



2233 & 2235 Hurontario LTD

TRANSPORTATION IMPACT STUDY

Proposed Mixed-Use Infill Development
2233-2235 Hurontario Street,
City of Mississauga

April 2026
25123



LEA Consulting Ltd.

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

April 23, 2026

Reference Number: 25123

Graham Spittal

2233 & 2235 Hurontario LTD
1400 - 3280 Bloor Street West
Toronto, Ontario M8X 2X3

Dear Mr. Spittal,

**RE: Transportation Impact Study
Proposed Mixed-Use Development
2233-2235 Hurontario Street, City of Mississauga**

LEA Consulting Ltd. (LEA) is pleased to present the findings of our Transportation Impact Study for the proposed mixed-use development located at 2233-2235 Hurontario Street, in the City of Mississauga. This study has been prepared in support of the Zoning By-law Amendment (ZBA) application for the site. This report concludes that the traffic associated with the proposed development will have an acceptable impact on the surrounding road network.

Please do not hesitate to contact the undersigned should you have any additional questions or concerns.

Yours truly,

LEA CONSULTING LTD.

Robert Keel, MSc. Pl., MCIP, RPP
Manager, Transportation Planning

Matea Ceric, M.A.Sc., P.Eng
Project Coordinator

Encl. Transportation Impact Study – 2233-2235 Hurontario Street, Proposed Mixed-Use
Development, City of Mississauga. (April 2026)

Disclaimer

This Report represents the work of LEA Consulting Ltd ("LEA"). This Report may not be relied upon for detailed implementation or any other purpose not specifically identified within this Report. This Document is confidential and prepared solely for the use of 2233 & 2235 Hurontario LTD. Neither LEA, its sub-consultants nor their respective employees assume any liability for any reason, including, but not limited to, negligence, to any party other than 2233 & 2235 Hurontario LTD for any information or representation herein.

TABLE OF CONTENTS

| | | |
|---------|--------------------------------------------------------|----|
| 1 | INTRODUCTION | 1 |
| 1.1 | <i>Proposed Development</i> | 2 |
| 2 | EXISTING TRANSPORTATION CONDITIONS | 4 |
| 2.1 | <i>Existing Road Network</i> | 4 |
| 2.2 | <i>Existing Transit Network</i> | 5 |
| 2.3 | <i>Existing Cycling Network</i> | 7 |
| 2.4 | <i>Existing Pedestrian Network</i> | 8 |
| 2.5 | <i>Traffic Data Collection</i> | 9 |
| 2.6 | <i>Existing Traffic Volumes</i> | 9 |
| 3 | FUTURE BACKGROUND TRANSPORTATION CONDITIONS | 11 |
| 3.1 | <i>Future Active Transportation</i> | 11 |
| 3.1.1 | Hurontario Street Reconstruction | 11 |
| 3.2 | <i>Future Transit Improvements</i> | 12 |
| 3.2.1 | Hazel McCallion Line (Hurontario LRT) | 12 |
| 3.3 | <i>Corridor Growth</i> | 13 |
| 3.4 | <i>Background Developments</i> | 13 |
| 3.5 | <i>Future Background Traffic Volumes</i> | 14 |
| 4 | SITE GENERATED TRAFFIC | 17 |
| 4.1 | <i>Mode Split</i> | 17 |
| 4.2 | <i>Trip Generation</i> | 17 |
| 4.2.1 | Multi-Modal Trip Generation | 18 |
| 4.3 | <i>Trip Distribution and Assignment</i> | 19 |
| 4.4 | <i>Site Traffic Volumes</i> | 19 |
| 5 | FUTURE TOTAL TRANSPORTATION CONDITIONS | 25 |
| 5.1 | <i>Future Total Traffic Volumes</i> | 25 |
| 6 | INTERSECTION CAPACITY ANALYSIS | 26 |
| 6.1 | <i>Regional and Municipal Guidelines Applied</i> | 26 |
| 6.1.1.1 | Signalized Intersections: | 26 |
| 6.1.1.2 | Unsignalized Intersections: | 26 |
| 6.2 | <i>Synchro Model Inputs and Assumptions</i> | 27 |

| | | |
|---------|----------------------------------------------------------------------------|----|
| 6.2.1 | Synchro Calibrations/Parameters | 27 |
| 6.2.1.1 | Signal Timing Plan..... | 27 |
| 6.2.1.2 | Ideal Saturation Flow Rate & Peak Hour Factor | 27 |
| 6.2.1.3 | Lost Time Adjustment Calibration | 27 |
| 6.3 | <i>Signal Timing Optimization</i> | 28 |
| 6.4 | <i>Signalized Intersections</i> | 29 |
| 6.4.1 | Camilla Road & Queensway East..... | 29 |
| 6.4.2 | 2325 Hurontario Street Site Access/East Site Access & Queensway East | 30 |
| 6.4.3 | Hurontario Street & Queensway East | 31 |
| 6.4.4 | Hurontario Street & Bronte College Court/Sherobee Road | 32 |
| 6.5 | <i>Unsignalized Intersections</i> | 33 |
| 6.5.1 | Hurontario Street & North Site Access | 33 |
| 6.5.2 | Hurontario Street & South Site Access | 34 |
| 6.6 | <i>Analysis Summary</i> | 34 |
| 7 | PARKING ASSESSMENT..... | 35 |
| 7.1 | <i>Bicycle Parking Review</i> | 35 |
| 7.2 | <i>Vehicle Parking Review</i> | 35 |
| 7.2.1 | Electric Vehicle Parking Review..... | 36 |
| 7.2.2 | Accessible Parking Review | 36 |
| 7.3 | <i>Bill 185</i> | 37 |
| 8 | LOADING ASSESSMENT | 38 |
| 9 | TRANSPORTATION DEMAND MANAGEMENT PLAN..... | 39 |
| 9.1 | <i>Pedestrian-Based Strategies</i> | 39 |
| 9.2 | <i>Cycling-Based Strategies</i> | 39 |
| 9.3 | <i>Transit-Based Strategies</i> | 40 |
| 9.4 | <i>Parking-Based Strategies</i> | 41 |
| 9.5 | <i>TDM Measures Summary</i> | 41 |
| 10 | CONCLUSIONS AND RECOMMENDATIONS | 43 |

LIST OF FIGURES

| | |
|-----------------------------------------------------------------------------------------|----|
| Figure 1-1: Subject Site Location..... | 1 |
| Figure 1-2: Proposed Ground Floor Plan | 3 |
| Figure 2-1: Existing Lane Configuration..... | 4 |
| Figure 2-2: Existing Transit Network | 6 |
| Figure 2-3: Existing Cycling Network | 7 |
| Figure 2-4: Existing Pedestrian Network | 8 |
| Figure 2-5: Existing Traffic Volumes (Adjusted 2026)..... | 10 |
| Figure 3-1: Proposed Cycling Infrastructure with the Hurontario Line Construction | 11 |
| Figure 3-2: Hazel McCallion Line (Hurontario LRT) Map | 12 |
| Figure 3-3: Background Development Traffic Volumes..... | 15 |
| Figure 3-4: Future Background Traffic Volumes (2031)..... | 16 |
| Figure 4-1: Proposed Residential Site Traffic..... | 20 |
| Figure 4-2: Proposed Retail Site Traffic | 21 |
| Figure 4-3: New Site Traffic..... | 22 |
| Figure 4-4: Existing Medical Trips to Remove..... | 23 |
| Figure 4-5: Net Site Traffic | 24 |
| Figure 5-1: Future Total Traffic Volumes (2031) | 25 |
| Figure 7-1: Queensway MTSA Boundary | 37 |

LIST OF FIGURES

| | |
|--------------------------------------------------------------------------------|----|
| Table 1-1: Site Statistics..... | 2 |
| Table 2-1: Data Collection Summary | 9 |
| Table 3-1: Background Developments | 14 |
| Table 4-1: Mode Split | 17 |
| Table 4-2: Proposed Site Vehicle Trip Generation | 18 |
| Table 4-3: Proposed Site Multi-Modal Trip Generation | 18 |
| Table 4-4: Site Trip Distribution | 19 |
| Table 6-1: Signal Timing Optimization..... | 28 |
| Table 6-2: Intersection Capacity Analysis – Camilla Road & Queensway East..... | 29 |

Table 6-3: Intersection Capacity Analysis – 2325 Hurontario Street Site Access/East Site Access & Queensway East 30

Table 6-4: Intersection Capacity Analysis – Hurontario Street & Queensway East 31

Table 6-5: Intersection Capacity Analysis – Hurontario Street & Bronte College Court/Sherobee Road 32

Table 6-6: Intersection Capacity Analysis – Hurontario Street & North Site Access 33

Table 6-7: Intersection Capacity Analysis – Hurontario Street & South Site Access 34

Table 7-1: Bicycle Parking Review 35

Table 7-2: Vehicle Parking Review 35

Table 7-3: Electric Vehicle Parking Review 36

Table 7-4: Accessible Parking Review 36

Table 8-1: Loading Review 38

Table 9-1: TDM Checklist Score Card 41

Table 9-2: Summary and Cost Estimate of TDM Strategies 42

APPENDICES

APPENDIX A Terms of Reference

APPENDIX B Traffic Data & Signal Timing Plans

APPENDIX C Corridor Growth Rates

APPENDIX D Background Developments

APPENDIX E TTS 2022 Modal Split Data

APPENDIX F TTS 2022 Trip Distribution Data

APPENDIX G LOS Definition Summary

APPENDIX H Existing Intersection Capacity Analysis

APPENDIX I Future Background Intersection Capacity Analysis

APPENDIX J Future Total Intersection Capacity Analysis

APPENDIX K Lost Time Adjustment Review

APPENDIX L Functional Design Review

APPENDIX M TDM Checklist

1 INTRODUCTION

LEA Consulting Ltd. (LEA) was retained by 2233 & 2235 Hurontario LTD to undertake a Transportation Impact Study (TIS) for the proposed mixed-use infill development on a portion of the property located at 2233-2235 Hurontario Street in the City of Mississauga (herein referred to as the “subject site”). The following TIS has been prepared in support of the Zoning By-law Amendment (ZBA) application for the proposed development. The subject property is currently occupied by two (2) existing residential buildings: a 13-storey residential building and a 12-storey residential building with existing surface parking. A small-scale medical retail space (approximately 465m² GFA) is also provided on-site, which will be removed as part of the proposed development. The site location is illustrated in Figure 1-1.

Figure 1-1: Subject Site Location



Source: Google Maps, accessed March 2026

The purpose of this assessment is to review the existing transportation infrastructure in the surrounding area, including the road network, transit network and active transportation network, and assess the traffic impact of the proposed infill development on the network. In addition, the proposed parking and loading provisions will be reviewed, and Transportation Demand Management (TDM) measures will be recommended to encourage the use of other modes of transportation.

1.1 PROPOSED DEVELOPMENT

The proposed infill development will construct one (1) mixed-use building in addition to the existing residential buildings. The proposed mixed-use building consists of two 35-storey towers (Tower East and Tower West) with a shared podium, and three (3) levels of underground parking. A total of 698 residential units are proposed, along with 425m² of ground-floor retail GFA.

The proposed development will involve a land severance from the existing apartment buildings, including the construction of a standalone underground parking garage that solely serves the proposed building. As a result, the existing parking garage access on the south side of the site will be removed. A shared driveway access to Hurontario Street will be maintained, including an internal connection to the existing surface parking lot.

The site statistics are summarized in Table 1-1.

Table 1-1: Site Statistics

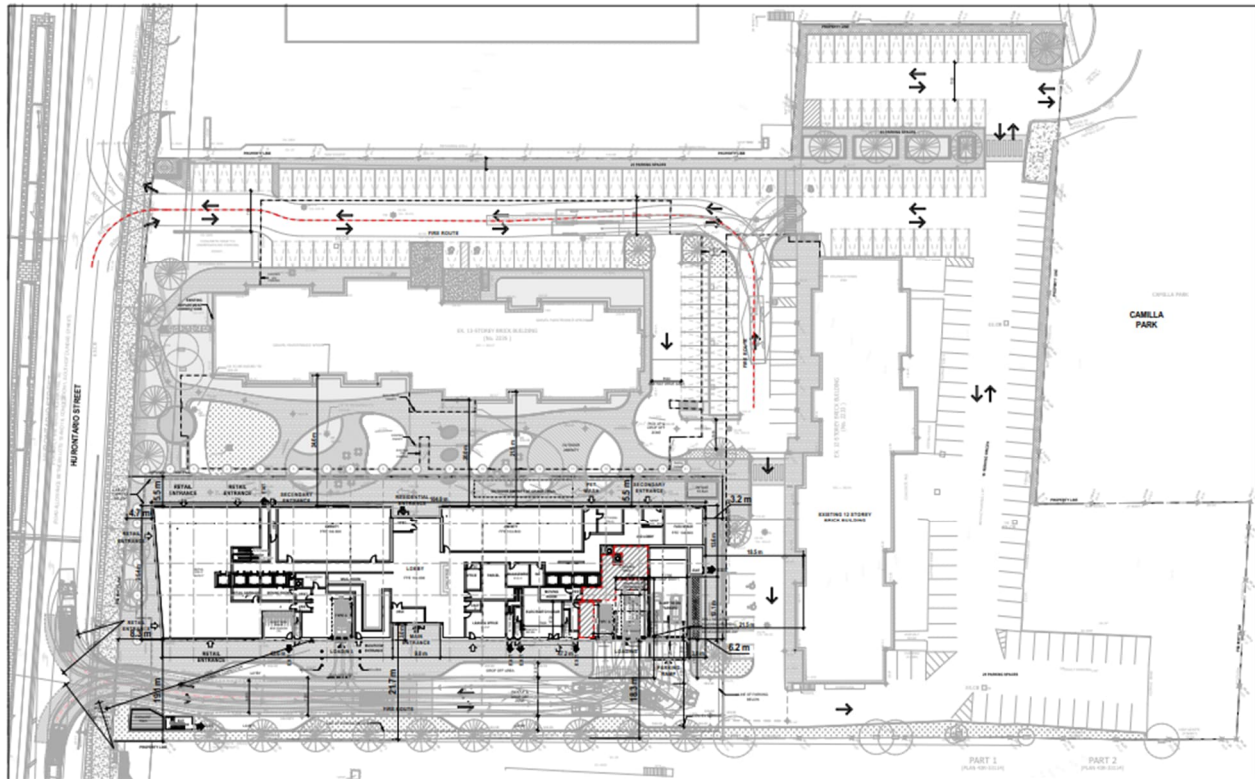
| Land Use | Unit Count/GFA |
|--------------------|-------------------------|
| Residential | 698 units |
| Studio | 78 units |
| 1-Bedroom | 347 units |
| 2-Bedroom | 203 units |
| 3-Bedroom | 70 units |
| Retail | 425m² |

Access to the development is proposed via three (3) existing site accesses:

- ▶ North Site Access via Hurontario Street – RIRO (Unsignalized);
- ▶ South Site Access via Hurontario Street – RIRO (Unsignalized); and,
- ▶ East Site Access via Queensway– Full Movement (Signalized).

The proposed ground floor plan is illustrated in Figure 1-2.

Figure 1-2: Proposed Ground Floor Plan



Source: BDP Quadrangle, April 2026

2 EXISTING TRANSPORTATION CONDITIONS

This section identifies the existing transportation conditions present in the study area, including the road, transit, cyclist, and pedestrian networks. The study area was determined by assessing the size of the proposed development and its anticipated transportation impact. The terms of reference for this study is included in Appendix A. The study area includes the following intersection:

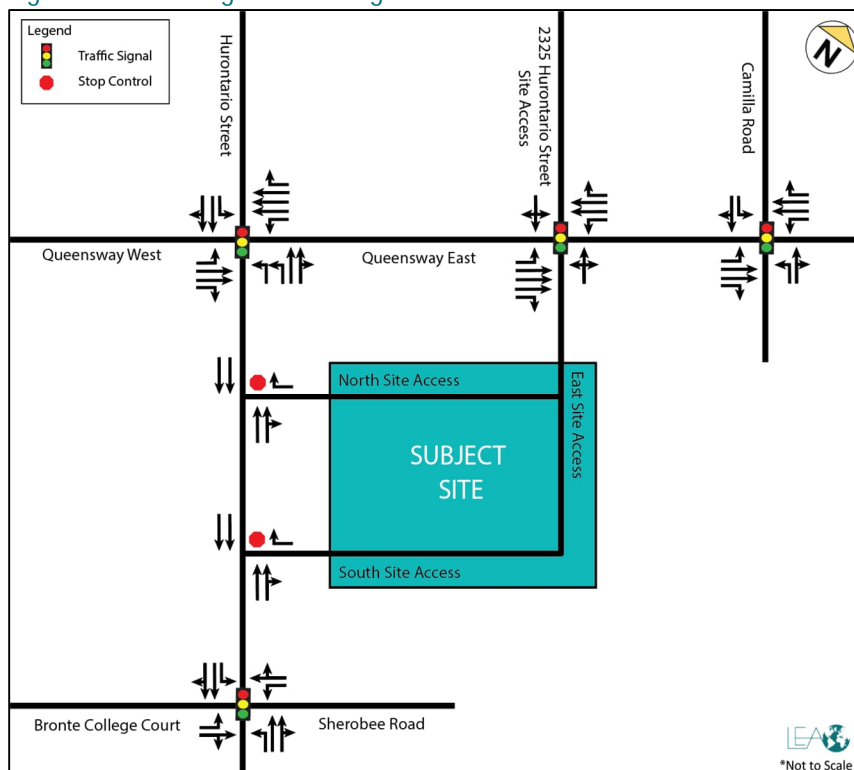
- ▶ Camilla Road and Queensway East (Signalized);
- ▶ 2325 Hurontario Street Site Access/East Site Access and Queensway East (Signalized);
- ▶ Hurontario Street and Queensway East(Signalized);
- ▶ Hurontario Street and North Site Access (Unsignalized);
- ▶ Hurontario Street and South Site Access (Unsignalized); and,
- ▶ Hurontario Street and Bronte College Court/Sherobee Road (Unsignalized).

2.1 EXISTING ROAD NETWORK

This section will describe the road network with the above-mentioned study intersections. All roadways fall under the jurisdiction of the City of Mississauga, with the exception of Queensway West/East, which falls under the jurisdiction of Peel Region. The existing intersection controls and lane configurations are illustrated in Figure 2-1.

Note: the existing lane configuration is consistent with the current condition along Hurontario Street with ongoing construction of the Hurontario LRT.

Figure 2-1: Existing Lane Configuration



Camilla Road is a north-south minor collector road that operates with a two-lane cross-section (one lane per direction) in the vicinity of the subject site. Bike lanes are also provided in both directions along the roadway. The roadway operates between Dundas Street East to the north and North Service Road to the south. The roadway operates with a posted speed limit of 40 km/h in the study area.

Queensway West/East is an east-west regional arterial road that operates with a six-lane cross-section (three lanes per direction) in the vicinity of the subject site. Within the City of Mississauga, Queensway operates between Old Carriage Road to the west and Dixie Road to the east. Outside of the City boundaries, the roadway continues east into the City of Toronto (Etobicoke). The roadway operates with a posted speed limit of 50 km/h in the study area.

Hurontario Street is a north-south arterial road that operates with a four-lane cross-section (two lanes per direction) in the vicinity of the subject site. Within the City of Mississauga, Hurontario Street operates between Lakeshore Road West to the south and Highway 407 to the north. Outside of the City boundaries, the roadway continues north into the City of Brampton. The roadway operates with a posted speed limit of 50 km/h in the study area.

Bronte College Court is an east-west local road that operates with a two-lane cross-section (one lane per direction). The roadway operates between Hurontario Street to the east and terminates at private access driveways to the west. The roadway operates with a posted speed limit of 40 km/h in the study area.

Sherobee Road is an east-west local road that operates with a two-lane cross-section (one lane per direction). The roadway operates between Hurontario Street to the west, transitions into a north-south roadway, and terminates at North Service Road to the south. The roadway operates with a posted speed limit of 40 km/h in the study area.

2.2 EXISTING TRANSIT NETWORK

The subject site is located in an area with good access to the existing MiWay transit network. The subject site is located within walking distance to a variety of MiWay bus routes, which provides access to regional transit such as the Metrolinx GO Transit network. The site can access Port Credit GO Station to the south via MiWay Bus Route 2, and Cooksville GO Station to the north via MiWay Bus Route 4. The GO Transit and MiWay routes within the study area are described below and illustrated in Figure 2-2.

Figure 2-2: Existing Transit Network



Source: MiWay Weekday System Map, February 2026

GO Rail – Lakeshore West Line is an east-west GO rail line connecting various municipalities in the Greater Toronto Area (GTA) including Mississauga, Oakville, Burlington, Hamilton, and Niagara Falls to Union Station in Toronto. The line operates with 15-minute headways during weekday peak hours and 30-minute headways during the weekend. Service expansion works for the line are currently ongoing; when completed, the Lakeshore West line will provide 15-minute all-day two-way service throughout the week.

Access Location: The Lakeshore West Line is accessible via MiWay Route 2 – Hurontario Street. The closest stop access to MiWay Route 2 is located at the Hurontario Street and Queensway West/East intersection, located approximately 100m (approximately a 1-minute walk) from the subject site.

MiWay Route 2 – Hurontario is a bus route that operates generally in north-south direction between Port Credit GO Station and the City Centre Transit Terminal at Square One. It operates all day, Monday to Sunday with 10-minute headways during the AM and PM peak periods.

Access Location: The closest stop is located at the Hurontario Street and Queensway West/East intersection, located approximately 100m (approximately a 1-minute walk) from the subject site.

MiWay Route 4 – North Service Road is a bus route that operates generally in east-west direction between Cooksville GO Station and the Sherway Gardens. It operates all day, Monday to Sunday with headways of approximately 45-minutes during the AM and PM peak periods.

Access Location: The closest stop is located at the Hurontario Street and Queensway West/East intersection, located approximately 100m (approximately a 1-minute walk) from the subject site.

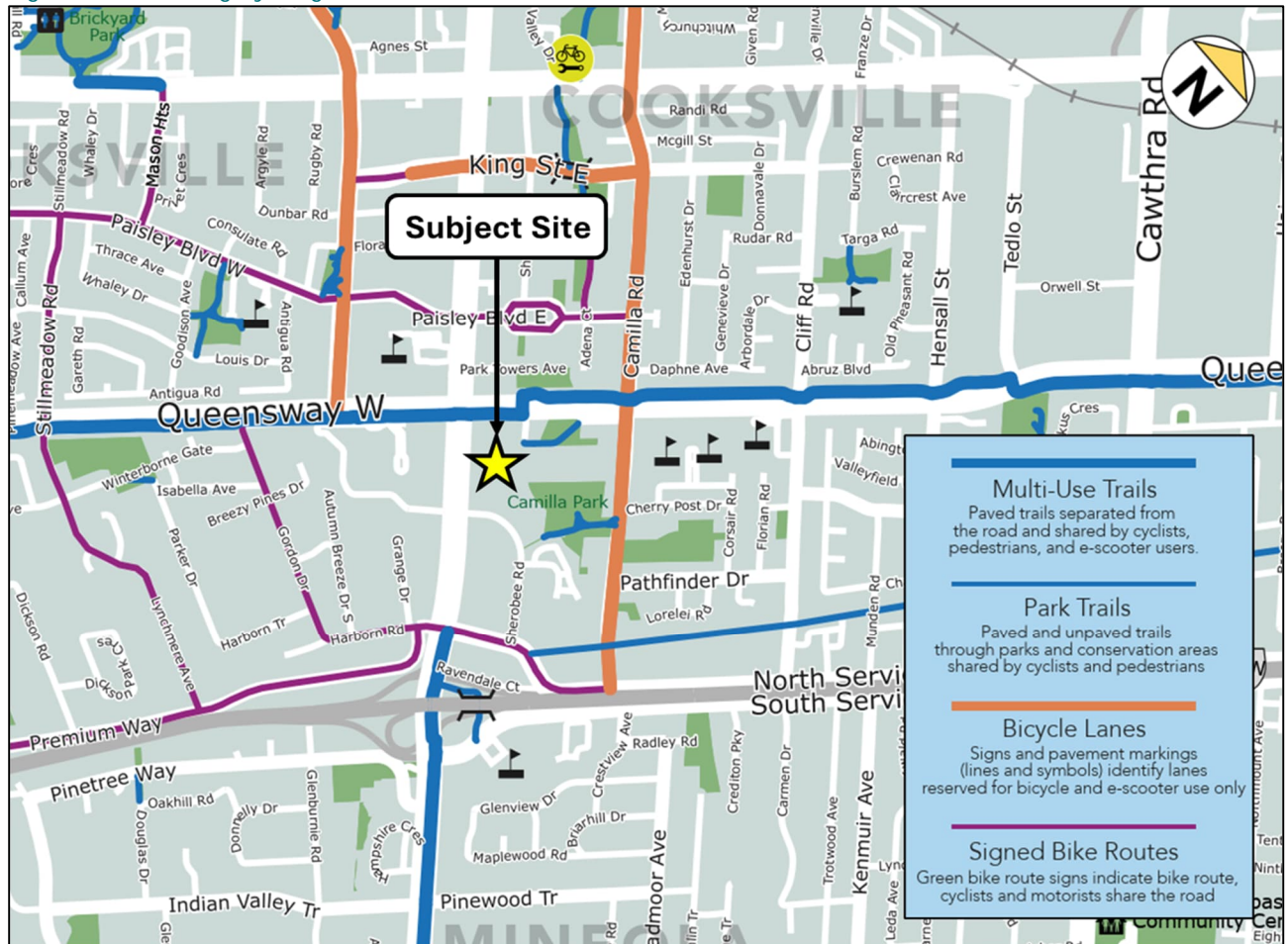
In addition, the Hazel McCallion (Hurontario LRT) project is expected to be operational before the proposed development is completed, as discussed in Section 3.2.1.

2.3 EXISTING CYCLING NETWORK

The subject site is located in a neighbourhood with good access to nearby cycling infrastructure. Multi-use trails are available along Queensway West/East, which provides separated trails from the road that can be shared by cyclists, pedestrians and micromobility users, such as e-scooters or e-bikes. In addition, bicycle lanes are provided along Camilla Road, which includes signs and pavement markings which are reserved for bicycle and e-scooter use exclusively.

Outside of the immediate study area, multi-use trails are provided along Hurontario Street and signed bike routes are provided along local roads, further enhancing active transportation opportunities. The existing cycling network surrounding the subject site is illustrated in Figure 2-3 below.

Figure 2-3: Existing Cycling Network



Source: City of Mississauga 2023 Cycling Map: South, November 2023

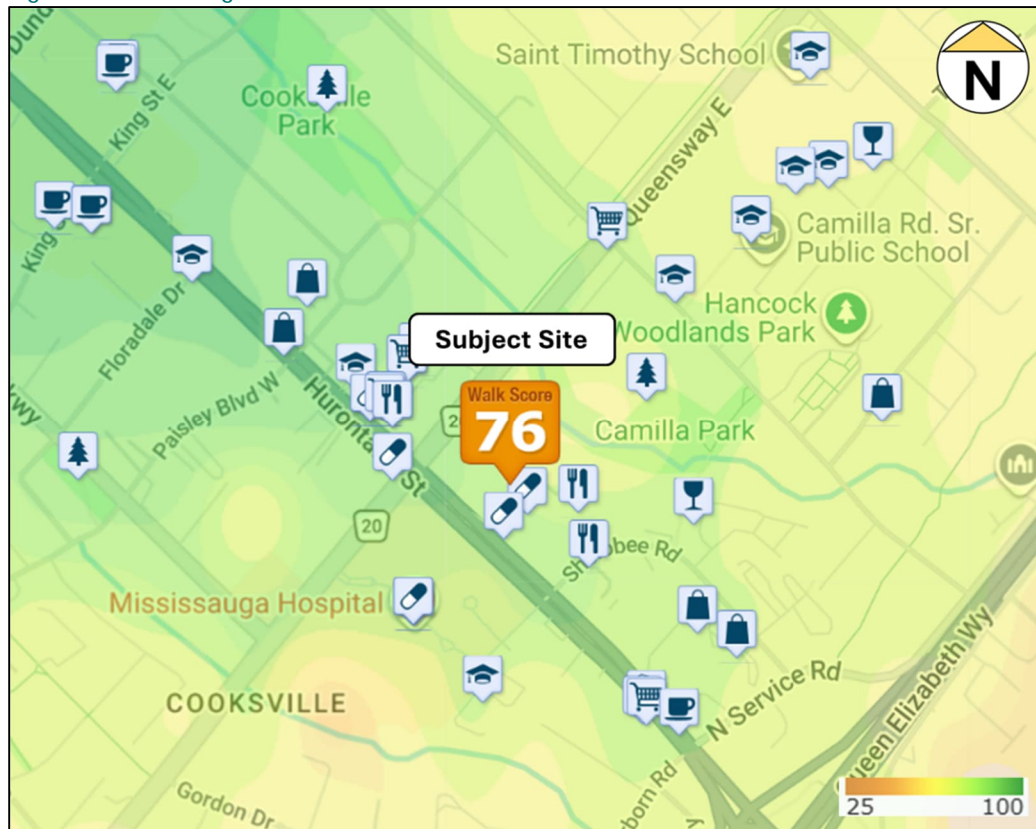
2.4 EXISTING PEDESTRIAN NETWORK

In the area immediately surrounding the subject site, continuous sidewalks are available along both sides of Queensway West/East, Hurontario Street, Camilla Road, and Sherobee Road. Sidewalks are provided only on the south side of Bronte College Court. Furthermore, pedestrian crosswalks are available in all directions and at all signalized intersections in the study area.

The existing pedestrian infrastructure also offers convenient connections between nearby residential areas, commercial establishments, neighbourhood amenities, and local transit bus stops. As a testament to the subject site's walkability, the site was entered in the WalkScore™ application. The subject site receives a WalkScore™ of 76/100, designated as "Very Walkable", which indicates that most errands can be accomplished without a vehicle.

As shown in Figure 2-4 below, walking from the subject site could permit an individual to access a variety of amenities along Hurontario Street and Queensway West/East, including restaurants, cafes, retail stores, grocery stores, and opportunities for entertainment/recreational activities.

Figure 2-4: Existing Pedestrian Network



Source: WalkScore™, accessed March 2026

2.5 TRAFFIC DATA COLLECTION

Turning movement counts (TMCs) were used as the source of traffic data in the intersection capacity analysis. Traffic counts were collected by LEA on February 19, 2026, between 7:00 AM – 10:00 AM and 4:00 PM – 7:00 PM to capture the weekday AM and PM peak periods. For the Hurontario Street and Sherobee Road intersection, counts were used that were previously collected on March 4, 2025, between 6:30 AM – 9:30 AM and 3:30 PM - 6:30 PM. Traffic volumes were balanced between intersections.

Signal timing plans at the signalized intersections were obtained by LEA by reviewing the survey video footage, except at the intersection of Hurontario Street and Bronte College Court/Sherobee Road, where an STP from the City of Mississauga was used.

A summary of the TMC data collected is outlined in Table 2-1 with detailed traffic counts and signal timing plans available in Appendix B.

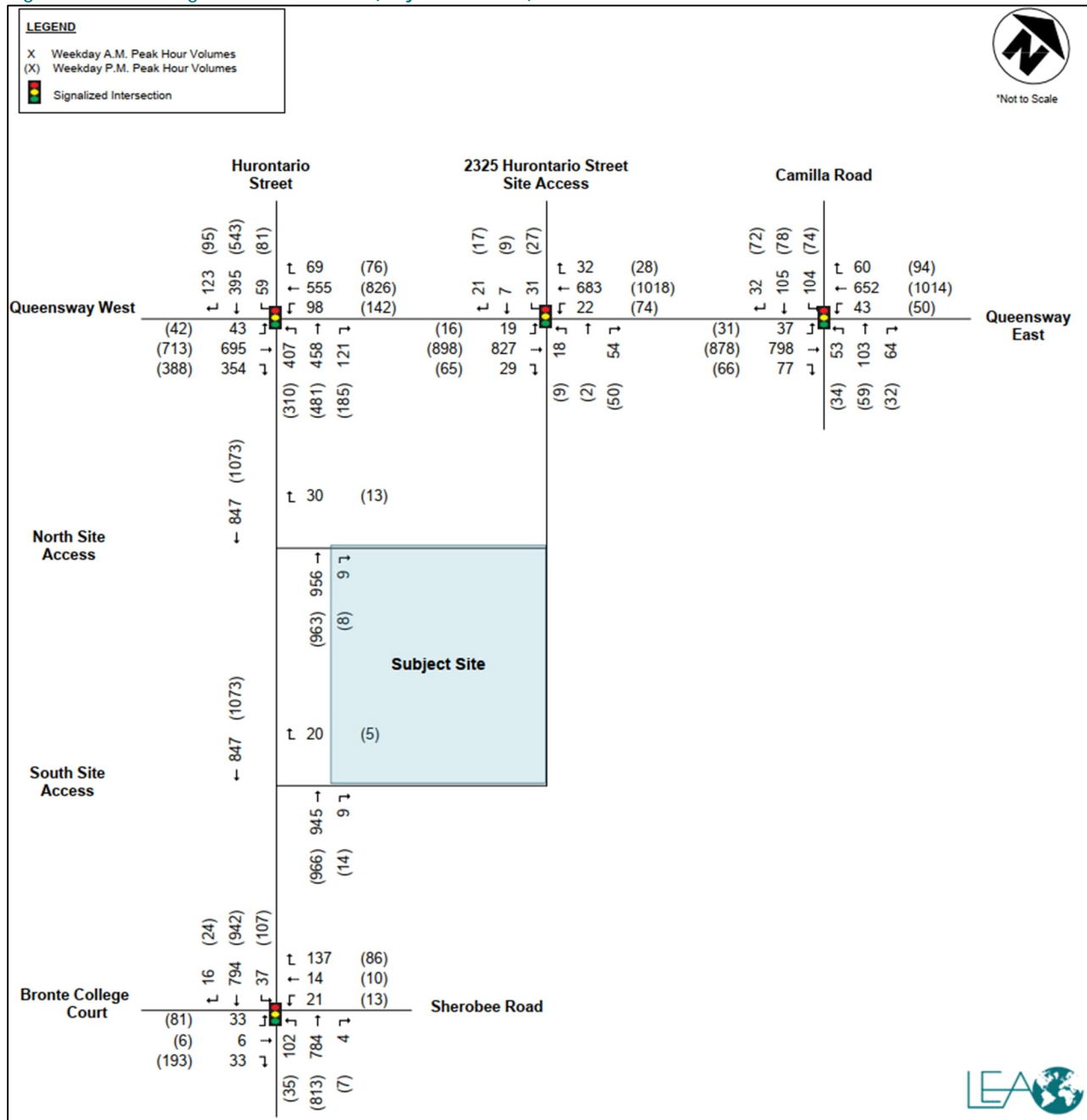
Table 2-1: Data Collection Summary

| Intersection | TMC Date | Source |
|----------------------------------------------------------------------|-----------------------------|---------------------|
| Camilla Road & Queensway East | Thursday, February 19, 2026 | LEA Consulting Ltd. |
| 2325 Hurontario Street Site Access/East Site Access & Queensway East | | |
| Hurontario Street & Queensway East | | |
| Hurontario Street & North Site Access (on Hurontario) | | |
| Hurontario Street & South Site Access (on Hurontario) | | |
| Hurontario Street & Bronte College Court/Sherobee Road | Tuesday, March 4, 2025 | |

2.6 EXISTING TRAFFIC VOLUMES

The existing traffic volumes during the weekday AM and PM peak hours are illustrated in Figure 2-5.

Figure 2-5: Existing Traffic Volumes (Adjusted 2026)



3 FUTURE BACKGROUND TRANSPORTATION CONDITIONS

For the analysis of future background traffic conditions, this study considers a 5-year horizon from the existing year 2026 to the future year 2031. Future background conditions include traffic added to the network from other future developments, corridor growth and considers overall improvements to the transportation network. The future background conditions were used as the baseline for evaluating the impact of the proposed development.

3.1 FUTURE ACTIVE TRANSPORTATION

The following section will discuss the proposed active transportation infrastructure within the broader surrounding area that are expected to improve transit accessibility for the proposed development.

3.1.1 Hurontario Street Reconstruction

With the Hazel McCallion Light Rail Transit (LRT) currently being built along Hurontario Street, new cycling amenities are also being installed. A boulevard cycling route is planned to be built on Hurontario Street between Queen Elizabeth Way (QEW) and Queensway (a segment which includes the site frontage). These upgrades will connect to existing cycling infrastructure on the Queensway, as well as south of the QEW along Hurontario Street. Additionally, a multi-use trail is proposed to intersect Hurontario Street along the existing hydro corridor south of the subject site. The trail is expected to run from Winston Churchill Boulevard in the west to CF Sherway Gardens once fully completed. The proposed cycling infrastructure being built in combination with the Hazel McCallion Line is shown in Figure 3-1.

Figure 3-1: Proposed Cycling Infrastructure with the Hurontario Line Construction



Source: City of Mississauga, accessed April 2026

3.2 FUTURE TRANSIT IMPROVEMENTS

The following sections will provide a summary of planned and proposed transit improvements within the broader surrounding area that are expected to improve transit accessibility for the proposed development.

3.2.1 Hazel McCallion Line (Hurontario LRT)

The Hazel McCallion Line is a new Light Rail Transit (LRT) line that is currently under construction. Starting from Port Credit GO Station and terminating at the Brampton Gateway Terminal, the line will travel in a north-south direction along Hurontario Street and connect to major destinations in Mississauga and Brampton including Cooksville GO Station and Mississauga City Centre.

While an updated completion date is currently unavailable, it is anticipated that the project will be completed within the five-year future planning horizon of this study.

The location of the planned LRT line in relation to the subject site is illustrated in Figure 3-2. As the subject site is located in close proximity to the future Queensway LRT station it is understood that transit connections will improve to and from the subject site and will allow users to reach more local and regional destinations using public transit, therefore increasing the viability of using transit as a primary mode of travel.

Figure 3-2: Hazel McCallion Line (Hurontario LRT) Map



Source: Metrolinx, accessed March 2026

3.3 CORRIDOR GROWTH

Historical turning movement counts (TMCs) were obtained for major study intersections. Data for Hurontario Street & Queensway East was available for the years 2019, 2022 and 2026. The TMCs were used to calculate annual traffic growth rates for the Hurontario Street & Queensway East corridors. Where negative growth rates were calculated, no growth was assumed, as was the case for both study corridors. Detailed corridor growth rates are provided in Appendix C. Major construction for the Hurontario LRT began in 2020, with work at the Hurontario Street and Queensway East intersection starting in late 2022. Prior to this, Hurontario Street functioned as a six-lane roadway. The observed negative growth is likely attributable to traffic being redirected during construction between 2022 and 2026, which reduced lane capacity and affected traffic volumes.

While historical traffic volumes show negative growth during the construction period, a conservative assumption of 0% future vehicular growth has been applied. This assumption is supported by the expectation that future travel demand in the corridor will be largely absorbed by enhanced transit service, including the Hurontario LRT, rather than by additional private vehicle trips.

With the reductions in vehicle lanes on Hurontario Street from six- to four- general purpose vehicle lanes, it is anticipated that long-range traffic will choose alternate routes, and any local growth will be due to background developments in the surrounding area.

3.4 BACKGROUND DEVELOPMENTS

Six (6) background developments were included in the analysis as per the City of Mississauga's Active Development Application Information Centre. The background developments are summarized in Table 3-1. Excerpts from the studies providing details of the background development trips are provided in Appendix D.

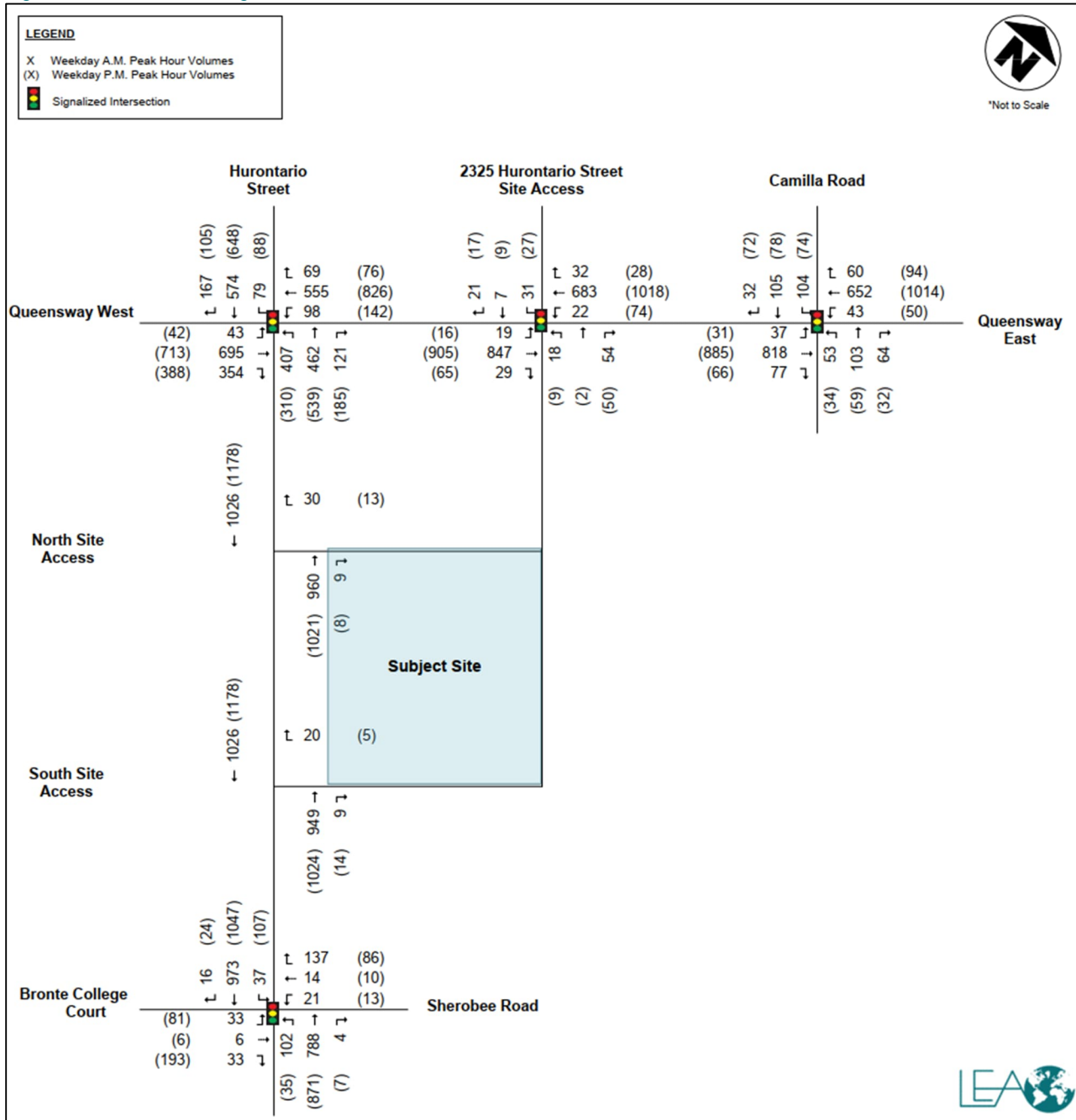
Table 3-1: Background Developments

| # | Location | Proposed Development | Source of Traffic Volumes |
|---|-----------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------|
| 1 | 2463 and 2469 Mimosa Row, Mississauga | 6 townhouse units | Paradigm Transportation Solutions Ltd. (November 2022) |
| 2 | 49 South Service Road, Mississauga | 353 residential units | GHD (October 2022) |
| 3 | 65 to 71 Agnes Street, Mississauga | 379 residential units and 6 townhouse units | UrbanTrans Engineering Solutions Inc. (April 2022) |
| 4 | 3085 Hurontario Street, Mississauga | 1,691 dwelling units; 1,222 m ² retail GFA | BA Group (September 2024) |
| 5 | 3115 Hurontario Street, Mississauga | 484 residential units; 292 m ² retail GFA; 927 m ² community GFA | NexTrans (July 2025) |
| 6 | 25 and 33 Hillcrest Avenue and 3146, 3154 and 3168 Hurontario Street, Mississauga | 2,224 residential units; 6,270 m ² retail GFA; 8,692 m ² commercial GFA; 6,216 m ² community GFA | BA Group (May 2022) |

3.5 FUTURE BACKGROUND TRAFFIC VOLUMES

The background development traffic volumes during the weekday AM and PM peak hour are illustrated in Figure 3-3. The 2031 future background traffic volumes during the weekday AM and PM peak hour, which include the addition of background development traffic to existing traffic volumes, are illustrated in Figure 3-4.

Figure 3-4: Future Background Traffic Volumes (2031)



4 SITE GENERATED TRAFFIC

The proposed development consists of one (1) infill mixed-use building, containing 698 residential units and 425m² of ground-floor retail GFA. Access to the development is proposed via two existing unsignalized Right-in/Right-outs (RIROs) onto Hurontario Street, as well as an existing signalized all-moves access onto Queensway East.

Note: the traffic analysis assumes a slightly higher unit count of 703 units, compared to the current unit count of 698 units. As a result, the assumed trip generation and analysis results should be considered slightly conservative.

4.1 MODE SPLIT

Data from the 2022 Transportation Tomorrow Survey (TTS) was extracted to identify the local modal split for the study area (Traffic Analysis Zones (TAZ) 4602, 4603, 4607, 4609, 4615, 4625, 4626, 4627, 4628, 4633, 4642, 4643, 4644, 4645). Data for home-based trips (school, work, and discretionary) undertaken by residents was analyzed for residential trips. Data for home-based trips (work & discretionary) and non-home-based trips were analyzed for retail trips. Note that taxi/rideshare mode share was incorporated into the auto driver trips as PUDO trips are already included in ITE trip rates.

Detailed TTS data excerpts are provided in Appendix E. The modal split is summarized in Table 4-1.

Table 4-1: Mode Split

| Description | Residential | Retail |
|------------------------------|-------------|-------------|
| External Person Trips | 100% | 100% |
| Auto Driver/Taxi Trips | 49% | 57% |
| Auto Passenger Trips | 15% | 11% |
| Transit Trips | 21% | 18% |
| Pedestrian Trips | 14% | 13% |
| Cycling Trips | 1% | 1% |

4.2 TRIP GENERATION

Trip generation for the residential and retail components of the proposed development was calculated using the *Institute of Transportation Engineers (ITE) Trip Generation Manual, 12th Edition* for LUC 222 – Multifamily Housing (High-Rise) and LUC 822 – Strip Retail Plaza, respectively. For both the residential and the retail land use, the average ITE vehicle trip generation rates were used to determine auto trips, which were subsequently converted into person trips using the average vehicle occupancy and auto split data provided in the *ITE Trip Generation Handbook, 3rd Edition*. The person trips were then converted to auto trips using the forecasted local mode split. An internal trip reduction was also applied to reflect interaction between the proposed land uses, as per the ITE handbook.

Table 4-2 summarizes the anticipated number of vehicle trips generated by the proposed development. Note: existing site trips were removed based on the TMC data collected at the site accesses, considering the size of the existing medical GFA (to be removed) relative to the two existing apartment buildings (which will be retained).

Table 4-2: 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) | ITE Auto Trip Rate (/1000 ft ²) | 0.06 | 0.14 | 0.20 | 0.16 | 0.10 | 0.26 |
| | ITE Auto Trips | 41 | 100 | 141 | 111 | 71 | 182 |
| | Adjusted Person Trips | 84 | 204 | 288 | 227 | 145 | 372 |
| | Site Interaction | -1 | -2 | -3 | -5 | -2 | -7 |
| | Total External Person Trips | 83 | 202 | 285 | 222 | 143 | 365 |
| | External Auto Driver Trips (49%) | 41 | 99 | 140 | 109 | 70 | 179 |
| | Primary External Auto Trips | 41 | 99 | 140 | 109 | 70 | 179 |
| ITE LUC 822– Strip Retail (<40k) | ITE Auto Trip Rate (/1000 ft ²) | 2.16 | 1.77 | 3.93 | 3.15 | 3.15 | 6.29 |
| | ITE Auto Trips | 11 | 9 | 20 | 16 | 16 | 32 |
| | Adjusted Person Trips | 13 | 10 | 23 | 19 | 19 | 38 |
| | Site Interaction | -2 | -1 | -3 | -2 | -5 | -7 |
| | Total External Person Trips | 11 | 9 | 20 | 17 | 14 | 31 |
| | External Auto Driver Trips (57%) | 6 | 5 | 11 | 10 | 8 | 18 |
| | Primary External Auto Trips | 6 | 5 | 11 | 10 | 8 | 18 |
| Total New Site Auto Trips | | 47 | 104 | 151 | 119 | 78 | 197 |
| Existing Medical Building Site Trips to Remove | | 0 | 0 | 0 | -1 | -5 | -6 |
| Total Net Site Auto Trips | | 47 | 104 | 151 | 118 | 73 | 191 |

The proposed development is anticipated to generate 151 net two-way vehicle trips (47 inbound and 104 outbound) during the AM peak hour and 191 net two-way vehicle trips (118 inbound and 73 outbound) during the PM peak hour.

4.2.1 Multi-Modal Trip Generation

Site multi-modal trip generation is summarized Table 4-3; based on the modal split identified in Section 4.1.

Table 4-3: Proposed Site Multi-Modal Trip Generation

| Land Use | Description | Modal Split | Weekday AM Peak Hour | | | Weekday PM Peak Hour | | |
|----------------------|------------------------------|-------------|----------------------|------------|------------|----------------------|------------|------------|
| | | | In | Out | Total | In | Out | Total |
| Proposed Residential | External Person Trips | 100% | 83 | 202 | 285 | 222 | 143 | 365 |
| | Auto Driver/Taxi Trips | 49% | 41 | 99 | 140 | 109 | 70 | 179 |
| | Auto Passenger Trips | 15% | 12 | 30 | 42 | 33 | 21 | 54 |
| | Transit Trips | 21% | 17 | 43 | 60 | 47 | 30 | 77 |
| | Pedestrian Trips | 14% | 12 | 28 | 40 | 31 | 21 | 52 |
| | Cycling Trips | 1% | 1 | 2 | 3 | 2 | 1 | 3 |
| Proposed Retail | External Person Trips | 100% | 11 | 9 | 20 | 17 | 14 | 31 |
| | Auto Driver/Taxi Trips | 57% | 6 | 5 | 11 | 10 | 8 | 18 |
| | Auto Passenger Trips | 11% | 1 | 1 | 2 | 2 | 2 | 4 |
| | Transit Trips | 18% | 2 | 2 | 4 | 3 | 2 | 5 |
| | Pedestrian Trips | 13% | 2 | 1 | 3 | 2 | 2 | 4 |
| | Cycling Trips | 1% | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Proposed | External Person Trips | 100% | 94 | 211 | 305 | 239 | 157 | 396 |
| | Auto Driver/Taxi Trips | - | 47 | 104 | 151 | 119 | 78 | 197 |
| | Auto Passenger Trips | - | 13 | 31 | 44 | 35 | 23 | 58 |
| | Transit Trips | - | 19 | 45 | 64 | 50 | 32 | 82 |
| | Pedestrian Trips | - | 14 | 29 | 43 | 33 | 23 | 56 |
| | Cycling Trips | - | 1 | 2 | 3 | 2 | 1 | 3 |

The proposed development is expected to generate 305 total person trips (94 inbound and 211 outbound) during the weekday AM peak hour and 396 total person trips (239 inbound and 157 outbound) during the weekday PM peak hour.

4.3 TRIP DISTRIBUTION AND ASSIGNMENT

Trip distribution was determined based on TTS 2022 data using TAZ 4602, 4603, 4607, 4609, 4615, 4625, 4626, 4627, 4628, 4633, 4642, 4643, 4644, 4645 as summarized in Table 4-4. For the residential land use, inbound and outbound distribution was based on PM and AM, respectively (peak flow direction). For the retail land use, inbound and outbound distribution was not filtered by time period. Trip assignment was completed based on the local network, applicable turn restrictions, logical routing, and access conditions. Detailed TTS calculations are provided in Appendix F.

Table 4-4: Site Trip Distribution

| Origin/ Destination | Assigned Route | Residential | | Retail | |
|------------------------|-------------------------|---------------|-------------|---------------|-------------|
| | | Weekday AM/PM | | Weekday AM/PM | |
| | | In | Out | In | Out |
| North | Hurontario | 23% | 14% | 17% | 30% |
| | Queensway | 5% | 14% | 17% | 13% |
| | Sherobee/Bronte College | 0% | 0% | 0% | 0% |
| South | Hurontario | 5% | 1% | 3% | 4% |
| | Queensway | 0% | 1% | 0% | 4% |
| | Sherobee/Bronte College | 4% | 0% | 0% | 0% |
| East | Hurontario | 29% | 10% | 21% | 11% |
| | Queensway | 14% | 22% | 6% | 12% |
| | Sherobee/Bronte College | 1% | 0% | 0% | 0% |
| West | Hurontario | 7% | 8% | 17% | 12% |
| | Queensway | 12% | 32% | 20% | 14% |
| | Sherobee/Bronte College | 0% | 0% | 0% | 0% |
| Total | | 100% | 100% | 100% | 100% |

4.4 SITE TRAFFIC VOLUMES

The residential and retail site generated traffic volumes for the weekday AM and PM peak hours are illustrated in Figure 4-1 and Figure 4-2, respectively. The total new site traffic is illustrated in Figure 4-3 and the removed site traffic shown in Figure 4-4. The total net site traffic volumes are illustrated in Figure 4-5.

Figure 4-1: Proposed Residential Site Traffic

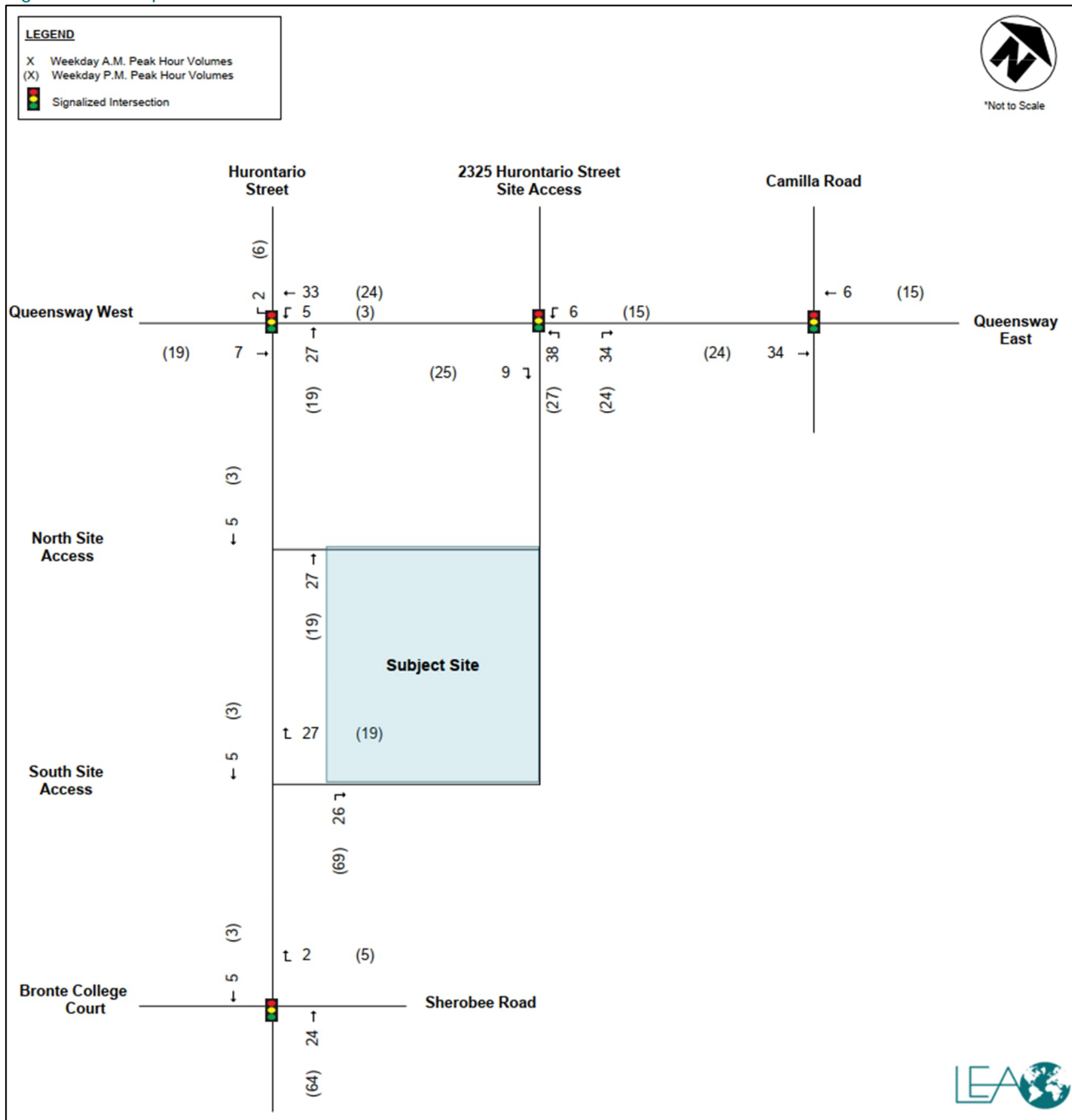


Figure 4-2: Proposed Retail Site Traffic

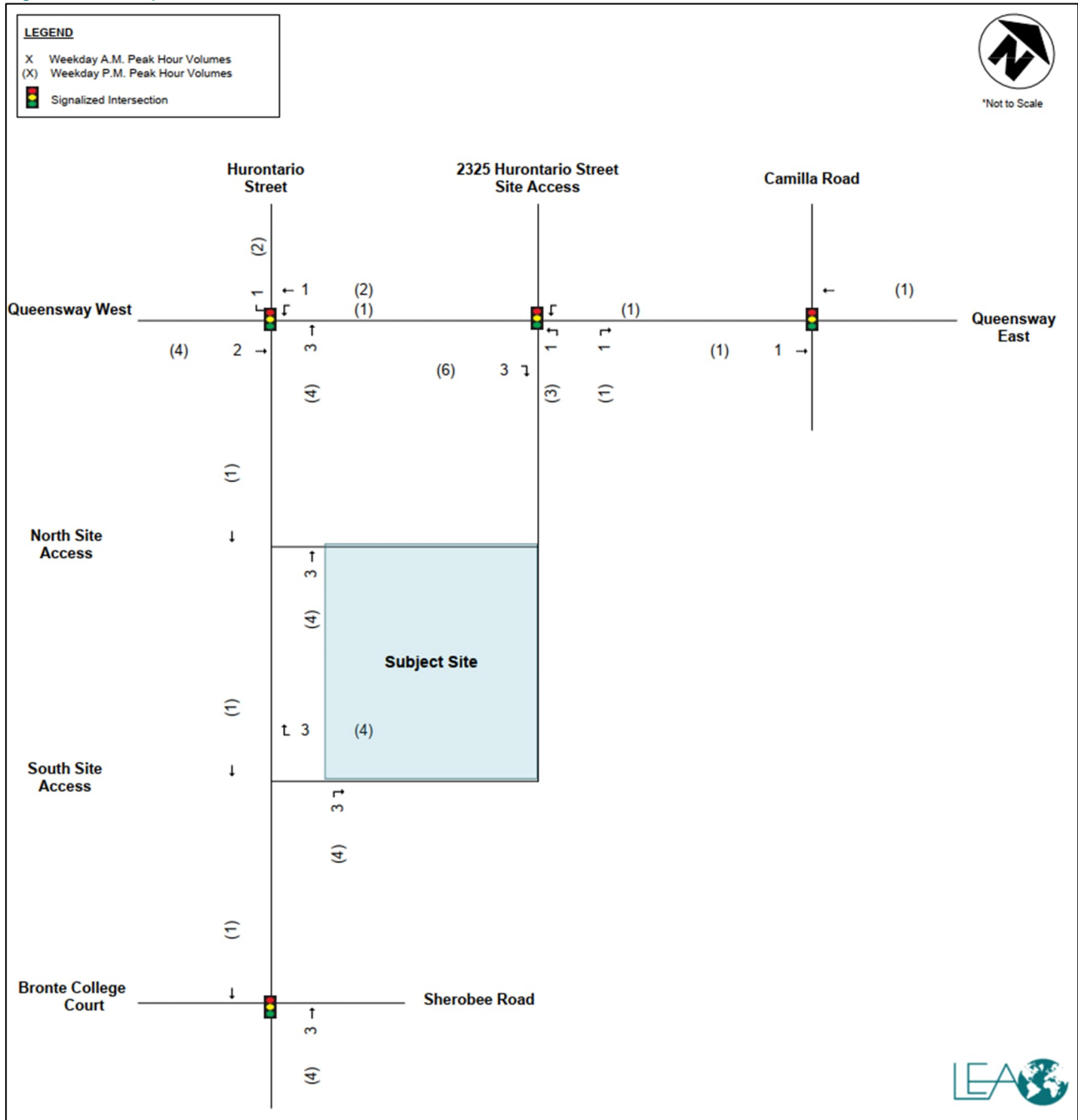


Figure 4-3: New Site Traffic

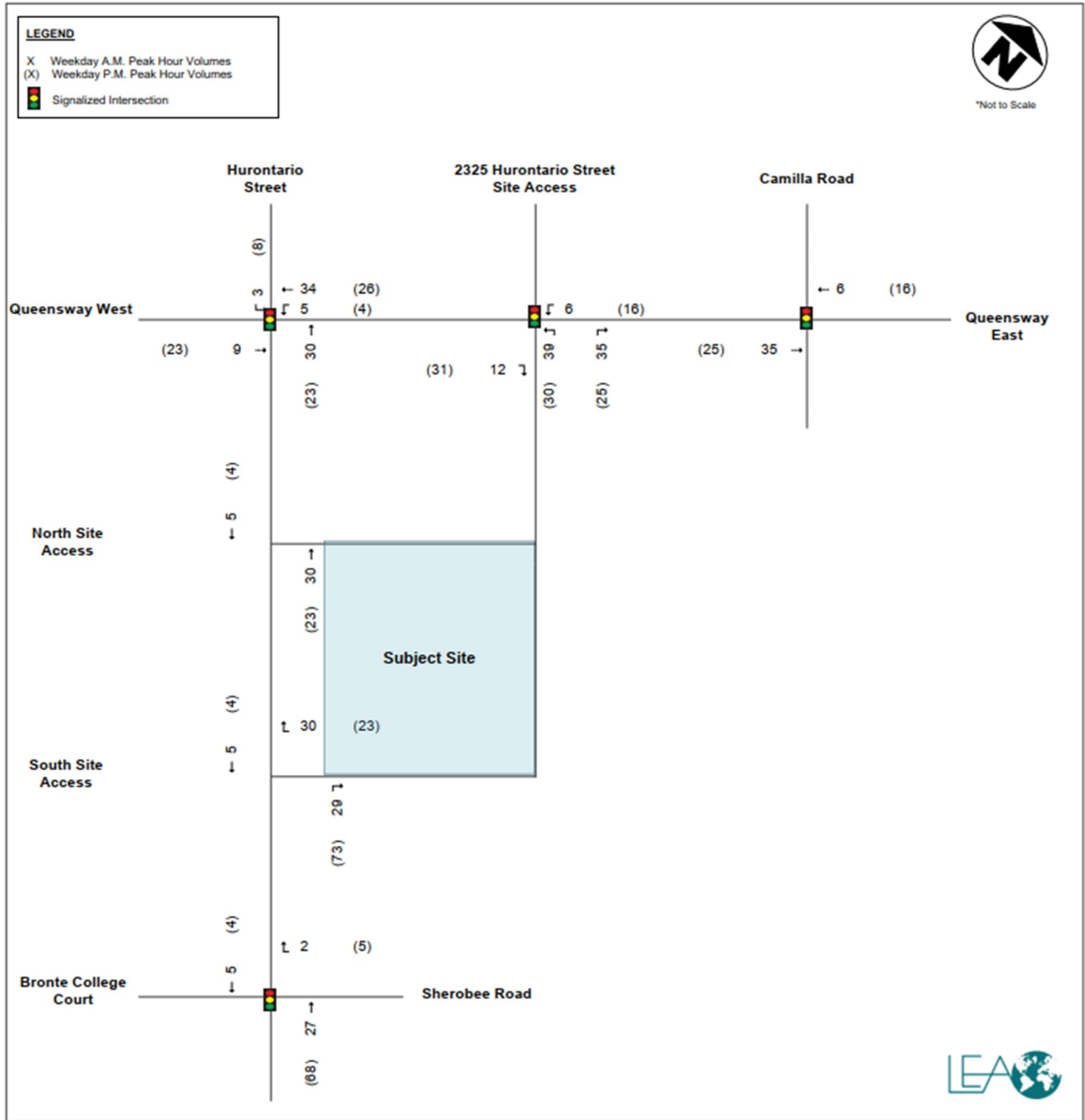


Figure 4-4: Existing Medical Trips to Remove

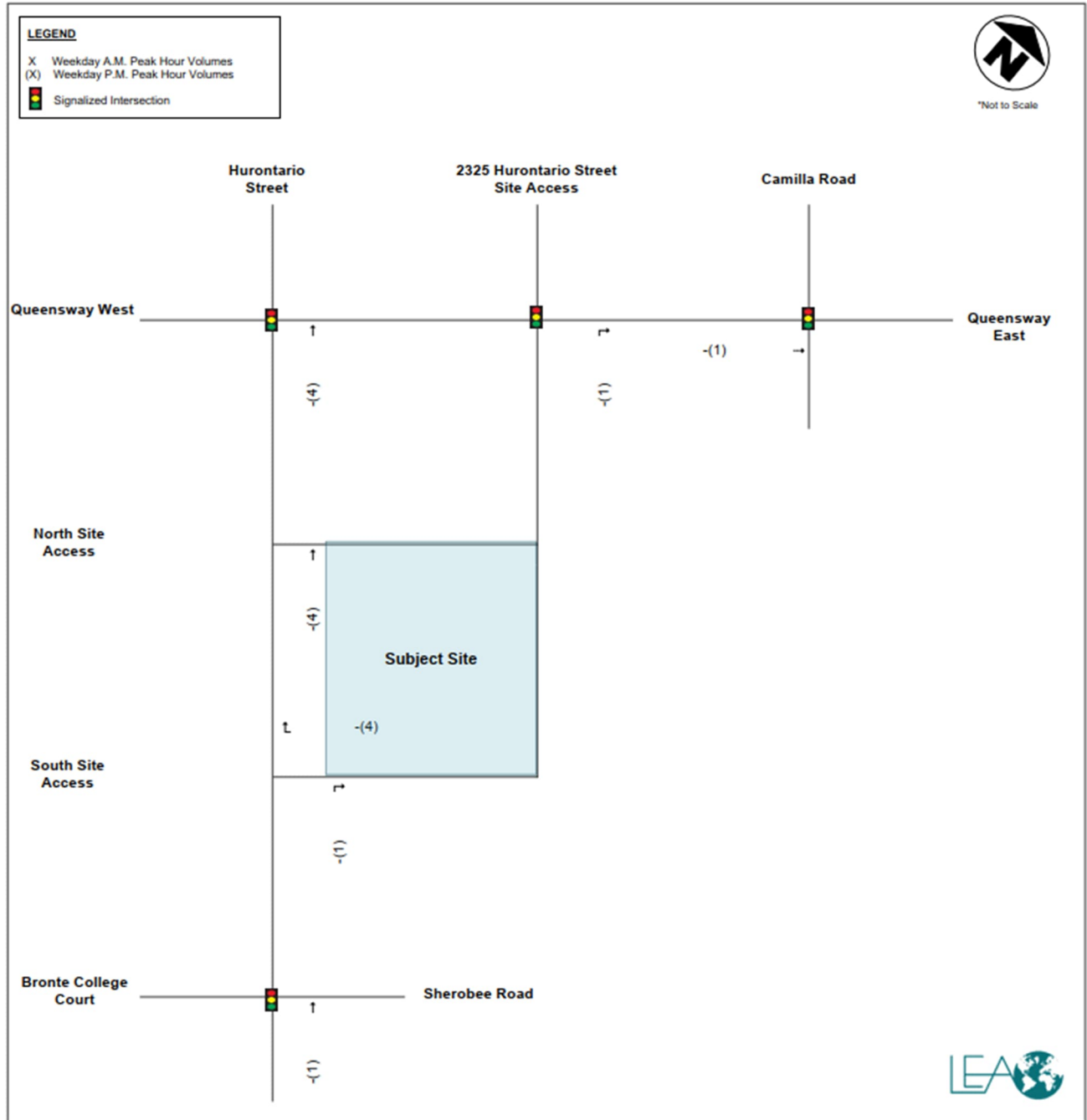
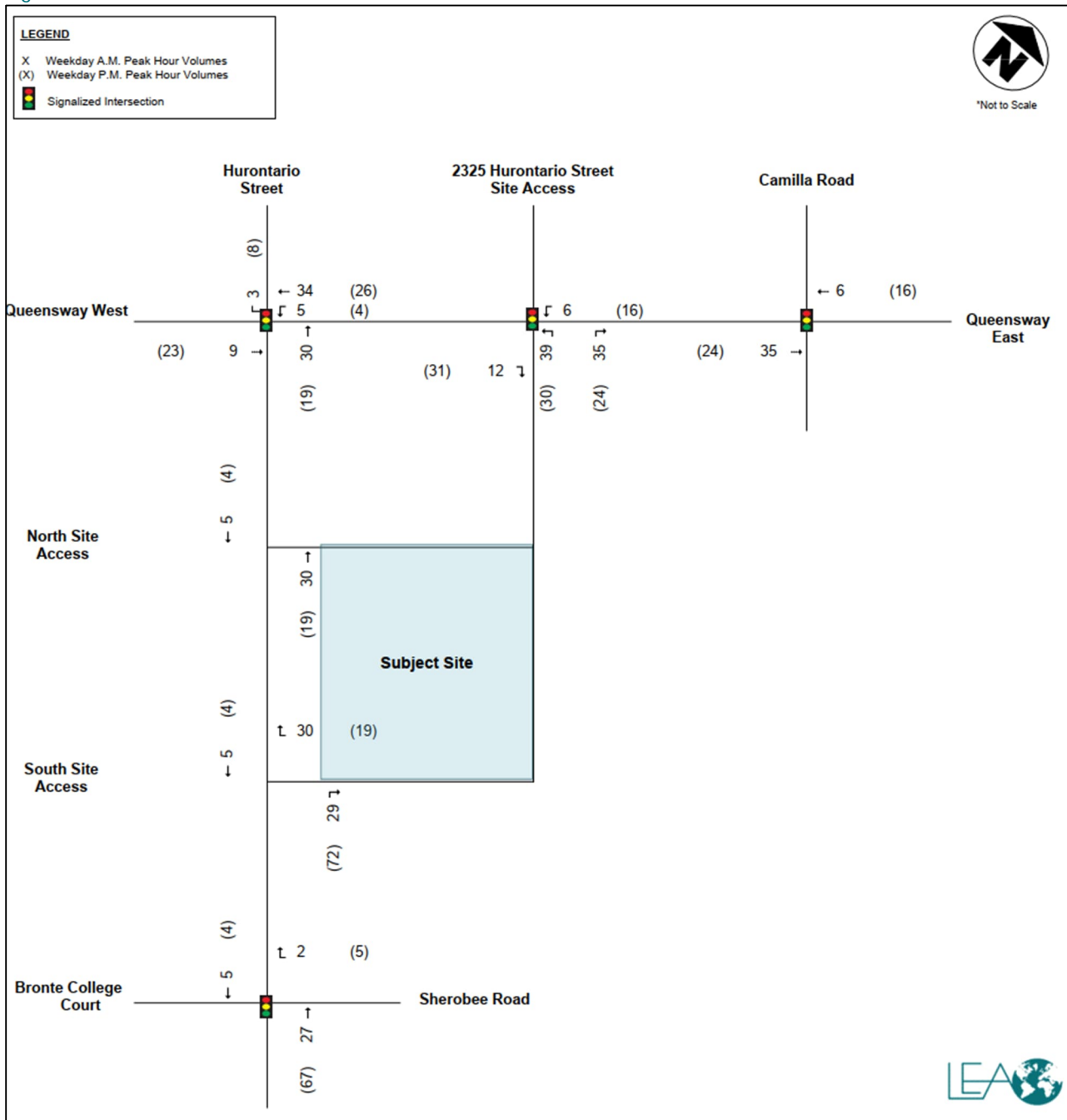


Figure 4-5: Net Site Traffic



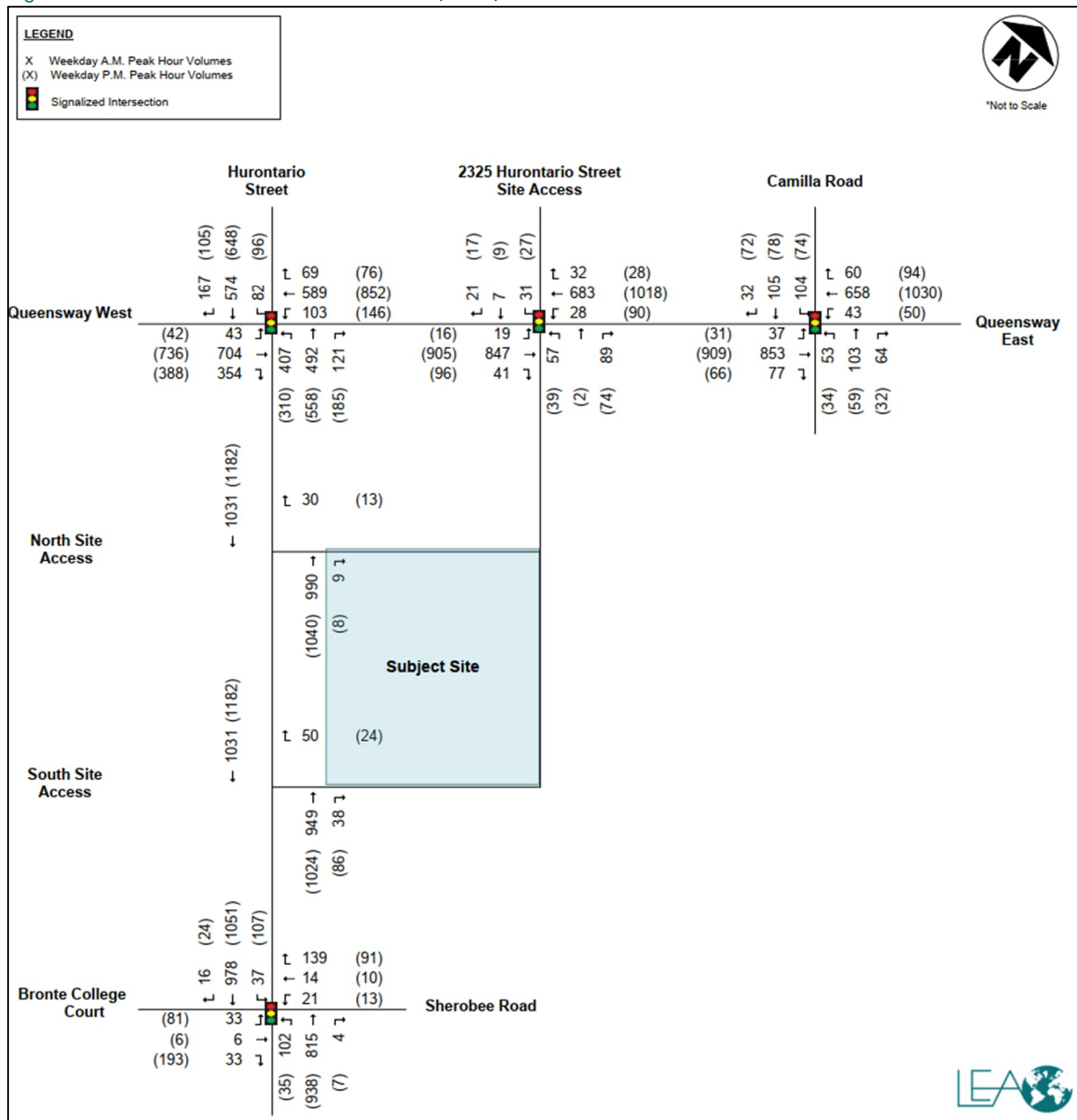
5 FUTURE TOTAL TRANSPORTATION CONDITIONS

Future total traffic conditions include the addition of site trips to the 2031 future background volumes. As previously mentioned, the existing site access arrangement will be maintained under future total conditions.

5.1 FUTURE TOTAL TRAFFIC VOLUMES

The future total traffic volumes for the weekday AM and PM peak hours during the 2031 horizon year are illustrated in Figure 5-1.

Figure 5-1: Future Total Traffic Volumes (2031)



6 INTERSECTION CAPACITY ANALYSIS

The following sections provide an analysis of the intersection operations under existing, future background, and future total scenarios. The intersection capacity analysis for the study area was undertaken using Synchro version 12.0, with the Highway Capacity Manual (HCM) 2000 and 6th methodologies for signalized and unsignalized intersections, respectively. The level of service (LOS) definition summary for HCM 2000 and 6th methodology are provided in Appendix G.

This section provides a comparison of the capacity analysis results under existing, future background and future total conditions. Detailed capacity analysis results are provided in the following appendices:

- ▶ Appendix H: Existing Intersection Capacity Analysis;
- ▶ Appendix I: Future Background Intersection Capacity Analysis; and
- ▶ Appendix J: Future Total Intersection Capacity Analysis.

6.1 REGIONAL AND MUNICIPAL GUIDELINES APPLIED

The analysis was prepared according to the City of Mississauga's *Transportation Impact Study Guidelines* (December 2022, Version 5.1), as well as the *Region of Peel's Regional Guidelines for Using Synchro Version 7.73 Rev 8*. Per the Mississauga TIS Guidelines, the performance of the study intersections will be assessed based on volume-to-capacity (V/C) ratios for signalized intersections; Level of Service (LOS) (vehicle delay) for unsignalized intersections; and 95th percentile queues. The guidelines outline the following threshold criteria which are understood to be critical movement thresholds:

6.1.1.1 Signalized Intersections:

- ▶ V/C ratios for overall intersection operations to reach or exceed 0.85;
- ▶ V/C ratios for individual through or turning movements to reach or exceed 1.0;
- ▶ Estimated 95th percentile queue lengths for an individual movement to exceed available turning lane storage; and,
- ▶ Estimated 95th percentile queue lengths for through lanes to block vehicles from entering turning lanes.

6.1.1.2 Unsignalized Intersections:

- ▶ LOS, based on average delay per vehicle, on individual movements that exceed LOS E; and,
- ▶ Estimated 95th percentile queue lengths for an individual movement that exceed their available storage.

6.2 SYNCHRO MODEL INPUTS AND ASSUMPTIONS

The analysis referred to the Region of Peel's Synchro Guidelines for any user defined inputs not outlined in the Mississauga TIS Guidelines.

6.2.1 Synchro Calibrations/Parameters

6.2.1.1 Signal Timing Plan

STPs for all signalized intersections, with the exception of Hurontario Street and Bronte College Court/Sherobee Road were estimated through video review, as STPs were not available at the time of analysis.

6.2.1.2 Ideal Saturation Flow Rate & Peak Hour Factor

Ideal saturation flow rates of 1,900 vehicles per hour per lane were used for municipal roads. Note that the Peak Hour Factor (PHF) was set to 0.92 as per the Mississauga TIS Guidelines. However, it was noted that a higher PHF was observed based on the TMC data and this assumption should be considered conservative.

6.2.1.3 Lost Time Adjustment Calibration

Calibration was performed under existing conditions for movements where the volume-to-capacity (v/c) ratio exceeded 1.00, as it is theoretically not possible for any movement to operate above capacity in current conditions. To address this, adjustments were made to lost time. All calibrations were conducted in accordance with the acceptable parameter ranges outlined in the *Region of Peel's Regional Guidelines for Using Synchro Version 7.73 Rev 8*.

The following calibrations were applied at the signalized intersection of Hurontario Street and The Queensway:

- ▶ A lost time adjustment (LTA) of -2.0 seconds was applied to the southbound left (SBL) movement during the PM peak hour.

These calibration adjustments resulted in v/c ratios below 1.00 under HCM 2000 analysis and were maintained in the future condition models for consistency. To justify the LTA factor of -2.0 seconds, video footage of the southbound left (SBL) turn movements during the weekday PM peak hour were reviewed. During the majority of cycles in the weekday PM peak hour, left-turning vehicles were observed turning as the protected left turn signal turned amber and red, and therefore a -2.0 second LTA was deemed appropriate. See Appendix K for the Lost Time Adjustment Review.

6.3 SIGNAL TIMING OPTIMIZATION

Due to critical movements identified at the intersections of Hurontario Street and Queensway during both peak hours in the future scenario, the following signal timing plan optimization is recommended to provide adequate service to all movements under future conditions. The signal timings are presented in Table 6-1.

Table 6-1: Signal Timing Optimization

| Hurontario Street & Queensway | |
|-----------------------------------|----------------------------------------------------------------|
| Existing – AM Peak Period | <p>Splits and Phases: 3: Hurontario Street & Queensway</p> |
| Future Optimized – AM Peak Period | <p>Splits and Phases: 3: Hurontario Street & Queensway</p> |
| Existing – PM Peak Period | <p>Splits and Phases: 3: Hurontario Street & Queensway</p> |
| Future Optimized – PM Peak Period | <p>Splits and Phases: 3: Hurontario Street & Queensway</p> |

6.4 SIGNALIZED INTERSECTIONS

The results for the studied signalized intersections under each traffic scenario during the weekday AM and PM peak hours are summarized in the sections below.

It should be noted that queue lengths for signalized intersections are expressed in metres (m).

6.4.1 Camilla Road & Queensway East

The intersection capacity analysis results at Camilla Road and Queensway East during the weekday AM and PM peak hours are summarized in Table 6-2.

Table 6-2: Intersection Capacity Analysis – Camilla Road & Queensway East

| Mvmt | Existing | | | | Future Background | | | | Future Total | | | |
|---------------------|----------|-------------|---------------|----------------|-------------------|-------------|---------------|----------------|--------------|-------------|---------------|----------------|
| | Vol | V/C | LOS (Delay) | Queues (50/95) | Vol | V/C | LOS (Delay) | Queues (50/95) | Vol | V/C | LOS (Delay) | Queues (50/95) |
| AM Peak Hour | | | | | | | | | | | | |
| Overall | - | 0.42 | B (19) | -/- | - | 0.43 | B (19) | -/- | - | 0.44 | B (19) | -/- |
| EBL | 37 | 0.09 | A (6) | 2/6 | 37 | 0.09 | A (6) | 2/6 | 37 | 0.09 | A (6) | 2/7 |
| EBT | 798 | 0.35 | A (6) | 22/40 | 818 | 0.36 | A (6) | 22/40 | 853 | 0.37 | A (6) | 27/48 |
| EBR | 77 | 0.06 | A (6) | 0/4 | 77 | 0.06 | A (6) | 0/4 | 77 | 0.06 | A (6) | 0/4 |
| WBL | 43 | 0.12 | A (7) | 4/9 | 43 | 0.12 | A (7) | 4/9 | 43 | 0.13 | A (7) | 4/10 |
| WBT | 652 | 0.29 | A (8) | 35/53 | 652 | 0.29 | A (8) | 35/53 | 658 | 0.29 | A (8) | 35/53 |
| WBR | 60 | 0.05 | A (6) | 0/5 | 60 | 0.05 | A (6) | 0/5 | 60 | 0.05 | A (6) | 0/5 |
| NBL | 53 | 0.34 | E (58) | 17/30 | 53 | 0.34 | E (58) | 17/30 | 53 | 0.34 | E (58) | 17/30 |
| NBTR | 167 | 0.50 | E (60) | 46/66 | 167 | 0.50 | E (60) | 46/66 | 167 | 0.50 | E (60) | 46/66 |
| SBL | 104 | 0.71 | E (76) | 32/52 | 104 | 0.71 | E (76) | 32/52 | 104 | 0.71 | E (76) | 32/52 |
| SBTR | 137 | 0.42 | E (58) | 39/58 | 137 | 0.42 | E (58) | 39/58 | 137 | 0.42 | E (58) | 39/58 |
| PM Peak Hour | | | | | | | | | | | | |
| Overall | - | 0.43 | B (14) | -/- | - | 0.43 | B (14) | -/- | - | 0.44 | B (14) | -/- |
| EBL | 31 | 0.10 | A (2) | 1/2 | 31 | 0.10 | A (2) | 1/2 | 31 | 0.11 | A (3) | 1/3 |
| EBT | 878 | 0.35 | A (3) | 14/19 | 885 | 0.35 | A (3) | 14/19 | 909 | 0.36 | A (3) | 19/23 |
| EBR | 66 | 0.05 | A (0) | 0/0 | 66 | 0.05 | A (0) | 0/0 | 66 | 0.05 | A (1) | 0/1 |
| WBL | 50 | 0.14 | A (5) | 3/9 | 50 | 0.14 | A (5) | 3/9 | 50 | 0.14 | A (5) | 3/9 |
| WBT | 1014 | 0.40 | A (6) | 47/71 | 1014 | 0.40 | A (6) | 47/71 | 1030 | 0.41 | A (6) | 48/73 |
| WBR | 94 | 0.07 | A (4) | 0/5 | 94 | 0.07 | A (4) | 0/5 | 94 | 0.07 | A (4) | 0/5 |
| NBL | 34 | 0.34 | E (67) | 10/20 | 34 | 0.34 | E (67) | 10/20 | 34 | 0.34 | E (67) | 10/20 |
| NBTR | 91 | 0.38 | E (66) | 23/39 | 91 | 0.38 | E (66) | 23/39 | 91 | 0.38 | E (66) | 23/39 |
| SBL | 74 | 0.51 | E (70) | 23/37 | 74 | 0.51 | E (70) | 23/37 | 74 | 0.51 | E (70) | 23/37 |
| SBTR | 150 | 0.64 | E (74) | 41/62 | 150 | 0.64 | E (74) | 41/62 | 150 | 0.64 | E (74) | 41/62 |

Existing Conditions: Under existing conditions, the intersection generally operates well during both weekday peak hours. All movements are operating with residual capacity and acceptable delays, although the NB/SB movements experience LOS E during both weekday peak hours. All existing 95th percentile queues can be accommodated by their available storage lanes, except for the SBL movement in both the AM and PM peaks. No critical movements have been identified and no intersection modifications are recommended.

Future Background Conditions: Under future background conditions, the intersection is expected to generally operate similar to existing conditions with acceptable increases in V/C ratios and delay. No additional major constraints are noted.

Future Total Conditions: Under future total conditions, the addition of site traffic is expected to have an acceptable impact on intersection operations, with all movements operating similar to future background conditions. No additional critical movements have been identified. No intersection modifications are recommended.

6.4.2 2325 Hurontario Street Site Access/East Site Access & Queensway East

The intersection capacity analysis results at 2325 Hurontario Street Site Access/East Site Access and Queensway East during the weekday AM and PM peak hours are summarized in Table 6-3.

Table 6-3: Intersection Capacity Analysis – 2325 Hurontario Street Site Access/East Site Access & Queensway East

| Mvmt | Existing | | | | Future Background | | | | Future Total | | | |
|---------------------|----------|-------------|--------------|----------------|-------------------|-------------|--------------|----------------|--------------|-------------|---------------|----------------|
| | Vol | V/C | LOS (Delay) | Queues (50/95) | Vol | V/C | LOS (Delay) | Queues (50/95) | Vol | V/C | LOS (Delay) | Queues (50/95) |
| AM Peak Hour | | | | | | | | | | | | |
| Overall | - | 0.28 | A (8) | -/- | - | 0.28 | A (8) | -/- | - | 0.33 | B (11) | -/- |
| EBL | 19 | 0.04 | A (2) | 1/2 | 19 | 0.04 | A (3) | 1/2 | 19 | 0.05 | A (3) | 1/2 |
| EBT | 827 | 0.22 | A (3) | 12/21 | 847 | 0.23 | A (3) | 14/24 | 847 | 0.24 | A (4) | 17/24 |
| EBR | 29 | 0.02 | A (2) | 0/0 | 29 | 0.02 | A (2) | 0/0 | 41 | 0.03 | A (3) | 0/0 |
| WBL | 22 | 0.05 | A (2) | 1/4 | 22 | 0.06 | A (2) | 1/4 | 28 | 0.07 | A (3) | 1/4 |
| WBT | 683 | 0.27 | A (3) | 13/30 | 683 | 0.27 | A (3) | 13/30 | 683 | 0.28 | A (4) | 24/30 |
| WBR | 32 | 0.02 | A (1) | 0/1 | 32 | 0.02 | A (1) | 0/1 | 32 | 0.02 | A (2) | 0/1 |
| NBLTR | 72 | 0.16 | E (66) | 6/18 | 72 | 0.16 | E (66) | 6/18 | 146 | 0.62 | E (74) | 33/51 |
| SBLTR | 59 | 0.37 | E (70) | 14/25 | 59 | 0.37 | E (70) | 14/25 | 59 | 0.33 | E (66) | 13/25 |
| PM Peak Hour | | | | | | | | | | | | |
| Overall | - | 0.37 | A (7) | -/- | - | 0.37 | A (7) | -/- | - | 0.39 | A (8) | -/- |
| EBL | 16 | 0.05 | A (3) | 1/1 | 16 | 0.05 | A (3) | 1/1 | 16 | 0.05 | A (3) | 1/1 |
| EBT | 898 | 0.24 | A (4) | 20/20 | 905 | 0.24 | A (3) | 18/19 | 905 | 0.24 | A (4) | 18/22 |
| EBR | 65 | 0.05 | A (3) | 0/1 | 65 | 0.05 | A (3) | 0/1 | 96 | 0.07 | A (3) | 0/1 |
| WBL | 74 | 0.20 | A (4) | 4/7 | 74 | 0.20 | A (4) | 4/7 | 90 | 0.25 | A (4) | 5/9 |
| WBT | 1018 | 0.38 | A (4) | 29/32 | 1018 | 0.38 | A (4) | 29/32 | 1018 | 0.39 | A (4) | 29/37 |
| WBR | 28 | 0.02 | A (2) | 0/2 | 28 | 0.02 | A (2) | 0/2 | 28 | 0.02 | A (2) | 0/2 |
| NBLTR | 61 | 0.11 | E (65) | 3/17 | 61 | 0.11 | E (65) | 3/17 | 115 | 0.46 | E (70) | 20/40 |
| SBLTR | 53 | 0.31 | E (69) | 12/26 | 53 | 0.31 | E (69) | 12/26 | 53 | 0.33 | E (68) | 12/25 |

Existing Conditions: Under existing conditions, the intersection generally operates well during both weekday peak hours. All movements are operating with residual capacity and acceptable delays, although the NB/SB movements experience LOS E during both weekday peak hours. All existing 95th percentile queues can be accommodated by their available storage lanes. No critical movements have been identified and no intersection modifications are recommended.

Future Background Conditions: Under future background conditions, the intersection is expected to generally operate similar to existing conditions with acceptable increases in V/C ratios and delay. No additional major constraints are noted.

Future Total Conditions: Under future total conditions, the addition of site traffic is expected to have an acceptable impact on intersection operations, with all movements operating similar to future background conditions. No additional critical movements have been identified. No intersection modifications are recommended.

6.4.3 Hurontario Street & Queensway East

The intersection capacity analysis results at Hurontario Street and Queensway East during the weekday AM and PM peak hours are summarized in Table 6-4.

Table 6-4: Intersection Capacity Analysis – Hurontario Street & Queensway East

| Mvmt | Existing | | | | Future Background | | | | Future Total | | | |
|---------------------|------------|-------------|----------------|----------------|-------------------|-------------|----------------|----------------|--------------|-------------|----------------|----------------|
| | Vol | V/C | LOS (Delay) | Queues (50/95) | Vol | V/C | LOS (Delay) | Queues (50/95) | Vol | V/C | LOS (Delay) | Queues (50/95) |
| AM Peak Hour | | | | | | | | | | | | |
| Overall | - | 0.65 | D (45) | -/- | - | 0.74 | D (48) | -/- | - | 0.75 | D (48) | -/- |
| EBL | 43 | 0.26 | D (43) | 13/27 | 43 | 0.26 | D (43) | 13/27 | 43 | 0.27 | D (43) | 13/27 |
| EBT | 695 | 0.65 | D (49) | 101/122 | 695 | 0.65 | D (49) | 101/122 | 704 | 0.66 | D (49) | 103/124 |
| EBR | 354 | 0.28 | D (41) | 0/24 | 354 | 0.32 | D (42) | 7/34 | 354 | 0.32 | D (42) | 7/35 |
| WBL | 98 | 0.60 | C (32) | 15/24 | 98 | 0.60 | C (32) | 15/24 | 103 | 0.64 | D (37) | 17/27 |
| WBT | 555 | 0.31 | C (25) | 38/38 | 555 | 0.31 | C (25) | 38/38 | 589 | 0.33 | C (26) | 46/42 |
| WBR | 69 | 0.06 | B (19) | 1/3 | 69 | 0.06 | B (19) | 1/3 | 69 | 0.06 | B (16) | 1/3 |
| NBL | 407 | 0.91 | F (85) | 66/95 | 407 | 0.91 | F (85) | 65/96 | 407 | 0.91 | F (85) | 65/96 |
| NBTR | 579 | 0.44 | C (27) | 70/78 | 583 | 0.46 | C (29) | 72/91 | 613 | 0.48 | C (29) | 77/96 |
| SBL | 59 | 0.91 | F (157) | 20/50 | 79 | 0.96 | F (156) | 27/62 | 82 | 0.99 | F (166) | 28/65 |
| SBTR | 518 | 0.53 | D (47) | 72/91 | 741 | 0.76 | D (54) | 116/140 | 741 | 0.76 | D (54) | 116/140 |
| PM Peak Hour | | | | | | | | | | | | |
| Overall | - | 0.74 | D (44) | -/- | - | 0.78 | D (45) | -/- | - | 0.81 | D (46) | -/- |
| EBL | 42 | 0.29 | D (36) | 10/19 | 42 | 0.29 | D (36) | 10/19 | 42 | 0.30 | D (36) | 10/19 |
| EBT | 713 | 0.66 | D (48) | 105/126 | 713 | 0.66 | D (48) | 105/126 | 736 | 0.68 | D (49) | 109/131 |
| EBR | 388 | 0.40 | D (43) | 15/48 | 388 | 0.42 | D (44) | 21/55 | 388 | 0.43 | D (44) | 22/56 |
| WBL | 142 | 0.81 | E (56) | 22/43 | 142 | 0.81 | E (56) | 22/43 | 146 | 0.87 | E (69) | 23/49 |
| WBT | 826 | 0.51 | C (35) | 81/85 | 826 | 0.51 | C (35) | 81/85 | 852 | 0.52 | D (35) | 85/90 |
| WBR | 76 | 0.06 | F (103) | 1/3 | 76 | 0.06 | F (103) | 1/3 | 76 | 0.06 | F (98) | 1/4 |
| NBL | 310 | 0.73 | E (56) | 38/53 | 310 | 0.73 | E (57) | 36/54 | 310 | 0.73 | E (60) | 37/55 |
| NBTR | 666 | 0.50 | C (21) | 82/101 | 724 | 0.56 | C (23) | 93/114 | 743 | 0.58 | C (23) | 97/118 |
| SBL | 81 | 0.95 | F (152) | 27/60 | 88 | 0.84 | F (117) | 29/60 | 96 | 0.91 | F (134) | 31/67 |
| SBTR | 638 | 0.61 | D (48) | 90/112 | 753 | 0.72 | D (52) | 112/137 | 753 | 0.72 | D (52) | 112/137 |

Existing Conditions: Under existing conditions, the intersection generally operates well during both weekday peak hours. During the AM peak hour, the NBL and SBL movements are approaching capacity and experiencing above-average levels of delays. During the PM peak hour, the WBR and SBL movements are also approaching capacity and experiencing above-average levels of delays. All existing 95th percentile queues can be accommodated by their available storage lanes, except for the NBL and SBL movements in the AM peak hour and the SBL movement in the PM peak hour. No other critical movements have been identified and no intersection modifications are recommended.

Future Background Conditions: Under future background conditions, the intersection is expected to generally operate similar to existing conditions with acceptable increases in V/C ratios and delay. No additional major constraints are noted.

Future Total Conditions: Under future total conditions, the addition of site traffic is expected to have an acceptable impact on intersection operations, with all movements operating similar to future background conditions. No additional critical movements have been identified. No intersection modifications are recommended.

6.4.4 Hurontario Street & Bronte College Court/Sherobee Road

The intersection capacity analysis results at Hurontario Street and Bronte College Court/Sherobee Road during the weekday AM and PM peak hours are summarized in Table 6-5.

Table 6-5: Intersection Capacity Analysis – Hurontario Street & Bronte College Court/Sherobee Road

| Mvmt | Existing | | | | Future Background | | | | Future Total | | | |
|---------------------|-----------|-------------|----------------|----------------|-------------------|-------------|----------------|----------------|--------------|-------------|----------------|----------------|
| | Vol | V/C | LOS (Delay) | Queues (50/95) | Vol | V/C | LOS (Delay) | Queues (50/95) | Vol | V/C | LOS (Delay) | Queues (50/95) |
| AM Peak Hour | | | | | | | | | | | | |
| Overall | - | 0.43 | C (22) | -/- | - | 0.49 | C (21) | -/- | - | 0.49 | C (21) | -/- |
| EBL | 33 | 0.71 | F (115) | 11/24 | 33 | 0.71 | F (115) | 11/24 | 33 | 0.72 | F (119) | 11/24 |
| EBTR | 39 | 0.08 | E (69) | 2/13 | 39 | 0.08 | E (69) | 2/13 | 39 | 0.08 | E (69) | 2/13 |
| WBL | 21 | 0.23 | E (71) | 6/15 | 21 | 0.23 | E (71) | 6/15 | 21 | 0.23 | E (71) | 6/15 |
| WBTR | 151 | 0.21 | E (71) | 4/26 | 151 | 0.21 | E (71) | 4/26 | 153 | 0.21 | E (71) | 4/26 |
| NBL | 102 | 0.60 | E (75) | 32/49 | 102 | 0.60 | E (75) | 32/49 | 102 | 0.60 | E (75) | 32/49 |
| NBTR | 788 | 0.33 | A (8) | 45/66 | 792 | 0.33 | A (8) | 46/67 | 819 | 0.34 | A (9) | 48/70 |
| SBL | 37 | 0.40 | E (67) | 12/21 | 37 | 0.40 | E (63) | 12/17 | 37 | 0.40 | E (63) | 12/17 |
| SBTR | 810 | 0.37 | A (10) | 41/63 | 989 | 0.45 | A (10) | 46/74 | 994 | 0.45 | A (10) | 47/75 |
| PM Peak Hour | | | | | | | | | | | | |
| Overall | - | 0.54 | D (41) | -/- | - | 0.58 | D (43) | -/- | - | 0.58 | D (43) | -/- |
| EBL | 81 | 0.61 | E (77) | 26/42 | 81 | 0.61 | E (77) | 26/42 | 81 | 0.62 | E (77) | 26/42 |
| EBTR | 199 | 0.18 | E (64) | 2/24 | 199 | 0.18 | E (64) | 2/24 | 199 | 0.18 | E (64) | 2/24 |
| WBL | 13 | 0.24 | E (68) | 4/11 | 13 | 0.24 | E (68) | 4/11 | 13 | 0.24 | E (68) | 4/11 |
| WBTR | 96 | 0.12 | E (63) | 3/19 | 96 | 0.12 | E (63) | 3/19 | 101 | 0.12 | E (63) | 3/19 |
| NBL | 35 | 0.10 | D (48) | 9/21 | 35 | 0.10 | D (48) | 9/21 | 35 | 0.10 | D (48) | 9/21 |
| NBTR | 820 | 0.48 | C (23) | 85/101 | 878 | 0.51 | C (24) | 93/111 | 945 | 0.55 | C (25) | 104/122 |
| SBL | 107 | 0.36 | D (49) | 31/51 | 107 | 0.36 | D (47) | 31/49 | 107 | 0.36 | D (47) | 31/48 |
| SBTR | 966 | 0.61 | D (46) | 139/172 | 1071 | 0.68 | D (51) | 162/193 | 1075 | 0.68 | D (51) | 163/194 |

Existing Conditions: Under existing conditions, the intersection generally operates well during both weekday peak hours. During the AM peak hour, the EBL movement is approaching capacity and experiencing above-average levels of delays. In addition, several movements experience LOS during each weekday peak hour. All existing 95th percentile queues can be accommodated by their available storage lanes, except for the SBL movement in the PM peak. No other critical movements have been identified and no intersection modifications are recommended.

Future Background Conditions: Under future background conditions, the intersection is expected to generally operate similar to existing conditions with acceptable increases in V/C ratios and delay. No additional major constraints are noted.

Future Total Conditions: Under future total conditions, the addition of site traffic is expected to have an acceptable impact on intersection operations, with all movements operating similar to future background conditions. No additional critical movements have been identified. No intersection modifications are recommended.

6.5 UNSIGNALIZED INTERSECTIONS

The results for the studied unsignalized intersections under each traffic scenario during the weekday AM and PM peak hours are summarized in the sections below.

It should be noted that queue lengths for unsignalized intersections are expressed in number of vehicles (veh), where 1 vehicle assumes a default length value of 7.6m, measured from front bumper of first vehicle to front bumper of second vehicle.

6.5.1 Hurontario Street & North Site Access

The intersection capacity analysis results at Hurontario Street and North Site Access during the weekday AM and PM peak hours are summarized in Table 6-6.

Table 6-6: Intersection Capacity Analysis – Hurontario Street & North Site Access

| Mvmt | Existing | | | | Future Background | | | | Future Total | | | |
|---------------------|----------|------|-------------|----------------|-------------------|------|-------------|----------------|--------------|------|-------------|----------------|
| | Vol | V/C | LOS (Delay) | Queues (50/95) | Vol | V/C | LOS (Delay) | Queues (50/95) | Vol | V/C | LOS (Delay) | Queues (50/95) |
| AM Peak Hour | | | | | | | | | | | | |
| WBR | 30 | 0.07 | B (13) | -/1 | 30 | 0.07 | B (13) | -/1 | 30 | 0.07 | B (14) | -/1 |
| PM Peak Hour | | | | | | | | | | | | |
| WBR | 13 | 0.03 | B (13) | -/1 | 13 | 0.03 | B (13) | -/1 | 13 | 0.03 | B (13) | -/1 |

Existing Conditions: Under existing conditions, the intersection operates well during both weekday peak hours. All movements are operating with residual capacity and acceptable delays. All existing 95th percentile queues can be accommodated by their available storage lanes. No critical movements have been identified.

Future Background Conditions: Under future background conditions, the intersection is expected to generally operate similar to existing conditions with acceptable increases in V/C ratios and delay. No additional major constraints are noted.

Future Total Conditions: Under future total conditions, the addition of site traffic is expected to have an acceptable impact on intersection operations, with all movements operating similar to future background conditions. No additional critical movements have been identified. No intersection modifications are recommended.

6.5.2 Hurontario Street & South Site Access

The intersection capacity analysis results at Hurontario Street and South Site Access during the weekday AM and PM peak hours are summarized in Table 6-7.

Table 6-7: Intersection Capacity Analysis – Hurontario Street & South Site Access

| Mvmt | Existing | | | | Future Background | | | | Future Total | | | |
|---------------------|----------|------|-------------|----------------|-------------------|------|-------------|----------------|--------------|------|-------------|----------------|
| | Vol | V/C | LOS (Delay) | Queues (50/95) | Vol | V/C | LOS (Delay) | Queues (50/95) | Vol | V/C | LOS (Delay) | Queues (50/95) |
| AM Peak Hour | | | | | | | | | | | | |
| WBR | 20 | 0.04 | B (13) | -/1 | 20 | 0.04 | B (13) | -/1 | 50 | 0.11 | B (13) | -/3 |
| PM Peak Hour | | | | | | | | | | | | |
| WBR | 5 | 0.01 | B (13) | -/0 | 5 | 0.01 | B (13) | -/0 | 24 | 0.06 | B (14) | -/1 |

Existing Conditions: Under existing conditions, the intersection operates well during both weekday peak hours. All movements are operating with residual capacity and acceptable delays. All existing 95th percentile queues can be accommodated by their available storage lanes. No critical movements have been identified.

Future Background Conditions: Under future background conditions, the intersection is expected to generally operate similar to existing conditions with acceptable increases in V/C ratios and delay. No additional major constraints are noted.

Future Total Conditions: Under future total conditions, the addition of site traffic is expected to have an acceptable impact on intersection operations, with all movements operating similar to future background conditions. No additional critical movements have been identified. No intersection modifications are recommended.

6.6 ANALYSIS SUMMARY

The analysis results indicate that the proposed development is expected to have an acceptable impact on road network operations in the surrounding area. In addition, the three (3) existing site accesses are expected to operate well with the addition of site traffic. Furthermore, it is recommended that the signal timing optimization plan for the intersection of Hurontario Street and Queensway be implemented to improve overall intersection operations under future conditions, but no physical intersection modifications are recommended.

7 PARKING ASSESSMENT

This section reviews the applicable bicycle parking, and vehicle parking standards for the proposed development based on the latest parking policy applicable to the subject site.

7.1 BICYCLE PARKING REVIEW

The subject site is governed by the City of Mississauga's Comprehensive Zoning By-law (CZBL) 0225-2007. As such, bicycle parking requirements have been reviewed per CZBL 0225-2007 and are summarized in Table 7-1.

Of note, as per CZBL 0225-2007, a long-term (Class "A") space is defined as a bicycle parking space located indoors in an enclosed area with closed access, whereas a short-term (Class "B") space is defined as a bicycle parking space in a publicly accessible location.

Table 7-1: Bicycle Parking Review

| Land Use | Units/GFA | CZBL 0225-2007 | | Proposed Supply |
|--------------|-------------------|-------------------------------------------------------------------|-------------------------------------|-------------------|
| | | Min. Rate | Min. Required Spaces ⁽¹⁾ | |
| Residential | 698 units | Long Term (Class "A"): 0.60 spaces/unit | 422 | 211 |
| | | Short Term (Class "B"): Greater of 0.05 spaces/unit or 6.0 spaces | 35 | 35 |
| Retail | 425m ² | None required ⁽²⁾ | | - |
| Total | | | 457 spaces | 246 spaces |

Note: (1) – Per CZBL 0225-2007, bicycle parking space requirements are rounded to the nearest whole number.

(2) – Per CZBL 0225-2007 Clause 3.1.6.1.3, bicycle parking spaces shall not be required for non-residential uses with less than 1,000 m² of GFA.

Per CZBL 0225-2007, the proposed development is required to provide a minimum of 457 bicycle parking spaces, consisting of 422 long-term (Class "A") and 35 short-term (Class "B") spaces. The proposed development provides a total supply of 246 bicycle parking spaces, consisting of 211 long-term (Class "A") and 36 short-term (Class "B") spaces.

The proposed bicycle supply represents an overall shortfall of 210 bicycle parking spaces, and is short by 211 long-term (Class "A") spaces. The proposed bicycle parking supply results in a deficiency relative to the governing by-law requirements. For a supporting justification, refer to the letter prepared by Sajecki Planning.

7.2 VEHICLE PARKING REVIEW

The parking requirements for the subject site are governed by the parking standards set out in CZBL 0225-2007. The subject site is located in Parking Precinct 1 and as such the applicable requirements based on CZBL 0225-2007 in Precinct 1 were reviewed and summarized below in Table 7-2.

Table 7-2: Vehicle Parking Review

| Land Use | Units/GFA | CZBL 0225-2007 – Precinct 1 | | Proposed Supply |
|--------------|-------------------|-----------------------------|------------------------------|-------------------|
| | | Min. Rate | Min. Required ⁽¹⁾ | |
| Residential | 698 units | None required | | 300 |
| Visitors | | | | 43 |
| Retail | 425m ² | | | 4 |
| Total | | | - | 347 spaces |

Note: (1) – Per CZBL 0225-2007, vehicle parking space requirements are rounded to the nearest whole number.

Per CZBL 0225-2007, no vehicle parking requirements apply for the proposed development based on Precinct 1 parking rates. Nonetheless, the development provides a total vehicle parking supply of 347 spaces, consisting of 300 residential, 43 visitor and four (4) retail parking spaces.

7.2.1 Electric Vehicle Parking Review

CZBL 0225-2007 requires a portion of the total vehicle parking supply to be provided with Electric Vehicle Supply Equipment (EVSE) as an “electric vehicle (EV) ready parking space.” The EV ready parking space requirements under the CZBL have been reviewed and are summarized in Table 7-3.

Table 7-3: Electric Vehicle Parking Review

| Land Use | Proposed Parking Supply | CZBL 0225-2007 | |
|--------------|-------------------------|-------------------------------------------------------|---------------------------------|
| | | Min. EV Rate | Min. Required EV ⁽¹⁾ |
| Residential | 300 | The greater of 1 space or 20% of total parking spaces | 60 |
| Visitors | 43 | The greater of 1 space or 10% of total parking spaces | 4 |
| Retail | 4 | None required ⁽²⁾ | |
| Total | | | 64 spaces |

Note: (1) – Per CZBL 0225-2007, EV parking space requirements are rounded to the nearest whole number.

(2) – Per CZBL 0225-2007 Table 3.1.1.12, EV ready parking spaces for non-residential uses are only required for uses with 10 or more parking spaces provided. Therefore, based on the proposed retail parking supply of 4 spaces, no EV retail spaces are required.

Per CZBL 0225-2007, a minimum of 64 EV ready parking spaces are required, consisting of 60 residential EV and four (4) visitor EV spaces. The proposed development will satisfy the applicable requirements.

7.2.2 Accessible Parking Review

CZBL 0225-2007 Clause 3.1.3.1B stipulates that accessible parking spaces for residential uses shall only apply to the total number of visitor parking spaces required for the proposed development. Therefore, it is understood that no residential accessible parking requirements apply and the accessible parking requirements for the proposed development were calculated for the visitor and retail land-uses only. The accessible parking requirements are summarized in Table 7-2.

Table 7-4: Accessible Parking Review

| Land Use | Proposed Parking Supply | CZBL 0225-2007 | | | Proposed Accessible Supply |
|--------------|-------------------------|-----------------|----------------------------|-----------------------------------------|----------------------------|
| | | Threshold | Min. Accessible Rate | Min. Required Accessible ⁽¹⁾ | |
| Residential | 300 | None required | | | 0 |
| Visitors | 43 | 13 - 100 spaces | 4% of total parking spaces | 2 | 2 |
| Retail | 4 | 1 - 12 spaces | 1 space | 1 | 0 |
| Total | | | | 3 spaces | 2 spaces |

Note: (1) – Per CZBL 0225-2007, accessible parking space requirements are rounded up to the nearest whole number.

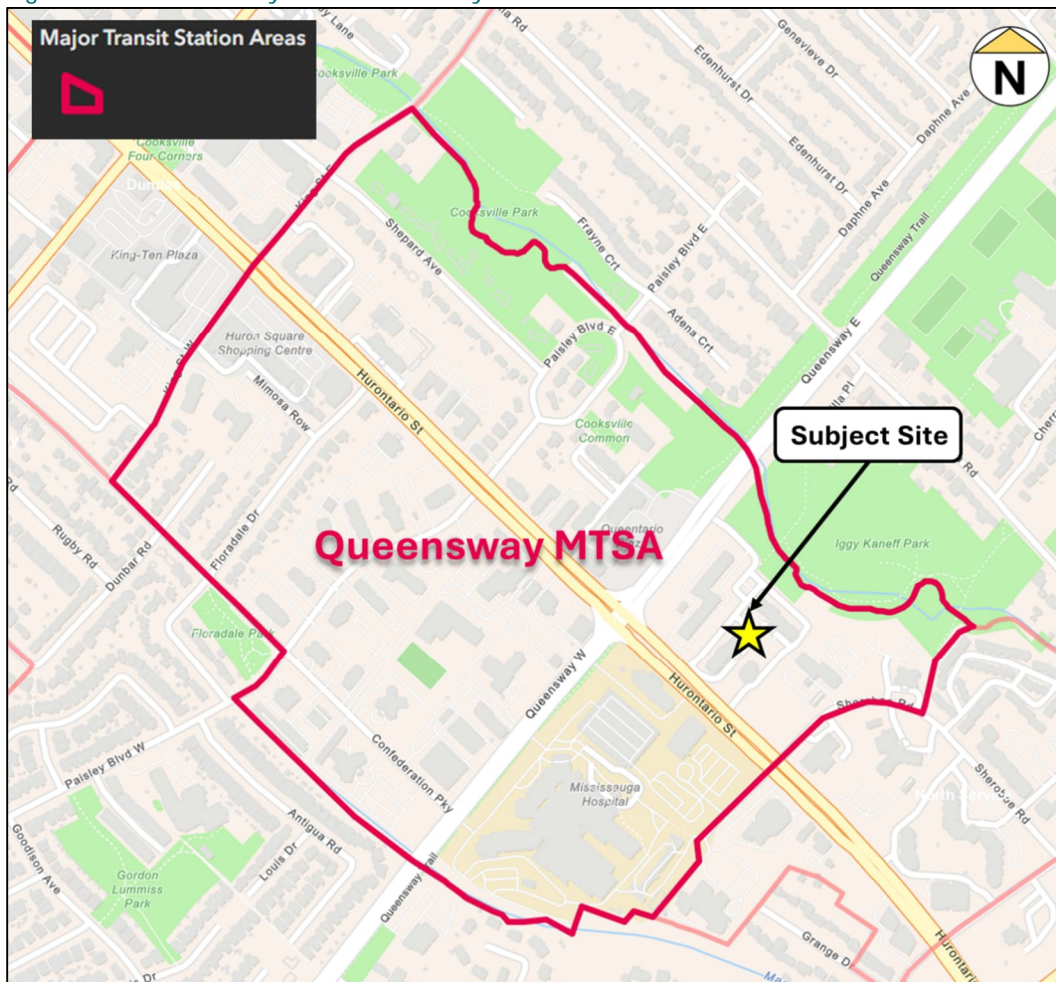
Per CZBL 0225-2007, a minimum of three (3) accessible parking spaces are required. The proposed development will provide 2 accessible visitor spaces, resulting in a minor deficiency of 1 accessible retail space. However, given the provisions under Bill 185 (see Section 7.3 below), no accessible parking requirement is applicable as the site is situated within an MTSA, and the proposed accessible parking supply should be considered acceptable.

7.3 BILL 185

On June 6, 2024, Bill 185 (Cutting Red Tape to Build More Homes Act, 2024) received Royal Assent, which amends Sections 16 and 34 of the Planning Act. Of note, Bill 185 prohibits official plans and zoning by-laws from mandating minimum vehicle parking requirements on private lands within a Protected Major Transit Station Area (PMTSA) or a Major Transit Station Area (MTSA). To reflect these legislative changes, the City of Mississauga passed By-law (BL) 0199-2024 on October 21, 2024, which amended its CZBL 0225-2007 to remove all minimum vehicle parking requirements within PMTSAs/MTSAs.

It is noted that the subject site is located within the Queensway MTSA as illustrated in Figure 7-1. Therefore, it is understood that no minimum vehicle parking requirements apply to the development, including vehicle parking, EV parking, and accessible parking requirements.

Figure 7-1: Queensway MTSA Boundary



Source: City of Mississauga MTSA Dashboard, accessed March 2026

8 LOADING ASSESSMENT

The loading requirements for the development was reviewed in accordance with CZBL 0225-2007. The loading space requirements under the CZBL have been reviewed and are summarized in Table 8-1.

Table 8-1: Loading Review

| Land Use | Units/GFA | CZBL 0225-2007 | | Proposed Loading Supply |
|--------------|-------------------|-------------------------------------------------------------------------------------------------------------------|-----------------------|-------------------------|
| | | Min. Required Rate | Min. Required Loading | |
| Residential | 698 units | 1 loading space per building containing a min. of 30 residential units | 1 space | 3 spaces |
| Retail | 425m ² | 1 loading space for non-residential GFA greater than 250m ² but less than/equal to 2,350m ² | 1 space | |
| Total | | | 2 spaces | 3 spaces |

Per CZBL 0225-2007, the proposed development is required to provide two (2) loading spaces. As such, the development satisfies the minimum by-law requirements by providing three (3) loading spaces.

A loading area review was completed as part of the functional design review to ensure adequate maneuverability for garbage trucks and delivery trucks through the subject site. The loading area accommodates garbage and delivery trucks, enabling safe access, circulation, and execution of servicing activities without obstruction. The design satisfies operational requirements and can support the servicing needs of the proposed development. Please refer to the functional design review attached in Appendix L.

9 TRANSPORTATION DEMAND MANAGEMENT PLAN

Transportation Demand Management (TDM) is a set of strategies that strive towards a more efficient transportation network by influencing travel behavior. Effective TDM measures can reduce vehicle usage and encourage residents to engage in more sustainable transportation modes including public transit, ridesharing, and active transportation. The recommendations should enhance non-single occupant auto vehicle trips for future residents and visitors of the proposed development.

A comprehensive Transportation Demand Management (TDM) plan has been prepared for the proposed development to support multi-modal travel for future residents, employees, and visitors within the transit-oriented community. As the proposed development moves through the development process, the TDM plan will undergo further refinement.

As the development is forecasted to generate 100 or more new peak hour person trips, per the Mississauga TIS Guideline, a TDM scheme is required. The completed Transportation Demand Management (TDM) is provided in Appendix M and illustrates how the TDM initiatives are addressed in the proposed development.

9.1 PEDESTRIAN-BASED STRATEGIES

WALKING DISTANCE TO NEARBY AMENITIES

The proposed development is within convenient walking distance between the residential and commercial uses in the area as well as nearby MiWay transit stops. The subject site is in close proximity to a variety of destinations including grocery stores, retail stores, and restaurants, which all facilitate safe and convenient walking trips. Additionally, the provision of on-site retail space enhances walkability for future residents, employees, and visitors by providing nearby destinations. As such, a full range of discretionary trips can be conveniently accessed as a pedestrian, which are expected to help alleviate the need to own a personal vehicle.

9.2 CYCLING-BASED STRATEGIES

ON-SITE BICYCLE PARKING SPACES

Providing bicycle parking spaces within the proposed development will support and encourage active transportation. The short-term ("Class A") bicycle parking spaces are provided at-grade in a highly visible and convenient area close to building entrances. Long-term ("Class B") bicycle parking spaces are provided indoors within secure storage rooms, located at the underground P1 level.

The proposed bicycle supply of 246 bicycle parking spaces, including 211 Class "A" spaces and 36 Class "B" spaces, is intended to promote active transportation by encouraging cycling as a viable mode of travel for future residents, employees, and visitors. The proposed bicycle parking supply, which satisfies the minimum by-law requirements, are understood to support greater utilization of the surrounding cycling network and contributes to a reduced dependence on SOV trips.

PROVISION OF BICYCLE REPAIR STATION

A significant barrier for individuals considering cycling as their day-to-day mode of travel is cycling repair and maintenance. As such, it is recommended that bicycle repair stations be provided on-site, either at-grade or within underground parking levels close to long-term bicycle parking supply. The provision of the bicycle repair station will support the use of cycling as an alternative mode of transportation to further reduce SOV trips from the site and reduce barriers to cycling.

PROMOTE AND INCREASE CYCLING AWARENESS & MULTI-MODAL TRANSPORTATION

As mentioned in Section 2.3, a range of cycling infrastructure is available near the subject site. It is recommended that information packages be provided to residents, employees and visitors 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, and maps of active transportation infrastructure available in the surrounding area.

9.3 TRANSIT-BASED STRATEGIES

CONNECTIONS TO THE EXISTING TRANSIT NETWORK

As mentioned in Section 2.2, the subject site benefits from convenient access to MiWay bus routes which provides access to regional services including the GO Lakeshore West Rail Line. With the MiWay bus route 2 and 4 accessible within walking distance at the Hurontario Street and Queensway intersection, residents living in the future development can access Port Credit GO Station to the south and Cooksville GO Station to the north.

Together with the existing pedestrian and cycling network, along with the bicycle amenities provided, these facilities further supports seamless multimodal travel by offering convenient and reliable connections to high-frequency transit. This high level of transit accessibility encourages reduced reliance on single-occupancy vehicles and aligns with TDM objectives to reduce congestion and promote active transportation.

TRANSIT INCENTIVE PROGRAM

As PRESTO has become a dominant form of payment for transit throughout the Greater Toronto and Hamilton Area (GTHA), it is recommended that pre-loaded PRESTO cards, equivalent to a monthly pass, be offered to units in their welcome packages. This incentive, coupled with the site's close proximity to transit route options, provides an opportunity for residents to experience the benefits of using adjacent transit facilities. Most notably, the future Hazel McCallion LRT and its proposed Queensway Station is understood to be located within walking distance of the site at the intersection of Hurontario Street and Queensway. Given these future transit improvements, the transit incentive program is expected to further encourage long-term public transit use, reducing the need for private vehicle ownership.

FUTURE TRANSIT IMPROVEMENTS

As mentioned in Section 3.2, the Hazel McCallion Line is expected to be completed with a proposed station located at the study intersection of Hurontario Street and Queensway. The LRT line will run along Hurontario Street between Port Credit GO Station and Brampton Gateway Terminal on Steeles Avenue. When it is completed, future residents, visitors and employees will have another convenient public transit option to complete daily errands, thus reducing the number of SOV trips generated by the proposed development.

COMMUNICATION STRATEGY AND INCENTIVE PROGRAMS

For residents to take advantage of the transit services surrounding the subject site, it is recommended that information packages be provided to increase transit awareness and multimodal transport by encouraging active transportation and different travel demand management programs. The information packages should contain public transit information such as route maps and scheduled timetables. This measure is recommended to be bundled with the cycling information packages.

9.4 PARKING-BASED STRATEGIES

UNBUNDLE PARKING FROM UNIT COST

Selling or leasing parking spaces separately from the sale of each residential unit can lead to lower rates of vehicle ownership and can be used as a selling feature in an area well-served by transit and/or cycling infrastructure. It is recommended that the proposed development unbundle the cost of parking from new dwelling units to support zero-car households and reduce parking demand associated with the proposed development.

DESIGNATED PICK-UP AND DROP-OFF (PUDO) AREA

PUDO areas are provided on-site in the form of lay-by areas and a PUDO loop. Four (4) layby areas are provided, adjacent to the new mixed-use infill development and accessible via the Hurontario Street and South Site Access intersection. Further within the site, to the north of the proposed infill development, a PUDO loop is provided between the two (2) existing residential buildings.

These PUDO areas support rideshare, food-delivery, and other on-demand mobility services by providing convenient and well-organized passenger loading zones. The provision of dedicated PUDO spaces will facilitate the safe and efficient movement of goods, services, and passengers to and from the subject site, and is anticipated to further encourage greater use of shared-ride and pooled-trip options for future residents, visitors or employees.

9.5 TDM MEASURES SUMMARY

In accordance with the City of Mississauga's Transportation Demand Management (TDM) checklist, the proposed development achieves a total score of 63% for the proposed TDM scheme, and earning 19 out of a possible 30 points. The TDM categories are outlined in Table 9-1 and the full checklist evaluation is provided in Appendix M.

Table 9-1: TDM Checklist Score Card

| Category | Applicable Points |
|----------------------------|----------------------|
| A – Pedestrian Circulation | 8 / 9 |
| B- Cyclist Orientation | 3 / 5 |
| C – Transit Service | 4 / 6 |
| D – Motor Vehicle Parking | 2 / 5 |
| E - Incentives | 2 / 5 |
| Total | 19 / 30 |
| Score %: | 63% = 2 stars |
| TDM Supportive? | Yes |

The proposed TDM measures are expected to support the proposed development by increasing the convenience and attractiveness of taking transit, walking, or cycling to/from the subject site. The proposed TDM measures will help further reduce vehicle activity associated with the subject site and encourage a lifestyle that largely relies upon transit and active transportation. Table 9-2 summarizes the proposed strategies and estimated costs.

Table 9-2: Summary and Cost Estimate of TDM Strategies

| TDM Measure | Benefits | Quantity | Cost Estimate |
|---------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------|----------------------------|------------------------------------------------------------------------|
| Pedestrian-Based Strategies | | | |
| Walking distance to nearby amenities | + Increases the comfort, safety and appeal of walking for short trips. | N/A | Site Plan Element |
| Cycling-Based Strategies | | | |
| Provision of bicycle parking | +Supports and encourages cycling as a primary mode of travel. +Provides an excess of bicycle parking spaces. | 246 bicycle parking spaces | Site Plan Element |
| Provision of bicycle repair station | +Reduce stress of acquiring tools and knowledge to maintain bicycle. +Reduces barriers to cycling. | 1 station | ~\$2,000 |
| Promote and increase cycling awareness & multi-modal transportation | +Encourages active transportation and increase awareness of active travel alternatives. +Spreads awareness of benefits of cycling. | 698 units | ~\$1,369 (\$2 per unit – combined with transit-information package) |
| Transit-Based Strategies | | | |
| Connection to the existing transit network | +Supports and encourage transit as a primary mode of travel. +Encourages multi-modal travel and reduce dependence on SOV trips. | N/A | Site Plan Element |
| Transit incentive program | +Provide pre-loaded PRESTO cards for residential units to encourage transit as a primary mode of travel. | 698 units | ~\$111,680 (\$156 monthly pass +\$4 activation fee per unit) |
| Future transit improvements | +Future Hazel McCallion LRT service and Queensway Station will encourage more public transit trips as a primary mode of travel | N/A | Site Plan Element |
| Communication strategy and information packages | +Spreads awareness of nearby transit amenities. | 698 units | ~\$1,369 (\$2 per unit – combined with transit-information package) |
| Parking-Based Strategies | | | |
| Unbundled parking | + Encourages residents to forgo auto ownership and opt for car-free lifestyles | N/A | Site Plan Element |
| Designated PUDO area | +Encourages convenient auto-passenger trips through shared-ride or pooled-trip options | N/A | Site Plan Element |
| Total | | | ~\$115,886 |

10 CONCLUSIONS AND RECOMMENDATIONS

- ▶ The subject site currently contains two (2) existing residential buildings: a 13-storey residential building and a 12-storey residential building with existing surface parking. A small-scale medical retail space is also provided on-site (approximately 465m² GFA), which will be removed as part of the proposed development.
- ▶ The proposed infill development will construct one (1) mixed-use building in addition to the existing residential buildings. The proposed mixed-use building consists of two 35-storey towers (Tower East and Tower West) with a shared podium, and three (3) levels of underground parking. A total of 698 residential units are proposed, along with 425m² of ground-floor retail GFA.
- ▶ The proposed development will involve a land severance from the existing apartment buildings, including the construction of a standalone underground parking garage that solely serves the proposed building. As a result, the existing parking garage access on the south side of the site will be removed. A shared driveway access to Hurontario Street will be maintained, including an internal connection to the existing surface parking lot.
- ▶ Access to the development is proposed via three (3) existing site accesses:
 - North Site Access via Hurontario Street – RIRO (Unsignalized);
 - South Site Access via Hurontario Street – RIRO (Unsignalized); and,
 - East Site Access via Queensway– Full Movement (Signalized).
- ▶ The subject site is located within walking distance of bus stops along Hurontario Street and The Queensway and is well served by MiWay transit services. This provides the development with convenient access to regional transit, including the Port Credit GO Station and Cooksville GO Station. In addition, the site benefits from nearby cycling infrastructure and a well-connected, safe, and high-quality pedestrian network.
- ▶ The proposed development is anticipated to generate 151 net two-way vehicle trips (47 inbound and 104 outbound) during the AM peak hour and 191 net two-way vehicle trips (118 inbound and 73 outbound) during the PM peak hour.
- ▶ The intersection capacity analysis findings indicate that the proposed development will have an acceptable impact on the surrounding road network. All existing site accesses are anticipated to operate well, with the addition of site traffic. Signal timing plan optimization is recommended at the intersection of Hurontario Street and Queensway to improve overall intersection operations.
- ▶ The proposed development is located within Precinct 1 of By-law 0225-2207 as amended, therefore no minimum vehicle parking requirements apply. As a result, the proposed vehicle parking supply of 347 spaces, consisting of 300 residential, 43 visitor and six (6) retail spaces should be considered acceptable.
- ▶ The provision of three (3) loading spaces satisfies the minimum by-law requirements.

- ▶ A set of Transportation Demand Management (TDM) measures have been recommended to reduce single-occupant vehicle trips and promote alternative modes of transportation. These measures are anticipated to significantly reduce SOV trips to/from the subject site and result in sustainable travel lifestyles for future residents, visitors and employees of the development.

