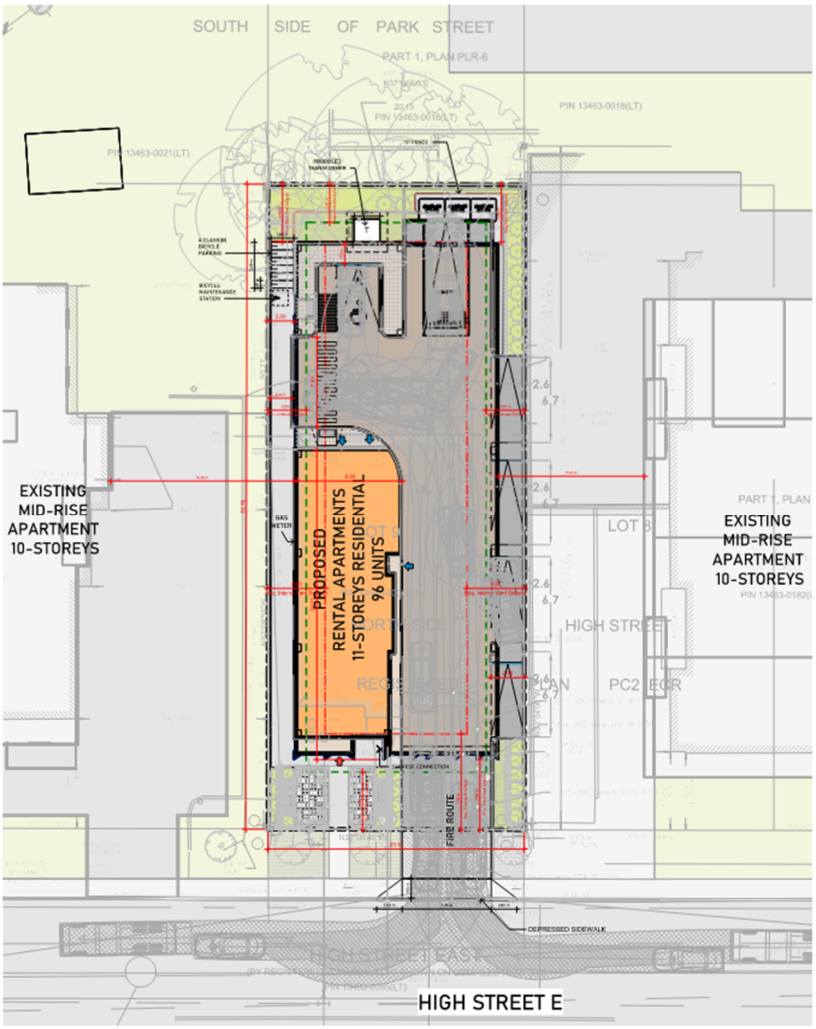
MAHOGANY MANAGEMENT

50 HIGH STREET EAST RESIDENTIAL DEVELOPMENT, CITY OF MISSISSAUGA

July 31, 2025



July 31, 2025

Tim Neeb
Mahogany Management
#57 Fire Route 133
Trent Lakes, ON
K0L 1J0

Subject: Traffic Operations Study – 50 High Street East, City of Mississauga

WSP Canada Inc. (WSP) is pleased to present the findings of our Traffic Operations Study (TOS) for the proposed affordable housing development at 50 High Street East in the City of Mississauga.

Based on the enclosed study findings, the proposed development featuring 96 affordable housing units and 5 vehicular parking spaces can be readily accommodated by the study area transportation network. The proposed auto and bicycle parking arrangements will adequately serve the needs of the subject development – particularly given the PMTSA designation.

We thank you for the opportunity to undertake this study. Please do not hesitate to contact us if you have any questions or comments.

Sincerely,

Peter Yu, P. Eng., PMP
Senior Project Manager
Transportation Planning & Science

WSP ref.: CA0051853.2564-CA

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THORNHILL, ON, CANADA L3T 0A1

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TABLE OF CONTENTS

APPENDICES

1 INTRODUCTION

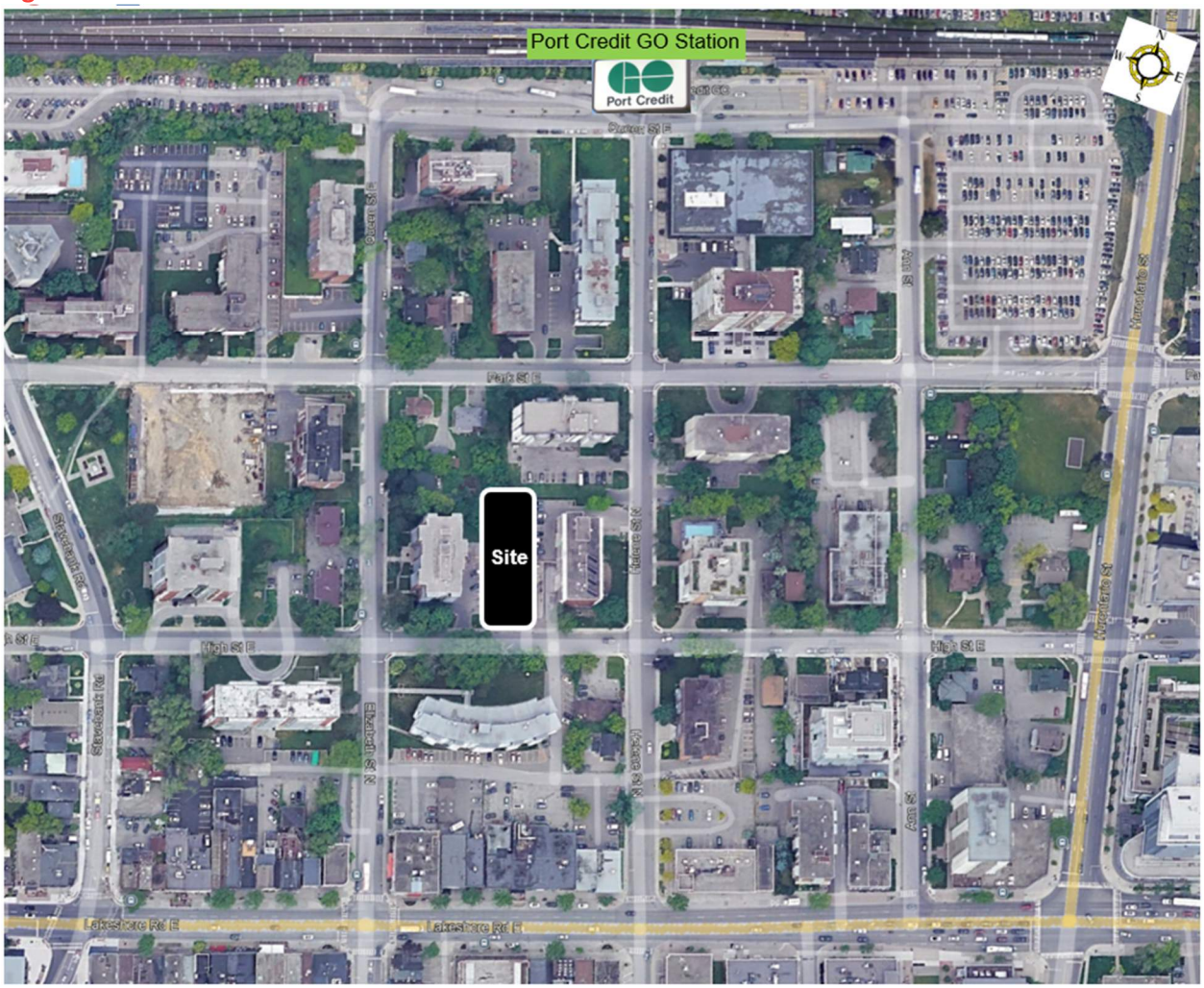
WSP was retained by Mahogany Management to prepare a Traffic Operations Study (TOS) for the affordable housing development at 50 High Street East in the City of Mississauga. The site location is shown in **Figure 1-1**. Of particular note is that the site is located within a Protected Major Transit Station Area (PMTSA) given it is within 300m (4 minute walk) to the Port Credit GO Station, along with a bevy of bus services in surrounding streets.

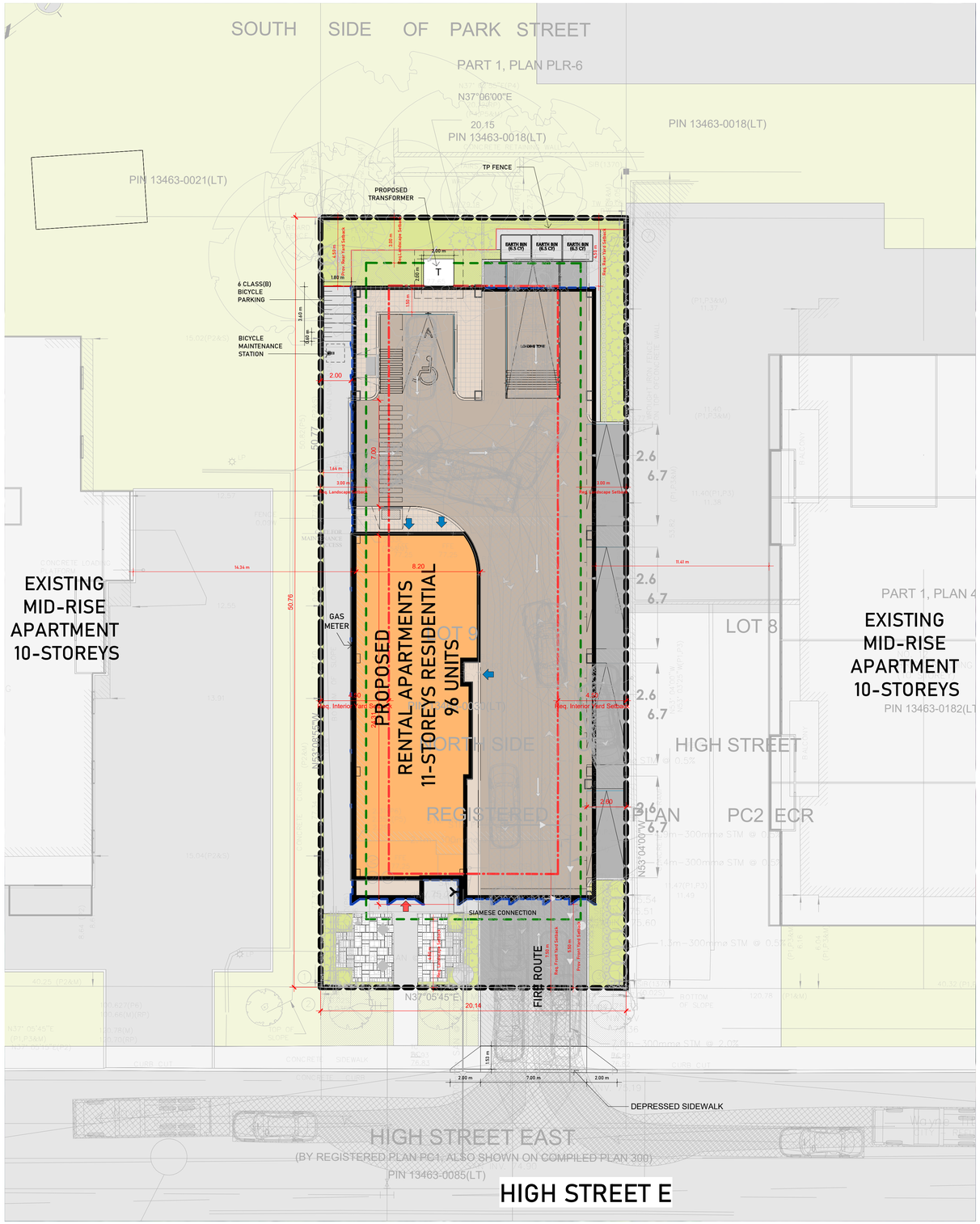
The site is currently occupied by a rental apartment building with surface parking located behind the building featuring approximately 10 parking spaces. The site is currently served by a driveway onto High Street East situated at the eastern edge of the property.

The proposed development consists of 96 affordable rental apartment units and a total of 5 at-grade parking spaces, one of which will be designated as an accessible parking space. Vehicular access for the site is proposed near the site's easterly limit onto High Street East while replacing the existing driveway. The site plan is shown in **Figure 1-2**.

Given the magnitude of the development, PMTSA designation, and the net reduction in auto parking supply relative to the existing apartment building, it was agreed with the City through the terms of reference (TOR) that scoped TOS is sufficient. The TOS will focus on the site's transit and active transportation connectivity, multimodal analysis, transportation demand management (TDM) strategies, site plan review, and the evaluation of parking and loading aspects. The TOR discussion and checklist is provided in **Appendix A**.

Figure 1-1: Site Location





1 A.001 SITE PLAN
1 : 150

CAR PARKING

DIMENSIONS:

STANDARD (90°)	2.60 x 5.20 m
PARALLEL	2.60 x 6.7 m
BARRIER FREE TYPE (A)	3.40 x 5.20 m
BARRIER FREE TYPE (B)	2.40 x 5.20 m

WIDTH OF DRIVEWAYS:

ONE-WAY AISLE	5.50 m
TWO-WAY AISLE	7.00 m

REQUIRED PARKING SPACES:

Refer to the WSP transportation study for parking rationale.

PROPOSED PARKING SPACES:

PROVIDED PARKING SPACES		
TYPE	DESCRIPTION	COUNT
ACCESSIBLE PARKING	5.20m X 3.40m	1
LOADING SPACE	9.00m x 3.50 m	1
VISITOR PARKING	6.7m X 2.6m	4
Grand total		6

LOADING SPACES:

One loading space per apartment building containing a minimum of 30 dwelling units

Required loading spaces shall have an unobstructed rectangular area with a minimum width of 3.5 m and a minimum length of 9.0 m.

REQUIRED LOADING SPACES:
BUILDING CONTAINS 96 DWELLING UNITS

REQUIRED LOADING SPACES = 1

SITE STATISTICS

SITE STATISTICS OVERALL				
DESCRIPTION	AREA (m²)	AREA (ft²)	AREA (HA)	PERCENTAGE (%)
OVERALL SITE	1022.21 m²	11003 ft²	0.102 hectare	100.0%

SITE STATISTICS			
DESCRIPTION	AREA (SM)	AREA (SF)	PERCENTAGE
BUILDINGS			
PROPOSED BUILDING	184.05 m²	1,981 ft²	18%
	184.05 m²	1,981 ft²	18%
HARD LANDSCAPE			
ASPHALT	503.47 m²	5,419 ft²	49.25%
CURB	15.53 m²	167 ft²	1.52%
PAVER	25.89 m²	279 ft²	2.53%
SIDEWALK	175.46 m²	1,889 ft²	17.16%
	720.35 m²	7,754 ft²	70.47%
SOFT LANDSCAPE			
LANDSCAPE	117.81 m²	1,268 ft²	11.53%
	117.81 m²	1,268 ft²	11.53%
	1,022.21 m²	11,003 ft²	100%

GFA & FSI

GFA / FSI			
Level	Area (m²)	Area (ft²)	FSI
BASEMENT	0.00 m²	0.0 ft²	0
LVL 1	0.00 m²	0.0 ft²	0
LVL 2	503.62 m²	5421.0 ft²	0.49268
LVL 3-9	554.20 m²	5965.3 ft²	0.542153
LVL 4	596.67 m²	6422.5 ft²	0.583708
LVL 5	597.05 m²	6426.6 ft²	0.584075
LVL 6	596.67 m²	6422.5 ft²	0.583704
LVL 7	596.67 m²	6422.5 ft²	0.583704
LVL 8	596.58 m²	6421.6 ft²	0.58362
LVL 9	554.20 m²	5965.4 ft²	0.54216
LVL 10	462.63 m²	4979.7 ft²	0.452577
LVL 11	554.58 m²	5969.5 ft²	0.542529
T/O ROOF DECK	0.00 m²	0.0 ft²	0
Grand total	5612.89 m²	60416.6 ft²	5.49091

BICYCLE PARKING

0.6 SPACES PER UNIT FOR CLASS (A)

THE GREATER OF 0.05 SPACES PER UNIT OR 6.0 SPACES FOR CLASS (B)

PROVIDED BICYCLE PARKING	
DESCRIPTION	COUNT
BIKE PARKING - CLASS (A)	58
BIKE PARKING - CLASS (B)	6
Grand total	64

REQUIRED LOADING SPACES:
BUILDING CONTAINS 96 UNITS

CLASS (A) = 0.6 * 96 UNITS= 58 SPACES

CLASS (B) = 0.05 * 96 UNITS = 5 SPACES

GROSS FLOOR AREA(APARTMENT ZONE)
THE SUM OF THE AREAS OF EACH STOREY OF A BUILDING ABOVE OR BELOW
ESTABLISHED GRADE, MEASURED FROM THE EXTERIOR OF OUTSIDE WALLS OF THE BUILDING INCLUDING FLOOR AREA OCCUPIED BY INTERIOR WALLS BUT EXCLUDING ANY PART OF THE BUILDING USED FOR MECHANICAL FLOOR AREA, STAIRWELLS, ELEVATORS, MOTOR VEHICLE PARKING, BICYCLE PARKING, STORAGE LOCKERS, BELOW-GRADE STORAGE, ANY ENCLOSED AREA USED FOR THE COLLECTION OR STORAGE OF DISPOSABLE OR RECYCLABLE WASTE GENERATED WITHIN THE BUILDING, COMMON FACILITIES FOR THE USE OF THE RESIDENTS OF THE BUILDING, A DAY CARE AND AMENITY AREA. (0174-2017)

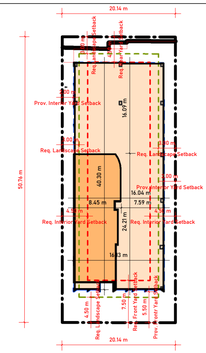
ZONING INFO

CITY : City of Missisauga
PROPERTY ADDRESS: 50 High Street E, Mississauga
LOT AREA : 1,022.21 m²
ZONE CODE : RA1-6
ZONE DESCRIPTION : Apartment, Long-Term Care, Retirement Buildings
ZONE CATEGORY : Residential
BY-LAW : 0225-2007
DESIGNATION: Residential High Density
Z-Area: Z08

	REQUIRED	PROPOSED
LOT AREA (MIN.)	-	1,022.21 m²
LOT FRONTAGE (MIN.)	30.00 m	20.14 m
LOT COVERAGE (MAX)	-	18.00 %
**** BUILDING HEIGHT**		
• MINIMUM	-	40.80m - 11 Storeys
• MAXIMUM	13.00 m - 4 Storeys	
**** LANDSCAPE BUFFER**		
LANDSCAPING BUFFER ABUTING A STREET	4.50 m	4.80 m
LANDSCAPING BUFFER ABUTING LOT LINE	3.00 m	0.00 m
MINIMUM LANDSCAPED AREA	40% OF LOT AREA	32.74%
**** REQUIRED YARDS (MIN.)**		
• FRONT YARD SETBACK (MIN.)	7.50 m	5.50 m
• REAR YARD SETBACK (MIN.)	4.50 m	4.50 m
• INTERIOR SIDE YARD SETBACK (MIN.)	4.50 m	2.00 m
• EXTERIOR SIDE YARD SETBACK (MIN.)	7.50 m	-
• EXTERIOR SIDE YARD SETBACK(MAX.)	-	
**** AMENITY SPACES**		
• TOTAL AMENITY SPACES AREA	The greater of 5.6m2 per dwelling unit or 10% of the site area = 476 m2	580.86 m2
• AMENITY OUTDOOR AREA	Min. 55 m2	73.9 m2

KEY PLAN

SETBACK PLAN



SETBACK PLAN
1 : 500

KEY LEGEND

SITE PLAN LEGEND

- ENTRANCE / EXIT
- PROPERTY LINE
- BUILDING SETBACK LINE
- LANDSCAPE SETBACK LINE
- EASEMENT AREA
- PROPOSED BUILDING
- EXISTING BUILDING
- ASPHALT
- LANDSCAPE / SOD AREA
- CONCRETE SIDEWALK c/w SIDEWALK
- PEDESTRIAN CROSSWALK
- MH — MANHOLE
- CB — CATCHBASIN
- DESIGNATED BARRIER-FREE PARKING SPACE
- 6m WIDE FIRE ROUTE WITH HEAVY DUTY ASPHALT
- SIAMESE CONNECTION
- FH — PROPOSED FIRE HYDRANT
- LIGHT STANDARD
- T — PROPOSED PAD MOUNTED TRANSFORMER (REFER TO ELECTRICAL DRAWINGS)
- DEPRESSED CURB
- 3 — PARKING COUNT

Chamberlain Architects Constructors Managers

Chamberlain Architect Services Limited

4671 Palladium Way (Unit 1)
Burlington, Ontario. L7M 0W9
CANADA

Phone: 905.631.7777

www.chamberlainIPD.com

NO.	ISSUED	DATE

SEAL

CONSTRUCTION NORTH TRUE NORTH

50 High Street Affordable

50 High Street E, Mississauga

SHEET NAME

SITE PLAN

Figure 1-2

START DATE	April 2025
DRAWN BY	MK
CHECKED BY	SM
SCALE	As indicated
PROJECT NO.	125021
DRAWING	A.001

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2 EXISTING CONDITIONS

2.1 BOUNDARY ROADWAYS

The following roadways make up the boundary road network that surrounds the subject site:

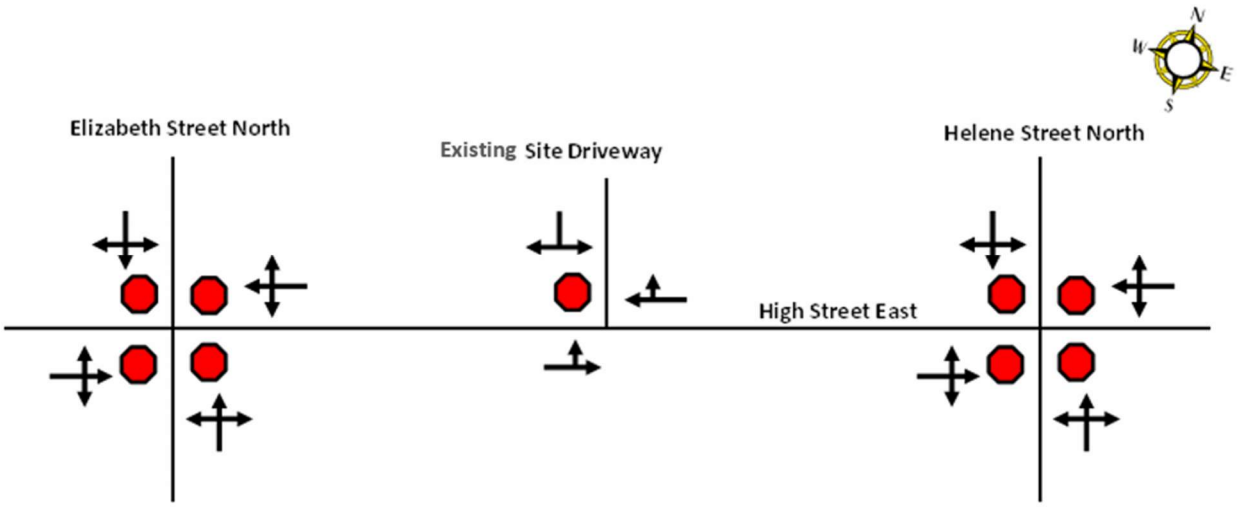
High Street East, located south of the subject site, is an east–west local road with a posted speed limit of 40 km/h. The road consists of two travel lanes, dedicated on-street parking on generally the south side, and sidewalks on both sides.

Helene Street North, located east of the subject site, is a north–south local road with a posted speed limit of 40 km/h. It has a two-lane cross-section, on-street parking and sidewalks on both sides of the street.

Elizabeth Street North, located west of the subject site, is a north–south minor collector road with a posted speed limit of 40 km/h. The road has a two-lane cross-section and sidewalks on both sides. In the vicinity of the site, parking is permitted only on one side of the street.

The lane configurations of the intersections of Helene Street North and Elizabeth Street North with High Street East, along with the existing site driveway are illustrated in **Figure 2-1**.

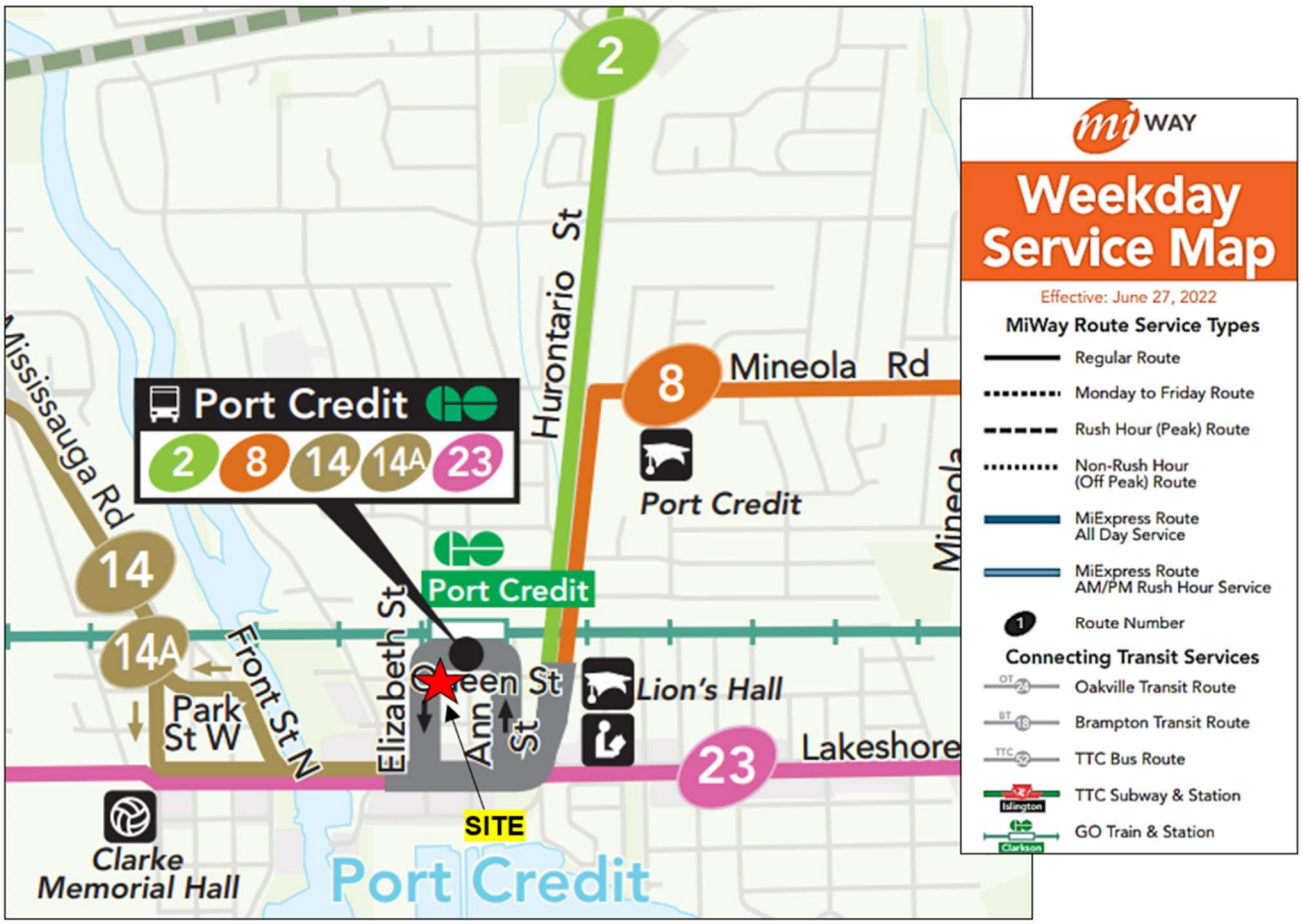
Figure 2-1: Existing Lane Configurations



2.2 EXISTING TRANSIT SERVICES

The subject site is very well served by existing transit options, including MiWay (Mississauga Transit), which provides local bus services within the immediate area, and the GO Train system. The site is located approximately 65 m from the nearest MiWay bus stop and 300 m from the Port Credit GO Station. The existing transit network in the vicinity of the proposed development is described below and illustrated in **Figure 2-2**.

Figure 2-2 – Existing Transit Network



Source: System Map, MiWay (April 28, 2025)

MIWAY TRANSIT

- **MiWay Route 2 (Hurontario)** – Route 2 operates between Port Credit GO Station and City Centre Transit Terminal, primarily serving the Hurontario Street corridor. It connects neighbourhoods including Port Credit, Mineola, Cooksville, Mississauga Valleys, and City Centre. The route runs daily, providing frequent service throughout the week, Monday to Sunday. The closest bus stop in the vicinity of the site is located at Elizabeth Street North and High Street East, which is approximately 65 m away from the subject site.

- **MiWay Route 8 (Cawthra)** – Route 8 runs between Port Credit GO Station and City Centre Transit Terminal, serving areas such as Port Credit, Mineola, Mississauga Valley, and City Centre. It operates Monday through Saturday, offering service to neighbourhoods along Mineola Road, Cawthra Road, and Mississauga Valley Boulevard. The closest stop in the vicinity of the site, located at Elizabeth Street North and High Street East, approximately 65 m away from the subject site.
- **MiWay Route 14 (Lorne Park)** – Route 14 provides service between Port Credit GO Station and Clarkson GO Station, serving neighbourhoods including Port Credit, Lorne Park, and Clarkson. It operates Monday through Friday, primarily along Indian Road, Lorne Park Road, and Truscott Drive. An additional branch, 14A, extends service south of Clarkson GO Station to the industrial area south of Royal Windsor Drive during rush hours. The closest stop in the vicinity of the site, located at Elizabeth Street North and High Street East, approximately 65 m away from the subject site.
- **MiWay Route 23 (Lakeshore)** – Route 23 offers east-west service between Clarkson GO Station and Long Branch GO Station, passing through Port Credit GO Station. It serves neighbourhoods such as Lakeview, Mineola, Port Credit, and Clarkson. The route operates daily, providing regular service throughout the week, Monday to Sunday. The closest stop in the vicinity of the site, located at Elizabeth Street North and High Street East, approximately 65 m away from the subject site.

GO TRANSIT

- **GO Bus Route 18 (Lakeshore West) –** GO Bus Route 18 operates between Hamilton GO Centre and Union Station Bus Terminal in downtown Toronto, primarily serving the Lakeshore West corridor. It connects key transit hubs including Aldershot, Burlington, Oakville, and Clarkson GO Stations, providing regional access across southern Mississauga, Oakville, and Hamilton. The route runs daily and offers multiple service variations, with regular and express options to accommodate peak and off-peak travel needs throughout the week. The closest stop in the vicinity of the site, located at Port Credit GO Station, approximately 300 m away from the subject site.
- **Lakeshore West GO Rail Line (LW) –** The Lakeshore West Line is a regional GO Transit rail corridor that operates in an east–west direction, connecting Union Station in downtown Toronto to key destinations in the west, including Mississauga, Oakville, Burlington, and Hamilton as shown in **Figure 2-3**. The line continues beyond Hamilton to Niagara Falls during select periods. The line provides frequent, two-way, all-day service, with trains operating every 15 to 30 minutes between Union Station and Aldershot GO Station, and hourly service extending to West Harbour and Niagara Falls during peak seasons and weekends. The closest station to the subject site is approximately 300 m away, located at Port Credit GO Station, which is easily accessible by foot. The Lakeshore West Line offers a vital transit connection for commuters, students, and residents, linking them to major urban and regional centres across the Greater Toronto and Hamilton Area (GTHA).

Figure 2-3 – Metrolinx GO Transit System Map

Table 2-1 summarizes the above-noted transit routes, along with their approximate headways throughout the service period. Collectively, these bus and train services connect the subject site to various corners of the City and the Region for both employment and discretionary purposes.

Table 2-1: Existing Transit Services within the Study Area

Route	Transit Service Operating Frequencies			
	Weekday A.M. Peak Hour	Weekday Midday	Weekday P.M. Peak Hour	Weekday Evening
MiWay Route 2-Hurontario	2-12 minutes	11 minutes	10 minutes	20 minutes
MiWay Route 8-Cawthra	6-11 minutes	34 minutes	37 minutes	42 minutes
MiWay Route 14-Lorne Park	38 minutes	38 minutes	40 minutes	50 minutes
MiWay Route 23-Lakeshore	23 minutes	25 minutes	25 minutes	38 minutes
GO Bus Route 18-Lakeshore West	30 minutes	30 minutes	30 minutes	30 minutes
Lakeshore West GO Line	30 minutes	30 minutes	30 minutes	30 minutes

2.2.1 TRANSIT LOS PERFORMANCE

The analysis of the transit mode is based on the current level of transit services. The transit level of service criteria are based on the requirements of the Transportation Mobility Plan Guidelines for Development Applications from York Region. While the full transit LOS framework includes multiple indicators, this analysis focuses specifically on transit headways and transit accessibility, as no traffic operations analysis is being conducted as part of this study. **Table 2-2** summarizes the applicable LOS criteria used for the transit mode assessment. The performance measures of the current transit routes are included in **Table 2-3**.

Table 22-2: Transit Level of Service Criteria

Level of Service	Frequency (Transit Headway)	Access to Transit Stops	Intersection Approach	
			Delay (seconds/veh)	Volume/ Capacity Ratio
A	≤ 5 minutes	90% within ≤ 200 m	≤ 10	0 to 0.60
B	> 5-10 minutes	90% within ≤ 500 m and 70% within ≤ 200 m	> 10-20	0.61 to 0.70
C	> 10 -15 minutes	90% within ≤ 500 m and 50% within ≤ 200 m	> 20-35	0.71 to 0.80
D	> 15-20 minutes	100% within ≤ 600 m	> 35-55	0.81 to 0.90
E	> 20-30 minutes	100 % within ≤ 800 m	> 55-80	0.91 to 1.00
F	≥ 30 minutes	100% > 800 m	> 80	> 1.00

Table 2-3: Transit LOS Performance – Existing Conditions

Transit Stop Location	Direction	Access to Transit Stops (LOS)	Frequency (LOS)	
			Weekday A.M. Peak Hour	Weekday P.M. Peak Hour
High Street at Elizabeth Street North	Southbound	A	A	A
Lakeshore Road East at Elizabeth Street North	Eastbound	A	B	B
	Southbound	A	A	A

There are MiWay transit stops located along High Street and Elizabeth Street North, all within 200 m of the subject site, which satisfies the Region's target of LOS 'C' or better for transit stop accessibility. The transit stop at High Street and Elizabeth Street North is approximately 65 m from the site, while additional stops along Lakeshore Road East are also within a short walking distance. Based on the criteria in Table 2-2, these locations achieve LOS A for accessibility.

In terms of service frequency, transit headways at these stops also meet or exceed LOS 'C', with several routes operating at LOS 'A' or 'B' during both the AM and PM peak periods. For example, MiWay bus services at High Street and Elizabeth Street North operate with high frequency, offering reliable connections to local and regional destinations. The site is also located approximately 300 m (a 4-minute walk) from the Port Credit GO Station, which provides access to GO Train, GO Bus, and the future Hurontario LRT services. This high level of multimodal integration significantly enhances the site's transit accessibility and supports a strong transit LOS performance.

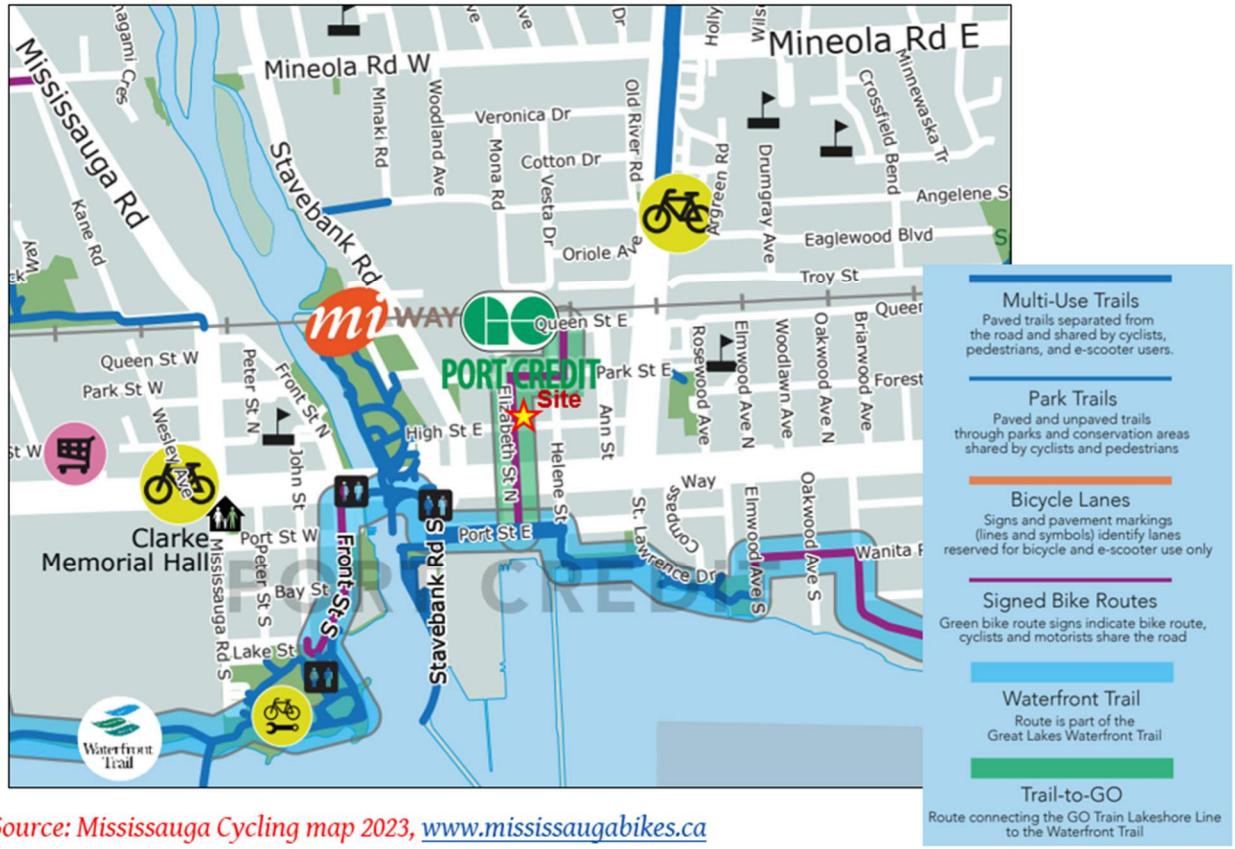
2.3 ACTIVE TRANSPORTATION NETWORK

2.3.1 EXISTING CYCLING NETWORK

Figure 2-4 illustrates the existing active transportation facilities near the subject site. The site is located north of the Waterfront Trail, a major multi-use path that forms part of the Great Lakes Waterfront Trail and the Trans Canada Trail. This trail provides continuous east-west cycling access across Mississauga and connects to key destinations such as Port Credit Memorial Park, J.C. Saddington Park, and the Port Credit GO Station. The existing 'Trail to GO' runs Elizabeth Street North and Park Street East, providing a direct connection between the Waterfront Trail and the Port Credit GO Station, which offers a safe and attractive option for both recreational and commuter cyclists.

The site's proximity to the Port Credit GO Station supports efficient multimodal travel, allowing cyclists to connect with regional GO Transit services, which include bicycle-friendly amenities such as on-board storage options.

Figure 2-4 – Cycling Network Near the Site



Source: Mississauga Cycling map 2023, www.mississaugabikes.ca

2.3.2 EXISTING PEDESTRIAN NETWORK

The subject site is well-situated within a dense, walkable urban environment that offers excellent pedestrian connectivity to amenities, green spaces, and public transit. Pedestrian sidewalks are provided on both sides of all streets within the vicinity of the site.

For context, according to Walk Score, the site has a Walk Score of 94 out of 100, classifying it as a "Walker's Paradise", where daily errands do not require a car. The area features a compact street grid with continuous sidewalks, safe crossings, and pedestrian-scaled infrastructure that supports a high level of walkability and accessibility.

The site is within walking distance to several waterfront parks and public amenities, including Port Credit Memorial Park, Saint Lawrence Park and J.C. Saddington Park. The closest MiWay transit stop is located at Elizabeth Street North and High Street East, approximately 65 m from the subject site. This stop provides access to local and regional bus routes. Additionally, Port Credit GO Station is located within a 4-minute walk (approx. 300 m), offering GO Train and bus services, increasing transit connectivity for pedestrians.

The site is also near the Waterfront Trail, a multi-use path that supports pedestrian and cycling activity along the Lake Ontario shoreline and links major destinations throughout Mississauga and beyond.

2.3.3 ACTIVE TRANSPORTATION LOS PERFORMANCE

The assessment of the pedestrian and bicycle Level of Service criteria is based on the requirements of the Transportation Mobility Plan Guidelines for Development Applications from the Regional Municipality of York. The active transportation level of service (LOS) is evaluated based on the infrastructure provided to pedestrians and cyclists, such as the width of sidewalks and dedicated cycle tracks. The York Region Mobility Plan Guideline method of evaluating pedestrian or cycling facilities provides an intuitive way of identifying how well a facility can serve users and any potential gaps. The Ontario Traffic Council (OTC) review in 2020 notes that the York Region Mobility Plan approach is appropriate for local development applications. Therefore, the Region of York active transportation infrastructure assessment approach has been applied. **Table 2-4** summarizes the LOS criteria for the active transportation modes.

Table 2-4: Active Transportation LOS Criteria

Level of Service	Pedestrians		Cyclists	
	Segment	Intersection	Segment	Intersection
A	≥2.0 m sidewalk with minimum 3.5 m buffer including planting and edge zone; or ≥3.0 m multi-use path	≥2.0 m sidewalk with minimum 3.5 m buffer including planting and edge zone; or ≥3.0 m multi-use path Pedestrian signal head with sufficient pedestrian clearance time Clearly delineated cross-walk	Separated cycling facilities (e.g. cycle tracks, multi-use path)	Separated cycling facilities Bicycle box or clearly delineated bicycle treatment or bicycle signal head
B	≥1.5 m sidewalk with minimum 1.0 m buffer including edge zone; or <3.0 m multi-use path	≥1.5 m sidewalk with minimum 1.0 m buffer including edge zone; or <3.0 m multi-use path Pedestrian signal head with sufficient pedestrian clearance time Clearly delineated cross-walk	≥1.8 m dedicated cycling facilities (e.g. bicycle lanes with and without buffer)	>1.8 m dedicated cycling facilities (e.g. bicycle lanes with and without buffer), Bicycle box, clearly delineated bicycle treatment or bicycle signal head
C	≥1.5 m curb-faced sidewalk (no buffer)	≥1.5 m curb-faced sidewalk (no buffer) Pedestrian signal head with sufficient pedestrian clearance time Clearly delineated cross-walk	<1.8 m dedicated cycling facilities with no buffer	<1.8 m dedicated cycling facilities with no buffer, Bicycle box, clearly delineated bicycle treatment or bicycle signal head
D	<1.5 m sidewalk	<1.5 m sidewalk Pedestrian signal head sufficient pedestrian clearance time No clearly delineated crosswalk	≤1.5 m bicycle lane with no buffer	≤1.5 m bicycle lane and no buffer Bicycle treatment
E	Paved shoulder or no sidewalk provision	Paved shoulder or no sidewalk provision No pedestrian signal head No clearly delineated cross-walk	Shared facilities (e.g. signed routes, sharrows or paved shoulder with minimum 1.2 m in constrained area)	Shared facilities (e.g. signed routes, sharrows or paved shoulder with minimum 1.2 m in constrained area) No clearly delineated bicycle treatment
F	No sidewalk provision	No sidewalk provision No pedestrian signal head Not clearly delineated cross-walk	No bicycle provision	No bicycle provision

All roadways within the study area have good pedestrian infrastructure. Sidewalks are provided on both sides of all streets in the vicinity of the site, including High Street, Elizabeth Street North, Helene Street North, and Lakeshore Road. This comprehensive sidewalk network ensures strong pedestrian connectivity throughout the area.

Table 2-5 illustrates the corresponding LOS for the active transportation infrastructure within the study area based on the criteria provided in Table 2-4. Sidewalk and buffer widths were measured using Google Earth, and these measurements, along with observations of existing infrastructure and active transportation treatments, were used to assess LOS performance. **Figure 2-5** provides an image of the study area, highlighting key pedestrian and cycling facilities to provide context for the LOS performance evaluation.

Table 2-5: Active Transportation LOS Performance – Existing Conditions

Intersection or Driveway	Direction	Pedestrians		Cyclists	
		Segment	Intersection	Segment	Intersection
High Street at Elizabeth Street North	Eastbound	C	E	F	F
	Westbound	C	E	F	F
	Northbound	C	E	E	F
	Southbound	C	E	E	F
High Street at Helene Street North	Eastbound	C	E	F	F
	Westbound	C	E	F	F
	Northbound	C	E	F	F
	Southbound	C	E	F	F
Lakeshore Road East at Elizabeth Street North	Eastbound	B	B	F	F
	Westbound	B	B	F	F
	Northbound	C	E	E	F
	Southbound	C	E	E	F
Lakeshore Road East at Helene Street North	Eastbound	C	E	F	F
	Westbound	C	E	F	F
	Northbound	C	E	F	F
	Southbound	C	E	F	F

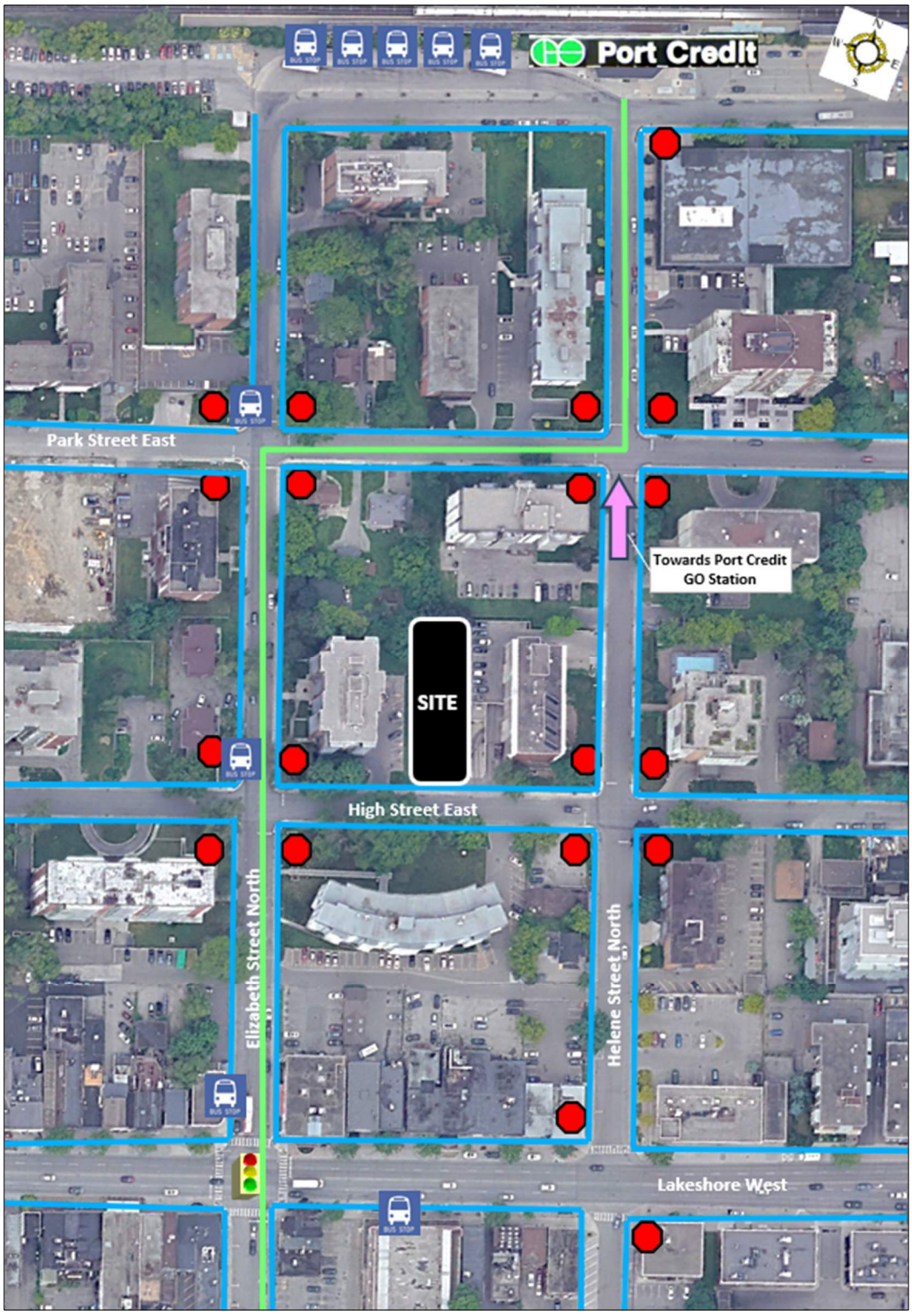
The performance evaluation of existing pedestrian facilities indicates that the target LOS 'C' or better is achieved along all roadway segments within the study area. However, several intersections experience pedestrian LOS 'E' since there are either crosswalk pavement markings missing or when there is no signalized crossing. Notwithstanding, all of the unsignalized study intersections along High Street are all-way stop controlled with sidewalk facilities. Therefore, pedestrians do have clear right-way at these intersections.

It should be noted that the other intersections along Park Street—specifically at Elizabeth Street North and Helene Street North—were not assessed separately in the multimodal analysis, as their characteristics are very similar to those along High Street at Elizabeth Street North and Helene Street North. All of these intersections are unsignalized, all-way stop-controlled, and feature comparable pedestrian infrastructure, including sidewalks on both approaches. As such, the pedestrian conditions and crossing opportunities are expected to be consistent across these locations.

For residents looking to access the bus services along Lakeshore Road can seek crossing at the signalized intersection of Lakeshore Road East and Elizabeth Street North.

For residents looking to access the Port Credit GO Station, pedestrians can traverse from the sidewalk on the north side of High Street East onto the sidewalk along the west side of Helene Street North without having to cross an intersection. The pedestrians can then continue northward to access the GO Station.

Figure 2-5 – Existing Active Transportation Facilities near the Subject Site



The Region's target of LOS C or better is not met for cycling facilities in the study area primarily due to the absence of dedicated cycling facilities and constraints along local roadways. In particular, there are no dedicated cycling lanes along the north-south local roads adjacent to the site.

However, the existing 'Trail to GO' cycling route, which runs along Elizabeth Street North and Park Street East, provides a key connection for cyclists accessing the GO Station and waterfront trail network.

There are proposed shared cycling facilities along Park Street East as part of future active transportation enhancements. In addition, the Lakeshore Connecting Communities Transportation Master Plan outlines several proposed improvements aimed at enhancing active transportation. These include the implementation of dedicated, physically separated cycling lanes along Lakeshore Road and Port Street East. Additionally, planned infrastructure investments such as the Port Credit Active Transportation Bridge over the Credit River will further improve east-west cycling connectivity, facilitating safe and convenient access to the GO Station, Waterfront Trail, and other regional destinations.

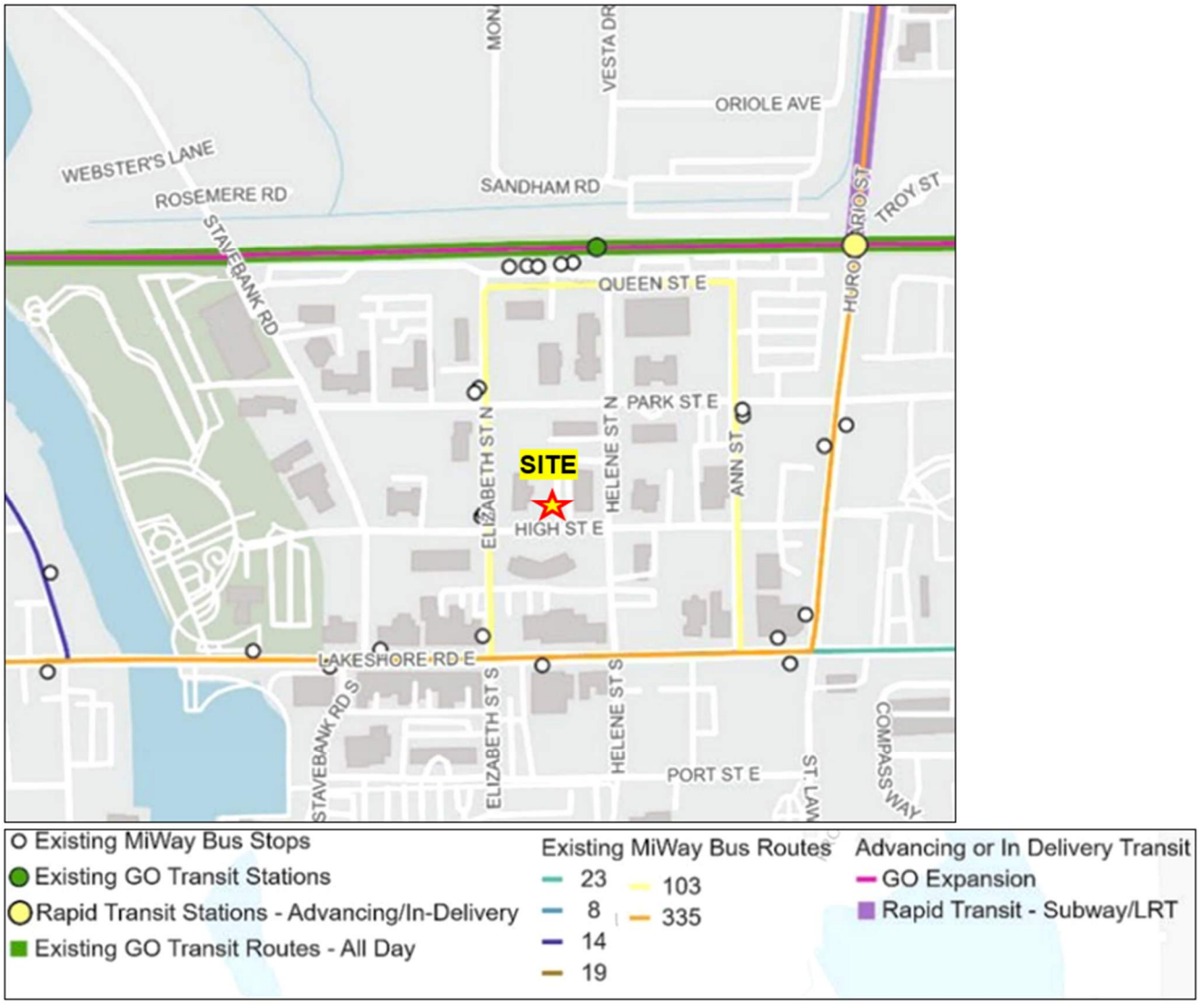
Overall, while current cycling facilities are limited, the area surrounding the subject site is expected to benefit substantially from planned active transportation upgrades, which will enhance the site's long-term accessibility for cyclists. Given how close the subject site is to the Port Credit GO Station and near by bus routes, there is a relatively nominal difference between cycling or walking to the transit stops. Therefore, cycling is not overly critical as a first/last mile means of transportation for the proposed development.

3 FUTURE CONDITIONS

3.1 FUTURE TRANSIT IMPROVEMENTS

The existing and planned transit network in the vicinity of the proposed development is illustrated in **Figure 3-1**. The following sections outline future transit improvements within the study area.

Figure 3-1 – Existing and Planned Transit Network



Source: Schedule B Municipal Class Environmental Assessment Study, 2023

3.1.1 FUTURE HURONTARIO LIGHT RAIL TRANSIT (LRT)

The Hurontario LRT, currently under construction and scheduled for completion in the near future, is an 18-kilometre light rail corridor extending from Port Credit GO Station in the south to Brampton Gateway Terminal in the north. Designed to operate in an exclusive centre-running right-of-way along Hurontario Street, the LRT will provide high-frequency, reliable service with 19 stops, including a major multimodal hub at Port Credit GO Station, located approximately 300 m north of the subject site. The Hurontario LRT map is shown in **Figure 3-2**.

Figure 3-2 – Hurontario LRT Map Metrolinx GO Transit System Map

The LRT is designed for high-frequency service, with trains running every 7.5 minutes during peak hours and every 10–12 minutes during off-peak times. The LRT is expected to reduce travel time across the corridor from 58 minutes by car to approximately 40 minutes by transit.

Once complete, the Port Credit GO Station will facilitate transfers between the LRT, GO Transit rail and bus services, and MiWay local transit. Given the development is only 300m or a 4 minute walk from the Port Credit GO Station, the completion of the LRT will further enhance the level of transit access for the development.

3.1.2 GO EXPANSION AND REGIONAL EXPRESS RAIL PROGRAM

The GO Expansion / Regional Express Rail (RER) Program is a major regional transit initiative led by Metrolinx to transform the GO rail network across the Greater Toronto and Hamilton Area. The program will deliver electrified, two-way, all-day service every 15 minutes on core segments, including the Lakeshore West Line. The enhanced service will significantly improve the site's regional connectivity and support transit-oriented development in this growing, well-connected urban area.

3.1.3 MIWAY FIVE-YEAR TRANSIT SERVICE PLAN

The MiWay Five-Year Transit Service Plan focuses on building a frequent, reliable, and connected transit network in Mississauga. Key improvements include:

- Increased service frequency on major routes to reduce wait times.
- New and revised routes to better connect key destinations, including the launch of express services like Route 135 Eglinton Express.
- Improved connectivity to transit hubs such as GO Stations, the Mississauga Transitway, and future LRT.
- Customer experience upgrades, including better signage and platform layouts at major terminals.

These enhancements support sustainable growth, improve regional mobility, and align with broader transit-oriented development goals.

3.1.4 LAKESHORE ROAD RAPID TRANSIT

The Lakeshore Road Bus Rapid Transit (BRT) project is a proposed higher-order transit corridor that will provide efficient, high-capacity east-west transit service along Lakeshore Road, connecting key waterfront communities across Mississauga and into Etobicoke. As part of the Lakeshore Connecting Communities Transportation Master Plan, this project aims to support future growth and improve mobility through dedicated transit infrastructure. The preferred Right-of-Way along Lakeshore Road is presented in **Figure 3-3**.

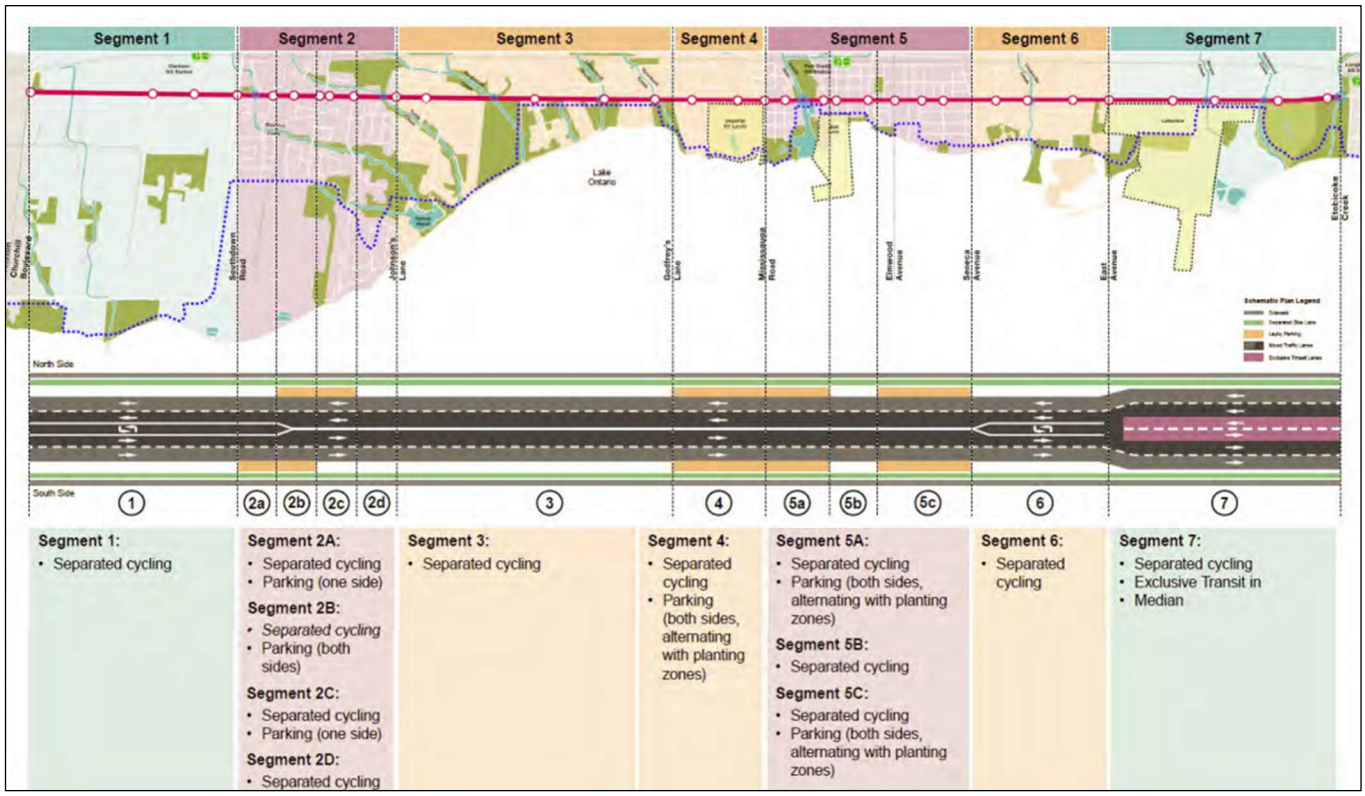
The subject site, located near High Street East and Elizabeth Street North, lies just north of Lakeshore Road and is well-positioned to benefit from this planned transit investment. Key impacts include:

- Enhanced east-west connectivity across Mississauga's lakeshore communities.

- Integration with the nearby Port Credit GO Station and Hurontario LRT, both within walking distance.
- Increased accessibility for residents and visitors to the site.
- Support for transit-oriented development, aligning with municipal planning goals for a compact, walkable, and transit-supportive urban structure.

In summary, the Lakeshore Road BRT project will significantly improve the subject site's long-term transit access and make the site more suitable for higher-density development.

Figure 3-3 – Preferred Right of Way Alternative



3.2 FUTURE ACTIVE TRANSPORTATION NETWORK

The Lakeshore Connecting Communities Transportation Master Plan includes proposals for dedicated, separated cycling facilities along Lakeshore Road and Port Street East, further enhancing safe access for cyclists near the site as shown in **Figure 3-4**. In addition, future infrastructure investments, including the Port Credit Active Transportation Bridge over the Credit River, will also improve east-west connectivity for cyclists accessing the GO Station and waterfront trail network.

In addition, nearby streets such as Hurontario Street and Mississauga Road are part of the city's designated cycling routes, with shared lanes and planned upgrades to include protected bike lanes as outlined in Mississauga's Cycling Master Plan. These routes link the site to local shops, schools, parks, and transit nodes.

Figure 3-4 – Planned Pedestrian and Cycling Network

Source: Schedule B Municipal Class Environmental Assessment Study, 2023

The City of Mississauga's Lakeshore Connecting Communities Master Plan envisions a comprehensive multimodal corridor along Lakeshore Road, from Southdown Road to the eastern city limit. Planned improvements—including dedicated cycling lanes, widened sidewalks, and enhanced wayfinding—will promote safe and convenient active transportation to regional transit. Due to its proximity, the subject site is well-positioned to benefit from enhanced cycling along multiple corridors.

In summary, there are various types of future transit and active transportation facility improvements planned surrounding the subject site, which will further enhance the site's PMTSA designation and allow residents to live a car-free life style.

4 AUTO PARKING & SITE-GENERATED VOLUMES

4.1 AUTO PARKING SUPPLY

Unlike traditional developments that are dictated by minimum auto parking supply rates, the development is within a PMTSA zone given its proximity to the Port Credit GO Station node. Therefore, based on Bill 185, there is no longer any minimum parking in a PMTSA. With consideration of the affordability housing component of the development and the high cost of auto ownership and constructing an underground parking space (well over $100,000 per space & car), only 5 visitor auto parking spaces are proposed at-grade. Proceeding without an underground parking level reduces the cost of rent for residents while also encouraging the transit-oriented context of the development.

Amongst the parking supply, 1 space is proposed to be an accessible parking space while the remaining spaces are regular visitor spaces configured as parallel parking spots.

4.2 TRIP GENERATION BY MODE & IMPACTS TO NETWORK

Based on first principles, the auto trip generation of the development will be in the 5 two-way auto trip magnitude of order during the weekday peak hours. This assumes all of the visitors arrive at the same peak hour. As noted earlier, the existing apartment building on the site has an auto parking supply of approximately 10 spaces. Therefore, **the number of auto trips generated by the proposed development will in fact be lower than what is present on site today**. On this basis, intersection capacity analysis is not warranted for the development since it will be a net reduction in auto traffic to the study area, unlike the other higher density developments in the area.

Given the excellent variety of transit and active transportation facilities available today and improvements planned in the future, residents will be walking or cycling to their destinations. Given the overall magnitude of the development (96 units) and the ability to disperse in several directions in a fine-grained network, the influence of the walk and cycle trips will be minimal.

Overall, it can be concluded that the proposed development will produce minimal auto trips and that these trips can be accommodated by the existing surrounding transportation network.

5 BICYCLE PARKING ASSESSMENT

Based on the City of Mississauga Zoning requirements, the long-term and short-term bike parking requirements are as follows. Based on 96 residential units proposed, a minimum of 58 long-term and 6 short-term spaces are required.

Column	A	B	C
Line 1.0	TYPE OF USE	BICYCLE PARKING - CLASS A	BICYCLE PARKING - CLASS B
2.0	**Apartment** and **stacked townhouse** without exclusive **garages**	0.6 spaces per unit	The greater of 0.05 spaces per unit or 6.0 spaces

Accordingly, 58 long-term and 6 short-term spaces are proposed, which satisfy the By-law requirements.

6 SITE PLAN REVIEW

6.1 LOADING REQUIREMENT

Given the magnitude of the development at 96 affordable housing units, 1 loading bay is proposed at-grade. This loading bay will facilitate garbage collection and deliveries. Within the Peel Region Solid Waste Guidelines, there is a provision for private waste collection to be considered. Given the spatial constraint of the development, the site **proposes private waste collection**. WSP understands that a molok collection system is proposed. Therefore, the respective front-end collection garbage truck has been tested.

6.2 SITE PLAN EVALUATION

Evaluations have been completed using the site plan and AutoTURN version 11 to simulate the various manoeuvres of the design vehicles that will need to access and egress the site. The overall transportation-related dimensions are presented in **Figure 6-1**.

6.3 DRIVEWAY DESIGN

The proposed driveway onto High Street is located at approximately the same location as the existing driveway. The driveway has been designed based on the City's standard 2211.158 (Standard Sidewalk Driveway Entrance Details for a Private Condominium Road). Notwithstanding the fact that the proposed driveway will essentially replace the existing driveway, a sightline analysis has been conducted to see if there is sufficient sightline for outbound and inbound vehicles from the development. The results are presented in **Figure 6-2**. It is important to note that since High Street intersects with Helene Street North and Elizabeth Street North as all-way stop intersections, motorists looking to leave the driveway really only need to be able to the downstream and upstream intersections since all cars will be starting from stop. As shown in Figure 6-1, the sightline is adequate and the proposed driveway location is essentially the existing driveway location and the site will generate less traffic than today.

6.4 VEHICLE MANOEUVRING DIAGRAMS

FIRE TRUCK

As per Ontario Building Code, a fire truck needs to be within 15m of the principal entrance. Since the building lobby is within 15m of the curb lane along High Street, a fire truck can serve the site directly from the public street and does not need to drive into the site. Therefore, no fire truck circulation internal to the site is required.

GARBAGE TRUCK

Based on the site's spatial constraint, private garbage collection is proposed from day one. A Wayne Titan front loading garbage truck representative of a private waste collection vehicle has been tested accessing

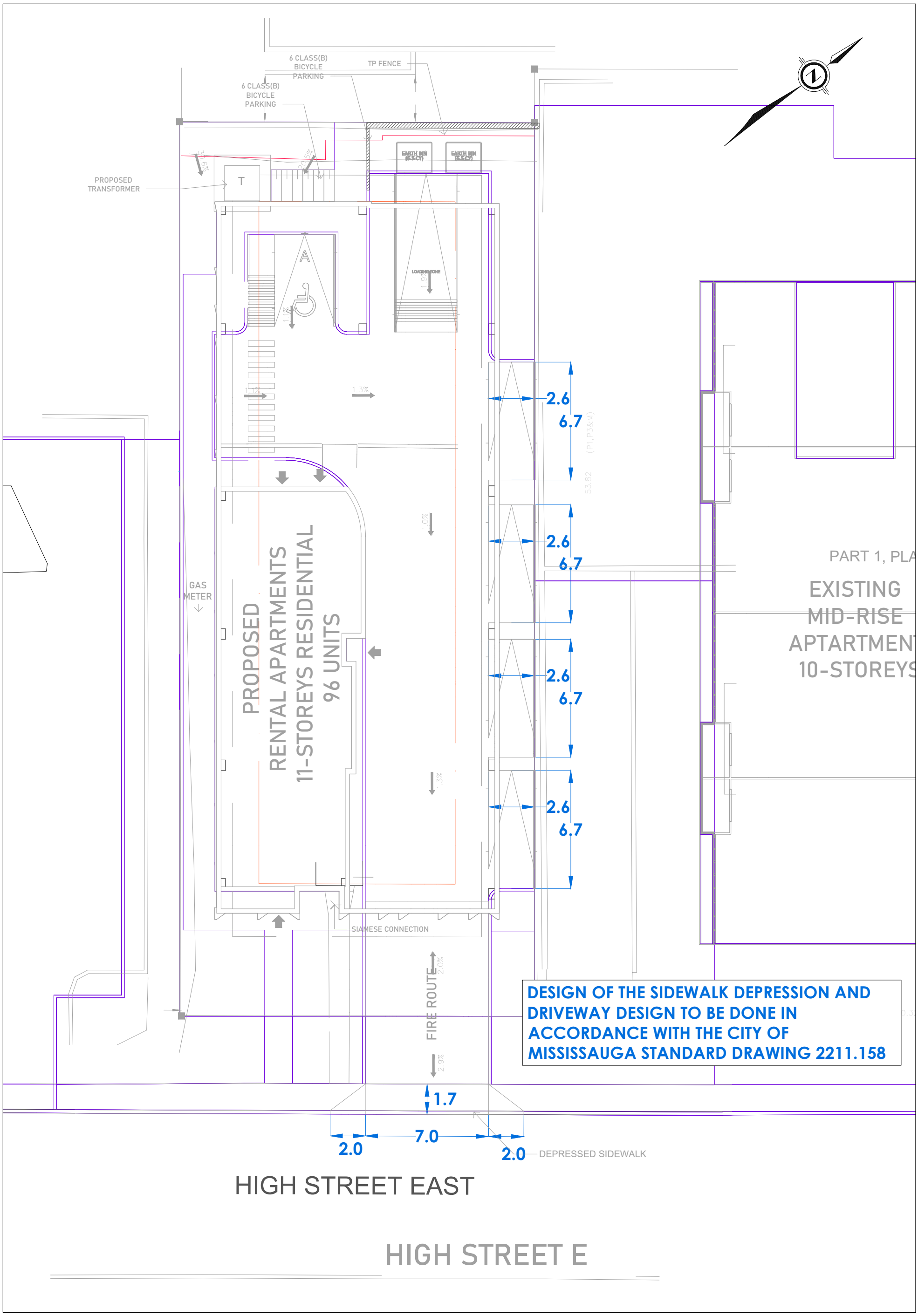
the site, fronting into the loading bay and leaving in a forward motion. All movements are within a 3-point turn which suggest the movements are smooth as shown in **Figures 6-3 and 6-4**.

DELIVERY TRUCK MOVEMENTS

A medium single unit truck has been tested reversing into the loading bay and exiting in a forward motion as shown in **Figures 6-5 and 6-6.** All of the movements work adequately.

PASSENGER VEHICLE MOVEMENTS

A P-TAC passenger car, which is representative of a large truck in reality, has been tested entering and exiting the site, while also parking in various spaces as shown in **Figures 6-7 to 6-9**. All of the movements work adequately.



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Date Site Plan Received: 2025-07-23

Scale: 1:250

Figure 6-1
Dimensions and Specifications
50 High Street, Mississauga

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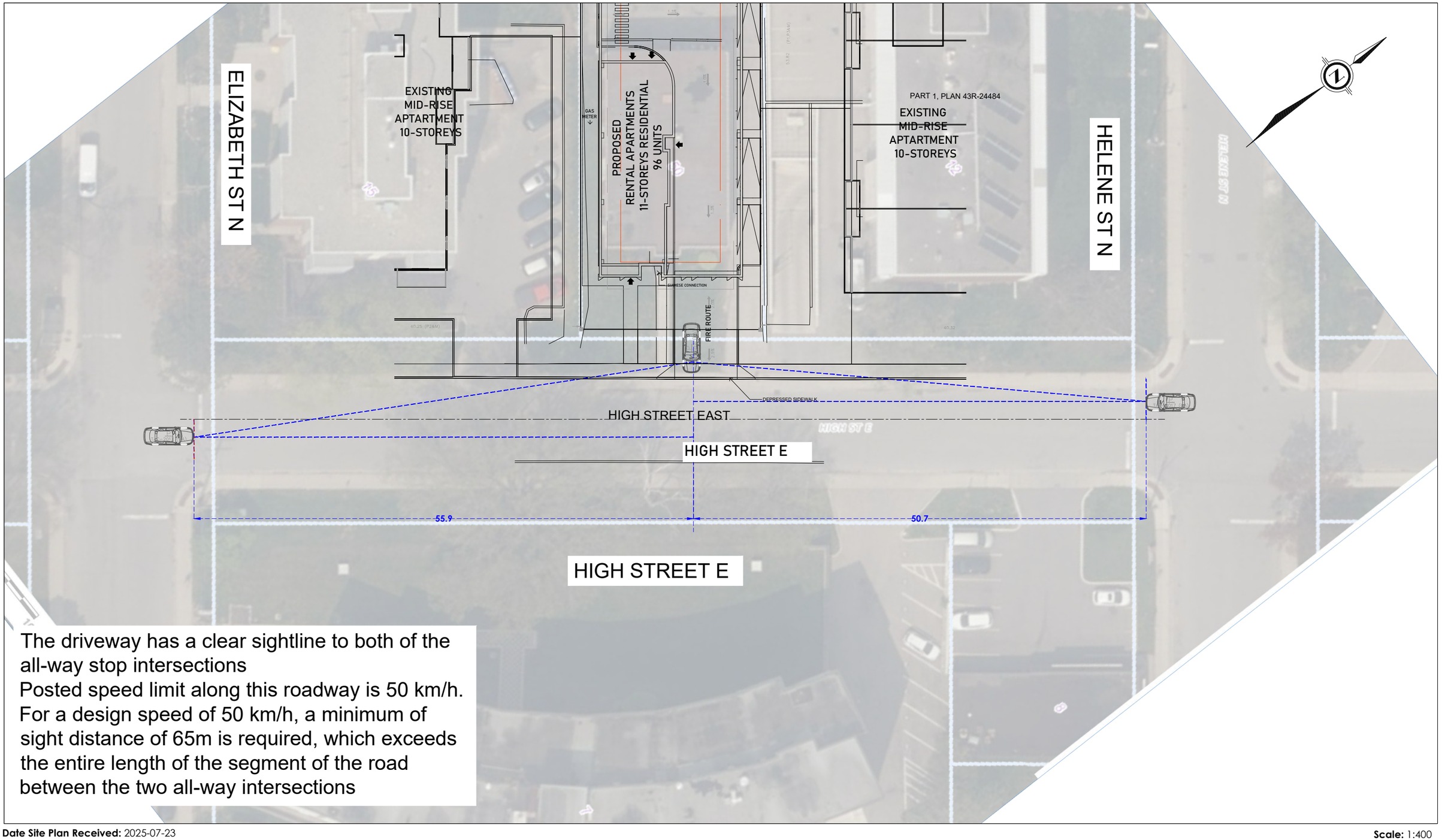

The driveway has a clear sightline to both of the all-way stop intersections
Posted speed limit along this roadway is 50 km/h. For a design speed of 50 km/h, a minimum of sight distance of 65m is required, which exceeds the entire length of the segment of the road between the two all-way intersections

Date Site Plan Received: 2025-07-23

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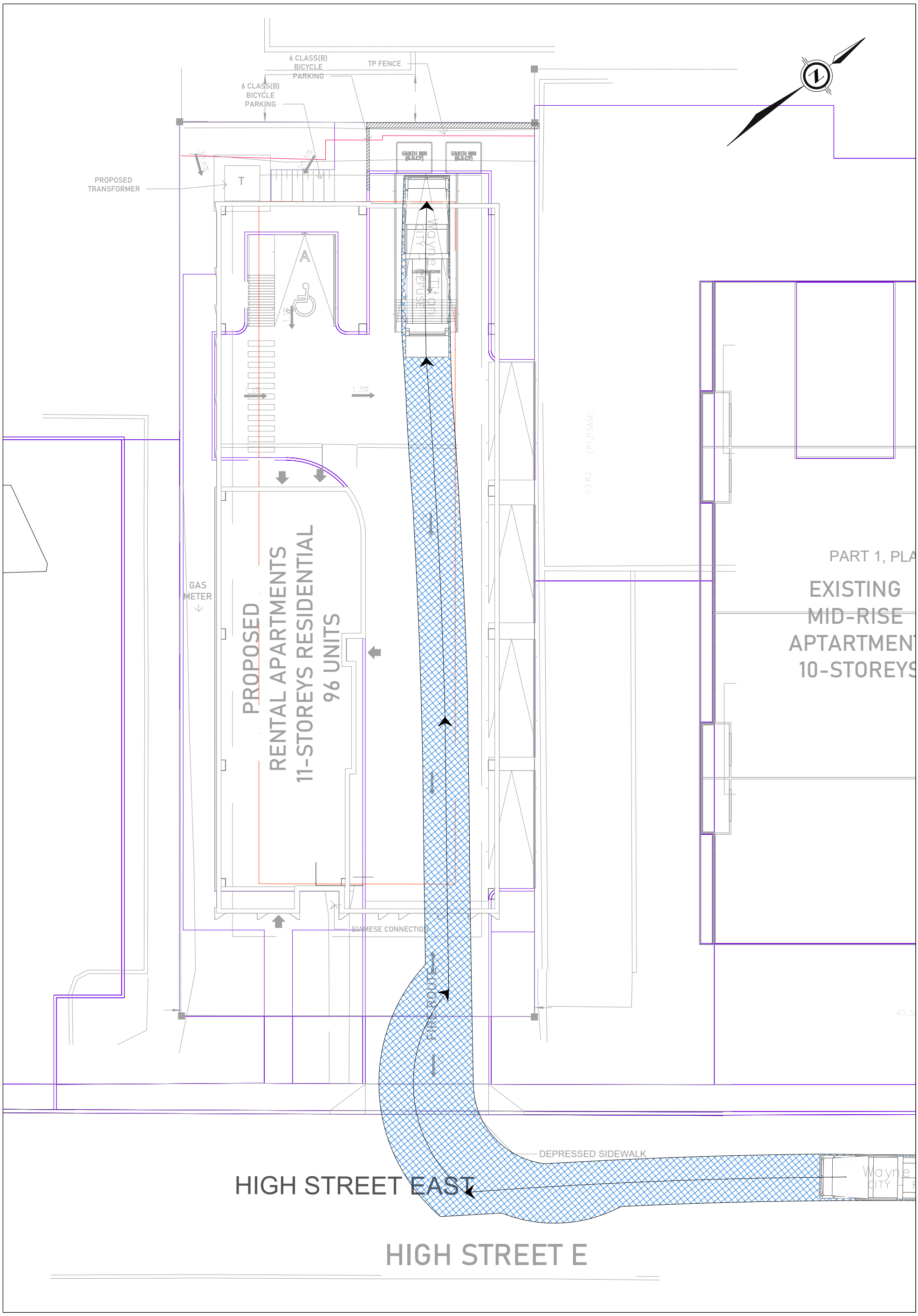
Figure 6-2
Sightline Review
50 High Street, Mississauga



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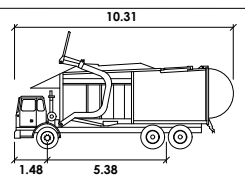

Wayne Titan

	meters
Width	: 2.58
Track	: 2.44
Lock to Lock Time	: 6.0
Steering Angle	: 45.0

Figure 6-3
Garbage Truck Access Manoeuvre - Inbound
50 High Street, Mississauga

WSP - 50 High Street.dwg_1

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6 CLASS(B) BICYCLE PARKING

TP FENCE

6 CLASS(B) BICYCLE PARKING

EARTH BIN (6.5 CY)

EARTH BIN (6.5 CY)

PROPOSED TRANSFORMER

T

A

LOADING ZONE

Wayne Titan CITY — REFUSE

EXISTING MID-RISE APTARTMENT 10-STOREYS

GAS METER

PROPOSED RENTAL APARTMENTS 11-STOREYS RESIDENTIAL 96 UNITS

SIAMESE CONNECTION

DEPRESSED SIDEWALK

HIGH STREET EAST

HIGH STREET E

53.82 (P1,P3&M)

40.25 (P2&M)

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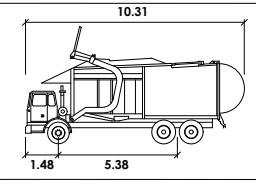


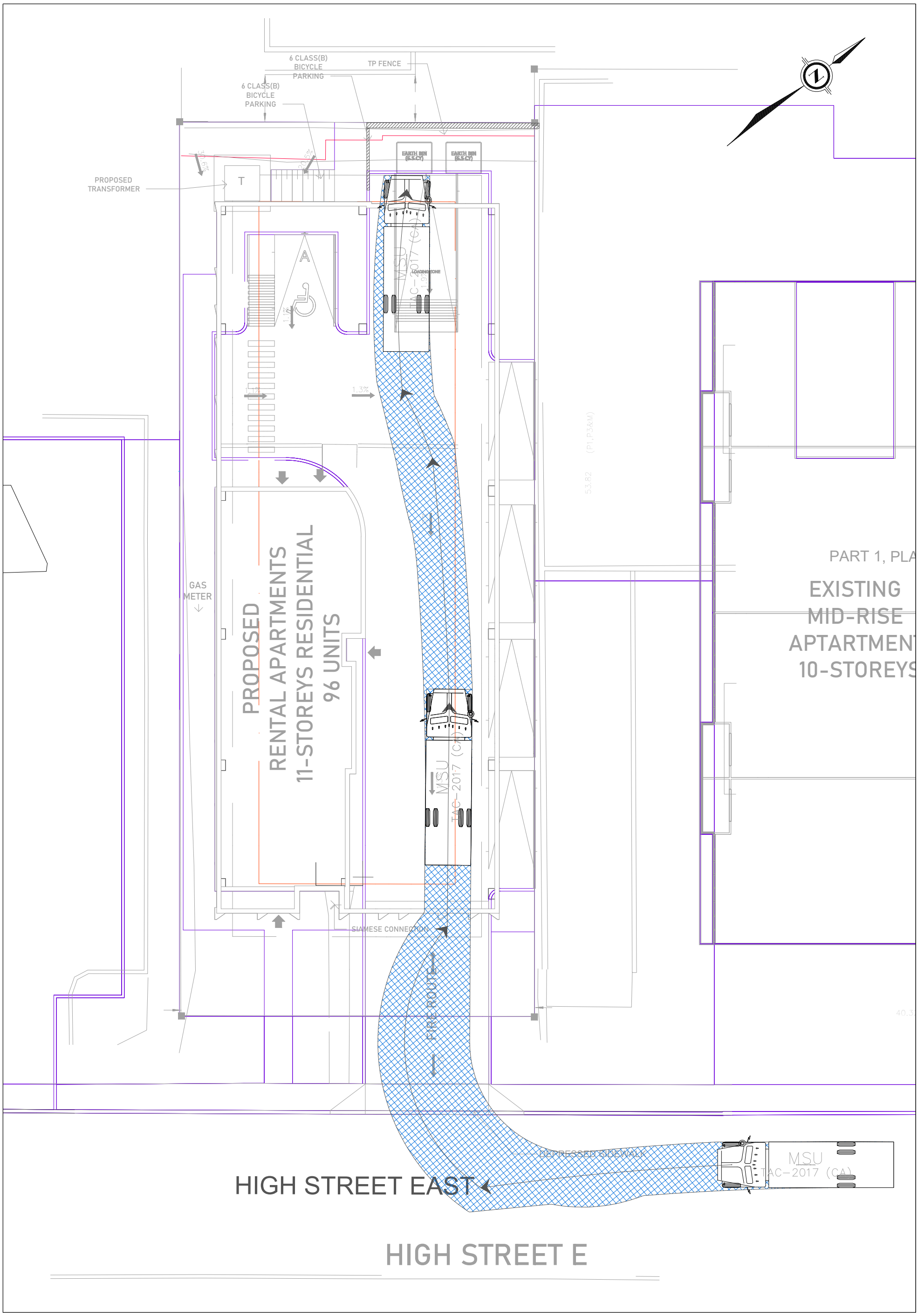
Wayne Titan

	meters
Width	: 2.58
Track	: 2.44
Lock to Lock Time	: 6.0
Steering Angle	: 45.0

Figure 6-4
Garbage Truck Access Manoeuvre - Outbound
50 High Street, Mississauga

WSP - 50 High Street.dwg_2

Modified: 7/23/2025 3:01 PM By: nima.farid Plot Date: 2025/07/23



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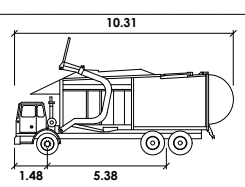

Wayne Titan

	meters
Width	: 2.58
Track	: 2.44
Lock to Lock Time	: 6.0
Steering Angle	: 45.0

Figure 6-5
Loading Truck Access Manoeuvre - Inbound
50 High Street, Mississauga

WSP - 50 High Street.dwg_3

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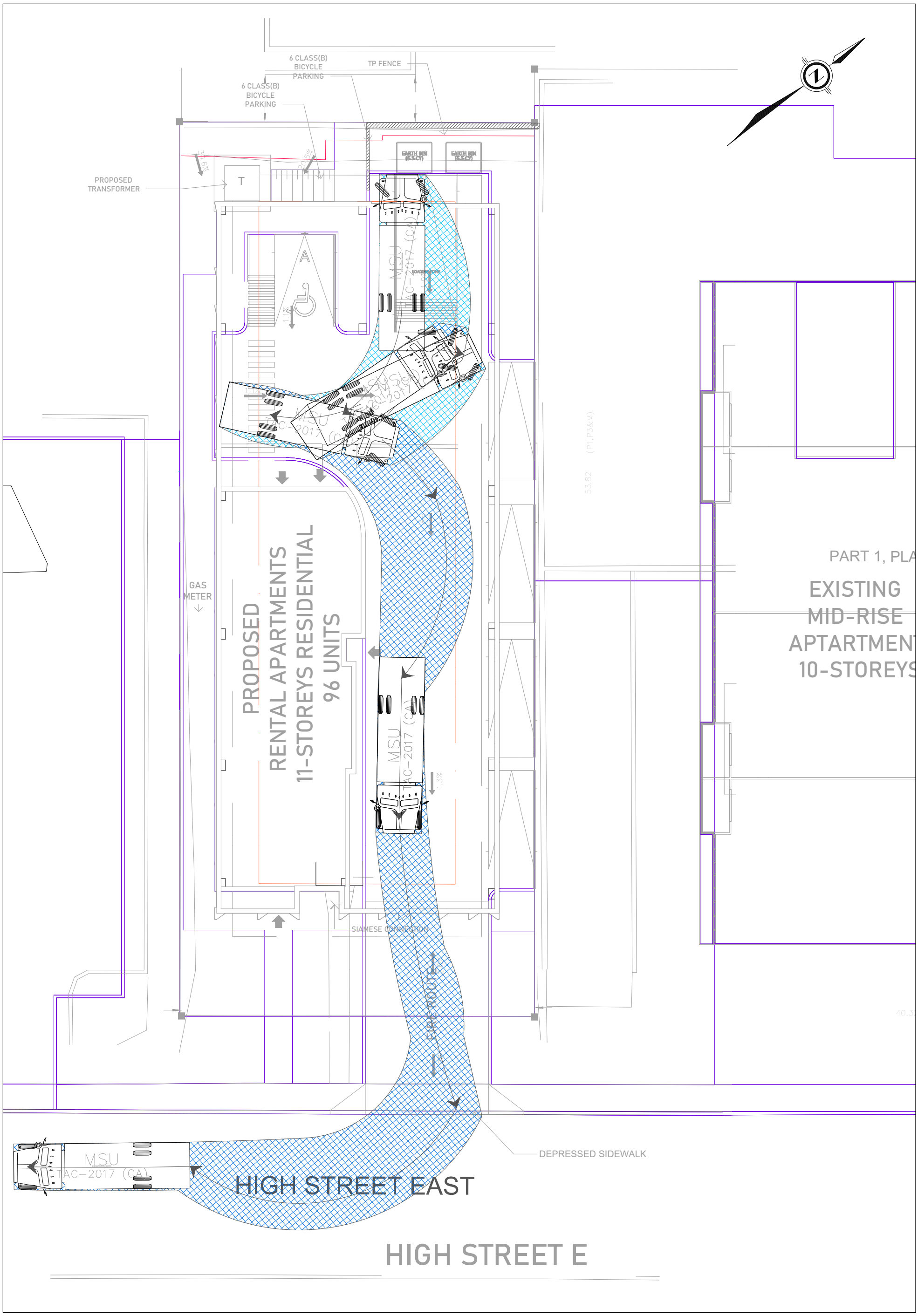

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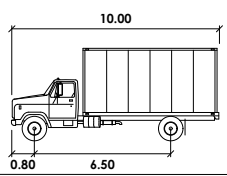

MSU

	meters
Width	: 2.60
Track	: 2.60
Lock to Lock Time	: 6.0
Steering Angle	: 40.2

Figure 6-6
Loading Truck Access Manoeuvre - Outbound
50 High Street, Mississauga

WSP - 50 High Street.dwg_4

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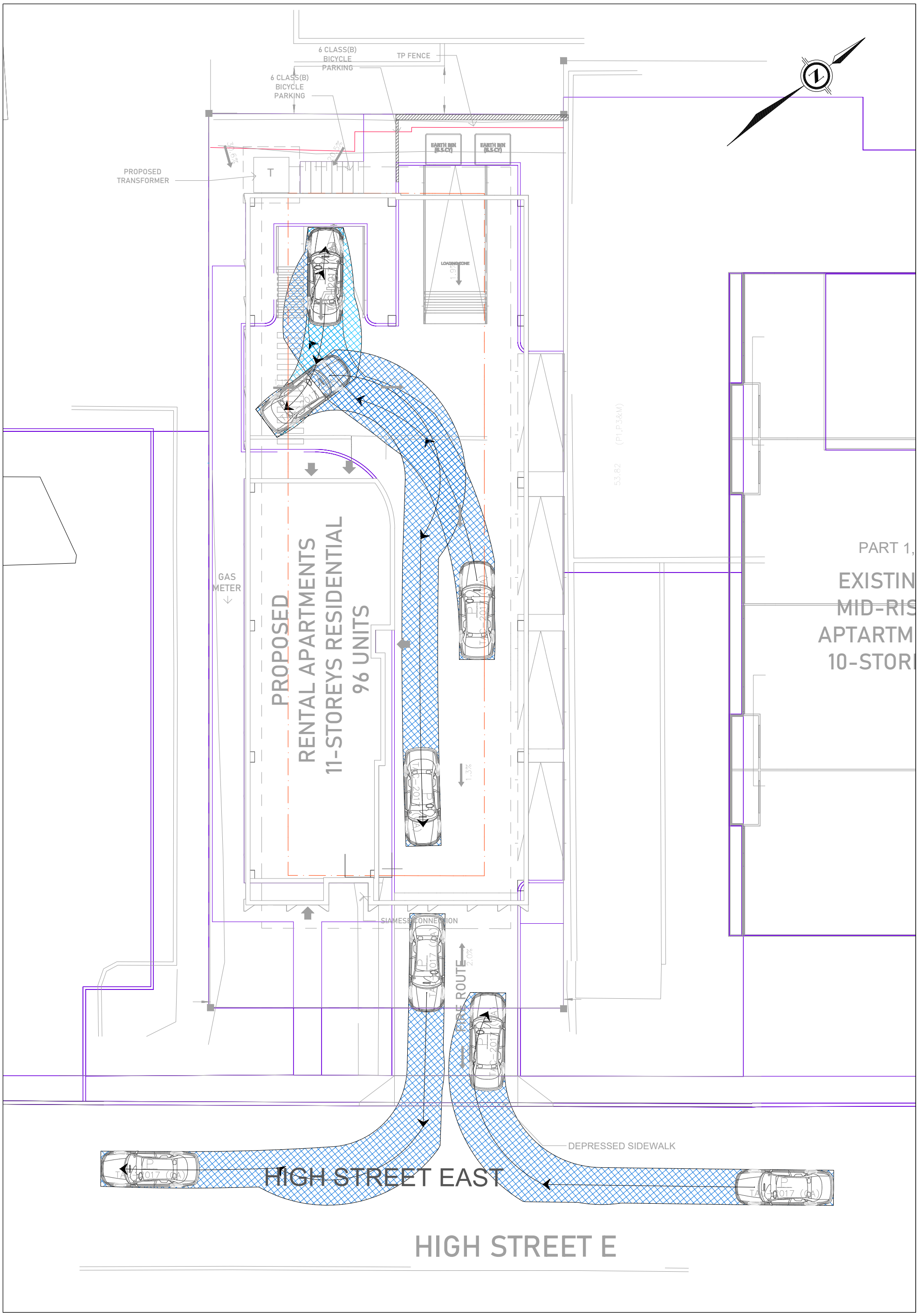

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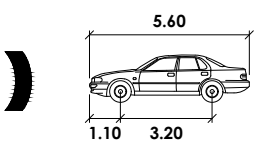

P

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

Figure 6-7

Passenger Vehicle Access and Parking Manoeuvre Review
50 High Street, Mississauga

WSP - 50 High Street.dwg_5

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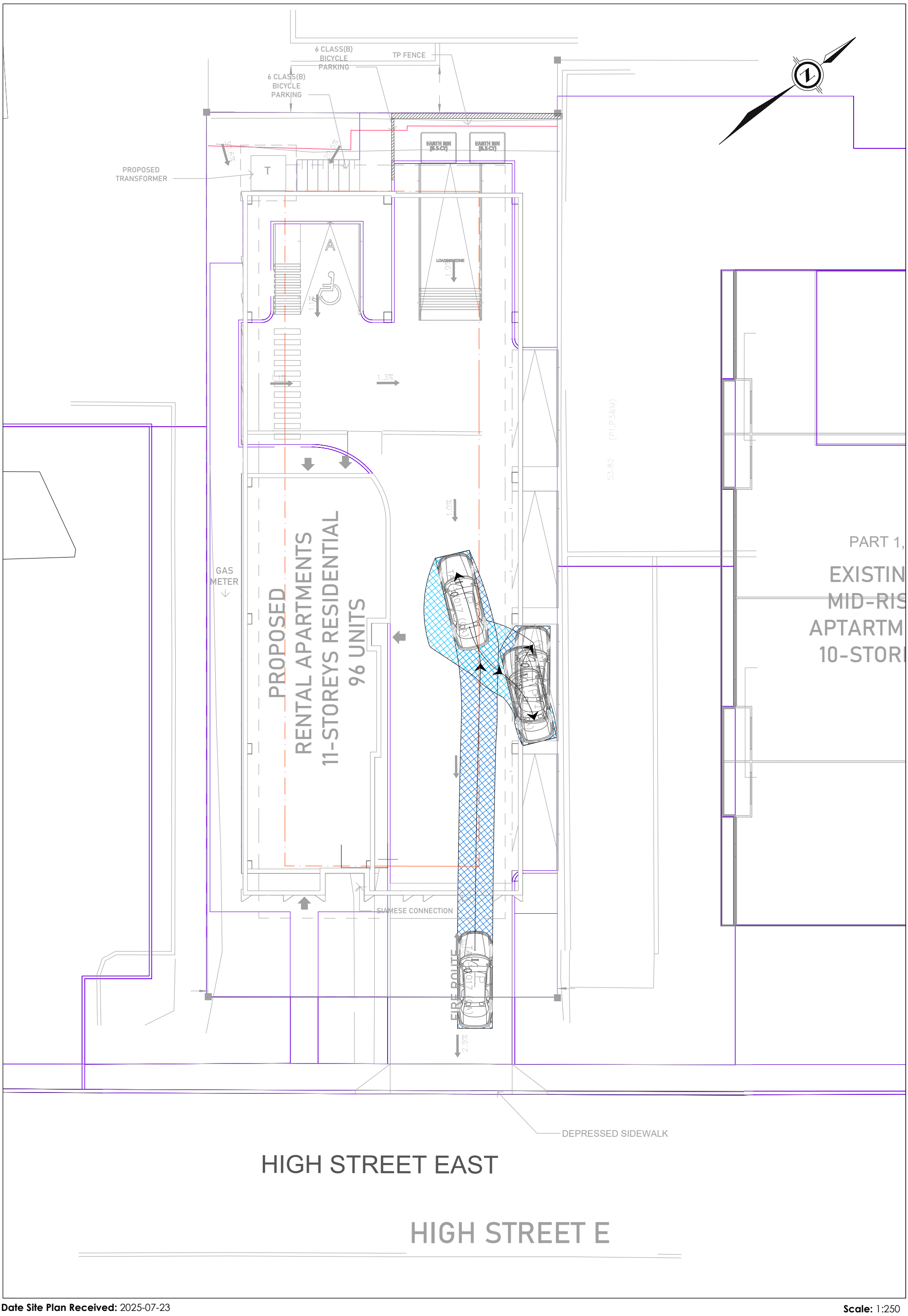

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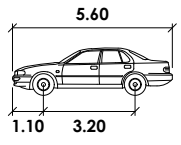
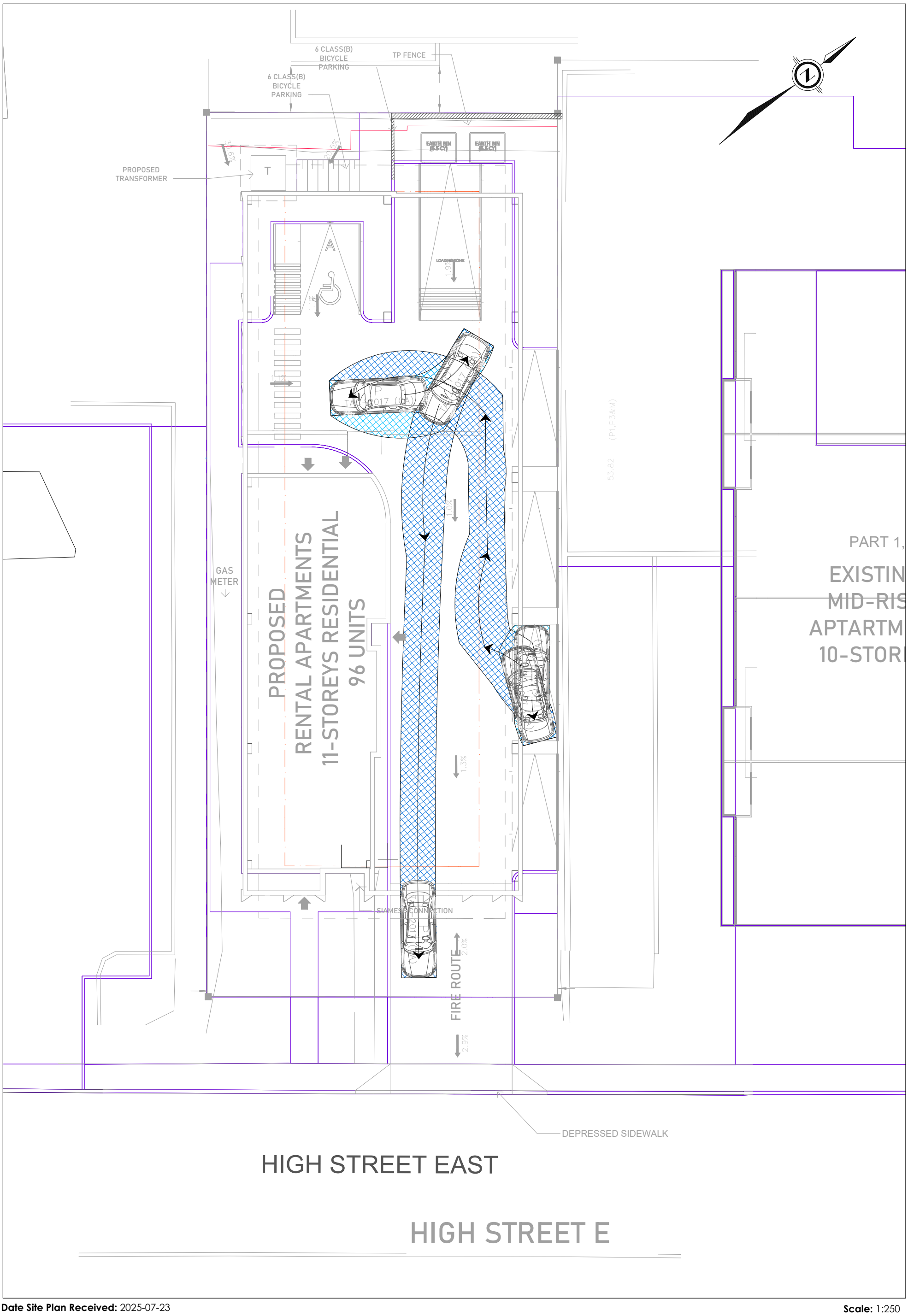


P

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

Figure 6-8
Passenger Vehicle Access and Parking Manoeuvre Review
50 High Street, Mississauga



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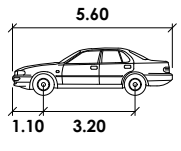

P

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

Figure 6-9
Passenger Vehicle Access and Parking Manoeuvre Review
50 High Street, Mississauga

WSP - 50 High Street.dwg_7

Modified: 7/23/2025 3:01 PM By: nima.farid Plot Date: 2025/07/23

7 TRANSPORTATION DEMAND MANAGEMENT

Transportation Demand Management (TDM) is a general concept that includes various strategies that increase transportation system efficiency by managing the demand for travel. TDM treats mobility as a means to an end, rather than an end in itself, and emphasizes the movement of people and goods rather than motor vehicles. Generally speaking, TDM initiatives discourage single-occupant vehicle travel and encourage more efficient modes such as walking, cycling, ridesharing, public transit and teleworking, particularly under congested conditions. TDM elements are an essential part of any progressive transportation and traffic plan for a proposed development.

Given the site's PMTSA context, the biggest driver for TDM is the proposed auto parking supply of a development. Prospective renters will be informed of the fact that no parking is proposed for residents. Given the affordable nature of the proposed development and the magnitude of the site (96 units) this is a feasible arrangement given the high demand of affordable dwellings. Residents will be encouraged to take public transit and active transportation.

The following tangible TDM measures are proposed:

- Residents will be provided with transit and active transportation information package as part of the welcome package;
- Residents will be informed that they will not be eligible for on-street parking permit applications. This helps to ensure only residents who are committed to transit and active transportation will choose this site;
- The first group of move-in residents will receive a pre-loaded Presto pass with a value of $25 on the pass to try out near by transit facilities;
- A centralized TDM screen will be installed in the development (i.e., elevator or lobby) to allow residents and visitors to see real-time transit routing and schedule information. This allows them to better judge when to walk out of a building towards a bus stop / plan for their trip; and
- A bicycle repair station on site to serve cyclists with basic repairs – an example is shown below:

8 CONCLUSIONS

This Traffic Operations Study has assessed the site plan, trip generation, parking and loading aspects of the proposed development at 50 High Street featuring 96 affordable housing units.

The subject development is forecast to produce minimal auto trips since the site is situated in an area rich with transit and active transportation facilities. In addition, the development will be replacing an existing apartment building with double the auto parking supply versus what is proposed (5 spaces). Therefore, the development results in an improvement to the area's auto traffic operations.

The multi-modal assessments and non-auto trip generation completed demonstrate that the site-generated walking/cycling and transit volumes can both be accommodated within the existing infrastructure. This will allow future residents in the development to walk and cycle to various transit facilities in the area.

The proposed bicycle parking supply of 64 spaces satisfies the City's By-law requirements.

The site plan has been reviewed from a transportation perspective and all of the design vehicles can adequately access and egress the site.

A TDM package is proposed to encourage residents to take public transit and active transportation.

APPENDIX

A TERMS OF REFERENCE

Appendix A

Certification Form

Individuals submitting reports will be responsible for all aspects of development-related transportation assessment and reporting, and undertaking such work, in accordance and compliance with the City of Mississauga's Official Plan, Transportation Master Plan, and Transportation Impact Study Guidelines.

By submitting the attached report (and any associated documents) and signing this document, I acknowledge that:

- I have reviewed and have a sound understanding of the objectives, needs, and requirements of the City of Mississauga's Official Plan, Transportation Master Plan, and the Transportation Impact Study Guidelines as they apply to this submission;
- I have sound knowledge of industry standard practices pertaining to the preparation of development-related transportation study reports;
- I have substantial experience (more than five years) in completing development-related transportation studies and strong background knowledge of the transportation planning and engineering principles underpinning these studies; and
- I am registered as a Professional Engineer (P.Eng.), Licensed Engineering Technologist (LET), Certified Engineering Technologist (C.E.T.), or Registered Professional Planner (RPP) in good standing in the Province of Ontario with specific training in transportation planning and engineering.

Dated at Toronto (City) this 25 (Day) day of July (Month), 2025 (Year).

Name: Peter Yu

Professional Title: P.Eng.

Signature: 

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Appendix B

Pre-Study Consultation Checklist

APPROVED
By Yousef Hereich at 12:20 pm, May 13, 2025

Description	Information	Section Reference
Development Information		
Development Description (land use, size, and number of phases of development)	Phase 1: Affordable rental apartment development (approx 85 units) to be built in one phase. Minimal (less than 10) at-grade parking proposed only. Internalized loading bay for private garbage collection. The driveway would be replacing the existing site driveway - so no net new driveway added. Phase 2: - Phase 3: -	2.3.6

Description	Information	Section Reference
Transportation Impact Assessment		
Step 1 – Screening		
Type of Application (attach a drawing)	☐ Official Plan Amendment ☑ Zoning Amendment ☐ Site Plan Control Application ☐ Plan of Subdivision ☐ Other_____	2.3.5
Screening Criteria	☐ Trip Generation Trigger Satisfied ☐ Location Trigger Satisfied ☑ Operational/Safety Trigger Satisfied	2.2.1
Type of Study	☐ Transportation Impact Study ☑ Access Review ☐ No Additional Study Required	2.2.1
Step 2 – Scoping		
Study Area (intersections to be analyzed) Note: The Transportation Consultant is responsible to identify any further intersections impacted as the study progresses.	1) High St E @ Driveway Access 2) Helene St N @ High St E 3) Elizabeth St N @ High St E	2.3.8
Horizon Years	☐ 5 years from date of TIS ☐ Interim years_____ ☐ Other_____	2.3.9
Analysis Periods	☑ AM weekday peak hour of adjacent roadway ☑ PM weekday peak hour of adjacent roadway ☐ Saturday peak hour of adjacent roadway ☐ AM weekday peak hour of development ☐ PM weekday peak hour of development ☐ Saturday peak hour of development ☐ Other _____	2.3.10
Input Parameters and Assumptions (potential deviations)	-	2.3.13
Existing Transportation Conditions	☐ City data sources ☑ New data collection_____ ☐ Other _____	2.3.14

Description	Information	Section Reference
Planned Network Improvements (with timing)	-	2.3.16
Other Planned Developments (per City's Website)	1) 17/19 Ann St and 84/90 High St E and 91 Park St E 2) 128 Lakeshore Rd E 3) 46 Park St E 4) 23, 25, 29 & 31 Helene St N, 53 Queen St E & 70 Park St E	2.3.17
Identification of Mitigation Improvement Measures	☐ Neighbourhood Traffic Management Plan ☐ Other_____	2.3.23
Safety Analysis (any special issues)	- Review sightline availability at the proposed driveway	2.3.25
Site Access and Circulation (design vehicles)	☑ Passenger Car (P) ☑ Light Single Unit Truck (LSU) ☑ Medium Single Unit Truck (MSU) ☐ Heavy Single Unit Truck (HSU) ☐ Pumper Fire Truck ☐ WB-20 Tractor Semi-Trailer Truck ☑ Peel Region Waste Collection Truck ☑ Other: private waste collection vehicle template	2.3.26
Impacts During Construction (any special issues)	-	2.3.27
Step 3 – Forecasting		
Growth Rate	☑ Obtained from City ☐ Historical Traffic Counts ☐ Travel Demand Forecasts ☐ Proposed Growth Rate: _____	2.3.15
Site Trip Generation	☐ ITE Trip Generation Manual ☑ "First Principles" ☐ Observed Rates from Similar Developments in Area ☐ Observed Rates from Subject Site ☑ Other MMLOS	2.3.19

Description	Information	Section Reference
Trip Reductions	☐ Internal Capture Reductions for Mixed Use Development ☑ Non-Auto Mode Split ☐ Pass-by Reductions ☐ Other_____	2.3.19
Trip Distribution	☐ Local Traffic Patterns ☑ TTS ☐ Travel Demand Model ☐ Population and Employment Distribution ☐ Market Analysis of Catchment Area ☐ Other _____	2.3.20
Trip Assignment	☐ Local Traffic Patterns ☐ Shortest distance ☐ Site Layout, Access Design and Logical Routing ☐ Existing Turning Movements ☐ Other _____	2.3.21
Transportation Demand Management Plan		
Format	☑ Within a TIA Report ☐ Standalone	3.2.1
Type of Transportation Demand Management Plan	☑ TDM Statement ☐ TDM Scheme	3.2.2
Pedestrian Circulation Plan		
Format	☐ Within a TIA Report ☐ Standalone	4.2.1

Additional Comments

1) Parking rationale for the MTSA and affordable rental context will be provided.

2) Access Review:
Ensure that the proposed site access(es) conform to all TAC standards (ie. corner clearances, clear throat lengths, vehicle & pedestrian sight line distances for ingress/egress, proximity/ alignment to other driveways/roads, etc.); Provide confirmation and technical justification of whether the site access location and designs are safe for all roadway users and why.

3) MMLOS Analysis:
Provide an MMLOS assessment which evaluates the Level of Service for all applicable modes, with a particular emphasis on: (A) Pedestrian MMLOS: Evaluate sidewalks and crossings on all frontages and adjacent intersections, including pedestrian delay, crossing width, and effective width. (B) Cyclist MMLOS: Assess existing and proposed cycling facilities within the study area, including connectivity, effective width, and conflict points. (C)Transit MMLOS: Assess access to nearby transit services, including walking distance to stops, amenities, frequency of service, and inter-modal connections. (D) Vehicular MMLOS.