LEA Consulting Ltd.
625 Cochrane Drive, 5th Floor
Markham, ON, L3R 9R9 Canada
T | 905 470 0015 F | 905 470 0030
WWW.LEA.CA

August 15, 2025

Reference Number: 22211.01

Mark Robertson
128 Lakeshore Development Inc.
2676 Bayview Avenue
North York, M2L 1B9

Dear Mr. Robertson,

RE: Transportation Operations Assessment Update
Proposed Mixed-Use Development
128 Lakeshore Road East, City of Mississauga

LEA Consulting Ltd. (LEA) was retained by 128 Lakeshore Development Inc. to conduct a transportation assessment for the proposed mixed-use development located at 128 Lakeshore Road East (herein referred to as the "subject site") in the City of Mississauga. By way of background, several documents were submitted in support of the Zoning By-law Amendment (ZBA) and Official Plan Amendment (OPA) applications for the proposed development and are listed in chronological order below:

- Transportation Operations Assessment (TOA), dated December 2021;
- Payment-In-Lieu Parking Program Letter of Justification, dated May 2023;
- Queueing Analysis Letter, dated May 2023; and
- TOA Update Letter, dated October 2023

Since the previous submission, revisions to the development proposal site plan were made. Therefore, the following letter reviews the changes to the proposed development from a transportation perspective.

1 PROPOSED DEVELOPMENT

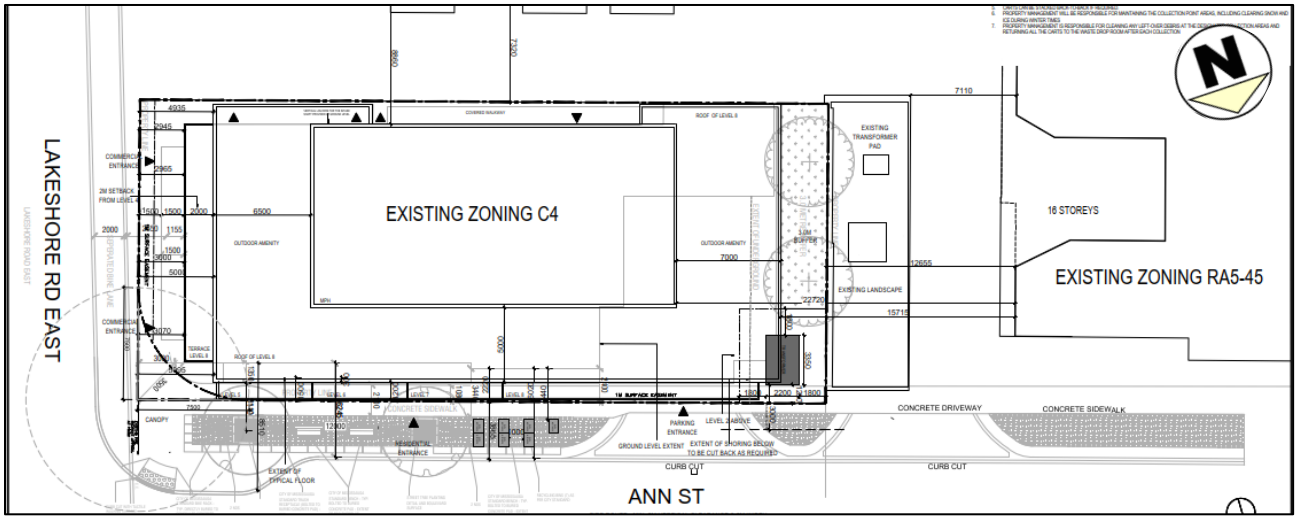
The revised development proposal consists of a mixed-use building with 70 residential units and 115m^2 of ground floor retail GFA. The proposed parking supply includes 3 short-term vehicle parking spaces located at-grade, as well as 70 bicycle parking spaces in the basement level.

A summary of the changes to the development proposal since the October 2023 submission is provided in **Table 1-1** with the updated site plan illustrated in **Figure 1-1**.

Table 1-1: Site Statistics Comparison

Land Use	Initial TOA (December 2021)	TOA Update Letter (October 2023)	TOA Update Letter (August 2025)	Difference
Residential	**42 Units**	**37 Units**	**70 Units**	**+33 Units**
2-Bedroom	21 Units	21 units	50 Units	+38 Units
3-Bedroom	21 Units	16 units	20 Units	+4 Units
Retail	150 m^2	112 m^2	115 m^2	+3 m^2
	Parking Supply			
Vehicular Parking Supply	37 Spaces	33 Spaces	3 spaces	- 30 spaces
Bicycle Parking Supply	62 spaces	58 spaces	76 spaces	+18 spaces

Figure 1-1: Site Plan



Source: IBI Group Architects, August 2025

2 PARKING REVIEW

This section reviews the vehicular parking standards based on the applicable parking requirements for the study area.

The subject site is currently governed by the City of Mississauga By-law 0225-2007 as amended by By-law 0199-2024 for Precinct 1, which was enacted and passed in December 2024. A previous amendment, By-law 0117-2022, introduced a neighbourhood-specific "precinct" approach and a blended residential rate, as opposed to differentiated rates based on unit type. The site is currently zoned C4 and is located in Precinct 1. By-Law 0199-2024 removed minimum parking requirements for all developments located in Precinct 1 to ensure alignment with the provincial direction articulated through Bill 185.

The parking requirements and proposed supply are summarized in **Table 2-1.**

Table 2-1: Zoning By-law 0225-2007 (as amended by By-law 0199-2024) Parking Requirements

Land Use	# of Units	Minimum Parking Requirement	Parking Spaces Required	Proposed Supply
Residential	70	0 sp./unit	0	0
		Residential Sub-Total	**0**	**0**
Visitor	70 Units	0 sp./unit	0	3
Retail	115 m^2	0 sp./100 m2	0	0
Shared parking arrangement: the greater of visitor parking spaces required OR parking required for all non-residential uses			0	3
		Non-Residential Sub-Total	**0**	**3**
		Total	**0**	**3**

Based on the applicable parking requirements, the proposed development is not required to provide any vehicle parking spaces. The proposed parking supply will consist of 3 short-term visitor spaces, consistent with the by-law requirement.

It should be noted that the proposed retail use is small in scale and anticipated to function as ancillary to the residential component of the proposed development. As such, it is anticipated that the proposed retail use will primarily rely on walk-in trips from the surrounding neighbourhood, and is not expected to typically generate vehicle parking demand.

3 SITE TRIP GENERATION

The following subsections provide an updated site trip generation assessment.

3.1 SITE TRIP GENERATION & DISTRIBUTION

Data from the 2022 Transportation Tomorrow Survey (TTS) was extracted to identify the local modal split for the study area (TAZ 4364, 4383, 4384, 4386-4388, 4393). Trips were filtered for those taken by households with no personal vehicle. Data for home-based trips undertaken by residents was analyzed for residential and retail trips. The local area modal split is summarized in **Table 3-1.**

Table 3-1: Modal Split

Description	Residential	Retail
Auto Driver Trips	0%	0%
Passenger Trips	11%	19%
Taxi/Rideshare Trips	0%	0%
Transit Trips	37%	19%
Pedestrian Trips	52%	62%
Cycling Trips	0%	0%

Trip generation associated with the proposed development was calculated using the *Institute of Transportation Engineers (ITE) Trip Generation Manual, 11th Edition* for LUC 222 – Multifamily Housing (High-Rise) and LUC 820 – Strip Retail Plaza (<40k). For the residential land use, the average ITE person trip rates were used to determine person trips. The person trips were then converted to auto trips using the local mode split. For the retail land use, the average ITE vehicle trip rates were used to determine vehicle trips and subsequently converted to person trips. An internal trip reduction was also applied to reflect interaction between the proposed land uses, as per the ITE Handbook.

Table 3-2 summarizes the anticipated number of vehicle trips generated by the proposed development.

Table 3-2: Proposed Site Vehicle Trip Generation

Land Use	Description	Weekday AM Peak Hour			Weekday PM Peak Hour		
		In	Out	Total	In	Out	Total
ITE LUC 222 – Multifamily Housing (High-Rise) 70 units	ITE Person Trip Rate (/unit)	0.09	0.26	0.34	0.30	0.16	0.46
	ITE Person Trips	6	18	24	21	11	32
	Site Interaction	0	0	0	-2	-1	-3
	Person Trips	6	18	24	19	10	29
	Auto Passenger Trips (11%)	1	2	3	2	1	3
	External Auto Trips	**1**	**2**	**3**	**2**	**1**	**3**
ITE LUC 820 – Strip Retail Plaza (<40k) 2000 ft²	ITE Trip Rates	1.42	0.94	2.36	3.30	3.30	6.59
	Baseline Auto Trips	3	2	5	7	7	14
	Conversion to Person Trips	4	2	6	8	8	16
	Site Interaction	0	0	0	-1	-2	-3
	Total External Person Trips	4	2	6	7	6	13
	Auto Passenger Trips (19%)	1	0	1	1	1	2
	External Auto Trips	**1**	**0**	**1**	**1**	**1**	**2**
Total Site Auto Trips		**2**	**2**	**4**	**3**	**2**	**5**
Total Site Auto Trips from Previous Submission (Oct, 2023)		**6**	**12**	**18**	**11**	**6**	**17**
Difference of Auto Trip Update		**-4**	**-10**	**-12**	**-8**	**-4**	**-12**

The proposed development is expected to generate 4 vehicle trips in the AM peak hour (2 in, 2 out) and 5 vehicle trips in the PM peak hour (3 in, 2 out). Relative to the previous submission, this represents a reduction of 12 vehicle trips within each weekday peak hour.

As a result, the proposed development is not expected to have a significant impact on road network operations, and an intersection capacity analysis is not required.

Multi-modal trip generation is summarized in **Table 3-3** and is based on the modal split summarized in **Table 3-1.**

Table 3-3: Site Multi-Modal Trip Generation

Land Use	Description	Weekday AM Peak Hour			Weekday PM Peak Hour		
		In	Out	Total	In	Out	Total
Proposed Residential	**External Person Trips**	**6**	**18**	**24**	**19**	**10**	**29**
	Auto Driver Trips	0	0	0	0	0	0
	Passenger Trip	1	2	3	2	1	3
	Taxi/Rideshare	0	0	0	0	0	0
	Transit Trips	2	7	9	7	4	11
	Pedestrian trips	3	9	12	10	5	15
	Cycling Trips	0	0	0	0	0	0
Proposed Retail	**External Person Trips**	**4**	**2**	**6**	**7**	**6**	**13**
	Auto Driver Trips	0	0	0	0	0	0
	Passenger Trip	1	0	1	1	1	2
	Taxi/Rideshare	0	0	0	0	0	0
	Transit Trips	1	0	1	1	1	2
	Pedestrian trips	2	2	4	5	4	9
	Cycling Trips	0	0	0	0	0	0
Total Proposed	**External Person Trips**	**10**	**20**	**30**	**26**	**16**	**42**
	Auto Driver Trips	0	0	0	0	0	0
	Passenger Trip	2	2	4	3	2	5
	Taxi/Rideshare	0	0	0	0	0	0
	Transit Trips	3	7	10	8	5	13
	Pedestrian trips	5	11	16	15	9	24
	Cycling Trips	0	0	0	0	0	0

The proposed development is expected to generate 30 two-way person trips (10 inbound and 20 outbound) during the AM peak hour, and 42 two-way person trips (26 inbound and 16 outbound) during the PM peak hour.

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. There are several opportunities to incorporate TDM measures that support alternative modes of transportation. The recommendations detailed below aim to support the site parking strategy and promote the use of alternative modes of transportation.

4.1 PEDESTRIAN-BASED STRATEGIES

Walking Distance to Nearby Amenities

- The proposed development is identified as "Very Walkable" with a WalkScore™ of 83/100 when entered into the WalkScore™ application. The study area has continuous sidewalks available on both sides of Ann Street and Lakeshore Road East with crosswalks at all four approaches at the nearby signalized intersections in the vicinity of the subject site. The subject site is located in the commercial Port Credit strip along Lakeshore Road East which provides excellent access to grocery stores, restaurants, banking institutions, retail stores, pharmacies, along with other commercial uses. All these uses can be accessed within a 300m walking distance, equivalent to less than a 5-minute walk.

Mixed Land Use

- The inclusion of both retail and residential uses provides an opportunity for residents to conveniently walk to a retail destination. Given the high-density nature of the existing and proposed uses surrounding the site, the retail use will be located on the ground floor fronting the pedestrian network along Lakeshore Road East to facilitate easy access by walking.

Building Entrances Oriented Close to the Street with Direct Connection to Pedestrian Pathways

- The building entrances of the proposed development will be oriented towards the pedestrian sidewalks along both Ann Street and Lakeshore Boulevard East. This design will provide easy access from the retail and residential entrances to the adjacent street network, enhancing pedestrian mobility and circulation.

4.2 CYCLING-BASED STRATEGIES

On-Site Bicycle Parking Facilities

- The proposed development will provide on-site bicycle parking facilities to support and encourage active transportation. The site will provide 42 Class A and 6 Class B bike parking spaces, meeting the by-law requirements (see **Table 4-1** below). Short-term will be at-grade and long-term bicycle parking spaces will be provided in secure and weather-protected locations within the basement level.

- Bicycle parking rates as per the City of Mississauga Zoning By-law 0225-2007 as amended by By-law 0118-2022 consists of the following. Of note, as the retail GFA is less than 1,000 m^2 GFA, no retail bicycle parking spaces are required. As per **Table 4-1** below, the proposed bike parking supply exceeds the zoning by-law requirements.

Table 4-1: Bicycle Parking Supply

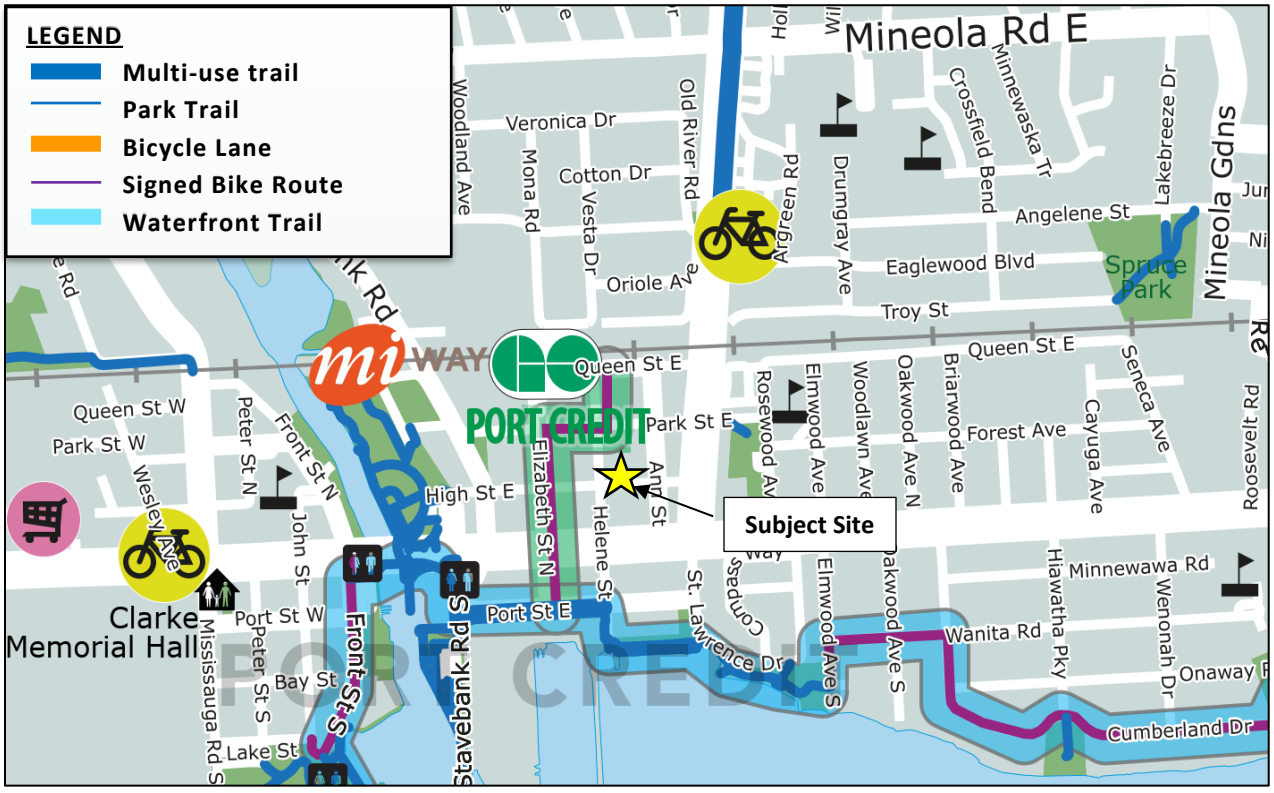
Use	Units	Requirement	Required Supply	Supply Provided
Residential	70 Units	**Class A (indoor, controlled access):** 0.6 sp./unit	42	42
		Class B (outdoor, publicly accessible): The greater of 0.05 sp./unit or 6 spaces	6	6
		Total	**48**	**48**

- Short-term bicycle parking spaces are provided and located outdoors in a publicly accessible area.

Connection to Nearby Cycling Facilities

- Future residents can leverage nearby existing and future cycling infrastructure, including the multi-use trails and signed bike routes available along Hurontario Street and Port Street East respectively. The existing cycling network is illustrated in **Figure 4-1.**

Figure 4-1: Existing Cycling Network



Source: City of Mississauga Cycling Map, 2023

- Furthermore, the Mississauga Cycling Master Plan (2018) proposes an integrated cycling network as shown in **Figure 4-2**. This master plan does not specify an implementation timeline but does contemplate overall completion within twenty years. When implemented, the site will have safer and better-connected bicycle access to surrounding neighbourhoods. It should be noted that the Mississauga Cycling Master Plan is being updated, with public engagement commencing in June 2025.

Figure 4-2: Future Cycling Network

Source: City of Mississauga Cycling Master Plan, 2018

Provision of Bicycle Repair Station

- In order to reduce barriers to utilizing cycling as a mode of transportation, the proposed development will provide two bicycle repair stations on site in the short-term and long-term bicycle parking rooms respectively. The provision of bicycle repair stations will provide quick access for necessary repairs and will further increase the convenience of cycling as a travel alternative.

Promote and Increase Cycling Awareness and Multi-Modal Transport

- It is recommended that information packages be provided to residents at building occupancy to help encourage active transportation and increase awareness of different travel alternatives. The package should include information regarding the environmental and health benefits of cycling, rules of the road as well as maps of nearby cycling routes available in the surrounding area.

4.3 TRANSIT-BASED STRATEGIES

Pre-Loaded PRESTO Cards

- To further incentivize unit purchasers to make more transit-based trips, it is proposed that pre-loaded PRESTO cards ($24 including $4 activation fee and $20 pre-load value) be provided with the sale/rental of each unit. This card can be used to pay for transit fares on the GO Transit and MiWay transit networks, helping to increase adoption of transit by future residents.

Communication Strategy and Information Packages

- It is recommended that information packages and communications be provided to all units to increase their awareness of available transit services. The information packages should be part of the welcome packages for residents and should contain public transit information such as route maps for MiWay/GO transit networks.

Connection to Transit Network

- The proposed development will provide excellent connections to high-order and surface transit. The area is well serviced by the MiWay transit network with bus routes on Lakeshore Road East and nearby Hurontario Street, which provide convenient east-west and north-south transit accessibility respectively. In addition, the subject site is also accessible by walking to the Port Credit GO Station on the Lakeshore West GO Rail line. In addition, the future Hazel McCallion Light Rail Transit (LRT) line will be available at Port Credit GO Station for residents travelling north to destinations within Mississauga and Brampton. The provision of higher-order transit and surface bus transit networks will encourage residents to utilize transit as an effective and reliable mode of transportation and alleviate the need for private vehicle usage.

4.4 PARKING MANAGEMENT AND TRAVEL-BASED STRATEGIES

No Residential Parking Spaces

- As By-law 0199-2024 removes all minimum parking requirements for developments in Precinct 1, there will be no parking spaces provided for residents, and only 3 parking spots for visitors on the ground floor. This approach will ensure that future residents are compatible with a lifestyle centred on the use of transit and active transportation. Future residents will be made aware of the lack of vehicle parking in all applicable marketing materials, ensuring that self-selection occurs and no residents who require a personal vehicle will choose to reside within the development.

4.5 SUMMARY OF TDM MEASURES PROPOSED

The TDM measures detailed above will enhance the viability of living without regular access to a private vehicle by ensuring that alternative travel methods are readily available and convenient. **Table 4-2** below summarizes the recommended TDM measures and includes their anticipated cost.

Table 4-2: Summary of TDM Measures

Item	Quantity	Unit Cost	Total Cost
Pedestrian-Based Strategies			
Walking Distance to Nearby Amenities	N/A	N/A	N/A
Mixed Land Uses	N/A	N/A	
Building Entrances Oriented Close to the Street with Direct Connection to Pedestrian Pathways	N/A	N/A	N/A
Cycling-Based Strategies			
On-Site Bicycle Parking Facilities	42 Long-term bicycle spaces	Design Cost	N/A
Connection to Nearby Cycling Facilities	N/A	N/A	N/A
Provision of Bicycle Repair Stations	2	$2,000 per each station	$4,000
Promote and Increase Cycling Awareness and Multi-Modal Transport	70	~ $2.00 per unit	$140
Transit-Based Strategies			
Pre-Loaded PRESTO Cards	70	($4.00 Activation fee + $20.00 value loaded) per unit	$1680
Communication Strategy and Information Packages	70	~ $2.00 per unit	$140
Connection to Transit Network	N/A	N/A	N/A
Parking Management & Travel-Based Strategies			
No Residential Parking Spaces	N/A	N/A	N/A
		Total	**$5,960**

5 FUNCTIONAL DESIGN REVIEW

Car Maneuvering and Loading

The proposed 3 parking spaces will be accessible via the driveway entrance at-grade. A review of the functionality of the parking entrance demonstrates that parking can be safely accessed and egressed by the appropriate design vehicles. The swept-path diagrams are provided in **Attachment 1**, confirming that there are no operational concerns with the proposed parking supply. The loading space location and access conditions have not changed since the initial December 2021 TOA and therefore the loading vehicle paths from that previous report remain sufficient.

We trust that this report adequately addresses the comments received to date. If there are any questions, please do not hesitate to contact the undersigned.

Yours truly,

LEA CONSULTING LTD.

Debang Chen
Project Manager
Transportation & Systems, Project Management

ATTACHMENT 1

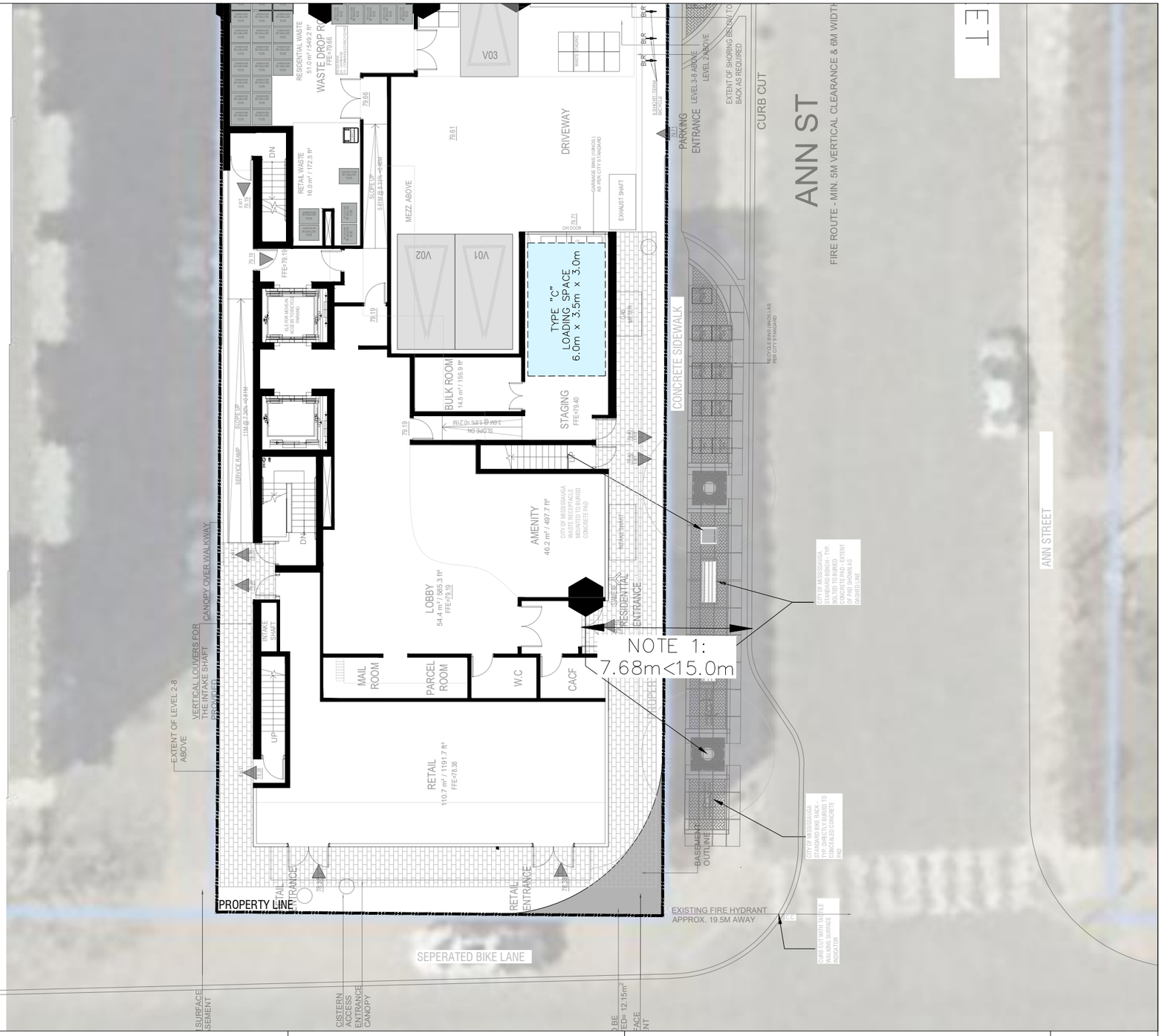
Functional Design Review

NOTES:

AS PER THE ONTARIO BUILDING CODE 3.2.5

1. 5.5 LOCATION OF ACCESS ROUTES – ACCESS ROUTES SHALL BE LOCATED SO THAT THE PRINCIPAL ENTRANCE AND EVERY ACCESS OPENING ARE LOCATED NOT LESS THAN 3m AND NOT MORE THAN 15m FROM THE CLOSEST PORTION OF THE ACCESS ROUTE. THEREFORE, FIRE TRUCKS MAY STOP ALONG MONCLAIR AVENUE.

2. 6.1 ACCESS ROUTE DESIGN – A PORTION OF A ROADWAY PROVIDED AS A REQUIRED ACCESS ROUTE FOR FIRE DEPARTMENT USE SHALL:
   - 2.1. 6.1.a HAVE A CLEAR WIDTH NOT LESS THAN 6m
   - 2.2. 6.1.b HAVE A CENTRELINE RADIUS NOT LESS THAN 12m
   - 2.3. 6.1.c HAVE AN OH CLEARANCE OF NOT LESS THAN 5m
   - 2.4. 6.1.f HAVE TURNAROUND FACILITIES FOR ANY DEAD-END PORTION OF THE ACCESS ROUTE MORE THAN 90m LONG
   - 2.5. 6.1.g BE CONNECTED WITH A PUBLIC THOROUGHFARE



DRAWN BY: HBAINS PLOT DATE: August 15, 2025

LEA Consulting Ltd.
Consulting Engineers and Planners
www.LEA.ca

Project No.
22211-230

Date
AUG 15, 2025

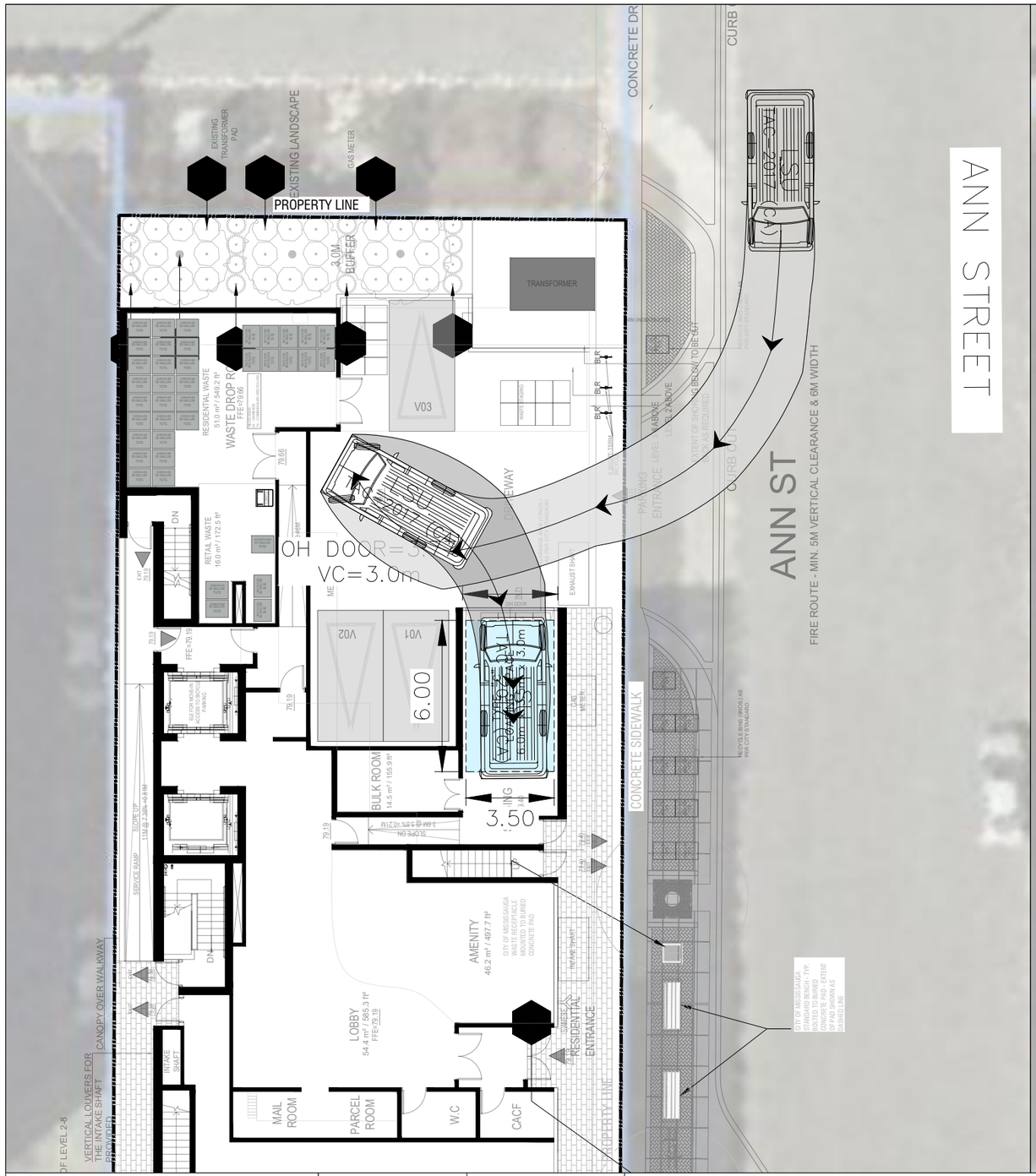
128 LAKESHORE ROAD EAST
MISSISSAUGA ONTARIO

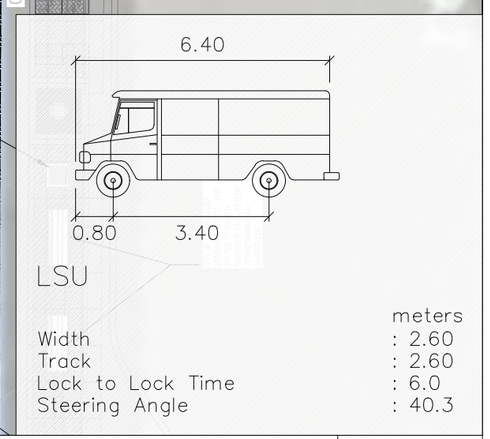
2 0 2 4 6m
1:250

FIRE ROUTE REVIEW

Drawing No.
001

DRAWING NAME: C:\Users\HBains\AppData\Local\Temp\AcPublish_17244





DRAWN BY: HBAINS PLOT DATE: August 15, 2025

LEA Consulting Ltd.
Consulting Engineers and Planners
www.LEA.ca

Project No.
22211-230

Date
AUG 15, 2025

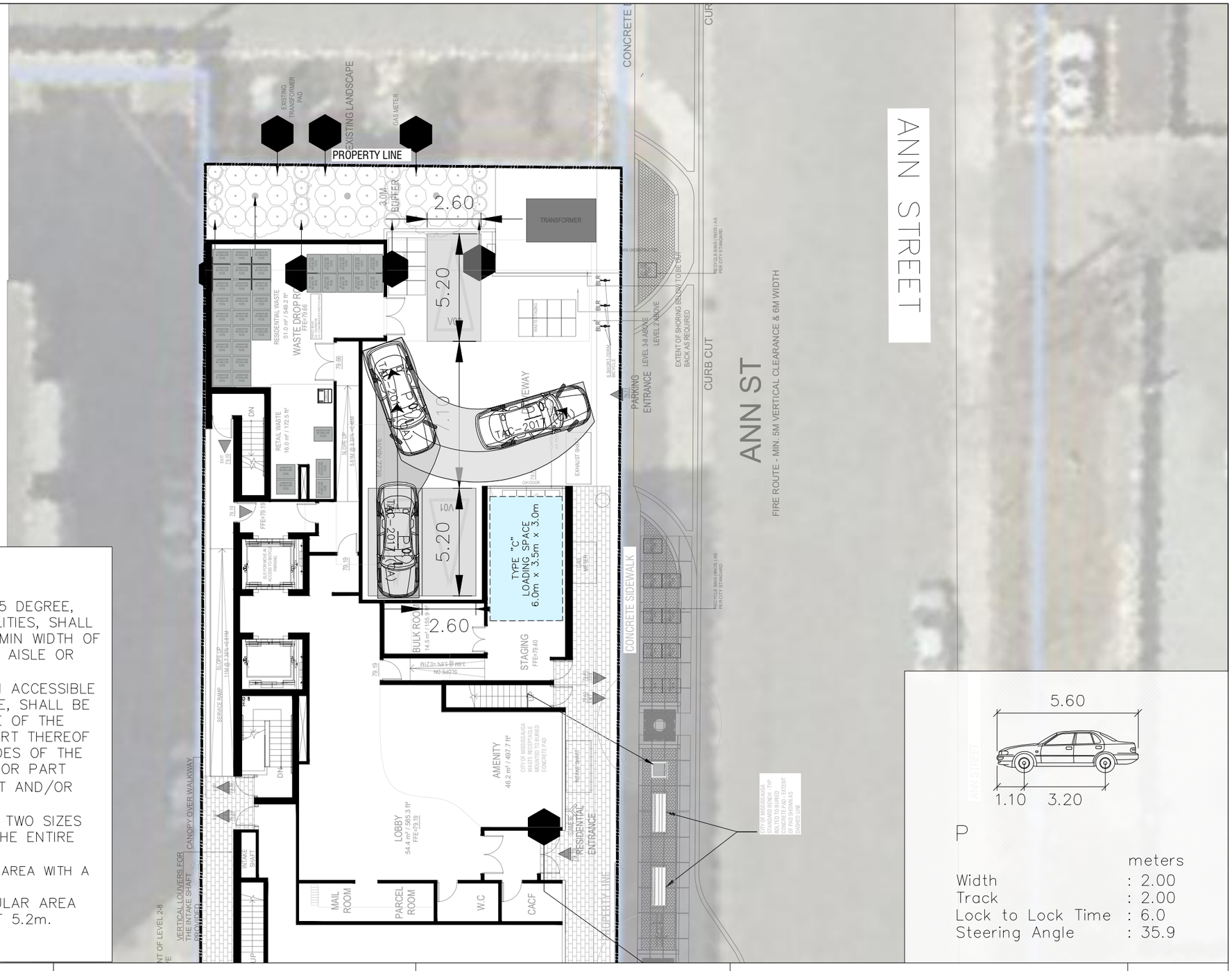
128 LAKESHORE ROAD EAST
MISSISSAUGA ONTARIO

2 0 2 4 6m
1:200

MOVING/DELIVERY (LSU) TRUCK ENTRY & EXIT PATHS GROUND FLOOR

Drawing No.
002

DRAWING NAME: C:\Users\HBains\AppData\Local\Temp\AcPubl



PER CITY OF MISSISSAUGA ZONING BY-LAW PART 3:

3.1.14 PARKING SPACE DIMENSIONS

(A) PARKING SPACES WITH A PARKING ANGLE EXCEEDING 15 DEGREE, EXCEPT THOSE DESIGNATED FOR PERSONS WITH DISABILITIES, SHALL HAVE AN UNOBSTRUCTED RECTANGULAR AREA WITH A MIN WIDTH OF 2.6m AND A MIN LENGTH OF 5.2m, EXCLUSIVE OF ANY AISLE OR DRIVEWAY.

(B) THE MIN WIDTH OF A PARKING SPACE, OTHER THAN AN ACCESSIBLE PARKING PARKING SPACE OR PARALLEL PARKING SPACE, SHALL BE INCREASED TO 2.75m WHERE THE LENGTH OF ONE SIDE OF THE PARKING SPACE ABUTS A BUILDING, STRUCTURE OR PART THEREOF AND 2.9m WHERE THE OBSTRUCTION IS FROM BOTH SIDES OF THE PARKING SPACE, EXCEPT FOR A BUILDING, STRUCTURE OR PART THEROF, THAT EXTENDS 1.0m OR LESS INTO THE FRONT AND/OR REAR OF THE PARKING SPACE.

(C) ACCESSIBLE PARKING SOACES ARE TO BE PROVIDED IN TWO SIZES AND MAINTAIN A 1.5m WIDE ACCESS AISLE ABUTTING THE ENTIRE LENGTH OF EACH PARKING SPACE (0190-2014):

(1) TYPE A SHALL HAVE AN UNOBSTRUCTED RECTANGULAR AREA WITH A MIN WIDTH OF 3.4m AND A MIN LENGTH OF 5.2m.

(2) TYPE B SHALL HAVE AN UNOBSTRUCTED RECTANGULAR AREA WITH A MIN WIDTH OF 2.4m AND A MIN LENGTH OF 5.2m.

3.1.1.5 AISLES

(A) THE MIN DRIVE AISLE WIDTH SHALL BE 7.0m.

P

	meters
Width	: 2.00
Track	: 2.00
Lock to Lock Time	: 6.0
Steering Angle	: 35.9

PLOT DATE: August 15, 2025

DRAWN BY: HBAINS

LEA Consulting Ltd.
Consulting Engineers and Planners
www.LEA.ca

Project No.
22211-230

Date
AUG 15, 2025

128 LAKESHORE ROAD EAST
MISSISSAUGA ONTARIO

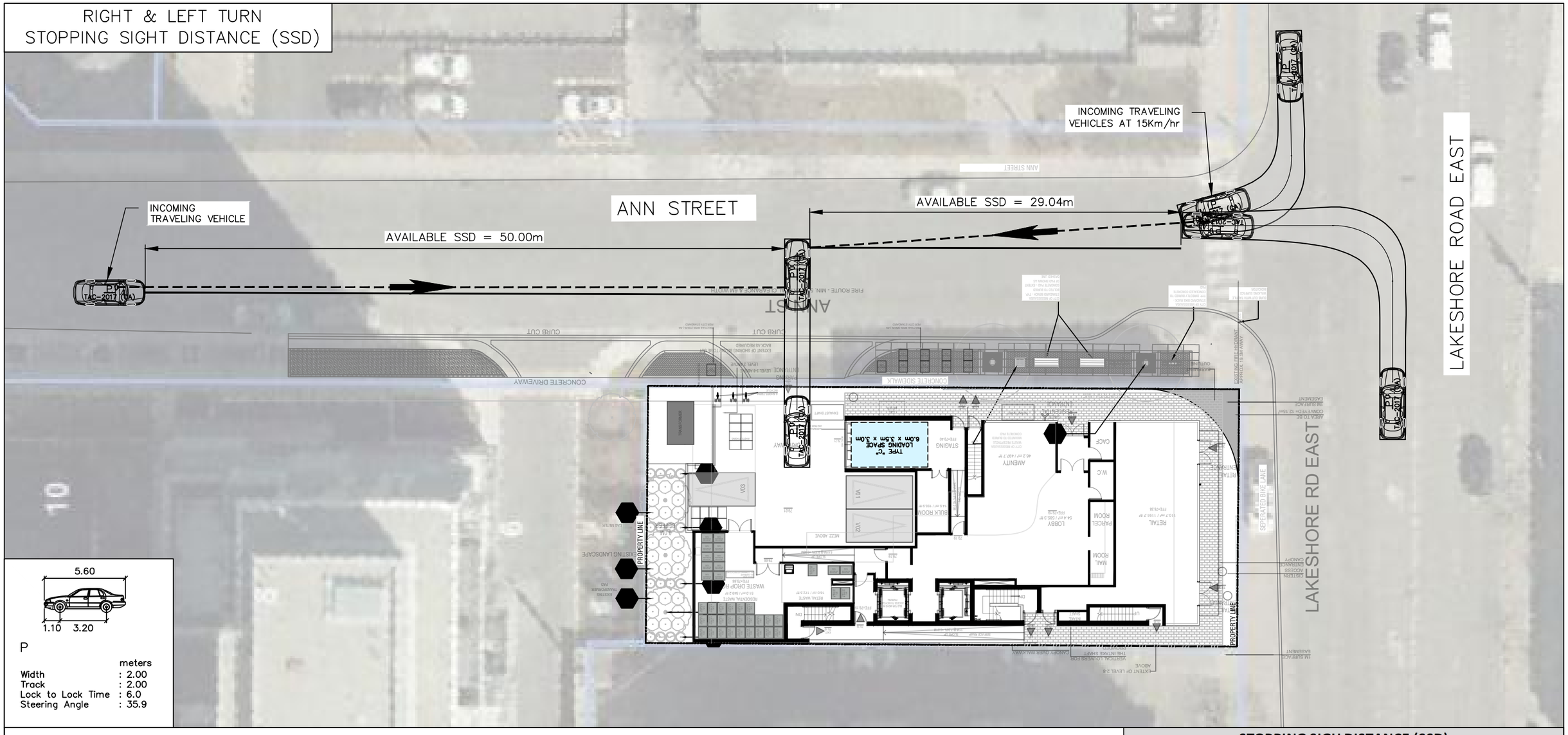
2 0 2 4 6m
1:200

PTAC PARKING REVIEW
GROUND FLOOR

Drawing No.
003

DRAWING NAME: C:\Users\HBains\AppData\Local\Temp\AcPubl

RIGHT & LEFT TURN STOPPING SIGHT DISTANCE (SSD)



NOTES:

1. THE AVAILABLE STOPPING SIGHT DISTANCE (SSD) OF 29.04m IS LESS THAN THE REQUIRED SSD OF 50m FOR THE DESIGN SPEED LIMIT OF 40KM/H (PER TABLE 9.9.4 AND 9.9.6 OF TRANSPORTATION ASSOCIATION OF CANADA (TAC) GUIDELINE – CHAPTER 9). HOWEVER, GIVEN THE EXISTING CONDITIONS FOR THE EXISTING INTERSECTION OF LAKESHORE ROAD EAST AND ANN ST, THE AVAILABLE SSD IS ACCEPTABLE – JUSTIFICATION IS AS FOLLOWS:
   1.1. GIVEN THAT VEHICLES WILL BE TURNING RIGHT ONTO ANN ST FROM LAKESHORE ROAD EAST, IT IS EXPECTED THAT THE VEHICLES WILL DRIVE AT A LOWER SPEED APPROACHING THE PROPOSED ACCESS – I.E. VEHICLES WILL TURN ONTO ANN ST AT A SPEED LOWER THAN 40KM/H (I.E. 15KM/H – WHILE MAKING RIGHT OR LEFT TURN FROM LAKESHORE ROAD EAST). PER TRANSPORTATION ASSOCIATION OF CANADA (TAC) GUIDELINE – CHAPTER 2 SECTION 2.5, THE SSD FOR 15KM/H DESIGN SPEED CAN BE CALCULATED AS:

- SSD = $0.278*V*t+0.039*(\frac{V^2}{a})$ = $0.278*15*2.5+0.039*(\frac{15^2}{3.4})$ = 13m
- THEREFORE THE REQUIRED SSD IS SATISFIED SINCE THE AVAILABLE SSD IS MORE THAN THE REQUIRED AT A SPEED OF 15KM/H.

STOPPING SIGH DISTANCE (SSD)		
SIGHTLINES PER "TAC" TABLE 9.9.4 & TABLE 9.9.6		
ASSUMED POSTED SPEED	40km/hr	
DESIGN SPEED	40km/hr	
STOPPING SIGHT DISTANCES	LEFT TURN (m)	RIGHT TURN (m)
REQUIRED SSD	50	50
AVAILABLE SSD	29.04	>50
REQUIRED SSD SATISFIED	YES (SEE NOTE 1)	

PLOT DATE: August 15, 2025

DRAWN BY: HBAINS

LEA Consulting Ltd.
Consulting Engineers and Planners
www.LEA.ca

N

Project No.
22211–230

Date
AUG 15, 2025

LEGEND
SIGHT LINE
AVAILABLE SSD/ISD
PROPERTY LINE

128 LAKESHORE ROAD EAST
MISSISSAUGA ONTARIO

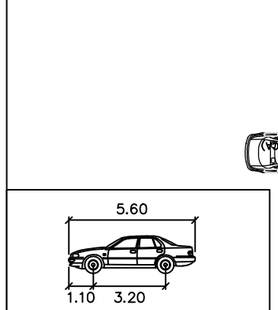
3 0 3 6 9m
1:300

ANN ST ACCESS
STOPPING SIGHT DISTANCE

Drawing No.
004

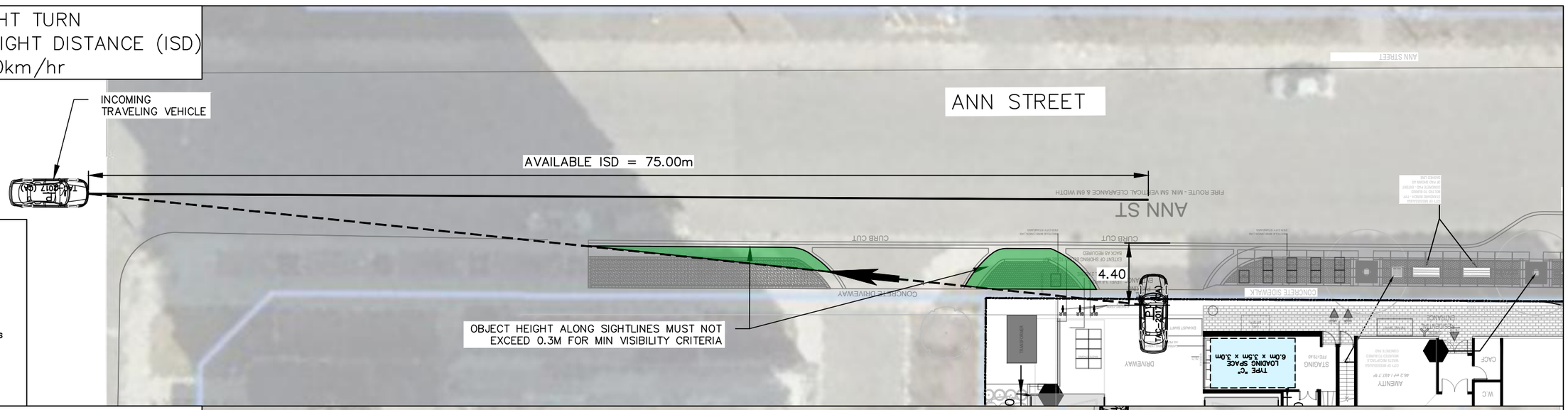
DRAWING NAME: C:\Users\HBains\AppData\Local\Temp\AcPubl

RIGHT TURN
INTERSECTION SIGHT DISTANCE (ISD)
40km/hr



P

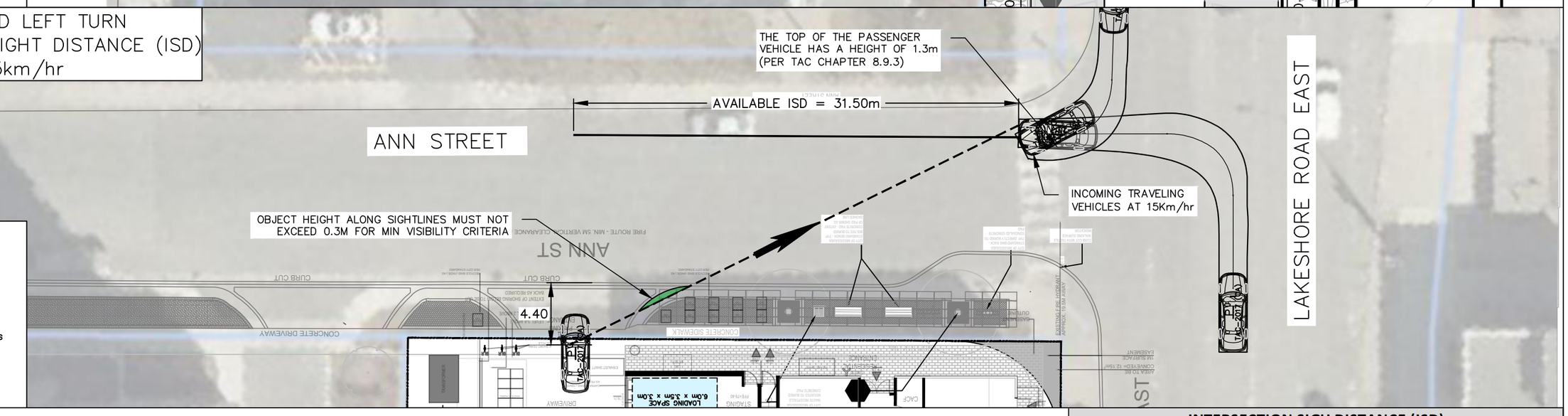
	meters
Width	: 2.00
Track	: 2.00
Lock to Lock Time	: 6.0
Steering Angle	: 35.9



JUSTIFIED LEFT TURN
INTERSECTION SIGHT DISTANCE (ISD)
15km/hr

P

	meters
Width	: 2.00
Track	: 2.00
Lock to Lock Time	: 6.0
Steering Angle	: 35.9



NOTES:

1. THE AVAILABLE INTERSECTION SIGHT DISTANCE (ISD) OF 31.5m (LEFT TURN) IS LESS THAN THE DESIRED ISD OF 85m (LEFT TURN) FOR THE DESIGN SPEED LIMIT OF 40KM/H (PER TABLE 9.9.6 OF TRANSPORTATION ASSOCIATION OF CANADA (TAC) GUIDELINE – CHAPTER 9). HOWEVER, GIVEN THE EXISTING CONDITIONS FOR THE EXISTING INTERSECTION OF LAKESHORE ROAD EAST AND ANN ST, THE AVAILABLE ISD IS ACCEPTABLE – JUSTIFICATION IS AS FOLLOWS:
   1.1. VEHICLES TURNING ONTO ANN ST WILL BE SLOWING DOWN DURING RIGHT AND LEFT TURNS AT SPEEDS BELOW THE DESIGN SPEED. ONCOMING VEHICLES AT THE INTERSECTION ARE ASSUMED TO BE TRAVELING AT A SPEED OF 15KM/H. PER TRANSPORTATION ASSOCIATION OF CANADA (TAC) GUIDELINE – CHAPTER 9 SECTION 9.9.2.3 THE ISD FOR 15KM/H CAN BE CALCULATED AS SHOWN BELOW:

- LEFT TURN: ISD = $0.278*V_{MAJOR}*T_g$ = 0.278*15*7.5 = 31.3m
- THEREFORE THERE IS ENOUGH AVAILABLE ISD BETWEEN THE PROPOSED ACCESS AND THE ONCOMING VEHICLES MAKING A LEFT OR RIGHT TURN AT THE INTERSECTION OF LAKESHORE ROAD EAST AND ANN ST.

INTERSECTION SIGH DISTANCE (ISD)		
SIGHTLINES PER "TAC" TABLE 9.9.4 & TABLE 9.9.6		
ASSUMED POSTED SPEED	40km/hr	
DESIGN SPEED	40km/hr	
INTERSECTION SIGHT DISTANCES	LEFT TURN (m)	RIGHT TURN (m)
DESIRED ISD	85	75
AVAILABLE ISD	31.5	>75
DESIRED ISD SATISFIED	YES (SEE NOTE 1)	

DRAWN BY: HBAINS
PLOT DATE: August 15, 2025

LEA Consulting Ltd.
Consulting Engineers and Planners
www.LEA.ca

N

Project No.
22211–230

Date
AUG 15, 2025

LEGEND
- SIGHT LINE
- AVAILABLE SSD/ISD
- PROPERTY LINE
- RESTRICTED OBJECT HEIGHT AREA

128 LAKESHORE ROAD EAST
MISSISSAUGA ONTARIO

3 0 3 6 9m
1:300

ANN ST ACCESS
INTERSECTION SIGHT DISTANCE

Drawing No.
005

DRAWING NAME: C:\Users\HBains\AppData\Local\Temp\AcPubl