urban setting, the parking supply ratio is 1.4 spaces per 1,000 square feet GFA and its peak parking occupancy is 86 percent.

The sites were surveyed in the 1990s, the 2000s, the 2010s, and the 2020s in California, Kansas, Kentucky, Minnesota, New Jersey, North Carolina, Ohio, Oregon, Pennsylvania, Tennessee, Texas, Virginia, Washington, and Wisconsin.

Source Numbers

221, 223, 289, 291, 433, 555, 556, 557, 563, 603, 618, 622, 632, 633

FIGURE 2-4 Weekday Time-of-Day Adjustments

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

(continued on next page)

FIGURE 2-4 (continued)

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

Source: See chapter 4 discussions for each land use.

EXHIBIT C

Parking Survey Data



Parking Utilization Summary

Project No.: 26246 Unit Count 103
 Subject Site: 8 Roxanne Drive, Hamilton

Surveyor: KL
 Survey Date: Saturday March 7, 2026

Supply	2	49	-	51
Lot	Surface		On-street	Total
TIME	Accessible	Tenants	Visitors	
8:00				0
8:30				0
9:00				0
9:30				0
10:00				0
10:30				0
11:00				0
11:30				0
12:00	0	31	3	31
12:30	0	34	2	34
13:00	0	31	2	31
13:30	0	30	3	30
14:00	0	25	4	25
14:30	0	27	4	27
15:00	0	26	4	26
15:30	0	26	6	26
16:00	0	24	5	24
16:30	0	20	5	20
17:00	0	22	4	22
17:30	0	27	5	27
18:00	0	28	3	28
18:30	0	27	4	27
19:00	0	27	4	27
19:30	0	23	3	23
20:00	0	21	2	21
20:30	0	20	3	20
21:00	0	20	3	20
21:30	0	20	2	20
22:00	0	22	3	22
22:30	0	23	3	23
23:00	0	26	3	26
23:30	0	27	3	27
0:00	0	27	2	27
0:30	0	31	2	31
1:00	0	32	2	32
1:30	0	34	2	34
2:00	0	34	2	34

Max 0 34 6 34
 Utilization 0% 69% N/A 67%
 Ratio 0.00 0.33 0.06 0.33

Surveyor: KL
 Survey Date: Monday March 9, 2026

Supply	2	49	-	51
Lot	Surface		On-street	Total
TIME	Accessible	Tenants	Visitors	
8:00	0	31	1	31
8:30	0	29	1	29
9:00	0	27	1	27
9:30	0	27	2	27
10:00	0	30	2	30
10:30	0	28	1	28
11:00	0	25	1	25
11:30	0	26	1	26
12:00	0	28	3	28
12:30	0	28	3	28
13:00	0	25	4	25
13:30	0	24	5	24
14:00	0	22	2	22
14:30	0	20	1	20
15:00	0	19	2	19
15:30	1	17	2	18
16:00	0	26	2	26
16:30	0	28	4	28
17:00	0	27	4	27
17:30	0	27	3	27
18:00	0	27	4	27
18:30	0	30	2	30
19:00	0	31	2	31
19:30	0	32	3	32
20:00	0	32	3	32
20:30	0	31	3	31
21:00	0	27	4	27
21:30	1	26	5	27
22:00	1	28	5	29
22:30	1	29	4	30
23:00	0	32	4	32
23:30	0	35	4	35
0:00	0	35	4	35
0:30	0	35	3	35
1:00	0	35	3	35
1:30	0	35	4	35
2:00	0	38	4	38

Max 1 38 5 38
 Utilization 50% 78% N/A 75%
 Ratio 0.01 0.37 0.05 0.37

Parking Utilization Summary

Project No.: 26246 Unit Count 141
 Subject Site: 5250 Pinedale Avenue, Burlington

Surveyor: JC
 Survey Date: Saturday March 7, 2026

Supply	2	1	2	61	-	3	61	2
Lot	Surface Lot				On-street		Total	
TIME	Visitors	Accessible	Staff	Tenants	Visitors	Visitors	Tenants	Reseved - Staff
8:00	0	0	0	0	0	0	0	0
8:30	0	0	0	0	0	0	0	0
9:00	0	0	0	0	0	0	0	0
9:30	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0
12:00	2	1	1	35	0	3	35	1
12:30	2	1	1	34	2	3	34	1
13:00	2	1	1	35	2	3	35	1
13:30	1	1	1	36	0	3	36	1
14:00	2	1	1	36	0	3	36	1
14:30	2	1	0	36	0	3	36	0
15:00	1	1	0	37	0	3	37	0
15:30	2	1	0	36	0	3	36	0
16:00	2	1	0	36	2	3	36	0
16:30	2	1	0	36	2	3	36	0
17:00	2	1	0	41	1	3	41	1
17:30	2	1	1	42	2	3	42	1
18:00	2	1	1	44	2	3	44	1
18:30	2	1	1	41	1	3	41	1
19:00	2	1	1	40	1	3	40	1
19:30	2	1	0	41	1	3	41	0
20:00	2	0	0	42	1	2	42	1
20:30	2	0	1	42	2	2	42	1
21:00	1	0	0	44	1	1	44	0
21:30	1	0	0	45	0	1	45	0
22:00	1	0	0	45	0	1	45	0
22:30	1	0	0	47	0	1	47	0
23:00	1	0	0	47	0	1	47	0
23:30	1	0	0	47	0	1	47	0
0:00	1	0	0	48	0	1	48	0
0:30	1	0	0	48	0	1	48	0
1:00	0	0	0	48	0	0	48	0
1:30	0	0	0	48	0	0	48	0
2:00	0	0	0	48	0	0	48	0

Max Utilization Ratio 2 N/A 0.01 3 100% 0.02 48 79% 0.34 1 50% 0.01

Incl. on-street+ staff

Max Utilization Ratio 6 80% 0.04

Surveyor: JC
 Survey Date: Monday March 9, 2026

Supply	2	1	2	61	-	3	61	2
Lot	Surface Lot				On-street		Total	
TIME	Visitors	Accessible	Staff	Tenants	Visitors	Visitors	Tenants	Reseved - Staff
8:00	0	0	0	45	0	0	45	0
8:30	0	0	0	42	0	0	42	0
9:00	0	0	0	41	0	0	41	0
9:30	0	0	1	42	0	0	42	1
10:00	1	0	0	42	0	1	42	0
10:30	1	0	0	44	0	1	44	0
11:00	2	1	0	46	1	2	46	0
11:30	1	1	1	43	2	2	43	1
12:00	0	0	0	41	2	1	41	0
12:30	2	1	0	40	1	3	40	1
13:00	2	1	1	42	2	3	42	1
13:30	1	1	1	39	1	2	39	1
14:00	2	1	1	34	1	3	34	1
14:30	0	1	0	34	2	1	34	0
15:00	0	1	0	36	2	1	36	0
15:30	1	1	1	34	1	2	34	1
16:00	1	1	0	35	1	2	35	0
16:30	2	1	1	40	1	3	40	1
17:00	2	1	0	41	1	3	41	0
17:30	2	1	0	41	1	3	41	0
18:00	1	1	0	41	0	2	41	0
18:30	1	1	0	42	0	2	42	0
19:00	1	1	0	40	0	2	40	0
19:30	2	1	0	42	0	2	42	0
20:00	1	0	0	44	0	1	44	0
20:30	2	0	0	44	0	2	44	0
21:00	0	0	0	45	0	2	45	0
21:30	0	0	0	45	0	0	45	0
22:00	0	0	0	46	0	0	46	0
22:30	0	0	0	47	0	0	47	0
23:00	0	0	0	47	0	0	47	0
23:30	0	0	0	47	0	0	47	0
0:00	0	0	0	47	0	0	47	0
0:30	0	0	0	48	0	0	48	0
1:00	0	0	0	48	0	0	48	0
1:30	0	0	0	48	0	0	48	0
2:00	0	0	0	48	0	0	48	0

Max Utilization Ratio 2 N/A 0.01 3 100% 0.02 48 79% 0.34 1 50% 0.01

Incl. on-street+ staff

Max Utilization Ratio 6 80% 0.04

Parking Utilization Summary

Project No.: 26246 Unit Count 242
 Subject Site: 271 Kerr Street, Oakville

Surveyor: TZ
 Survey Date: Saturday March 7, 2026

Supply	16	11	37	10	52	1	1	2	1	On-street	27	89	4
Lot	North					South					Total		
TIME	Visitors	Accessible	Tenants	Accessible	Tenant	SDL Staff	Non Region	SQL Maintenan	SQL Maintenan	Visitors	Visitors	Tenants	Reserved - Staff
8:00	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	6	6	16	6	26	0	0	0	0	0	15	47	0
12:15	6	6	19	6	32	0	0	0	0	0	16	48	0
12:30	11	5	15	5	25	0	0	0	0	0	16	45	0
12:45	11	6	16	6	26	0	0	0	0	0	17	48	0
13:00	15	6	17	6	27	0	0	0	0	0	21	55	0
13:15	15	6	17	6	27	0	0	0	0	0	21	55	0
13:30	13	7	18	5	27	0	0	0	0	0	22	48	0
13:45	13	7	18	5	27	0	0	0	0	0	22	48	0
14:00	15	7	15	4	27	0	0	0	0	0	22	46	0
14:15	13	7	15	4	27	0	0	0	0	0	19	46	0
14:30	10	8	16	3	27	0	0	0	0	0	18	46	0
14:45	8	7	18	4	27	0	0	0	0	0	15	49	0
15:00	8	7	18	4	27	0	0	0	0	0	15	49	0
15:15	8	7	18	4	27	0	0	0	0	0	15	49	0
15:30	8	7	18	4	27	0	0	0	0	0	15	49	0
15:45	8	7	18	4	27	0	0	0	0	0	15	49	0
16:00	8	7	18	4	27	0	0	0	0	0	15	49	0
16:15	8	7	18	4	27	0	0	0	0	0	15	49	0
16:30	8	7	18	4	27	0	0	0	0	0	15	49	0
16:45	8	7	18	4	27	0	0	0	0	0	15	49	0
17:00	8	7	18	4	27	0	0	0	0	0	15	49	0
17:15	8	7	18	4	27	0	0	0	0	0	15	49	0
17:30	8	7	18	4	27	0	0	0	0	0	15	49	0
17:45	8	7	18	4	27	0	0	0	0	0	15	49	0
18:00	8	7	18	4	27	0	0	0	0	0	15	49	0
18:15	8	7	18	4	27	0	0	0	0	0	15	49	0
18:30	8	7	18	4	27	0	0	0	0	0	15	49	0
18:45	8	7	18	4	27	0	0	0	0	0	15	49	0
19:00	8	7	18	4	27	0	0	0	0	0	15	49	0
19:15	8	7	18	4	27	0	0	0	0	0	15	49	0
19:30	8	7	18	4	27	0	0	0	0	0	15	49	0
19:45	8	7	18	4	27	0	0	0	0	0	15	49	0
20:00	8	7	18	4	27	0	0	0	0	0	15	49	0
20:15	8	7	18	4	27	0	0	0	0	0	15	49	0
20:30	8	7	18	4	27	0	0	0	0	0	15	49	0
20:45	8	7	18	4	27	0	0	0	0	0	15	49	0
21:00	8	7	18	4	27	0	0	0	0	0	15	49	0
21:15	8	7	18	4	27	0	0	0	0	0	15	49	0
21:30	8	7	18	4	27	0	0	0	0	0	15	49	0
21:45	8	7	18	4	27	0	0	0	0	0	15	49	0
22:00	8	7	18	4	27	0	0	0	0	0	15	49	0
22:15	8	7	18	4	27	0	0	0	0	0	15	49	0
22:30	8	7	18	4	27	0	0	0	0	0	15	49	0
22:45	8	7	18	4	27	0	0	0	0	0	15	49	0
23:00	8	7	18	4	27	0	0	0	0	0	15	49	0
23:15	8	7	18	4	27	0	0	0	0	0	15	49	0
23:30	8	7	18	4	27	0	0	0	0	0	15	49	0
23:45	8	7	18	4	27	0	0	0	0	0	15	49	0
0:00	8	7	18	4	27	0	0	0	0	0	15	49	0
0:15	8	7	18	4	27	0	0	0	0	0	15	49	0
0:30	8	7	18	4	27	0	0	0	0	0	15	49	0
0:45	8	7	18	4	27	0	0	0	0	0	15	49	0
1:00	8	7	18	4	27	0	0	0	0	0	15	49	0
1:15	8	7	18	4	27	0	0	0	0	0	15	49	0
1:30	8	7	18	4	27	0	0	0	0	0	15	49	0
1:45	8	7	18	4	27	0	0	0	0	0	15	49	0
2:00	8	7	18	4	27	0	0	0	0	0	15	49	0

Max 0 22 65 1
 Utilization N/A 81% 66% 25%
 Ratio 0.00 0.09 0.27 0.00
 Incl. staff Max 22
 Utilization 71%
 Ratio 0.09

Surveyor: ML
 Survey Date: Monday March 9, 2026

Supply	16	11	97	10	52	1	1	2	1	On-street	27	89	4
Lot	North					South					Total		
TIME	Visitors	Accessible	Tenants	Accessible	Tenant	SDL Staff	Non Region	SQL Maintenan	SQL Maintenan	Visitors	Visitors	Tenants	Reserved - Staff
8:00	18	7	20	8	23	0	0	0	0	0	0	17	51
8:15	9	7	18	8	23	0	0	0	0	0	0	16	50
8:30	10	7	19	8	26	0	0	0	0	0	0	17	53
8:45	12	7	19	7	28	1	0	0	0	0	0	19	54
9:00	12	7	20	7	28	1	0	0	0	0	0	19	56
9:15	12	8	20	7	28	1	0	0	0	0	0	20	56
9:30	12	8	17	7	26	1	0	0	0	0	0	20	52
9:45	12	8	17	6	26	1	0	0	0	0	0	20	52
10:00	12	9	16	6	26	1	0	0	0	0	0	21	48
10:15	12	9	16	6	26	1	0	0	0	0	0	21	48
10:30	12	9	15	6	24	1	0	0	0	0	0	21	45
10:45	13	9	16	6	24	1	0	0	0	0	0	22	46
11:00	16	7	20	7	26	1	0	0	0	0	0	28	53
11:15	17	7	20	7	26	1	0	0	0	0	0	28	53
11:30	11	8	23	7	27	1	0	0	0	0	0	19	57
11:45	11	8	23	7	27	1	0	0	0	0	0	19	57
12:00	7	8	25	7	27	1	0	0	0	0	0	13	56
12:15	7	8	22	7	27	1	0	0	0	0	0	13	56
12:30	7	8	22	7	27	1	0	0	0	0	0	13	56
12:45	7	8	22	7	27	1	0	0	0	0	0	13	56
13:00	7	8	21	7	27	1	0	0	0	0	0	12	55
13:15	7	8	21	7	27	1	0	0	0	0	0	13	56
13:30	7	8	21	7	27	1	0	0	0	0	0	13	56
13:45	7	8	21	7	27	1	0	0	0	0	0	13	56
14:00	7	8	21	7	27	1	0	0	0	0	0	13	56
14:15	7	8	21	7	27	1	0	0	0	0	0	13	56
14:30	7	8	21	7	27	1	0	0	0	0	0	13	56
14:45	7	8	21	7	27	1	0	0	0	0	0	13	56
15:00	7	8	21	7	27	1	0	0	0	0	0	13	56
15:15	7	8	21	7	27	1	0	0	0	0	0	13	56
15:30	7	8	21	7	27	1	0	0	0	0	0	13	56
15:45	7	8	21	7	27	1	0	0	0	0	0	13	56
16:00	7	8	21	7	27	1	0	0	0	0	0	13	56
16:15	7	8	21	7	27	1	0	0	0	0	0	13	56
16:30	7	8	21	7	27	1	0	0	0	0	0	13	56
16:45	7	8	21	7	27	1	0	0	0	0	0	13	56
17:00	7	8	21	7	27	1	0	0	0	0	0	13	56
17:15	7	8	21	7	27	1	0	0	0	0	0	13	56
17:30	7	8	21	7	27	1	0	0	0	0	0	13	56
17:45	7	8	21	7	27	1	0	0	0	0	0	13	56
18:00	7	8	21	7	27	1	0	0	0	0	0	13	56
18:15	7	8	21	7	27	1	0	0	0	0	0	13	56
18:30	7	8	21	7	27	1	0	0	0	0	0	13	56
18:45	7	8	21	7	27	1	0	0	0	0	0	13	56
19:00	7	8	21	7	27	1	0	0	0	0	0	13	56