JANUARY 20, 2026

FILE #: 0780-5227-2

City of Mississauga
Transportation and Works
201 City Centre Drive, 8th Floor
Mississauga, ON L5B 2T4

Attention: **Ayat Mazin-I-Khalil**
Traffic Planning Technologist

RE: **TRAFFIC OPINION LETTER (TOL)**
MATTAMY MODULAR NINTH LINE (THE NINE)
BLOCKS 15S AND 9N, NINTH LINE DERRY-BRITANNIA SUBDIVISION
CITY OF MISSISSAUGA, REGIONAL MUNICIPALITY OF PEEL

Dear Ayat,

C.F. Crozier & Associates Inc. (Crozier) was retained by Derry Britannia Developments Ltd. to provide transportation engineering services in support of a site plan application for the proposed Mattamy Modular Ninth Line residential development. Blocks 15S and 9N within the approved Ninth Line Derry-Britannia Subdivision are the limits of the subject lands for the proposed development, located in the City of Mississauga, Regional Municipality of Peel.

Development Proposal

According to the Site Context Plan prepared by Lemay Architecture (dated December 11, 2025), the development proposal includes three mid-rise residential apartment buildings containing a total of 153 dwellings for each of the two blocks north and south of Nish Gate (formerly Street B). The development proposal also includes a surface and underground parking lot with a total of 223 parking spaces. The development proposes vehicular access through one inbound access and outbound access connection to Mik Crescent (Condo Road L). Mik Crescent (Condo Road L), connects to Anatig Boulevard (formerly Street A), providing external access Ninth Line and also via Nish Gate, which are both collector roads within the larger Ninth Line Derry-Britannia Subdivision (NL-DBS). Refer to **Appendix A** for the development plan and the overall Ninth Line Derry Britannia Subdivision for which a master Transportation Impact Study (TIS) dated September 2023, was previously approved.

The site plan herein shows the building on the south block of Nish Gate or block 15S, however, the same is to be replicated on the block 9N, at north side of Nish Gate. This study may focus only on the south block in most instances, but findings apply to both blocks.

Traffic Review Scope

Crozier has previously prepared Traffic Opinion Letters in support of site plan applications for the Ninth Line Derry Britannia Subdivision Phase 1 Condos (6344 Ninth Line) and Phase 2A Condos (6432 Ninth Line) parcels. A similar scope to those previous Traffic Opinion Letters is considered appropriate for the proposed development and is outlined below. **Appendix B** contains the pre-study consultation checklist confirming a full TIS scope is not required, similar to Phase 1 and Phase 2A Condos applications.

- Trip Generation and Development Yield Comparison between the draft plan proposal and the statistics assumed in the Ninth Line DBS TIS (September 2023).

- Transportation Safety Review of the site plan, which includes the following:

    - Vehicle Maneuverability Review
    - Pedestrian Circulation Review
    - Sight Line Analysis at new access intersections
    - TAC conformance review of new site accesses

- Zoning By-Law Vehicle and Bicycle Parking Requirements Review.

- Transportation Demand Management Statement.

Trip Generation and Development Yield Comparison

A comparison of development yield between the current development proposal and that assumed for the subject lands in the approved master TIS for the overall NL-DBS development is provided in **Table 1** with an associated comparative trip generation forecast included as well. The same methodology for the trip generation forecast detailed in the master NL-DBS TIS was applied herein. **Appendix C** contains relevant excerpts from the NL-DBS TIS, including the draft plan of subdivision and the trip generation section.

Table 1: Trip Generation

Land Use	Development Statistics	Roadway Peak Hour	Number of Trips		
			Inbound	Outbound	Total
Ninth Line DBS TIS (September 2023) – Condo Block 15S					
LUC 222: Multi-Family Housing (High-Rise)	325 dwelling units	Weekday A.M.	23	67	90
		Weekday P.M.	67	41	108
Mattamy Modular Ninth Line (December 2025)					
LUC 221: Multi-Family Housing (Mid-Rise)	153 dwelling units	Weekday A.M.	13	44	57
		Weekday P.M.	36	24	60
Net Difference		**Weekday A.M.**	**-10**	**-23**	**-33**
		Weekday P.M.	**-31**	**-17**	**-48**

As shown in **Table 1**, the proposed development site statistics are lower than those assumed for Condo Block 15S in the NL-DBS TIS, and a corresponding reduction in trip generation of the current development proposal when compared to the site statistics assumed in the NL-DBS TIS is projected. As such, no new traffic operation analysis is necessary to support the proposed development, as the NL-DBS TIS already fully assesses traffic impacts associated with the Mattamy Modular Ninth Line proposed development. Excerpts of the NL-DBS TIS can be found in **Appendix C**. The same trip generation and net trip difference applies to the block 9N site as well.

Therefore, no new traffic impacts are forecast outside the findings of the approved Ninth Line DBS TIS. It is expected that Nish Gate and Anatig Boulevard along with the following intersections will be in place prior to implementation of the subject development.

- Anatig Boulevard connection to Ninth Line at Osprey Boulevard
- Nish Gate connection to Ninth Line at Doug Leavens Boulevard
- Nish Gate and Anatig Boulevard

These roadways and associated intersections have either already been approved or close to approval and registration under a separate Draft Plan of subdivision approval process.

Transportation Safety Review

The transportation safety review encompasses the following key components:

- Vehicle Maneuverability Review
- Pedestrian Circulation Review
- Sight Line Analysis at new access intersections
- TAC conformance review of new site accesses

Vehicle Maneuverability Review

Vehicle swept path diagrams were prepared to check if design vehicles are able to navigate throughout the site without significant constraints. **Appendix D** contains the vehicle swept path diagrams for fire truck, waste collection vehicle and passenger car design vehicles. Emergency and waste collection vehicles are proposed to service the site via curbside operations along Condo Road L (Mik Crescent) and boundary roads. Onsite circulation for all identified design vehicles are expected to be feasible per the vehicle maneuverability review.

Additionally, the Zoning Schedule specifies a minimum drive aisle width of 6.5 metres. Based on the vehicle swept path diagram presented on Drawing T304, the 6.5-metre-wide drive aisle is sufficient to accommodate the turning movements of passenger vehicles. Refer to **Appendix A** for the underground parking level floor plan illustrating the 6.5-metre drive aisles.

Pedestrian Circulation Plan

In accordance with City of Mississauga TIA Guidelines (December 2022), a Pedestrian Circulation Plan drawing was prepared for the Mattamy Modular Ninth Line development proposal. The plan outlines how pedestrians will traverse within the development, and how they can access the external pedestrian network. **Appendix E** contains the pedestrian circulation plan, which demonstrates how all proposed dwelling units have access to sidewalks that provide connectivity within and external to the limits of the subject lands.

Sight Line Analysis at New Intersections

The Mattamy Modular Ninth Line development proposes one outbound access connection to the Mik Crescent local road, which connects to the larger Ninth Line DBS full development and provides connections to the municipal arterial road network. Sightlines were evaluated at the access connections to Ninth Line as part of the Ninth Line DBS TIS. Sight lines for the municipal roadway connections to Ninth Line and the condo roads to Anatig Boulevard were assessed and dealt with as part of the subdivision approval process. The only sightline assessed herein is the outbound site access to the condo road.

For the site access connection of the development proposal, the available sight line was evaluated against the Section 9.9 sight distance requirements of the Transportation Association of Canada Geometric Design Guide for Canadian Roads (TAC-GDGCR). A design speed of 30 km/h was assumed at the site access intersections with Mik Crescent, where the roadway curvature and short roadway span is expected to physically reduce vehicle speeds.

The sight line analysis at the proposed outbound access confirms that available sight distance meets the required distances prescribed in the TAC-GDGRCR. **Appendix F** presents sightline line analysis for the intersection.

TAC Conformance Review at New Intersections

The geometrics of proposed accesses were evaluated for conformance with TAC-GDGCR standards for Spacing and Corner Clearance.

Per Figure 8.8.2 of the Transportation Association of Canada Geometric Design Guide for Canadian Roads (TAC-GDGCR), the suggested minimum corner clearance of a driveway to the nearest roadway intersection along a local road is 15m. As Mik Crescent (Condo Road L) is a local road, this requirement was compared against the available spacing along Mik Crescent for both of the proposed site accesses. The site access spacing to the nearest intersections at Mik Crescent / Anatig Boulevard and Mik Crescent / Niibin Walk (Condo Road M) were each measured to be over 30m. Therefore, the TAC-GDGCR suggested corner clearance from roadway intersections are satisfied by the development proposal.

Furthermore, the corner clearances of the proposed site accesses were verified against the TAC-GDGCR Figure 8.9.2, which specifies suggested corner clearance requirements. The suggested minimum spacing between curb returns of driveways serving denser residential land uses is one metre or corner to corner minimum of 10m. The corner clearance between the proposed inbound and outbound accesses is 30m. There is a driveway at the bend of Mik Crescent adjacent to the subject lands, which is directly across from the proposed outbound access. However, given the driveway serves only a single dwelling unit, traffic volumes are minimal and material operational conflicts are not anticipated. Therefore, the proposed development satisfies all suggested corner clearance requirements.

As aforementioned, all the elements reviewed under this section are applicable to the site when mirrored for block 9N.

Zoning By-Law Parking Requirements Evaluation

Section 3.1.2 of the City of Mississauga Zoning By-Law was used to calculate the minimum number of vehicle parking spaces required for the proposed development including the required residential and visitor parking spaces. The subject lands were identified to be designated as Precinct 3 for the purpose of determining parking requirements. Using the minimum parking space rates outlined in Table 3.1.2.1 of the Zoning By-Law, **Table 2** outlines the calculated vehicle parking requirements and compares them with the proposed supply.

Table 2: Zoning By-Law Vehicle Parking Requirements Evaluation

By-Law Use	Site Statistic	Minimum Parking Space Rate	Required Parking Spaces
Apartment Dwelling – Residents	153 dwellings	1.0 spaces / unit	153 spaces
Apartment Dwelling – Visitors		0.2 spaces / unit	31 spaces
Total Required Parking Spaces			**184 spaces**
Total Proposed Parking Spaces			**223 spaces (199 resident, 24 visitor)**
Surplus / Deficit			**+46 resident -7 visitor**

Therefore, the proposed development meets and exceeds the municipal Zoning By-Law resident vehicle parking requirements based on the proposed use. The oversupply of resident vehicle parking is appropriate given the proposed residential unit mix is expected to include a high proportion of 3-bedroom units.

As shown in **Table 2,** the proposed development has a visitor parking deficiency of 7 spaces. The subject site provides a parking rate of 0.15 parking spaces per unit, which is below the Zoning By-Law requirement of 0.2 visitor parking spaces per unit. **Table 3** summarizes relevant City of Mississauga Zoning By-Law exceptions that permit reduced visitor parking rates for certain precincts.

Table 3: Zoning By-Law Exceptions

ZBL Section No.	Exception No.	Visitor Parking Rate (spaces per unit)	Precinct No.
4.15.6.37	RA5-37	0.15	3
4.15.4.36	RA3-36		2
4.15.4.37	RA3-37		
4.15.5.50	RA4-50		
4.15.5.51	RA4-51		
4.15.6.51	RA5-51		
4.15.6.52	RA5-52		

As shown in **Table 3,** the Zoning By-Law permits a reduced visitor parking rate of 0.15 spaces per unit for multiple developments situated within Precincts 2 and 3. While the subject development is classified as Precinct 3, the exceptions applicable to Precinct 2 are considered relevant for this development, as the residential parking requirements established for Precinct 2 are generally less stringent than those prescribed for Precinct 3.

Additionally, tandem parking is provided for most dwelling units, allowing residents to use one space for their own vehicles and the other for temporary guests, especially during off-peak times or short visits. As a result, some visitor parking demand is expected to be absorbed by the surplus resident parking supply, reducing the need for separate, dedicated visitor parking spaces. Furthermore, on-street parking is provided along Nish Gate and Anatig Boulevard, providing additional parking beyond those supplied within the proposed development. Therefore, the ZBL deficiency of 7 visitor parking spaces is not expected to pose any functional issues and the proposed development is expected to be able to accommodate visitor parking demands.

In addition, bicycle parking requirements were evaluated. Section 3.1.6.5 of the City of Mississauga Zoning By-Law defines bicycle parking requirements for development applications. **Table 4** summarizes the results of the bicycle parking requirements evaluation for the proposed development.

Table 4: Zoning By-Law Vehicle Bicycle Parking Requirements Evaluation

By-Law Use	Site Statistic	Minimum Bicycle Parking Space Rate	Required Bicycle Parking Spaces
Apartment Dwelling – Class A Spaces	153 dwellings	0.6 spaces / unit	92 spaces
Apartment Dwelling – Class B Spaces		The greater of 0.05 spaces / unit or 6.0 spaces	8 spaces
Total Required Bicycle Parking Spaces			**100 spaces**
Total Proposed Bicycle Parking Spaces			**106 spaces (98 Class A, 8 Class B)**
Surplus / Deficit			**+6 Class A 0 Class B**

The proposed development provides 106 bicycle parking spaces, which satisfies the Zoning By-Law requirement.

Further, Section 3.1.4.5 of the City of Mississauga Zoning By-Law states that "One loading space per apartment and/or retirement building containing a minimum of 30 dwelling units, shall be required." The development currently does not propose a loading space; therefore, occasional moving and large loading is expected to be either on street or adjacent the 5.5m-wide surface parking drive isle, which is wide enough to accommodate a standard 2m-wide passenger vehicle and standard 2.6m-wide medium single unit truck side-by-side. The development also includes a minimum vertical clearance of 3.01m that can accommodate vans and smaller trucks for potential underground residential loading near the elevators or from parking spots. Refer to **Appendix A** for the building sections illustrating the underground parking level vertical clearances.

No commercial uses are proposed onsite, meaning no loading spaces are required for this purpose. Therefore, the site is expected to be functional without a loading space.

Transportation Demand Management Statement

There are existing Transportation Demand Management (TDM) opportunities in the City of Mississauga and near the site to encourage the use of non-auto transportation.

First, there is planned pedestrian connectivity within the site and in proximity to the proposed development. The Pedestrian Circulation Plan in **Appendix E** outlines how each building has access to sidewalks which connect to the external pedestrian transportation network. Pedestrian improvements are planned as part of the progressive buildout of the overall Ninth Line Derry Britannia Subdivision, where sidewalks are expected on both sides of all planned streets. New pedestrian facilities along Ninth Line are also expected as part of the Ninth Line Corridor Improvement Works project.

The existing and planned pedestrian pathways and crossings provide connections to nearby destinations such as existing and planned elementary schools, multiple parks, transit stops and the nearby commercial plaza. The availability of nearby amenities that are accessible via sidewalks is expected to promote walking at the development.

Further, there are a number of cycling facilities planned near to the proposed development. The aforementioned Ninth Line Corridor Improvements project plans 2.0m cycle tracks on both sides of Ninth Line, which provides cyclists with a quality cycling route option. There is also a multi-use path planned on the west side of Anatig Boulevard, spanning the entire length of the larger Ninth Line Derry Britannia Subdivision. These two north-south cycling routes provide connectivity to nearby

existing east-west cycling routes, enabling access to nearby destinations such as parks, schools, commercial areas, and the Winston Churchill Transitway Station. The development proposes bicycle parking spaces to capitalize on existing and planned cycling infrastructure in the area.

For transit, there are a few nearby existing local transit routes operating by Miway transit that offer an alternative to single-occupant vehicle trips. As identified in the NL-DBS TIS, Route 39 Britannia runs along Lisgar Drive near the subject lands, with stops available at Doug Leavens Boulevard within 400m of the site. Also, it is expected that transit services will be offered along Ninth Line in the future given the provision for transit bus pad and related infrastructure included within the Ninth Line Corridor Improvements project. GO Transit also offers three nearby regional bus transit lines with stops at Derry Road West at Ninth Line. The future 407 transitway, with stations expected at Derry Road and Britannia Road is also expected to further enhance transit for the development. These existing and future routes offer service to most of the city, nearby municipalities and other transit terminals that offer access to the Greater Toronto Area and beyond. The proponent and municipality may discuss further and consider providing transit information packages and incentives at unit occupancy to promote transit use.

Refer to **Appendix C** for relevant Transportation Demand Management document excerpts from the NL-DBS TIS.

Conclusion

The proposed Modular Ninth Line residential development includes two blocks of 153 units, one on either side of the future Nish Gate.

The development proposes a reduction in dwellings compared to the unit yield assumed in the Ninth Line Derry Britannia Subdivision for which a Transportation Impact Study was approved. As a reduction in both dwelling and forecasted trip generation was determined, no new transportation impacts outside the findings of the approved master TIS is forecast.

The proposed development was also found to be adequate based on a review of transportation safety elements, including review of vehicle maneuverability, pedestrian circulation, sight lines, and access spacing. Further, the development is satisfactory of City Zoning By-law parking requirements and is expected to be functional with regards to loading, waste removal and transportation demand management.

Should you have any questions or require further information, please contact the undersigned.

Sincerely,

C.F. CROZIER & ASSOCIATES INC.

Ryan Lafuente
Engineering Intern, Transportation

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/AH/RL

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Encl.

Appendix A: Proposed Development Plan
Appendix B: Pre-Study Consultation Checklist
Appendix C: Ninth Line Derry Britannia Subdivision TIS Excerpts
Appendix D: Vehicle Turning Diagrams
Appendix E: Pedestrian Circulation Plan
Appendix F: Sightline Drawings

Appendix A

Proposed Development Plan

SITE STATISTICS

ZONING BYLAW	0225-2007
ZONING CATEGORY	RA2
LOT AREA	8,212 m² (88,383 sf) (0.82 ha) (2.02 ac)
LOT LENGTH	111.92m (367.19ft ft)
LOT DEPTH	75.020m (246.12ft ft)
BUILDING HEIGHT	19.2m (93 ft) | 6 STOREYS
TOTAL NUMBER OF UNITS	153 UNITS
PROPOSED DENSITY	153/0.82 ha = 186 Units /ha 153/2.02 ac = 75 Units /ac
GROSS FLOOR AREA	15,556 m² (171,685 sf)
FLOOR SPACE INDEX (GFA/SITE)	1.94

Project Statistics

Level	TCA		Exclusions (Terraces)		GCA		Zoning Bylaw 0225-2007 Exclusions		GFA		Exclusions (Corridor)		NSA		Efficiency
	Total (m2)	Total (sf)	Area (m2)	Area (sf)	Area (m2)	Area (sf)	Exclusions (m2)	Exclusions (sf)	Resi (m2)	Resi (sf)	Area (m2)	Area (sf)	Resi (m2)	Resi (sf)	NSA/GFA
Roof	2,955	31,796	2,895	31,156	60	641	60	641	-	-	-	-	-	-	
Level 6	3,161	34,012	258	2,773	2,903	31,238	223	2,395	2,681	28,844	280	3,012	2,401	25,832	83%
Level 5	3,161	34,012	258	2,773	2,903	31,238	223	2,395	2,681	28,844	280	3,012	2,401	25,832	83%
Level 4	3,161	34,012	258	2,773	2,903	31,238	223	2,395	2,681	28,844	280	3,012	2,401	25,832	83%
Level 3	3,161	34,012	258	2,773	2,903	31,238	223	2,395	2,681	28,844	280	3,012	2,401	25,832	83%
Level 2	3,161	34,012	258	2,773	2,903	31,238	223	2,395	2,681	28,844	280	3,012	2,401	25,832	83%
Level 1	6,755	72,679	3,744	40,282	3,011	32,397	650	6,992	2,361	25,404	297	3,192	2,064	22,212	69%
PARKING	6,870	73,919	-	-	6,870	73,919	6,870	73,919	-	-	-	-	-	-	
Total	**32,384**	**348,452**	7,928	85,305	**24,456**	**263,147**	8,692	93,525	**15,764**	**169,623**	**1,696**	**18,251**	**14,068**	**151,371**	**80%**

Site Area	8,212
FSI (GFA/SITE AREA)	1.92

Project Statistics - Building A

Level	TCA		Exclusions (Terraces)		GCA		Zoning Bylaw 0225-2007 Exclusions		GFA		Exclusions (Corridor)		NSA		Efficiency
	Total (m2)	Total (sf)	Area (m2)	Area (sf)	Area (m2)	Area (sf)	Exclusions (m2)	Exclusions (sf)	Resi (m2)	Resi (sf)	Area (m2)	Area (sf)	Resi (m2)	Resi (sf)	NSA/GCA
Roof A	910	9,793	890	9,579	20	213	20	213	-	-	-	-	-	-	
Level 6A	975	10,491	80	857	895	9,634	74	801	821	8,833	85	911	736	7,922	82%
Level 5A	975	10,491	80	857	895	9,634	74	801	821	8,833	85	911	736	7,922	82%
Level 4A	975	10,491	80	857	895	9,634	74	801	821	8,833	85	911	736	7,922	82%
Level 3A	975	10,491	80	857	895	9,634	74	801	821	8,833	85	911	736	7,922	82%
Level 2A	975	10,491	80	857	895	9,634	74	801	821	8,833	85	911	736	7,922	82%
Level 1A	905	9,741			905	9,741	193	2,080	712	7,661	90	973	622	6,688	69%
Total	**6,691**	**71,991**	1,289	13,866	**5,402**	**58,125**	585	6,297	**4,017**	**53,828**	**514**	**5,530**	**4,303**	**46,298**	**80%**

Site Area	8,212
FSI (GFA/SITE AREA)	0.59

Project Statistics - Building B

Level	TCA		Exclusions (Terraces)		GCA		Zoning Bylaw 0225-2007 Exclusions		GFA		Exclusions (Corridor)		NSA		Efficiency
	Total (m2)	Total (sf)	Area (m2)	Area (sf)	Area (m2)	Area (sf)	Exclusions (m2)	Exclusions (sf)	Resi (m2)	Resi (sf)	Area (m2)	Area (sf)	Resi (m2)	Resi (sf)	NSA/GCA
Roof B	919	9,893	900	9,686	20	213	20	213	-	-	-	-	-	-	
Level 6B	980	10,545	80	856	900	9,689	74	798	826	8,891	85	914	741	7,977	82%
Level 5B	980	10,545	80	856	900	9,689	74	798	826	8,891	85	914	741	7,977	82%
Level 4B	980	10,545	80	856	900	9,689	74	798	826	8,891	85	914	741	7,977	82%
Level 3B	980	10,545	80	856	900	9,689	74	798	826	8,891	85	914	741	7,977	82%
Level 2B	980	10,545	80	856	900	9,689	74	798	826	8,891	85	914	741	7,977	82%
Level 1B	910	9,796			910	9,796	191	2,058	719	7,738	90	973	629	6,765	69%
Total	**6,730**	**72,411**	1,297	13,959	**5,432**	**58,453**	582	6,261	**4,851**	**52,192**	**515**	**5,542**	**4,335**	**46,650**	**80%**

Site Area	8,212
FSI (GFA/SITE AREA)	0.59

Project Statistics - Building C

Level	TCA		Exclusions (Terraces)		GCA		Zoning Bylaw 0225-2007 Exclusions		GFA		Exclusions (Corridor)		NSA		Efficiency
	Total (m2)	Total (sf)	Area (m2)	Area (sf)	Area (m2)	Area (sf)	Exclusions (m2)	Exclusions (sf)	Resi (m2)	Resi (sf)	Area (m2)	Area (sf)	Resi (m2)	Resi (sf)	NSA/GCA
Roof C	1,126	12,110	1,106	11,896	20	214	20	214	-	-	-	-	-	-	
Level 6C	1,206	12,976	99	1,065	1,107	11,915	74	796	1,033	11,120	110	1,187	923	9,933	83%
Level 5C	1,206	12,976	99	1,065	1,107	11,915	74	796	1,033	11,120	110	1,187	923	9,933	83%
Level 4C	1,206	12,976	99	1,065	1,107	11,915	74	796	1,033	11,120	110	1,187	923	9,933	83%
Level 3C	1,206	12,976	99	1,065	1,107	11,915	74	796	1,033	11,120	110	1,187	923	9,933	83%
Level 2C	1,206	12,976	99	1,065	1,107	11,915	74	796	1,033	11,120	110	1,187	923	9,933	83%
Level 1C	1,121	12,062			1,121	12,062	191	2,058	930	10,005	156	1,247	814	8,759	73%
Total	**8,276**	**89,051**	1,598	17,197	**6,678**	**71,853**	581	6,250	**6,097**	**65,603**	**667**	**7,180**	**5,430**	**58,424**	**82%**

Site Area	8,212
FSI (GFA/SITE AREA)	0.74

MISSISSAUGA ZONING BY-LAW NO. 0225-2007

Gross Floor Area (GFA) - Apartment Zone
means 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)

Floor Space Index (FSI) - Apartment Zone
means the ratio of the gross floor area - apartment zone of all buildings and structures to the lot area. (0174-2017)

Bicycle Parking Required

Units	Long-Term Rate	Bicycles Required	Short-Term Rate	Bicycles Required
153	0.6	92	0.05	8

Bicycle Parking Provided

Level	Type	Provided	
		Total	%
PARKING	LONG-TERM	**98**	92%
LEVEL 1	SHORT-TERM	**8**	8%
		106	100%

Vehicular Parking Required

Units	Long-Term Rate	Vehicules Required	Short-Term Rate	Vehicules Required
153	1.0	153	0.15	23

Vehicular Parking Provided

Level	Type			Provided		
				Total	Total Type	%
PARKING	RESI	REGULAR	Long-Term	115		
PARKING	RESI	TANDEM	Long-Term	45	**199**	89%
PARKING	RESI	EVSE	Long-Term	39		
PARKING	VISITOR	REGULAR	Short-Term	7		
LEVEL 1	VISITOR	REGULAR	Short-Term	16	**24**	11%
LEVEL 1	VISITOR	BARRIER-FREE - A	Short-Term	1		
LEVEL 1	VISITOR	BARRIER-FREE - B	Short-Term	1		
				223		100%

Unit Mix Provided

Level	1B	1B.BF	2B	2B.BF	2B+D.1	2B+D.1.BF	2B+D.2	2B+D.2.BF	3B.1	3B.1.BF	3B.2	3B.2.BF	Total
Level 6	6	0	6	0	2	0	2	0	5	0	5	0	**26**
Level 5	6	0	6	0	2	0	2	0	5	0	5	0	**26**
Level 4	6	0	6	0	2	0	2	0	5	0	5	0	**26**
Level 3	6	0	6	0	2	0	2	0	5	0	5	0	**26**
Level 2	6	0	6	0	2	0	2	0	5	0	5	0	**26**
Level 1	0	6	0	7	0	2	0	2	0	1	0	5	**23**
TOTAL	**30**	**6**	**30**	**7**	**10**	**2**	**10**	**2**	**25**	**1**	**25**	**5**	**153**

Unit Mix Provided - Building A

Level	1B	1B.BF	2B	2B.BF	2B+D.1	2B+D.1.BF	2B+D.2	2B+D.2.BF	3B.1	3B.1.BF	3B.2	3B.2.BF	Total
Level 6A	2	0	2	0	0	0	1	0	1	0	2	0	**8**
Level 5A	2	0	2	0	0	0	1	0	1	0	2	0	**8**
Level 4A	2	0	2	0	0	0	1	0	1	0	2	0	**8**
Level 3A	2	0	2	0	0	0	1	0	1	0	2	0	**8**
Level 2A	2	0	2	0	0	0	1	0	1	0	2	0	**8**
Level 1A	0	2	0	2	0	0	0	1	0	0	0	2	**7**
TOTAL	**10**	**2**	**10**	**2**	**0**	**0**	**5**	**1**	**5**	**0**	**10**	**2**	**47**

Unit Mix Provided - Building B

Level	1B	1B.BF	2B	2B.BF	2B+D.1	2B+D.1.BF	2B+D.2	2B+D.2.BF	3B.1	3B.1.BF	3B.2	3B.2.BF	Total
Level 6B	2	0	2	0	0	0	0	0	2	0	2	0	**8**
Level 5B	2	0	2	0	0	0	0	0	2	0	2	0	**8**
Level 4B	2	0	2	0	0	0	0	0	2	0	2	0	**8**
Level 3B	2	0	2	0	0	0	0	0	2	0	2	0	**8**
Level 2B	2	0	2	0	0	0	0	0	2	0	2	0	**8**
Level 1B	0	2	0	3	0	0	0	0	0	0	0	2	**7**
TOTAL	**10**	**2**	**10**	**3**	**0**	**0**	**0**	**0**	**10**	**0**	**10**	**2**	**47**

Unit Mix Provided - Building C

Level	1B	1B.BF	2B	2B.BF	2B+D.1	2B+D.1.BF	2B+D.2	2B+D.2.BF	3B.1	3B.1.BF	3B.2	3B.2.BF	Total
Level 6C	2	0	2	0	2	0	1	0	2	0	1	0	**10**
Level 5C	2	0	2	0	2	0	1	0	2	0	1	0	**10**
Level 4C	2	0	2	0	2	0	1	0	2	0	1	0	**10**
Level 3C	2	0	2	0	2	0	1	0	2	0	1	0	**10**
Level 2C	2	0	2	0	2	0	1	0	2	0	1	0	**10**
Level 1C	0	2	0	2	0	2	0	1	0	1	0	1	**9**
TOTAL	**10**	**2**	**10**	**2**	**10**	**2**	**5**	**1**	**10**	**1**	**5**	**1**	**59**

Unit Mix Provided by Type

Unit Type	Average Areas		Count		%	% BF
	Area (m2)	Area (sf)	By Type	By Category		
1B	62.17	669	30	**36**	24%	4%
1B.BF	62.36	671	6			
2B	82.84	891	30	**37**	24%	5%
2B.BF	86.81	934	7			
2B+D.1	95.93	1,032	10	**24**	16%	3%
2B+D.1.BF	95.45	1,027	2			
2B+D.2	105.48	1,135	10			
2B+D.2.BF	107.58	1,158	2			
3B.1	112.80	1,214	25			
3B.1.BF	112.81	1,214	1	**56**	37%	4%
3B.2	112.77	1,213	25			
3B.2.BF	112.74	1,213	1			
Total			**153**	**153**	**100%**	**15%**

Amenity Space

Units	Area / Unit	Area Required
153	5.6	857

Amenity Space Provided

Level	Type	Provided	
		Total	%
LEVEL 1	AMENITY OUTDOOR	1,586.80	55%
Varies	BALCONY	1,288.75	45%
		2,875.64	**100%**

Lockers Provided (3/rm, 6/flr)

Level	Count	%
Level 6	15	17%
Level 5	15	17%
Level 4	15	17%
Level 3	15	17%
Level 2	15	17%
Level 1	12	14%
TOTAL	**87**	**57%**
PARKING	66	43%
TOTAL	**153**	**100%**

ONTARIO BUILDING CODE DATA MATRIX - BUILDING A

PART 3

00	**BUILDING CODE VERSION** O.REG. 30/24 ONTARIO BUILDING CODE 2024 **LAST AMENDMENT** O.REG. 163/24	**LOCATION** NINTH LINE MISSISSAUGA,ON L5M 0R5
01	**PROJECT TYPE** ■ NEW CONSTRUCTION ☐ RENOVATION ☐ OTHER: DESCRIPTION: **6-STOREY MODULAR RESIDENETIAL BUILDINGS IN MISSISSAUGA WITH MIXED UNIT TYPES AND BARRIER-FREE OPTIONS.**	**REFERENCES:** [A] 1.1.2.2
02	**MAJOR OCCUPANCIES CLASSIFICATION** MAIN USES: **C - RESIDENTIAL** **F3 - PARKING GARAGE**	3.1.2.1
03	**SUPERIMPOSED MAJOR OCCUPANCIES** ■ YES ☐ NO ☐ N/A DESCRIPTION: **RESIDENTIAL BUILDING ABOVE ONE LEVEL OF UNDERGROUND PARKING**	3.2.2.7.
04	**BUILDING AREA** EXISTING: N/A; NEW: 975 m²; TOTAL: 975 m²	[A] 1.4.1.2.
05	**GROSS AREA** EXISTING: N/A; NEW: 5,402 m²; TOTAL: 5,402 m²	[A] 1.4.1.2.
06	**BUILDING CLASSIFICATION** 3.2.2.51 GROUP C, UP TO 6 STOREYS, SPRINKLERED, COMBUSTIBLE CONSTRUCTION	3.2.2.49
07	**SPRINKLER SYSTEM** ■ REQUIRED ☐ NOT REQUIRED ■ ENTIRE BUILDING ☐ SELECTED COMPARTMENTS ☐ BASEMENT ☐ IN LIEU OF ROOF RATING ☐ SELECTED FLOOR AREAS ☐ NONE	3.2.1.5. 3.2.2.17. 3.2.2.20 - 3.2.2.83
08	**OCCUPANT LOAD** FLOOR: F3; OCCUPANCY TYPE: F3; OCCUPANT LOAD (PERSONS): **149 = AS PER 3.1.17.1.** FLOORS: 1 HR; YES ■ NO ☐ N/A ROOFS: 1 HR; YES ■ NO ☐ N/A MEZZANINES: 1 HR; YES ☐ NO ■ N/A EXITS: 1 HR; YES ■ NO ☐ N/A SUITE - SUITE SEPARATIONS: 1 HR; YES ■ NO ☐ N/A PUBLIC CORRIDOR SEPARATION: 1 HR; YES ■ NO ☐ N/A	3.1.17.
09	**REQUIRED FIRE RESISTANCE RATING** HORIZONTAL ASSEMBLY: FLOORS OVER BASEMENT; RATING: 2 HR; COMBUSTIBLE: YES ■ NO ☐ N/A FLOORS: 1 HR; YES ■ NO ☐ N/A ROOFS: 1 HR; YES ■ NO ☐ N/A MEZZANINES: 1 HR; YES ☐ NO ■ N/A EXITS: 1 HR; YES ■ NO ☐ N/A SUITE - SUITE SEPARATIONS: 1 HR; YES ■ NO ☐ N/A PUBLIC CORRIDOR SEPARATION: 1 HR; YES ■ NO ☐ N/A	3.2.2.20. - 3.2.2.83. 3.2.1.4.
10	**CONSTRUCTION TYPE** RESTRICTION: ■ COMBUSTIBLE PERMITTED ☐ NON COMBUSTIBLE REQUIRED ACTUAL: ☐ COMBUSTIBLE ☐ NON COMBUSTIBLE ■ COMBINATION HEAVY TIMBER CONSTRUCTION: ☐ YES ■ NO	3.2.2.49 3.2.1.4.
11	**BUILDING HEIGHT** 6 STOREYS ABOVE GRADE, LESS THAN 18m HIGH-RISE BUILDING? ☐ YES ■ NO	[A] 1.4.1.2. 3.2.1.1. 3.2.2.20. - 3.2.2.83.
12	**NUMBER OF STREETS - FIREFIGHTER ACCESS** ALL FOUR (4) STREET ARE FIRE ACCESS ROUTES.	3.2.2.10. 3.2.5.
13	**BARRIER-FREE DESIGN** ■ YES ☐ NO	3.8.
14	**PLUMBING FIXTURE REQUIREMENTS** FLOOR: P1; OCCUPANT LOAD: 0; FIXTURES REQUIRED: 0; FIXTURES PROVIDED: 0 FLOOR: LEVEL 1; OCCUPANT LOAD: 28; FIXTURES REQUIRED: 12; FIXTURES PROVIDED: 12 FLOOR: LEVEL 2; OCCUPANT LOAD: 34; FIXTURES REQUIRED: 14; FIXTURES PROVIDED: 14 FLOOR: LEVEL 3; OCCUPANT LOAD: 34; FIXTURES REQUIRED: 14; FIXTURES PROVIDED: 14 FLOOR: LEVEL 4; OCCUPANT LOAD: 34; FIXTURES REQUIRED: 14; FIXTURES PROVIDED: 14 FLOOR: LEVEL 5; OCCUPANT LOAD: 34; FIXTURES REQUIRED: 14; FIXTURES PROVIDED: 14 FLOOR: LEVEL 6; OCCUPANT LOAD: 34; FIXTURES REQUIRED: 14; FIXTURES PROVIDED: 14 **NOTE:** MALE/FEMALE COUNT @ 50%/50%, EXCEPT AS NOTED OTHERWISE.	3.7.4.
15	**WATER SERVICE / SUPPLY IS ADEQUATE** ■ YES ☐ NO	3.2.5.7.
16	**STANDPIPE SYSTEM** ■ YES ☐ NO	3.2.9.
17	**HAZARDOUS MATERIALS** ☐ YES ■ NO	3.3.1.2. 3.3.1.19.
18	**FIRE ALARM SYSTEM** ■ REQUIRED ☐ NOT REQUIRED PROPOSED: ☐ SINGLE STAGE ■ TWO STAGE ☐ N/A EXISTING SYSTEM TO REMAIN	3.2.4.
19	**IMPORTANCE CATEGORY** ☐ LOW ■ NORMAL ☐ HIGH ☐ POST-DISASTER ☐ LOW HUMAN OCCUPANCY ☐ MINOR STORAGE BUILDING ☐ EXPLOSIVE OR HAZARDOUS SUBSTANCE ☐ POST-DISASTER SHELTER	4.1.2.1.(3).
20	**EGRESS & EXITING** MAXIMUM EGRESS DISTANCE IN ROOM OR SUITE: **25m** MAXIMUM TRAVEL DISTANCE TO EXIT IN SPRINKLERED BUILDING: **45m** NUMBER OF EXITS REQUIRED: **2** PROVIDED: **2** DISTANCE BETWEEN EXITS HALF-DIAGONAL DISTANCE: **26.6m** REQUIRED DISTANCE BETWEEN EXITS: **9m** PROVIDED DISTANCE BETWEEN EXITS: **9m**	3.3.1.6. 3.4.2.4. 3.4.2.1. 3.4.2.5. 3.4.2.3.

ALL REFERENCES ARE TO DIVISION B OF THE ONTARIO BUILDING CODE UNLESS PRECEDED BY [A] OR DIVISION A OR [C] FOR DIVISON C.

ONTARIO BUILDING CODE DATA MATRIX - BUILDING B

PART 3

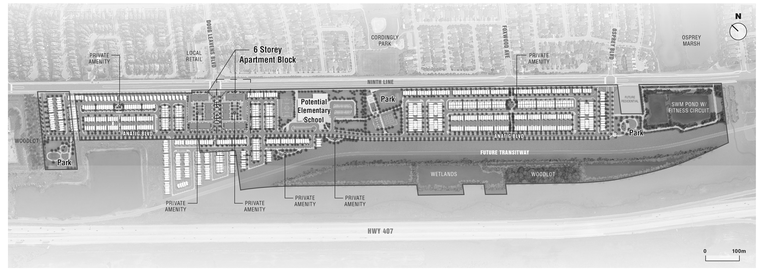
00	**BUILDING CODE VERSION** O.REG. 30/24 ONTARIO BUILDING CODE 2024 **LAST AMENDMENT** O.REG. 163/24	**LOCATION** NINTH LINE MISSISSAUGA,ON L5M 0R5
01	**PROJECT TYPE** ■ NEW CONSTRUCTION ☐ RENOVATION ☐ OTHER: DESCRIPTION: **6-STOREY MODULAR RESIDENETIAL BUILDINGS IN MISSISSAUGA WITH MIXED UNIT TYPES AND BARRIER-FREE OPTIONS.**	**REFERENCES:** [A] 1.1.2.2
02	**MAJOR OCCUPANCIES CLASSIFICATION** MAIN USES: **C - RESIDENTIAL** **F3 - PARKING GARAGE**	3.1.2.1
03	**SUPERIMPOSED MAJOR OCCUPANCIES** ■ YES ☐ NO ☐ N/A DESCRIPTION: **RESIDENTIAL BUILDING ABOVE ONE LEVEL OF UNDERGROUND PARKING**	3.2.2.7.
04	**BUILDING AREA** EXISTING: N/A; NEW: 980 m²; TOTAL: 980 m²	[A] 1.4.1.2.
05	**GROSS AREA** EXISTING: N/A; NEW: 5,432 m²; TOTAL: 5,432 m²	[A] 1.4.1.2.
06	**BUILDING CLASSIFICATION** 3.2.2.51 GROUP C, UP TO 6 STOREYS, SPRINKLERED, COMBUSTIBLE CONSTRUCTION	3.2.2.49
07	**SPRINKLER SYSTEM** ■ REQUIRED ☐ NOT REQUIRED ■ ENTIRE BUILDING ☐ SELECTED COMPARTMENTS ☐ BASEMENT ☐ IN LIEU OF ROOF RATING ☐ SELECTED FLOOR AREAS ☐ NONE	3.2.1.5. 3.2.2.17. 3.2.2.20 - 3.2.2.83
08	**OCCUPANT LOAD** FLOOR: P1; OCCUPANCY TYPE: F3; OCCUPANT LOAD (PERSONS): **149 = AS PER 3.1.17.1.** FLOORS: LEVEL 1 C; LEVEL 2 C; LEVEL 3 C; LEVEL 4 C; LEVEL 5 C; LEVEL 6 C: **36 = AS PER 3.1.17.1. (B)** TOTAL: **359 = AS PER 3.1.17.1.** FLOORS: 1 HR; YES ■ NO ☐ N/A ROOFS: 1 HR; YES ■ NO ☐ N/A MEZZANINES: 1 HR; YES ☐ NO ■ N/A EXITS: 1 HR; YES ■ NO ☐ N/A SUITE - SUITE SEPARATIONS: 1 HR; YES ■ NO ☐ N/A PUBLIC CORRIDOR SEPARATION: 1 HR; YES ■ NO ☐ N/A	3.1.17.
09	**REQUIRED FIRE RESISTANCE RATING** HORIZONTAL ASSEMBLY: FLOORS OVER BASEMENT; RATING: 2 HR; COMBUSTIBLE: YES ■ NO ☐ N/A FLOORS: 1 HR; YES ■ NO ☐ N/A ROOFS: 1 HR; YES ■ NO ☐ N/A MEZZANINES: 1 HR; YES ☐ NO ■ N/A EXITS: 1 HR; YES ■ NO ☐ N/A SUITE - SUITE SEPARATIONS: 1 HR; YES ■ NO ☐ N/A PUBLIC CORRIDOR SEPARATION: 1 HR; YES ■ NO ☐ N/A	3.2.2.20. - 3.2.2.83. 3.2.1.4.
10	**CONSTRUCTION TYPE** RESTRICTION: ■ COMBUSTIBLE PERMITTED ☐ NON COMBUSTIBLE REQUIRED ACTUAL: ☐ COMBUSTIBLE ☐ NON COMBUSTIBLE ■ COMBINATION HEAVY TIMBER CONSTRUCTION: ☐ YES ■ NO	3.2.2.49 3.2.1.4.
11	**BUILDING HEIGHT** 6 STOREYS ABOVE GRADE, LESS THAN 18m HIGH-RISE BUILDING? ☐ YES ■ NO	[A] 1.4.1.2. 3.2.1.1. 3.2.2.20. - 3.2.2.83.
12	**NUMBER OF STREETS - FIREFIGHTER ACCESS** ALL FOUR (4) STREET ARE FIRE ACCESS ROUTES.	3.2.2.10. 3.2.5.
13	**BARRIER-FREE DESIGN** ■ YES ☐ NO	3.8.
14	**PLUMBING FIXTURE REQUIREMENTS** FLOOR: P1; OCCUPANT LOAD: 0; FIXTURES REQUIRED: 0; FIXTURES PROVIDED: 0 FLOOR: LEVEL 1; OCCUPANT LOAD: 30; FIXTURES REQUIRED: 12; FIXTURES PROVIDED: 12 FLOOR: LEVEL 2; OCCUPANT LOAD: 36; FIXTURES REQUIRED: 14; FIXTURES PROVIDED: 14 FLOOR: LEVEL 3; OCCUPANT LOAD: 36; FIXTURES REQUIRED: 14; FIXTURES PROVIDED: 14 FLOOR: LEVEL 4; OCCUPANT LOAD: 36; FIXTURES REQUIRED: 14; FIXTURES PROVIDED: 14 FLOOR: LEVEL 5; OCCUPANT LOAD: 36; FIXTURES REQUIRED: 14; FIXTURES PROVIDED: 14 FLOOR: LEVEL 6; OCCUPANT LOAD: 36; FIXTURES REQUIRED: 14; FIXTURES PROVIDED: 14 **NOTE:** MALE/FEMALE COUNT @ 50%/50%, EXCEPT AS NOTED OTHERWISE.	3.7.4.
15	**WATER SERVICE / SUPPLY IS ADEQUATE** ■ YES ☐ NO	3.2.5.7.
16	**STANDPIPE SYSTEM** ■ YES ☐ NO	3.2.9.
17	**HAZARDOUS MATERIALS** ☐ YES ■ NO	3.3.1.2. 3.3.1.19.
18	**FIRE ALARM SYSTEM** ■ REQUIRED ☐ NOT REQUIRED PROPOSED: ☐ SINGLE STAGE ■ TWO STAGE ☐ N/A EXISTING SYSTEM TO REMAIN	3.2.4.
19	**IMPORTANCE CATEGORY** ☐ LOW ■ NORMAL ☐ HIGH ☐ POST-DISASTER ☐ LOW HUMAN OCCUPANCY ☐ MINOR STORAGE BUILDING ☐ EXPLOSIVE OR HAZARDOUS SUBSTANCE ☐ POST-DISASTER SHELTER	4.1.2.1.(3).
20	**EGRESS & EXITING** MAXIMUM EGRESS DISTANCE IN ROOM OR SUITE: **25m** MAXIMUM TRAVEL DISTANCE TO EXIT IN SPRINKLERED BUILDING: **45m** NUMBER OF EXITS REQUIRED: **2** PROVIDED: **2** DISTANCE BETWEEN EXITS HALF-DIAGONAL DISTANCE: **26.6m** REQUIRED DISTANCE BETWEEN EXITS: **9m** PROVIDED DISTANCE BETWEEN EXITS: **9m**	3.3.1.6. 3.4.2.4. 3.4.2.1. 3.4.2.5. 3.4.2.3.

ALL REFERENCES ARE TO DIVISION B OF THE ONTARIO BUILDING CODE UNLESS PRECEDED BY [A] OR DIVISION A OR [C] FOR DIVISON C.

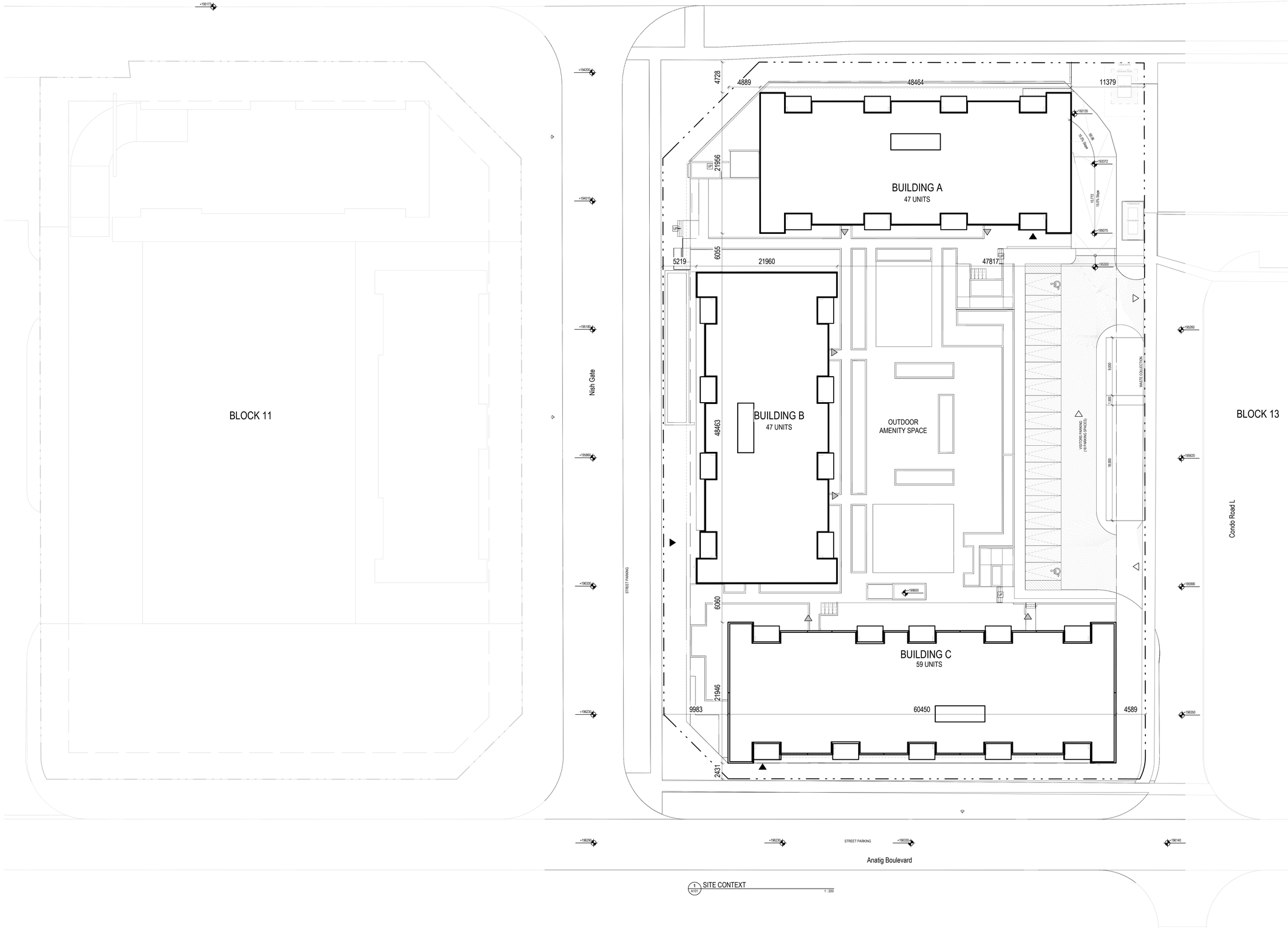
ONTARIO BUILDING CODE DATA MATRIX - BUILDING C

PART 3

00	**BUILDING CODE VERSION** O.REG. 30/24 ONTARIO BUILDING CODE 2024 **LAST AMENDMENT** O.REG. 163/24	**LOCATION** NINTH LINE MISSISSAUGA,ON L5M 0R5
01	**PROJECT TYPE** ■ NEW CONSTRUCTION ☐ RENOVATION ☐ OTHER: DESCRIPTION: **6-STOREY MODULAR RESIDENETIAL BUILDINGS IN MISSISSAUGA WITH MIXED UNIT TYPES AND BARRIER-FREE OPTIONS.**	**REFERENCES:** [A] 1.1.2.2
02	**MAJOR OCCUPANCIES CLASSIFICATION** MAIN USES: **C - RESIDENTIAL** **F3 - PARKING GARAGE**	3.1.2.1
03	**SUPERIMPOSED MAJOR OCCUPANCIES** ■ YES ☐ NO ☐ N/A DESCRIPTION: **RESIDENTIAL BUILDING ABOVE ONE LEVEL OF UNDERGROUND PARKING**	3.2.2.7.
04	**BUILDING AREA** EXISTING: N/A; NEW: 1206 m²; TOTAL: 1206 m²	[A] 1.4.1.2.
05	**GROSS AREA** EXISTING: N/A; NEW: 6,678 m²; TOTAL: 6,678 m²	[A] 1.4.1.2.
06	**BUILDING CLASSIFICATION** 3.2.2.51 GROUP C, UP TO 6 STOREYS, SPRINKLERED, COMBUSTIBLE CONSTRUCTION	3.2.2.49
07	**SPRINKLER SYSTEM** ■ REQUIRED ☐ NOT REQUIRED ■ ENTIRE BUILDING ☐ SELECTED COMPARTMENTS ☐ BASEMENT ☐ IN LIEU OF ROOF RATING ☐ SELECTED FLOOR AREAS ☐ NONE	3.2.1.5. 3.2.2.17. 3.2.2.20 - 3.2.2.83
08	**OCCUPANT LOAD** FLOOR: P1; OCCUPANCY TYPE: F3; OCCUPANT LOAD (PERSONS): **149 = AS PER 3.1.17.1.** FLOORS: LEVEL 1 C; LEVEL 2 C; LEVEL 3 C; LEVEL 4 C; LEVEL 5 C; LEVEL 6 C: **42 = AS PER 3.1.17.1.



3 / A101 Context Map 1 : 5



1 / A101 SITE CONTEXT 1 : 200

CLIENT
MATTAMY HOMES
SUITE 1600
3300 BLOOR ST. WEST
TORONTO, ON M8X 2X2
905-907-8888
WWW.MATTAMYHOMES.COM

ARCHITECTURE
lemay
Lemay CO Inc
SUITE 501
345 ADELAIDE ST W
TORONTO, ON M6V 1R5
T. 647-256-3185
www.lemay.com

STRUCTURAL
BLACKWELL ENGINEERING
SUITE 1301
134 PETER ST
TORONTO, ON M5V 1X6
416-593-5300
BLACKWELL.CA

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MARKHAM, ON L3R 3T7
905-946-9461
URBANTECH.COM

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213 STERLING RD
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NAKDESIGNSTRATEGIES.COM

STRUCTURAL
JABLONSKY AST & PARTNERS
SUITE 400
3 CONCORDE GATE
NORTH YORK, ON M3C 3N7
416-447-7405
JABLONSKY.CA

PLANNING
GSAI
700-10 KINGSBRIDGE GARDEN CIRCLE
MISSISSAUGA, ON L5R 3K6
905-568-8888
WWW.GSAI.CA

TRANSPORTATION
CROZIER
SUITE 600
211 YONGE ST
TORONTO, ON M5B 2H1
416-477-3392
CFCROZIER.CA

PROJECT NORTH / TRUE NORTH

NOTES

1. CONTRACTOR TO CHECK AND VERIFY ALL DIMENSIONS PRIOR TO COMMENCING WORK.
2. CONTRACTOR TO COMPLY WITH ALL BUILDING CODES, REGULATIONS, AND ORDINANCES OF AUTHORITIES HAVING JURISDICTION.
3. THIS DRAWING IS NOT TO BE USED FOR CONSTRUCTION UNLESS STAMPED ISSUED FOR CONSTRUCTION BY LEMAY ARCHITECTURE AND DESIGN LTD.
4. DO NOT SCALE DRAWING.
5. THIS DRAWING MAY NOT BE COPIED, ALTERED, OR DISTRIBUTED IN WHOLE OR IN PART WITHOUT WRITTEN PERMISSION. COPYRIGHT © LEMAY ARCHITECTURE AND DESIGN LTD.
6. REPORT ANY ERRORS AND OMISSIONS TO THE CONSULTANT IMMEDIATELY BEFORE COMMENCING WORK.
7. DEVIATIONS FROM THE CONTRACT DOCUMENTS WITHOUT WRITTEN APPROVAL FROM CONSULTANT ARE SUBJECT TO CORRECTIONS AT CONTRACTOR EXPENSE.
8. DIMENSIONS ARE IN METRIC (MM) UNLESS NOTED OTHERWISE.

ISSUE

#	DATE	DESCRIPTION
11	12/12/2025	ISSUED FOR 85% DD
10	11/17/2025	ISSUED FOR COORDINATION
9	10/20/2025	ISSUED FOR 75% DD
8	09/22/2025	ISSUED FOR 50% DD
7	09/15/2025	ISSUED FOR 25% DD
6	09/03/2025	ISSUED FOR 100% SD
5	08/25/2025	ISSUED FOR COORDINATION

SEALS

NOT FOR CONSTRUCTION

PROJECT NUMBER & PROJECT NAME
25-0251 - THE NINE - MATTAMY MODULAR

SHEET NAME
SITE CONTEXT

DATE / TIME STAMP
12/16/2025 2:15:24 PM

APPROVED BY
Approver
CHECKED BY
Checker
DRAWN BY
Author
SCALE
As Indicated

SHEET NUMBER
A101

File Path: Autodesk Docs://25-0251 | Mattamy Modular/25-0351_Mattamy Modular_AR_Site_v25.rvt

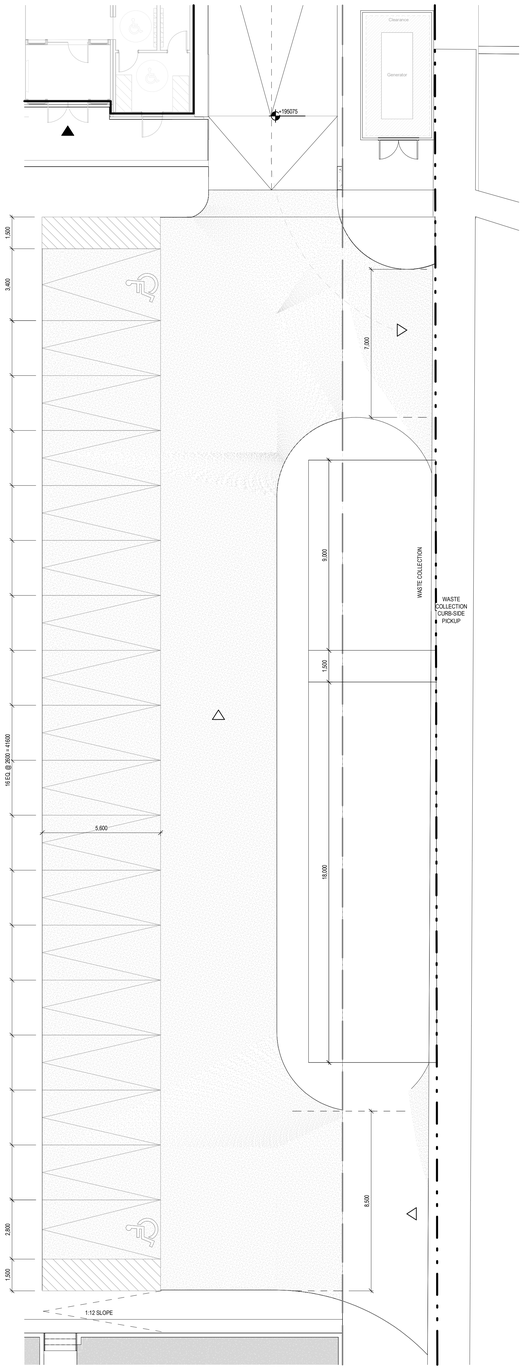
SHEET SIZE - ARCH E (914.4X1219.2mm) (36"X48")

CITY OF MISSISSAUGA GENERAL NOTES

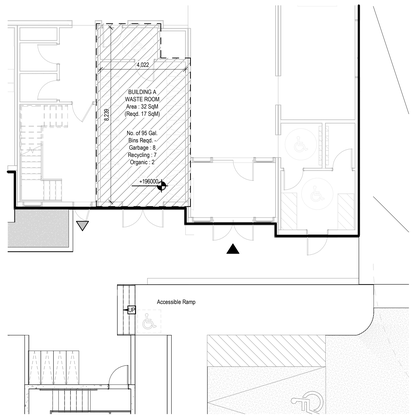
1. I HEREBY CERTIFY THAT THIS DRAWING CONFIRMS IN ALL RESPECTS TO THE SITE DEVELOPMENT PLANS ARCHITECT OR ENGINEER'S SIGNATURE (IF APPLICABLE) AND PROFESSIONAL SEAL.
2. THE CITY OF MISSISSAUGA REQUIRES THAT ALL WORKING DRAWINGS SUBMITTED TO THE BUILDING DIVISION AS PART OF AN APPLICATION FOR THE ISSUANCE OF A BUILDING PERMIT SHALL BE CERTIFIED BY THE ARCHITECT OR ENGINEER AS BEING IN CONFORMITY WITH THE SITE DEVELOPMENT PLAN AS APPROVED BY THE CITY OF MISSISSAUGA.
3. ALL EXTERIOR LIGHTING WILL BE DIRECTED ONTO THE SITE AND WILL NOT INFRINGE UPON THE ADJACENT PROPERTIES.
4. ALL ROOFTOP MECHANICAL UNITS SHALL BE SCREENED FROM VIEW BY THE APPLICANT.
5. PARKING SPACES RESERVED FOR PEOPLE WITH DISABILITIES MUST BE IDENTIFIED BY A SIGN, INSTALLED AT THE APPLICANT'S EXPENSE, IN ACCORDANCE WITH THE BY-LAW REQUIREMENTS AND BUILDING CODE REQUIREMENTS.
6. THE APPLICANT WILL BE RESPONSIBLE FOR ENSURING THAT ALL PLANS CONFIRM TO TRANSPORT CANADA'S RESTRICTIONS.
7. GRADES WILL BE MET WITH A 33% MAXIMUM SLOPE AT THE PROPERTY LINES AND WITHIN THE SITE.
8. ALL DAMAGED AREAS ARE TO BE REINSTATED WITH TOPSOIL AND SOD PRIOR TO THE RELEASE OF SECURITIES.
9. SIGNAGE SHOWN ON THE SITE DEVELOPMENT PLANS IS FOR INFORMATION PURPOSES ONLY. ALL SIGNS WILL BE SUBJECT TO THE PROVISIONS OF SIGN BY-LAW 0054-2002, AS AMENDED, AND A SEPARATE SIGN APPLICATION WILL BE REQUIRED THROUGH THE BUILDING DIVISION.
10. ANY FENCING ADJACENT TO MUNICIPAL LANDS IS TO BE LOCATED 15 CM (6.0 IN.) INSIDE THE PROPERTY LINE.
11. ONLY "SHIELDED" LIGHTING FIXTURES ARE PERMITTED FOR ALL DEVELOPMENT, EXCEPT FOR DETACHED AND SEMI-DETACHED DWELLINGS WITHIN 60 M (196.8 FT.) OF A RESIDENTIALLY ZONED PROPERTY AND MUST CONFIRM TO THE ENGINEER CERTIFIED LIGHTING PLAN.
12. THE ENGINEER CERTIFIED LIGHTING PLAN MUST BE SIGNED BY THE CONSULTING ENGINEER.
13. THE OWNER COVENANTS AND AGREES TO CONSTRUCT AND INSTALL 'SHIELDED' LIGHTING FIXTURES ON THE SUBJECT LANDS, IN CONFORMITY WITH THE SITE PLAN AND ENGINEER CERTIFIED LIGHTING PLAN TO THE SATISFACTION OF THE CITY OF MISSISSAUGA.
14. THE APPLICANT WILL BE RESPONSIBLE FOR ENSURING THAT ALL PLANS CONFIRM TO TRANSPORT CANADA'S RESTRICTIONS.
15. WHERE PLANTING IS TO BE LOCATED IN LANDSCAPED AREAS ON TOP OF AN UNDERGROUND PARKING STRUCTURE, IT IS THE RESPONSIBILITY OF THE APPLICANT TO ARRANGE THE COORDINATION OF THE DESIGN OF THE UNDERGROUND PARKING STRUCTURE WITH THE LANDSCAPE ARCHITECT AND THE CONSULTING ENGINEERING. UNDERGROUND PARKING STRUCTURES WITH LANDSCAPING AREA TO BE CAPABLE OF SUPPORTING THE FOLLOWING LOADS:
    - 1.5 CM OF DRAINAGE GRAVEL PLUS 40 CM TOPSOIL FOR SOD
    - 1.5 CM OF DRAINAGE GRAVEL PLUS 60 CM TOPSOIL FOR SHRUBS
    - 1.5 CM OF DRAINAGE GRAVEL PLUS 90 CM FOR TREES

    OR
    - PREFABRICATED SHEET DRAIN SYSTEM* WITH A COMPRESSIVE STRENGTH OF 1003 KPA PLUS 40 CM TOPSOIL FOR SOD
    - PREFABRICATED SHEET DRAIN SYSTEM* WITH A COMPRESSIVE STRENGTH OF 1003 KPA PLUS 60 CM TOPSOIL FOR SHRUBS
    - PREFABRICATED SHEET DRAIN SYSTEM* WITH A COMPRESSIVE STRENGTH OF 1003 KPA PLUS 90 CM TOPSOIL FOR TREES

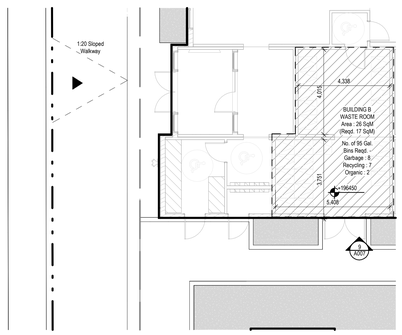
    * TERRADRAIN 900 OR APPROVED EQUAL
16. THE STRUCTURAL DESIGN OF ANY RETAINING WALL OVER 0.6 M IN HEIGHT OR ANY RETAINING WALL LOCATED ON A PROPERTY LINE IS TO BE SHOWN ON THE SITE GRADING PLAN FOR THIS PROJECT AND IS TO BE APPROVED BY THE CONSULTING ENGINEER FOR THE PROJECT.
17. CONTINUOUS 15 CM HIGH BARRIER TYPE POURED CONCRETE CURBING WILL BE PROVIDED BETWEEN ALL ASPHALT AND LANDSCAPED AREAS THROUGHOUT THE SITE.
18. ALL UTILITY COMPANIES WILL BE NOTIFIED FOR LOCATES PRIOR TO THE INSTALLATION OF THE HOARDING THAT LIES WITHIN THE SITE AND WITHIN THE LIMITED OF THE CITY BOULEVARD AREA.



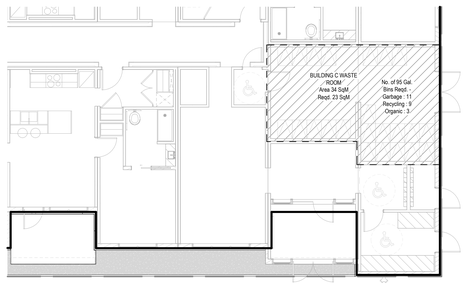
5 A102 GARBAGE/MOVING - ENLARGEMENT 1 : 100



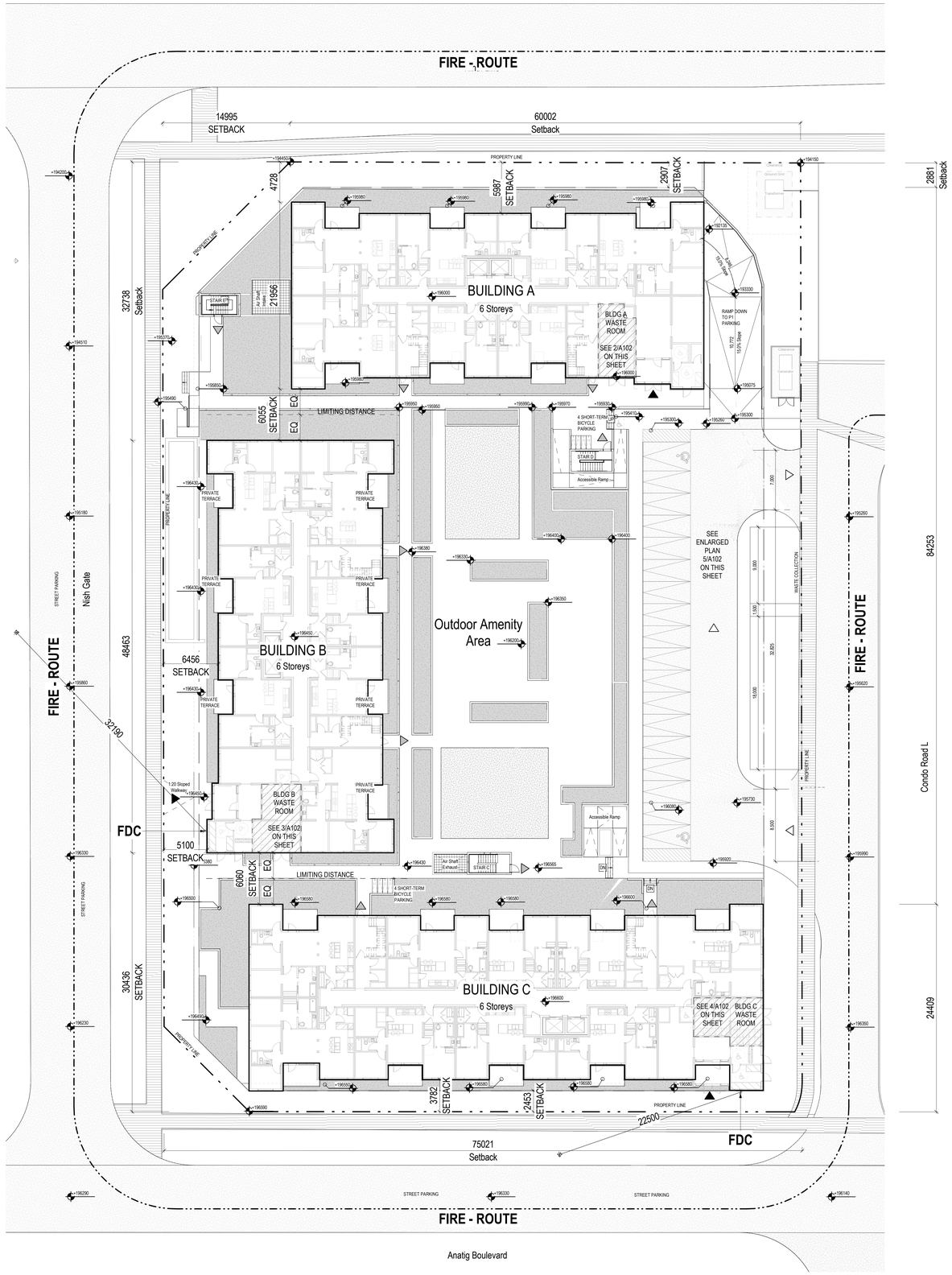
2 A102 WASTE ROOM - BLDG A 1 : 100



3 A102 WASTE ROOM - BLDG B 1 : 100



4 A102 WASTE ROOM - BLDG C 1 : 100



1 A102 SITE PLAN 1 : 200

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#	DATE	DESCRIPTION
11	12/12/2025	ISSUED FOR 95% DD
10	11/17/2025	ISSUED FOR COORDINATION
9	10/20/2025	ISSUED FOR 75% DD
8	09/22/2025	ISSUED FOR 50% DD
7	09/15/2025	ISSUED FOR 25% DD
6	09/03/2025	ISSUED FOR 100% SD
5	08/25/2025	ISSUED FOR COORDINATION

SEALS

NOT FOR CONSTRUCTION

PROJECT NUMBER & PROJECT NAME
25-0251 - THE NINE - MATTAMY MODULAR

SHEET NAME
SITE PLAN

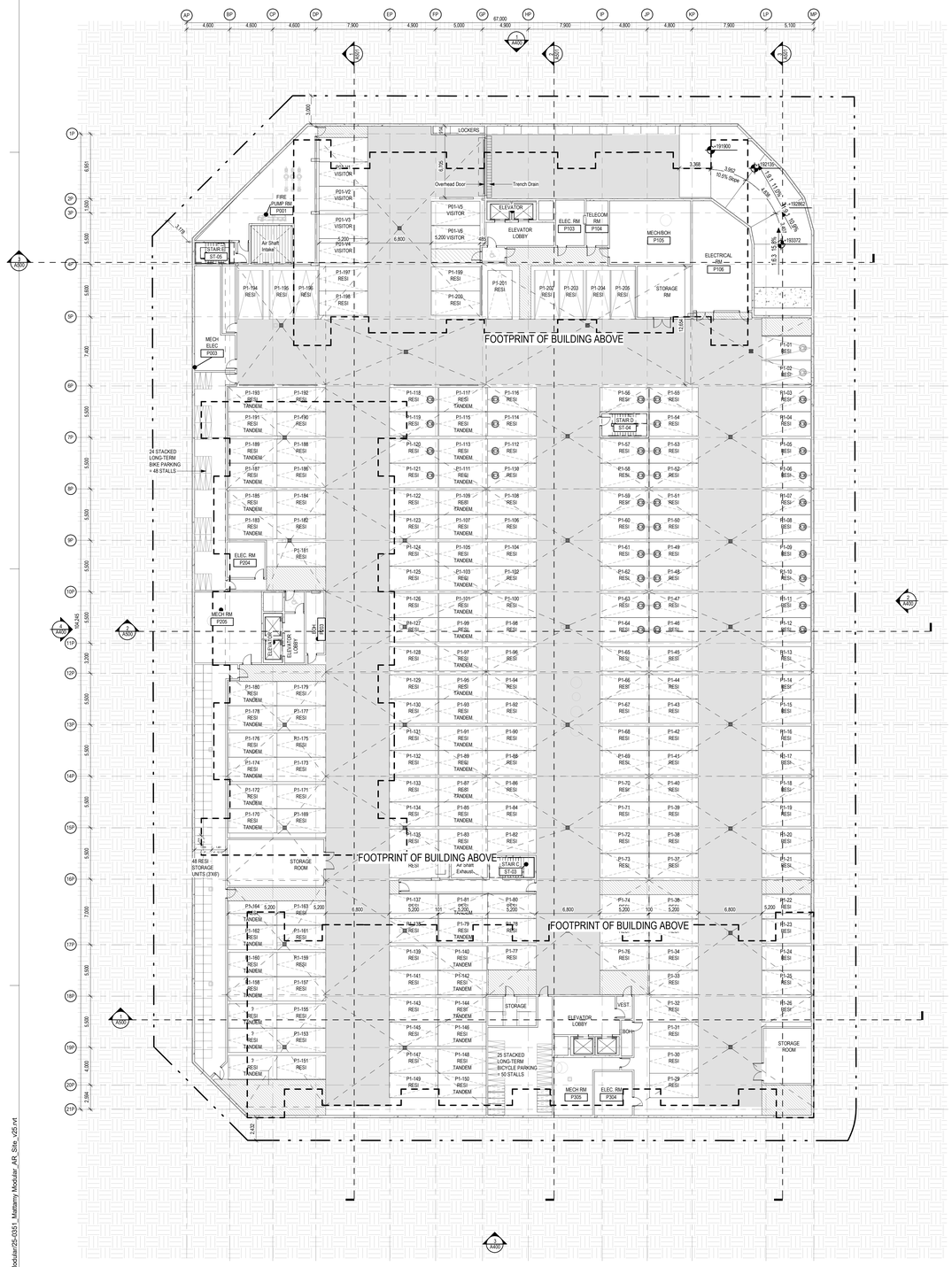
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APPROVED BY
Approver
CHECKED BY
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DRAWN BY
Author
SCALE
As indicated

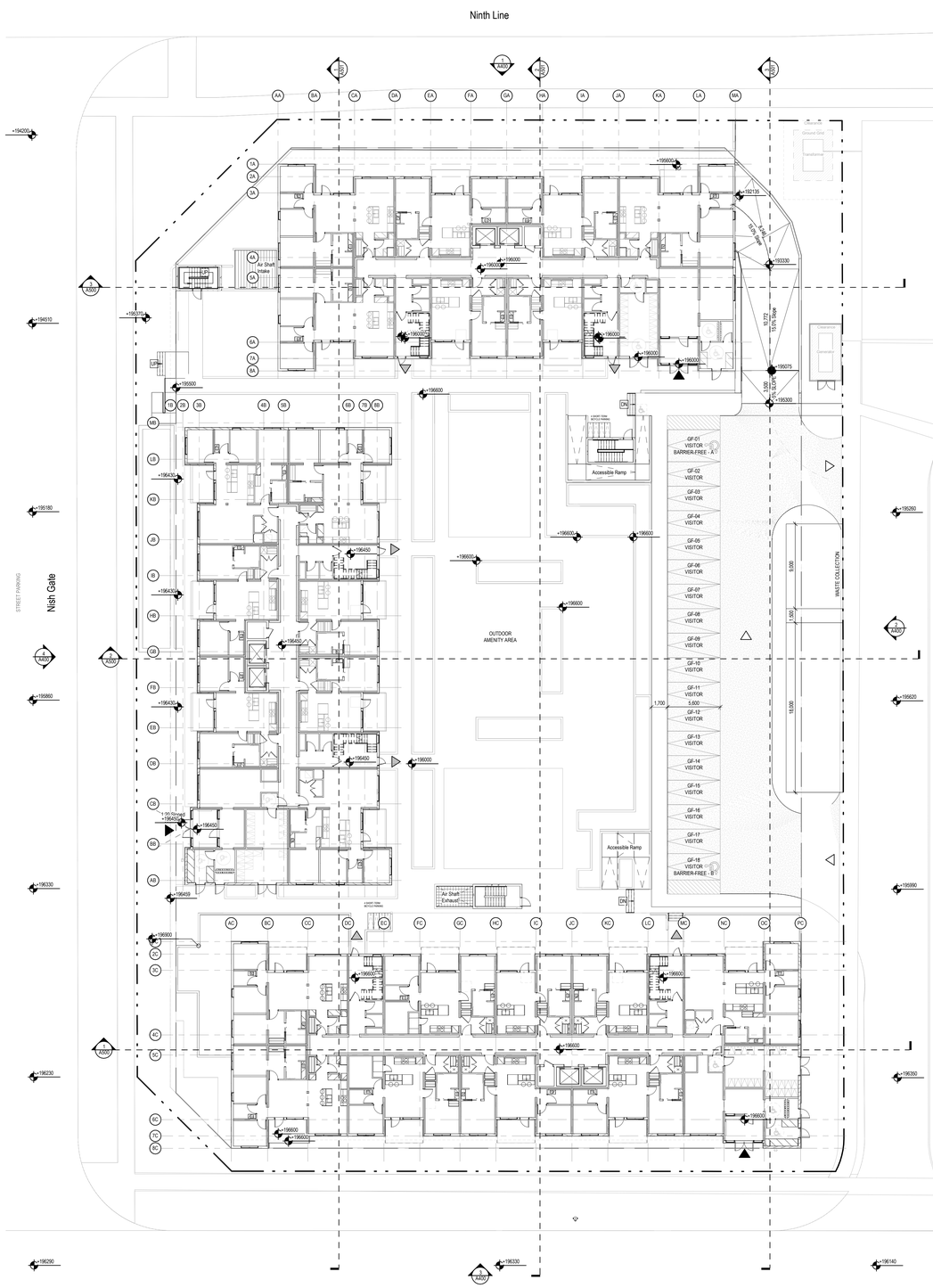
SHEET NUMBER
A102

SHEET SIZE - ARCH E (914.4X1219.2mm) (36"X48")

File Path: - Autodesk Docs://25-0251 - Mattamy Modular/25-0351_Mattamy Modular_AR_Site_v25.rvt



2 PARKING PLAN
1 : 200



1 GROUND FLOOR PLAN
1 : 200

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5	08/25/2025	ISSUED FOR COORDINATION

SEALS

NOT FOR CONSTRUCTION

PROJECT NUMBER & PROJECT NAME
25-0251 - THE NINE - MATTAMY MODULAR

SHEET NAME
OVERALL PLAN - PARKING & GROUND FLOOR

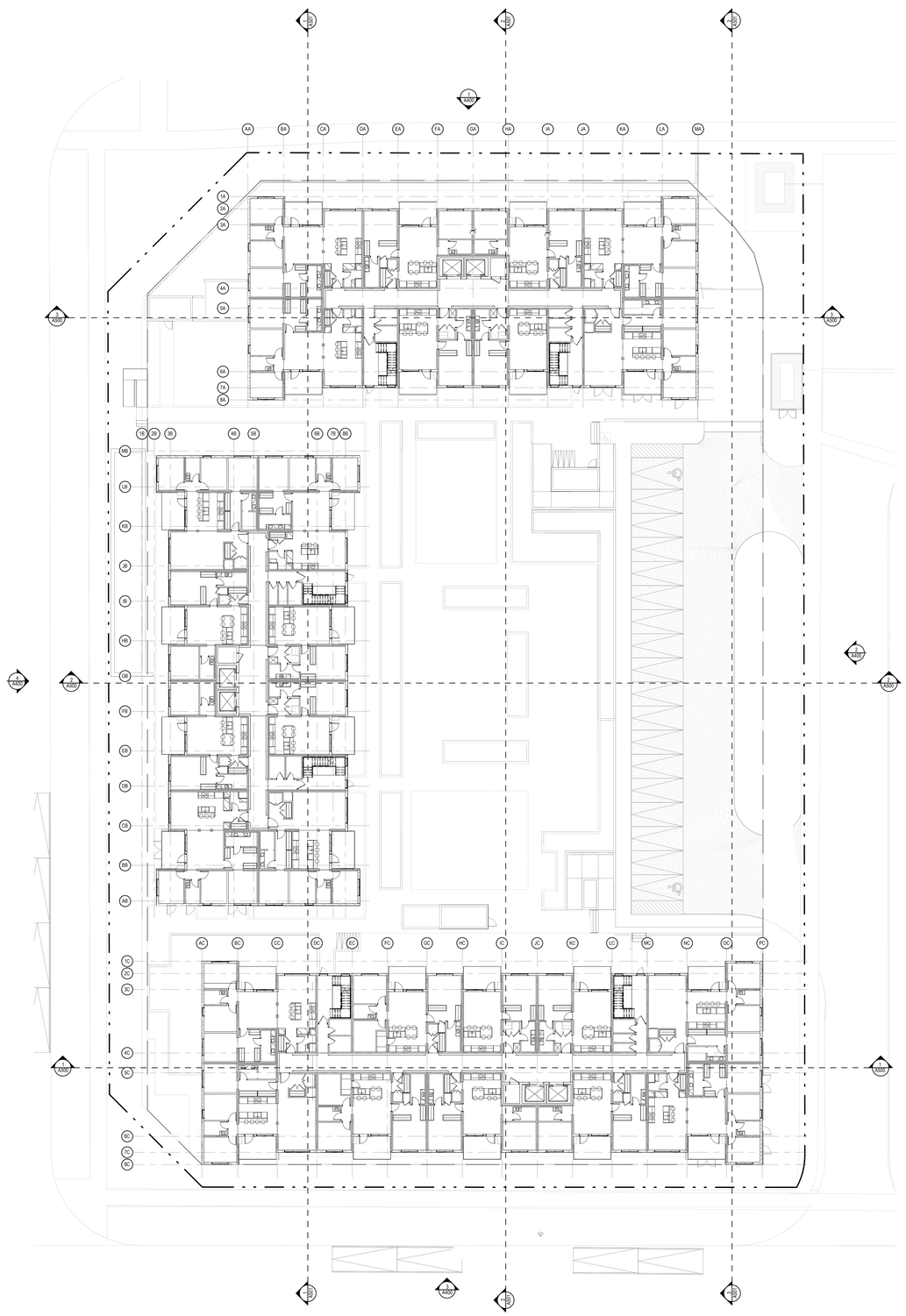
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1 : 200

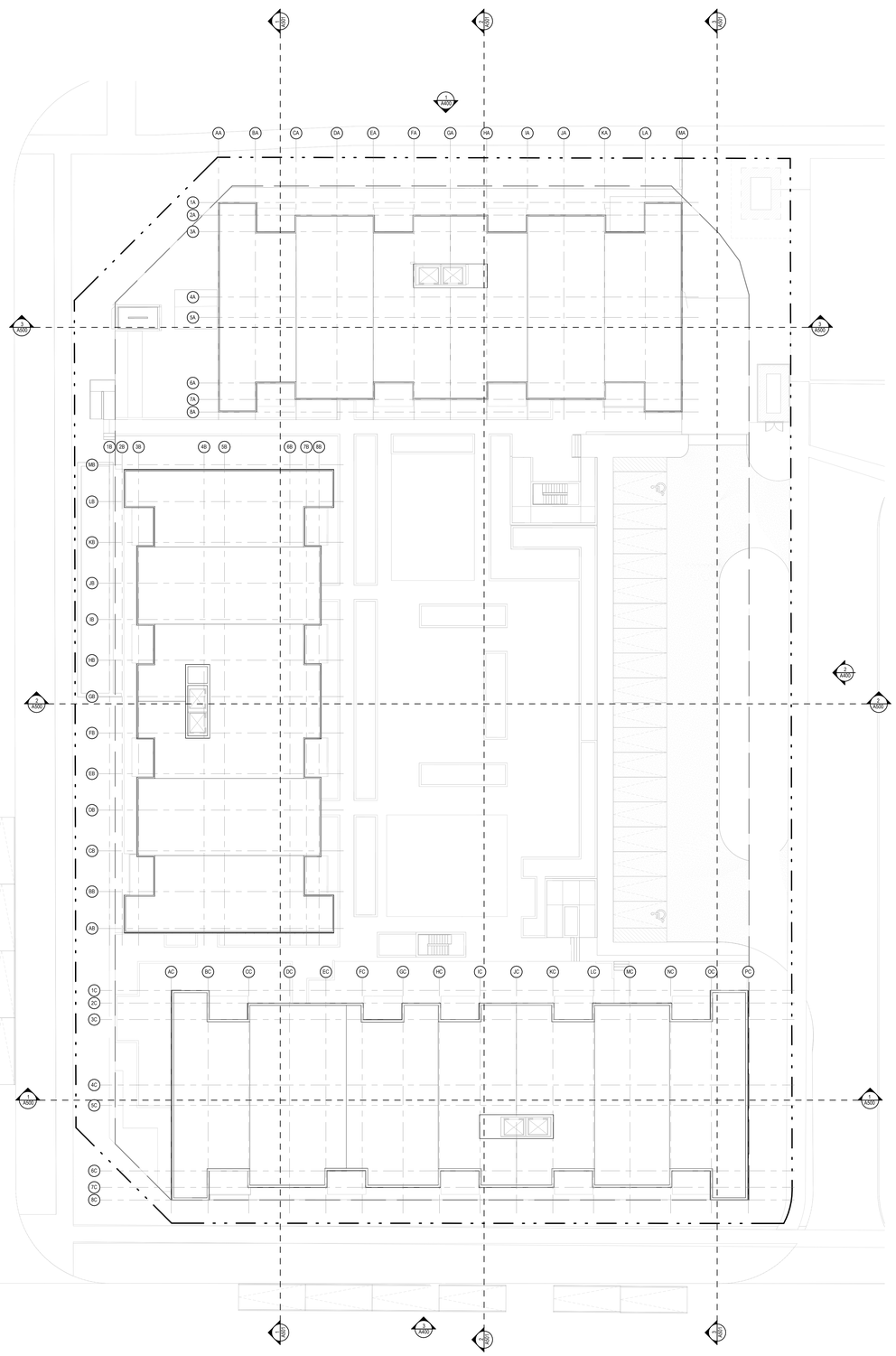
SHEET NUMBER
A300

File Path - Autodesk Docs://25-0251_Mattamy Modular/25-0351_Mattamy Modular_AR_Site_v25.rvt

SHEET SIZE - ARCH E (914.4X1219.2mm) (36"X48")



2 A301 TYPICAL FLOOR PLAN
1 : 200



1 A301 ROOF PLAN
1 : 200

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#	DATE	DESCRIPTION

SEALS

NOT FOR CONSTRUCTION

PROJECT NUMBER & PROJECT NAME
25-0251 - THE NINE - MATTAMY MODULAR

SHEET NAME
OVERALL PLAN - TYPICAL FLOOR & ROOF

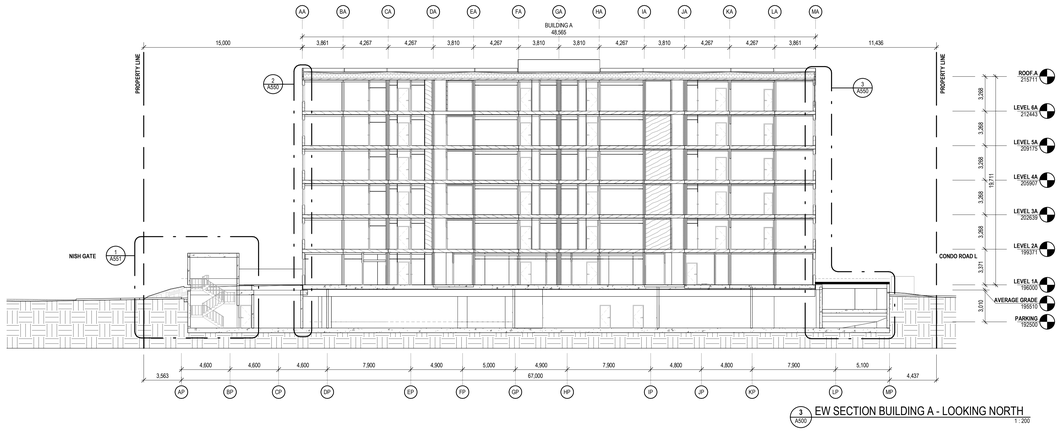
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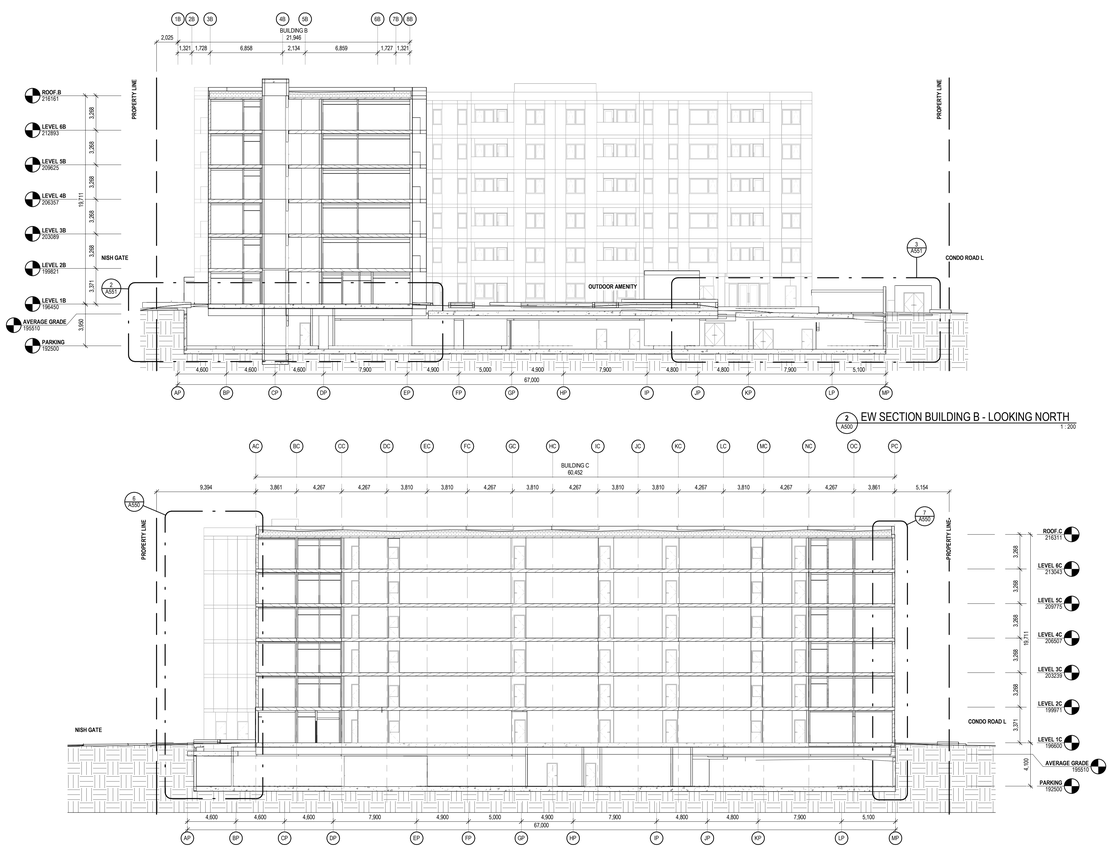
SHEET NUMBER
A301

SHEET SIZE - ARCH E (914.4X1219.2mm) (36"X48")

File Path: - Autodesk Docs://25-0251_Mattamy Modular/25-0351_Mattamy Modular_AR_Site_v25.rvt



3 A500 EW SECTION BUILDING A - LOOKING NORTH
1 : 200



2 A500 EW SECTION BUILDING B - LOOKING NORTH
1 : 200

1 A500 EW SECTION BUILDING C - LOOKING NORTH
1 : 200

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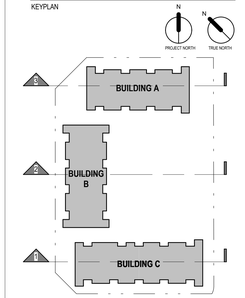
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KEYPLAN



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#	DATE	DESCRIPTION

SEALS

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PROJECT NUMBER & PROJECT NAME
25-0251 - THE NINE - MATTAMY MODULAR

SHEET NAME
OVERALL SECTIONS

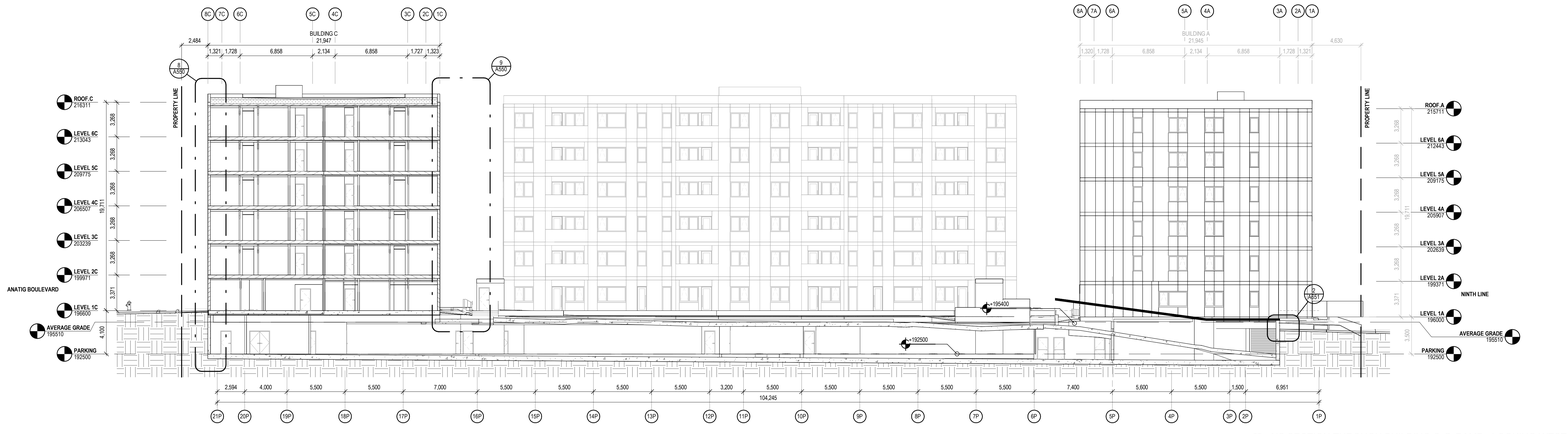
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CHECKED BY
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DRAWN BY
Author
SCALE
1 : 200

SHEET NUMBER
A500

SHEET SIZE - ARCH E (914.4X1219.2mm) (36"X48")

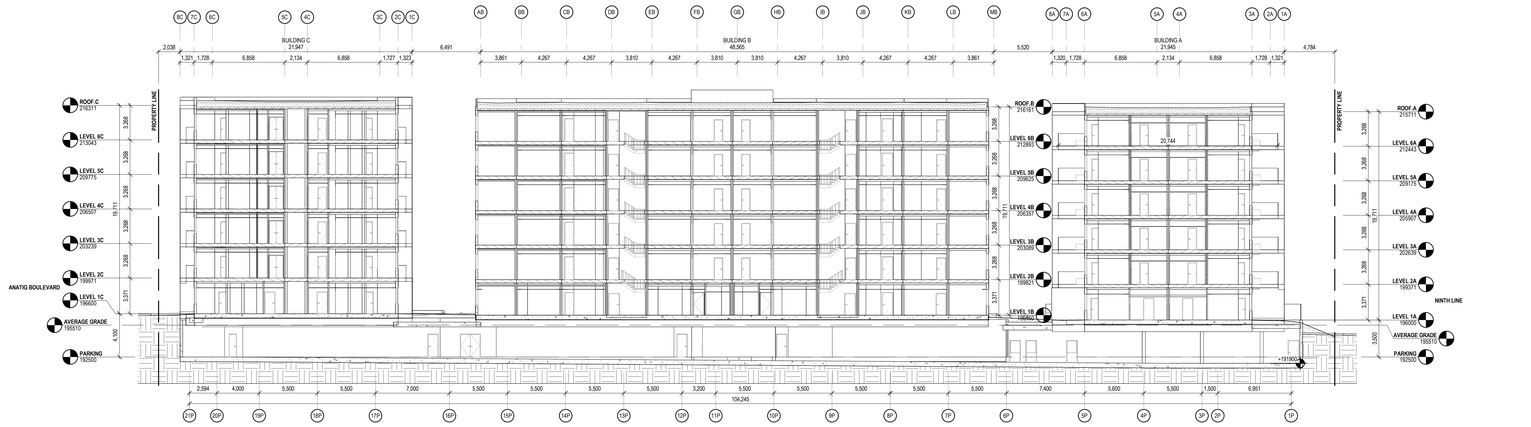
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1 A501 NS SECTION THROUGH BUILDING C @ RAMP - LOOKING WEST
1 : 200



2 A501 NS SECTION THROUGH BUILDING A & C - LOOKING EAST
1 : 200



1 A501 NS SECTION THROUGH BUILDING A, B, & C - LOOKING EAST
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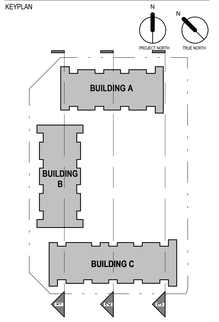
LANDSCAPE
NAK
SUITE 211
213 STERLING RD
TORONTO, ON M6R 2B2
416-340-8700
NAKDESIGNSTRATEGIES.COM

STRUCTURAL
JABLONSKY AST & PARTNERS
SUITE 400
3 CONCORDE GATE
NORTH YORK, ON M3C 3N7
416-447-7405
JABLONSKY.CA

PLANNING
GSAI
700-10 KINGSBRIDGE GARDEN CIRCLE
MISSISSAUGA, ON L5R 3K6
905-568-8888
WWW.GSAI.CA

TRANSPORTATION
CROZIER
SUITE 600
211 YONGE ST
TORONTO, ON M5B 2H1
416-477-3392
CFCROZIER.CA

KEYPLAN



NOTES

1. CONTRACTOR TO CHECK AND VERIFY ALL DIMENSIONS PRIOR TO COMMENCING WORK.
2. CONTRACTOR TO COMPLY WITH ALL BUILDING CODES, REGULATIONS, AND ORDINANCES OF AUTHORITIES HAVING JURISDICTION.
3. THIS DRAWING IS NOT TO BE USED FOR CONSTRUCTION UNLESS STAMPED ISSUED FOR CONSTRUCTION BY LEMAY ARCHITECTURE AND DESIGN LTD.
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5. THIS DRAWING MAY NOT BE COPIED, ALTERED, OR DISTRIBUTED IN WHOLE OR IN PART WITHOUT WRITTEN PERMISSION. COPYRIGHT © LEMAY ARCHITECTURE AND DESIGN LTD.
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8. DIMENSIONS ARE IN METRIC (MM) UNLESS NOTED OTHERWISE.

ISSUE

11	12/12/2025	ISSUED FOR 85% DD
10	11/17/2025	ISSUED FOR COORDINATION
9	10/20/2025	ISSUED FOR 75% DD
8	09/22/2025	ISSUED FOR 50% DD
7	09/15/2025	ISSUED FOR 25% DD
6	09/03/2025	ISSUED FOR 100% SD
5	08/25/2025	ISSUED FOR COORDINATION
#	DATE	DESCRIPTION

SEALS

NOT FOR CONSTRUCTION

PROJECT NUMBER & PROJECT NAME
25-0251 - THE NINE - MATTAMY MODULAR

SHEET NAME
OVERALL SECTIONS

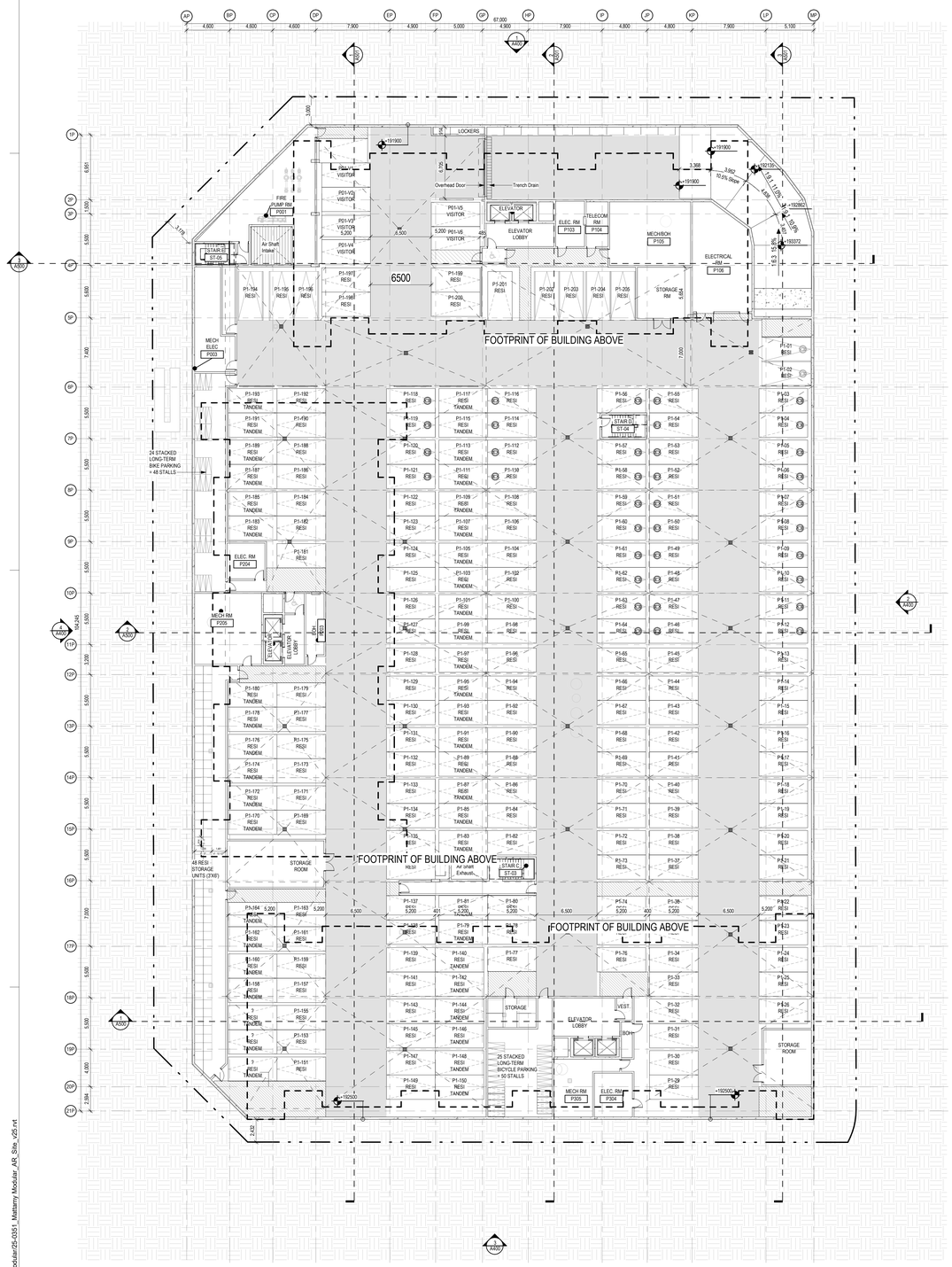
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APPROVED BY
Approver
CHECKED BY
Checker
DRAWN BY
Author
SCALE
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SHEET NUMBER
A501

File Path: Autodesk Docs://25-0251_Mattamy Modular/25-0351_Mattamy Modular_AR_Site_v25.rvt

SHEET SIZE - ARCH E (914.4X1219.2mm) (36"X48")


FOOTPRINT OF BUILDING ABOVE
FOOTPRINT OF BUILDING ABOVE
FOOTPRINT OF BUILDING ABOVE
6500
LOCKERS
FIRE PUMP RM P001
ELEVATOR
ELEVATOR LOBBY
ELEC. RM P103
TELECOM RM P104
MECHBOH P105
ELECTRICAL RM P106
STORAGE RM
Overhead Door
Trench Drain
Air Shaft Intake
Air shaft Exhaust
START ST-05
START ST-03
START ST-04
MECH ELEC P003
ELEC. RM P204
MECH RM P205
MECH RM P305
ELEC. RM P304
24 STACKED LONG-TERM BIKE PARKING = 48 STALLS
25 STACKED LONG-TERM BICYCLE PARKING = 50 STALLS
48 RESI STORAGE UNITS (D7/D7)
STORAGE ROOM
STORAGE
VEST.
BOH
ELEVATOR LOBBY
67.000
67.000
+191900
+192150
+192890
+193372
+192500
+192500
3.952
10.0% down
4.108
10.0% up
3.368
10.0% up
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10.0% up
3.704
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3.175
6.500
5.200
6.500
5.200
6.500
5.200

Appendix B

Pre-Study Consultation Checklist

Mattamy Modular Ninth Line Midrise - Blocks 15S and 9N

Appendix B

Pre-Study Consultation Checklist

Description	Information	Section Reference
Development Information		
Development Description (land use, size, and number of phases of development)	Phase 1: Block 15S - 153 residential dwelling units within three mid-rise (6-storey) apartment buildings Phase 2: Block 9N - 153 residential dwelling units within three mid-rise (6-storey) apartment buildings 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.	-	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)	-	2.3.17
Identification of Mitigation Improvement Measures	☐ Neighbourhood Traffic Management Plan ☐ Other_____	2.3.23
Safety Analysis (any special issues)	-	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:_____	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_____	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

None of the TIS Triggers are satisfied for the development proposal. The trip generation forecast is lower compared to the approved Ninth Line Derry Britannia Subdivision Transportation Impact Study for the development proposal. This study considered transportation impacts of the full subdivision. Therefore, a full TIS/TIA is not required.

Crozier has previously prepared Traffic Opinion Letters in support of site plan applications for the Ninth Line Derry Britannia Subdivision Phase 1 Condos (6344 Ninth Line) and Phase 2A Condos (6432 Ninth Line) parcels. A similar scope to those previous Traffic Opinion Letters is considered appropriate for the proposed development and is outlined below.

•Trip Generation and Development Yield Comparison between the Draft Plan proposal and the statistics assumed in the Ninth Line DBS TIS (September 2023).

•Transportation Safety Review of the Draft Plan, which includes the following:

- Vehicle Maneuverability Review
- Pedestrian Circulation Review
- Sight Line Analysis at new access intersections
- TAC conformance review of new site accesses

•Zoning By-Law Vehicle and Bicycle Parking Requirements Review.

•Transportation Demand Management Statement.

Appendix C

Ninth Line Derry Britannia Subdivision TIS Excerpts

TRAFFIC IMPACT STUDY UPDATE

PART OF LOTS 6, 7, 8 & 9 CONCESSION 9
DRAFT PLAN OF SUBDIVISION
CITY OF MISSISSAUGA,
REGIONAL MUNICIPALITY OF PEEL

PREPARED FOR:
DERRY-BRITANNIA DEVELOPMENTS LTD.

PREPARED BY:

C.F. CROZIER & ASSOCIATES INC.
211 YONGE STREET, SUITE 600
TORONTO, ON
M5B 1M4

ORIGINAL – JUNE 2019
UPDATE – SEPTEMBER 2023

CFCA FILE NO. 780-5227

The material in this report reflects best judgment in light of the information available at the time of preparation. Any use which a third party makes of this report, or any reliance on or decisions made based on it, are the responsibilities of such third parties. C.F. Crozier & Associates Inc. accepts no responsibility for damages, if any, suffered by any third party as a result of decisions made or actions based on this report.

CROZIER
CONSULTING ENGINEERS

2.0 Introduction

2.1 Background

C.F. Crozier & Associates Inc. (Crozier) was retained by Derry-Britannia Developments Ltd. to prepare a Traffic Impact Study in support of the Draft Plan of Subdivision application for a proposed residential development located at Part of Lots 6, 7, 8 & 9 - Concession 9 in the City of Mississauga, Regional Municipality of Peel.

The subject property is located within the Ministry of Transportation of Ontario (MTO)'s permit control area, which includes the area within 395 metres of the centre point of a controlled-access highway and within 45 metres of the right-of-way. The subject property is bound by Highway 407 to the west and is thus within the MTO's permit control area.

An original Traffic Impact Study (TIS) was submitted in June 2019 in support of the North Draft Plan and South Draft Plan. Three subsequent submissions dated April 2020, November 2021, and September 2023, respectively, were previously prepared to address City, Region, and MTO comments. This TIS Update has been prepared to address the fourth submission comments provided by the City (dated July 2023). Highlights regarding how each Transportation Engineering related comment was addressed is provided in a comment response letter under a separate cover to ease review of this TIS.

In addition, under previous submissions, a roadway connection to Ninth Line opposite Foxwood Avenue was proposed but has been replaced with a multiuse path in the current Draft Plan. The Draft Plan Roadway Changes letter (dated March 1, 2023) outlined the rational for the change and benefits of the multiuse path. **Appendix B** contains excerpts from the Draft Plan Revisions Letter.

Furthermore, a sensitivity analysis (**Section 6.8**) has been added in this submission which considers the condition where the Street "A" (North) connection to Ninth Line is not implemented as MTO lands are yet to be obtained.

2.2 Development Proposal

Per the Draft Plan prepared by Glen Schnarr & Associates Inc. (GSAI), dated May 2, 2023, the proposed development yield is potentially up to 1678 residential units, an elementary school, and amenity lots. **Appendix A** contains the Draft Plan and additional details are presented in Table 1.

The development proposal is anticipated to be completed in two phases. The first phase of the development proposal is primarily located on the lands south of the proposed Street "B" opposite Doug Leavens Boulevard. These units are expected to be completely built out by 2028, however, occupancy of some units are expected as early as 2026. The second phase (northern lands) of the development will follow the south phase. The north phase is expected to be built out by 2031. There is also future development included in the draft plan. These future developments include Condominium Block 5, a public elementary school and a future residential apartment development located on the southwest corner of Osprey Boulevard and Ninth Line. The timing of these future developments are unknown but can reasonably be expected to occur during or beyond completion of the second phase. Nevertheless, for the purposes of this study, these developments are assumed to be implemented in the second Phase by the 2031 horizon year.

Table 1 outlines the proposed development statistics, including that of the future residential developments as well as the expected year of build-out and proposed access connections. The total

of 1360 units shown on the Draft Plan excludes the future residentials, but these have been included herein to account for the worst case scenario in terms of trip generation and operational impacts, resulting in the 1578 to 1678 units in **Table 1**.

Table 1: Development Proposal

Phase (Draft Plan of Subdivision)	Unit Type	Total Units	Assumed Build-Out	Proposed Access Connections
Phase 1 (South Draft Plan)	Townhouses [1]	498	2026-2028	Street "A" (South) at Ninth Line (Osprey Boulevard location) Street "B" at Ninth Line (Doug Leavens Boulevard location)
	Future Residential (Condominium Apartment)[3]	100-200	2031+	
	Total	**598 – 698**	2026-2031	
Phase 2 (North Draft Plan)	Rear Lane Detached	27	2031	Street "A" (North connection) at Ninth Line (new intersection) *– herein referred to as Street "A" (North)* [4]
	Townhouses [1]	185		
	Condominium Apartments[2]	550-650		
	Future Townhouses[3]	118		
	Total	**880-980**		
Full Build-Out	Rear Lane Detached	27	**2031**	
	Townhouses [1]	801		
	Condominium Apartments	750-850		
	Total	**1478 – 1678**		
	Elementary School	**850 student capacity [5]**		

Note 1: The Townhouses include street , rear, stacked, and back-to-back.
Note 2: The Condominium Apartments at the northwest and southwest corners of Ninth Line and Doug Leavens Boulevard / Street "B", are considered to fall within the North Draft Plan.
Note 3: A future residential apartment is expected at the southwest corner of the Ninth Line and Osprey Boulevard / Street "A" intersection. Similarly, 118 future townhouse units are shown though not included in the total DP unit yield.
Note 4: The Street "A" north access to Ninth Line will be configured as a right-in right-out (RIRO) given the proximity of the intersection to the future signalized intersection of Beacham Street at Ninth Line.
Note 5: The school capacity is a forecast provided by Peel District School Board and is expected to be completed no earlier than 2031.

2.3 Purpose and Scope

The purpose of the study is to evaluate the transportation-related impacts of the proposed development on the boundary road network and to recommend any required mitigation measures, if warranted.

The study reviews the following main aspects of the proposed development from a transportation engineering perspective:

- Existing, future background, and future total traffic operations on the boundary road network during the weekday a.m. and p.m. peak hours;
- Forecasted trip generation and distribution of the proposed development;
- Mitigation measures to support the proposed development, if required; and
- Transportation safety components, including: sight distance requirements at the site accesses, access spacing and restrictions, and general safety issues pertaining to road users.

Table 4: Boundary Road Network – Study Intersections

Intersection	Control	Approaches	Major Street	Auxiliary Turn Lanes	Pedestrian Crossing
Winston Churchill Boulevard and 401 West Ramp Terminal	Signal Semi-Actuated	3	Winston Churchill Boulevard	WBL WBR	None
Winston Churchill Boulevard and 401 East Ramp Terminal	Signal Semi-Actuated	3	Winston Churchill Boulevard	EBL EBR	None
Derry Road West and 407 South Ramp Terminal	Signal Semi-Actuated	3	Derry Road West	SBL SBR	None
Derry Road West and 407 North Ramp Terminal	Signal Semi-Actuated	3	Derry Road West	NBL NBR	None
Derry Road West and Ninth Line	Signal Semi-Actuated	4	Derry Road West	EBL WBL NBL NBR SBL SBR	All approaches (crossings delineated by ladder markings)
Ninth Line and Doug Leavens Boulevard	Signal Semi-Actuated	3	Ninth Line	WBL WBR NBR SBL	All approaches (crossings delineated by edge markings)
Ninth Line and Osprey Boulevard	Signal Semi-Actuated	3	Ninth Line	WBL WBR NBR SBL	All approaches (crossings delineated by edge markings)
Britannia Road West and Ninth Line	Signal Semi-Actuated	4	Britannia Road West	EBL WBL WBR NBL SBL	All approaches (crossings delineated by ladder markings)
Britannia Road West and 407 South Ramp Terminal	Signal Semi-Actuated	3	Britannia Road West	SBL SBR	None
Britannia Road West and 407 North Ramp Terminal	Signal Semi-Actuated	3	Britannia Road West	NBL NBR	None

Note 1: Although not marked, Foxwood Avenue is wide enough to allow for exclusive westbound left-turns and right-turns.

Figure 1 illustrates the existing boundary road network, including lane configurations, storage lengths, and intersection control.

3.4 Transit Operations

There are several MiWay Transit and GO Transit bus routes that operate in the surrounding area of the subject property. **Table 5** outlines the existing transit routes, direction, days of operation, peak hour headways, and the location of bus stops in the study area.

Table 5: Existing Transit Services

MiWay Transit					
Route	**Start and End Points**	**Days of Operation**	**Peak Hour Headways (min)**	**Bus Stop(s) (Direction 1) near study area**	**Bus Stop(s) (Direction 2) near study area**
39 Britannia	Meadowvale Town Centre to Renforth Station	Monday - Sunday	20 min	Ninth Line At Osprey Boulevard (<50m, <2min walk) Lisgar Drive At Foxwood Drive (~350m, ~5min walk) Lisgar Drive At Doug Leavens Boulevard (~300m, ~4min) Lisgar Drive At Beacham Street (~400m, ~5.5min)	Lisgar Drive At Berryman Trail (~300m, ~4min walk) Lisgar Drive At Doug Leavens Boulevard (~250m, ~3.5min walk) Lisgar Drive At Foxwood Avenue (~350m, ~5min walk) Osprey Boulevard At Ninth Line (<50m, <2min walk)
GO Transit					
Route	**Start and End Points**	**Days of Operation**	**Peak Hour Headways (min)**	**Bus Stop(s) (Direction 1) near study area**	**Bus Stop(s) (Direction 2) near study area**
21 Milton	Milton to Toronto	Monday - Sunday	Varies by sub route, from 20–60min	Derry Road West @ Ninth Line (~800m, ~11min walk) Meadowvale Town Centre (3.0km, ~10min bike or Transit via Route 39) Meadowvale GO Station Lisgar GO Station	Derry Road West @ Ninth Line (~800m, ~11min walk) Meadowvale Town Centre (3.0km, ~10min bike or Transit via Route 39) Meadowvale GO Station Lisgar GO Station
27 Milton/North York	Milton to North York	Monday - Sunday	30min	Derry Road West @ Ninth Line (~800m, ~11min walk) Meadowvale Town Centre (3.0km, ~10min bike or Transit via Route 39)	Derry Road West @ Ninth Line (~800m, ~11min walk) Meadowvale Town Centre (3.0km, ~10min bike or Transit via Route 39)
48 407 West	University of Guelph to Toronto	Monday - Sunday	Varies from 20-30 min		

As outlined, there are several routes that operate within the surrounding area that provide connectivity to major transit terminals in the area such as Meadowvale Town Centre, Meadowvale GO Station, and Lisgar GO Station. These transit terminals provide connectivity to the rest of the Greater Toronto Area (GTA) via other bus routes and the Milton GO Train line to Union Station in Toronto.

The nearest bus stops in the study area are primarily located on Lisgar Drive which runs parallel to Ninth Line. These bus stops are located within 350 metres of Ninth Line, thus being walkable from Ninth Line

via the existing pedestrian sidewalks on the local and collector roadways connecting Ninth Line to Lisgar Drive.

Therefore, the existing transit services in the study area are sufficient to promote transit as a viable mode of transportation.

The boundary road network in **Figure 1** illustrates the existing bus stop locations in the study area. **Appendix C** contains relevant transit information.

3.5 Active Transportation Network

The existing active transportation facilities on the boundary road network are described in **Table 6**.

Table 6: Active Transportation Network

Roadway	Pedestrian Facilities	Separation from Roadway	Cycling Facilities	Separation from Roadway
Winston Churchill Boulevard	1.5 metre concrete sidewalk (Highway 401 overpass, both sides; south of East Ramp Terminal, west side)	None	None	N/A
Derry Road West	1.5 metre concrete sidewalk (Highway 407 overpass, both sides)	None	Multi-use trail east of Ninth Line, north side	Grass Boulevard
Ninth Line	1.5 metre concrete sidewalk (between Osprey Boulevard and multi-use trail, east side)	None	Multi-use trail north of Derry Road West, east side; south of Osprey Boulevard, east side) [1]	Grass Boulevard
Britannia Road West	1.5 metre concrete sidewalk (east of Ninth Line, south side)	Grass Boulevard	Multi-use trail east of Ninth Line, north side	Grass Boulevard
Doug Leavens Boulevard	1.5 metre concrete sidewalk (both sides)	Grass Boulevard	None	N/A
Foxwood Avenue	1.5 metre concrete sidewalk (both sides)	Grass Boulevard	None	N/A
Osprey Boulevard	1.5 metre concrete sidewalk (both sides)	Grass Boulevard	None	N/A

Note 1: Segment of multi-use trail south of Osprey Boulevard is part of the Lisgar Meadow Brook Trail.

It is noted that the Lisgar Meadow Brook Trail runs north-south about 700 metres east of Ninth Line. Thus, while not located on the immediate boundary road network, the provision of a multi-use trail provides active transportation opportunities relatively close to the subject property.

The boundary road network in **Figure 1** illustrates the existing pedestrian and cycling facilities in the study area.

4.0 Future Background Conditions

4.1 Horizon Years

Based on information received from the proponent, the proposed development is expected to be built in two primary phases. The first phase consist of the southern portion of the development proposal (anticipated buildout by 2028), while for the purposes of this study, the remainder of the development is expected to be built out by 2031.In addition to analysis of the horizon year for each phase of the development, the MTO's guidelines require analysis of the five-year and ten-year horizons beyond the estimated year of full build-out. Furthermore, the City has requested analysis of a scenario without the planned Ninth Line widening. Therefore, the following horizon years and corresponding scenarios were analyzed:

- The 2026 horizon (South Draft Plan buildout without Ninth Line Widening). This scenario is considered as the proponent advised some Phase 1 occupancy may occur in 2026.
- The 2028 horizon (South Draft Plan Buildout under Ninth Line Widening)
- The 2031 horizon (Full Buildout of development proposal under Ninth Line Widening)
- The 2036 horizon (5-years beyond Full Buildout)
- The 2041 horizon (10-years beyond Full Buildout)

4.2 Planned Roadway Improvements

The City of Mississauga completed a Municipal Class Environmental Assessment for the widening of Ninth Line from Eglinton Avenue West to Derry Road West in June 2021. The study outlines transportation improvements along the Ninth Line corridor, including road widening from two to four travel lanes and active transportation facilities such as bike lanes and a continuous sidewalk and multi-use trail. Under previous submissions, improvements were assumed to be implemented in 2023 and/or 2024 per "Section 12.3 Timing of Improvements" of the Environmental Study Report. However, City staff have noted that implementation and full operation of Ninth Line widening will likely be delayed to beyond 2026.

In addition to the widening of Ninth Line, other roadway improvements have been identified in the study area by the Region of Halton. **Table 10** summarizes the future roadway improvements in the study area.

Table 10: Planned Roadway Improvements in Study Area

Roadway	Segment or Intersection	Jurisdiction	Improvement	Anticipated Year of Completion
Ninth Line	Eglinton Avenue West to Derry Road West	City of Mississauga	Widen to five lanes and provide urban cross-section	Before 2028 [1]
Derry Road West	Tremaine Road to Highway 407	Region of Halton	Widen to six lanes and provide urban cross-section	2028 - 2031 [2]
Britannia Road West	Tremaine Road to Highway 407	Region of Halton	Widen to six lanes and provide urban cross-section	December 2024 [3]

Note 1: Assumed based on information provided by City staff.
Note 2: Source: Halton Region Budget and Business Plan, 2019.
Note 3: Currently under construction, completion date according to Britannia Road Corridor Improvements Website.

The intersection of Britannia Road West and Ninth Line is expected to operate at a LOS "E" during both weekday a.m. and p.m. peak hours. A maximum intersection control delay of 75.0 seconds and volume-to-capacity ratio of 1.19 in the a.m. peak hour is projected.

The intersection of Derry Road West and Ninth Line is projected to operate at a LOS "E" and "F" during the weekday a.m. and p.m. peak hours, respectively, with a maximum intersection control delay of 89.5 seconds and volume-to-capacity ratio of 1.20 in the p.m. peak hour.

These operations indicate that the widening of Derry Road West and Britannia Road West within the City of Mississauga (i.e., 407 to Winston Churchill Boulevard) would improve future background traffic operations, as recommended in the MMM study. The results of the operational analysis testing this scenario in **Table 18** confirm that operations improve to more acceptable levels under 2041 future background conditions.

It should be noted that the operations outlined above can still be considered conservative, as the background traffic associated with the Emerging Land Use Scenario Zone "5" that overlaps the subject property was not removed from the Derry Road West and Britannia Road West intersections.

The study intersections are forecast to operate similarly or better under the 2026, 2028, 2031 and 2036 horizons compared to the ultimate 2041 horizon.

5.0 Site Generated Traffic

The proposed development will result in additional vehicles on the boundary road network that would otherwise not exist. The proposed development will also result in additional turning movements at the study intersections.

5.1 Trip Generation

The trip generation forecast for the proposed development under this latest submission used published data from the latest Institute of Transportation Engineers (ITE) Trip Generation Manual, 11th Edition. The ITE Trip Generation Manual is a compendium of industry collected trip generation data across North America for a variety of land uses and is used industry-wide as a source for trip generation forecasts.

The following Land Use Categories (LUC) were applied to the proposed development:

- LUC 210 "Single-Family Detached Housing" was applied to the rear-lane detached units;
- LUC 220 "Multifamily Housing (Low-Rise)" was applied to the townhouse and condominium duplex units; and
- LUC 222 "Multifamily Housing (High-Rise)" was applied to the high-density condominium apartment units.
- LUC 520 "Elementary School" was applied to the proposed elementary school.

Except for LUC 520, a fitted curve equation is provided for land use categories outlined above, and the number of data plot points exceeds 15 data points. Therefore, the average rate methodology was used to forecast school trips, while the fitted curve equation was used to forecast trip generation for the remaining land uses. These trip generation equations were applied by development phase to the development statistics outlined in **Section 2.2** to develop vehicle trip forecasts for each of future horizon considered in this study. In addition, 200 residential apartment dwelling units were assumed for the lot at the southwest corner of Ninth Line and Osprey Boulevard; this development yield is consistent with previous submissions of this study.

Through coordination with the Peel District School Board (PDSB) staff, it is estimated that the elementary school will have a capacity of 850 students. The catchment area for the school as confirmed with the PDSB staff is expected to include the entire north and south draft plans and the residential community west of Ninth Line. For the analysis herein, we have assumed that 50% of the school trips will be from the proposed draft plans, therefore, will be internal trips. The remaining 50% of the school's capacity is external and assumed to be from communities outside the Draft Plan area.

Table 19 outlines the trip generation for the proposed development by development phase.

Table 19: Trip Generation

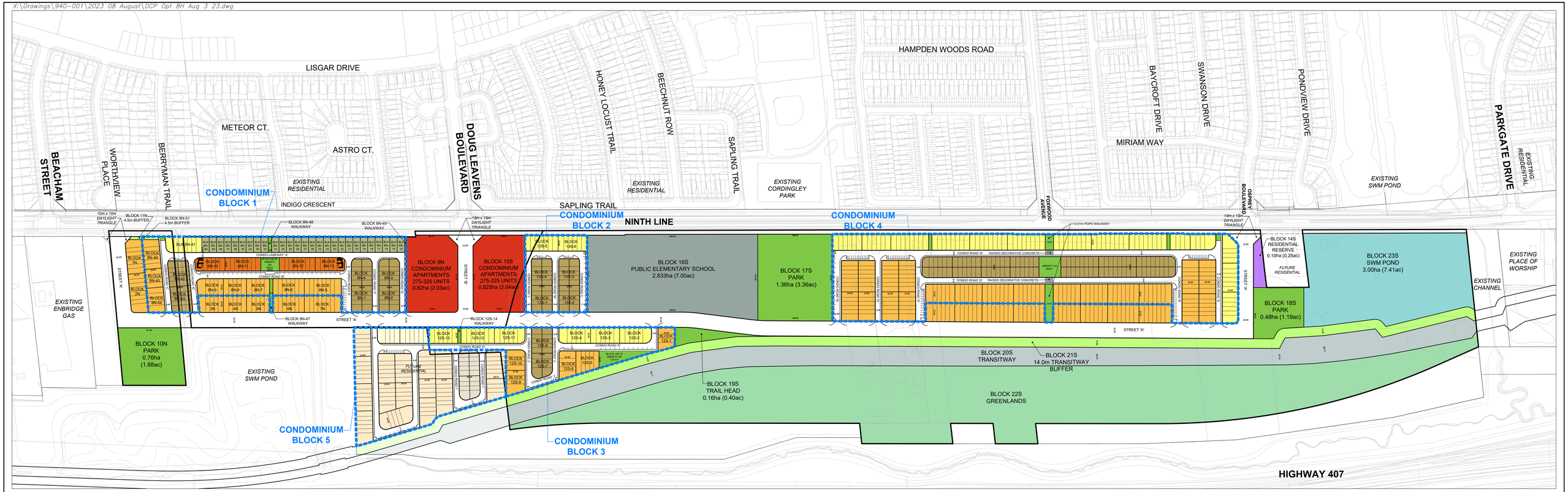
South Phase (2026-2028)					
ITE Land Use Category	**Units**	**Peak Hour**	**Trips Generated**		
			Inbound	**Outbound**	**Total**
LUC 220 "Multifamily Housing (Low-Rise)"	498	A.M.	43	134	177
		P.M.	148	87	325
Total	**498**	**A.M.**	**43**	**134**	**177**
		P.M.	**148**	**87**	**325**
North Phase and Future Development (2031)					
ITE Land Use Category	**Units**	**Peak Hour**	**Trips Generated**		
			Inbound	**Outbound**	**Total**
LUC 222 "Multifamily Housing (High-Rise)"	200 [1]	A.M.	16	47	63
		P.M.	47	28	75
LUC 210 "Single-Family Detached Housing"	27	A.M.	6	17	23
		P.M.	18	11	29
LUC 220 "Multifamily Housing (Low-Rise)"	303	A.M.	28	89	117
		P.M.	95	56	151
LUC 222 "Multifamily Housing (High-Rise)"[1]	650 [2]	A.M.	46	134	180
		P.M.	134	82	216
LUC 520 "Elementary School"	425 Students (External)[3]	A.M.	170	145	315
		P.M.	31	37	68
Total	**1180**	**A.M.**	**266**	**432**	**698**
		P.M.	**325**	**214**	**539**
Full Build-Out (2031)					
ITE Land Use Category		**Peak Hour**	**Trips Generated**		
			Inbound	**Outbound**	**Total**
Entire Development Total		**A.M.**	**309**	**566**	**875**
		P.M.	**473**	**301**	**774**

Note 1: These units apply to the future residential development located at the southwest corner of Ninth Line and Osprey Boulevard / Street "A" (South).

Note 2: These units apply to the residential townhouse/apartments proposed in the northwest and southwest corners of Ninth Line and Doug Leavens Boulevard / Street "B".

Note 3: The school capacity as forecasted by Peel District School Board is 850 students with 50% assumed as generated within the Draft Plans.

X:\Drawings\940-001\2023 08 August\DCP Opt 8H Aug 3 23.dwg



DERRY BRITANNIA DEVELOPMENTS LIMITED DEVELOPMENT CONCEPT PLAN (NORTH & SOUTH PROPERTIES) OPTION 8H

PART OF LOTS 6,7,8 & 9, CONCESSION 9, N.S.
CITY OF MISSISSAUGA
REGIONAL MUNICIPALITY OF PEEL

CONDOMINIUM BLOCK 1	
TOTAL AREA	3.65ha (9.02ac)
SITE DENSITY	45.8upha
UNIT COUNTS:	
REAR LANE DETACHED - 10.7m (35')	27
DUAL FRONTAGE TOWNHOUSE - 6.4m (21')	7
BACK-TO-BACK TOWNHOUSE - 6.4m (21')	60
REAR LANE TOWNHOUSE - 6.05m (20')	28
STREET TOWNHOUSE - 6.0m (20')	45
TOTAL UNITS	**167**
VISITOR PARKING STATISTICS:	
VISITOR PARKING REQUIRED *(0.25 / UNIT)*	42 SPACES
VISITOR PARKING PROVIDED	42 SPACES
AMENITY OPEN SPACE STATISTICS:	
REQUIRED *(5% OF B2B TH AREA)*	345m²
PROVIDED	522m²

CONDOMINIUM BLOCKS 2 & 3	BLOCK 2 STATS	BLOCK 3 STATS
TOTAL AREA	1.00ha (2.47ac)	1.91ha (4.72ac)
SITE DENSITY	53upha	38upha
UNIT COUNTS:		
DUAL FRONTAGE TOWNHOUSE - 6.4m (21')	13	37
BACK-TO-BACK TOWNHOUSE - 6.4m (21')	40	18
STREET TOWNHOUSE - 6.0m (20')	-	22
TOTAL UNITS	**53**	**77**
TOWNHOUSE VISITOR PARKING STATISTICS:		
VISITOR PARKING REQUIRED *(0.25 / UNIT)*	34 SPACES	
VISITOR PARKING PROVIDED	34 SPACES	
AMENITY OPEN SPACE STATISTICS:		
REQUIRED *(5% OF B2B TH AREA)*	341m²	
PROVIDED	1,071m²	

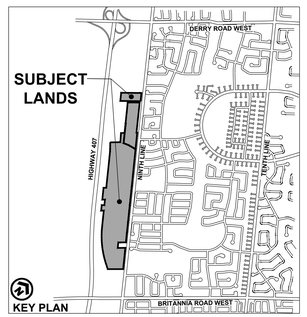
CONDOMINIUM BLOCK 4	
TOTAL AREA	6.57ha (16.23ac)
SITE DENSITY	48.4upha
UNIT COUNTS:	
DUAL FRONTAGE TOWNHOUSE - 6.4m (21')	92
BACK-TO-BACK TOWNHOUSE - 6.4m (21')	96
STREET TOWNHOUSE - 6.0m (20')	130
TOTAL UNITS	**318**
VISITOR PARKING STATISTICS:	
VISITOR PARKING REQUIRED *(0.25 / UNIT)*	80 SPACES
VISITOR PARKING PROVIDED	80 SPACES
AMENITY OPEN SPACE STATISTICS:	
REQUIRED AREA *(5% OF B2B TH AREA)*	504m²
PROVIDED AREA	960m²

FREEHOLD STATISTICS	
UNIT COUNTS:	
STREET TOWNHOUSE - 6.0m (20')	97

CONDOMINIUM APARTMENTS	
TOTAL AREA	1.65ha (4.08ac)
SITE DENSITY	333 - 394upha
UNIT COUNTS:	
CONDOMINIUM APARTMENTS (UNITS / BLOCK)	275-350
TOTAL UNITS	**550-650**

TOTAL CONDOMINIUM PARKING & AMENITY OPEN SPACE	
VISITOR PARKING STATISTICS:	
VISITOR PARKING REQUIRED *(0.25 / UNIT)*	154 SPACES
VISITOR PARKING PROVIDED	156 SPACES
AMENITY OPEN SPACE STATISTICS:	
REQUIRED AREA *(5% OF B2B TH AREA)*	1,180m²
PROVIDED AREA	2,604m²

TOTAL OVERALL UNIT COUNT	
FREEHOLD UNITS:	
STREET TOWNHOUSE - 6.0m (20')	97
TOTAL FREEHOLD UNITS:	**97**
CONDOMINIUM UNITS:	
REAR LANE DETACHED - 10.7m (35')	27
DUAL FRONTAGE TOWNHOUSE - 6.4m (21')	149
BACK-TO-BACK TOWNHOUSE - 6.4m (21')	214
REAR LANE TOWNHOUSE - 6.05m (20')	28
STREET TOWNHOUSE - 6.0m (20')	197
CONDOMINIUM APARTMENTS	550-650
TOTAL CONDOMINIUM UNITS:	**1165-1265**
TOTAL CONDOMINIUM & FREEHOLD UNITS:	**1262-1362**



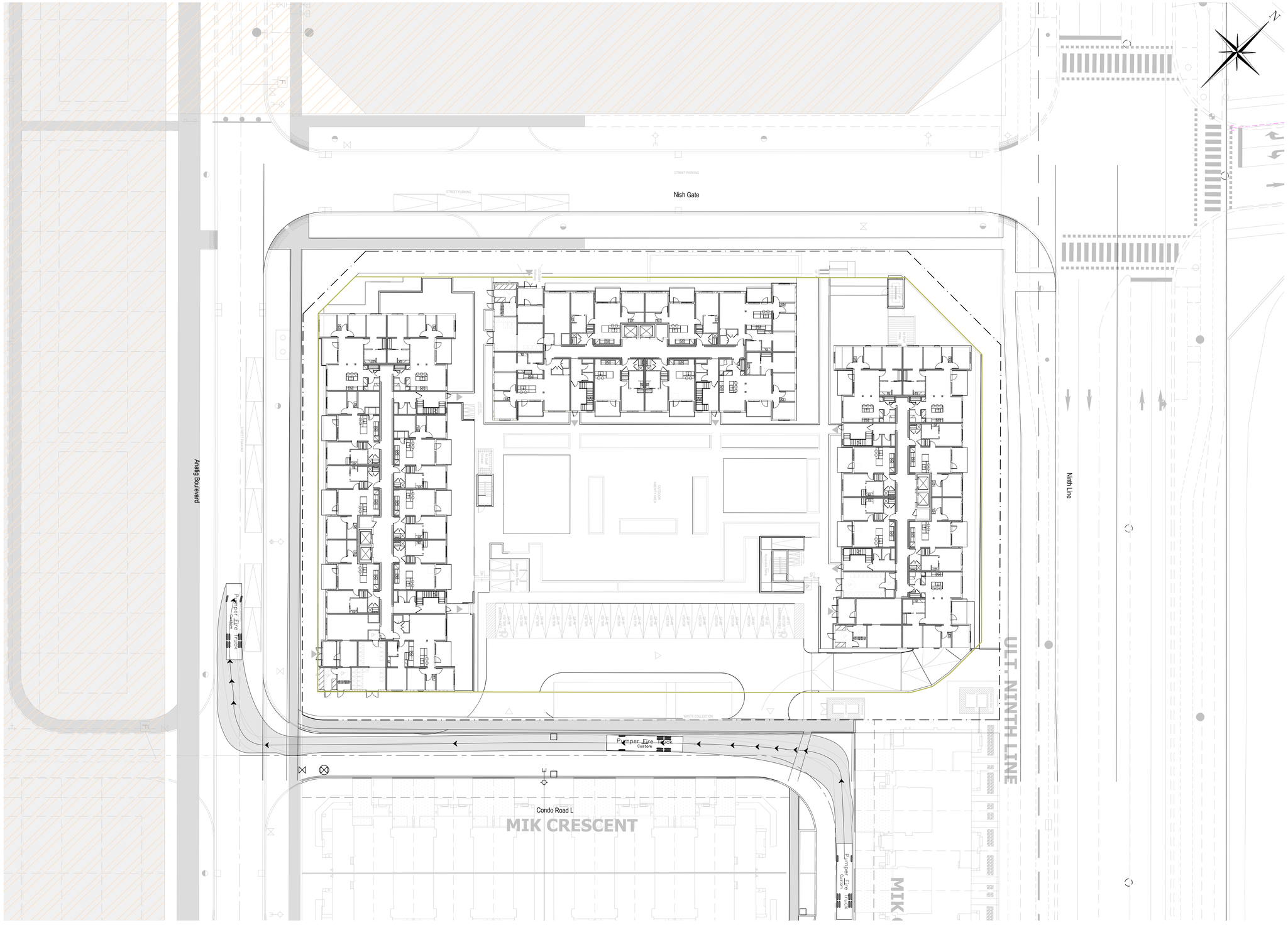
SCALE: 1:2000
(24" x 45")
AUGUST 3, 2023

mattamyHOMES

GSAI
Glen Schnarr & Associates Inc.

Appendix D

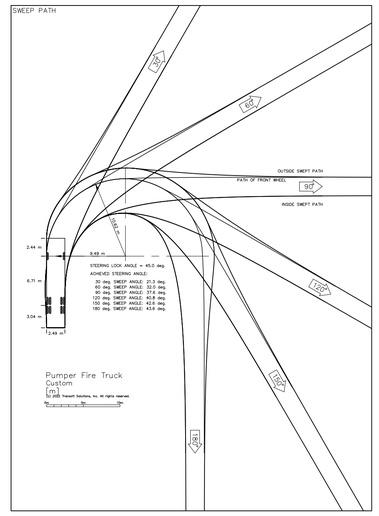
Vehicle Turning Diagrams





FOR REVIEW

NOT TO BE USED FOR CONSTRUCTION


SWEEP PATH
OUTSIDE SWEPT PATH
PATH OF FRONT WHEEL
INSIDE SWEPT PATH
STEERING LOCK ANGLE = 45.0 deg.
ACHIEVED STEERING ANGLE:
30 deg SWEEP ANGLE: 21.3 deg
60 deg SWEEP ANGLE: 32.0 deg
90 deg SWEEP ANGLE: 39.5 deg
120 deg SWEEP ANGLE: 43.8 deg
150 deg SWEEP ANGLE: 43.8 deg
180 deg SWEEP ANGLE: 43.8 deg
9.49 m
2.44 m
6.71 m
3.04 m
2.49 m
Pumper Fire Truck
Custom
Track: 2.50 m
Lock to Lock Time: 6.0
Wall to Wall Turning Radius: 12.19 m
Curb to Curb Turning Radius: 12.19 m
Steering Angle: 45.0 deg
Clearance: 0.30 m
Minimum Turning Radius: 12.19 m
Minimum Turning Diameter: 24.38 m
Minimum Turning Circle: 24.38 m
Minimum Turning Circle: 24.38 m
Minimum Turning Circle

Nish Gate

Amatig Boulevard

Ninth Line

ULT. NINTH LINE

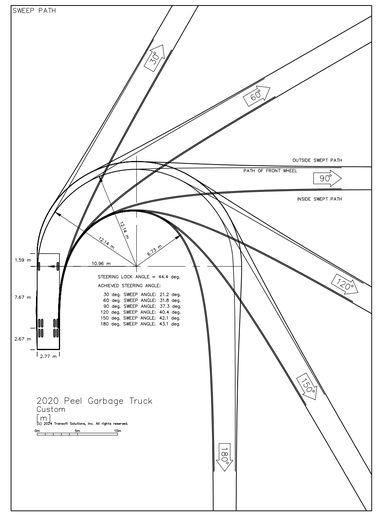
Condo Road L

MIK CRESCENT

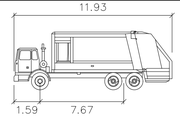
2020 Peel Garbage Truck
Custom



FOR REVIEW
NOT TO BE USED FOR CONSTRUCTION



VEHICLE PROFILE



2020 Peel Garbage Truck

meters

Width	: 2.77
Track	: 2.60
Lock to Lock Time	: 6.0
Steering Angle	: 44.4

No.	ISSUE	DATE: MM/DD/YYYY
1	ISSUED FOR 1st SUBMISSION	01/20/2026

Project

NINTH LINE MID-RISE BLOCK
CITY OF MISSISSAUGA

Drawing

GROUND FLOOR
VEHICLE MANEUVERING ANALYSIS

CROZIER CONSULTING ENGINEERS
211 YONGE STREET
SUITE 600
TORONTO, ON, M5B 1M4
416-477-3392 T
WWW.CFCROZIER.CA
INFO@CFCROZIER.CA

Drawn By	Design By	Project	
R.L.		780-5227-2	
Check By	Check By	Scale	Drawing
P.A.		1:300	T301

10 0m 10 20
SCALE: 1:300

Nish Gate

Ninth Line

Amatig Boulevard

Condo Road L

MIK CRESCENT

ULT. NINTH LINE

MIK CRESCENT

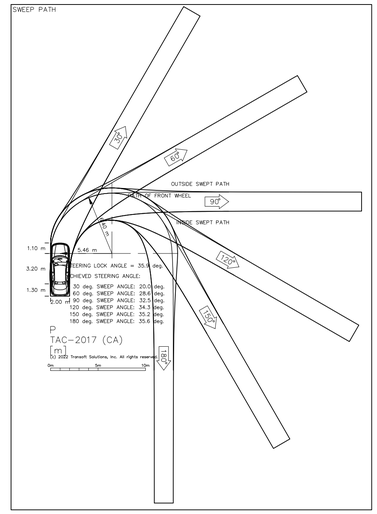
STREET PARKING

WASTE COLLECTION

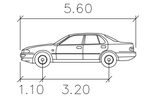


FOR REVIEW

NOT TO BE USED FOR CONSTRUCTION



VEHICLE PROFILE



P

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

No.	ISSUE	DATE: MM/DD/YYYY
1	ISSUED FOR 1st SUBMISSION	01/20/2026

Project

NINTH LINE MID-RISE BLOCK
CITY OF MISSISSAUGA

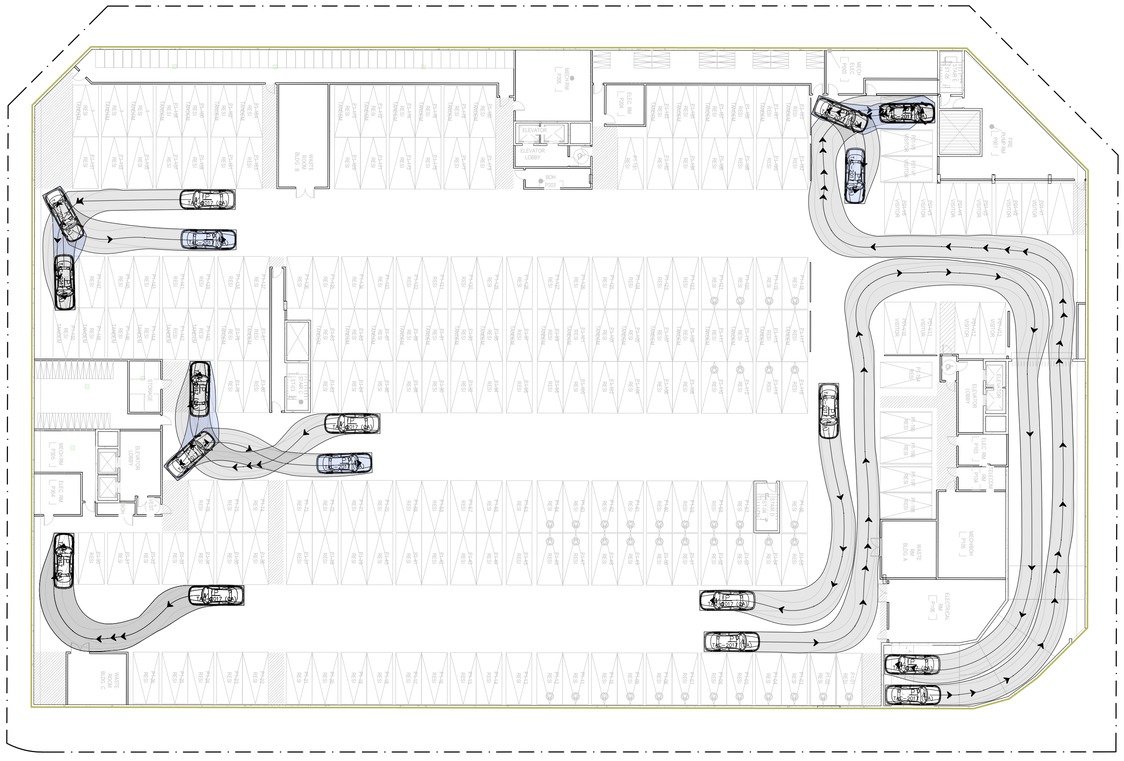
Drawing

GROUND FLOOR
VEHICLE MANEUVERING ANALYSIS

CROZIER CONSULTING ENGINEERS
211 YONGE STREET
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Drawn By	Design By	Project	
R.L.			780-5227-2
Check By	Check By	Scale	Drawing
P.A.		1:300	T302

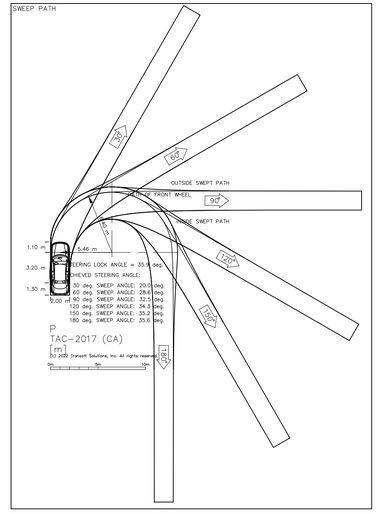
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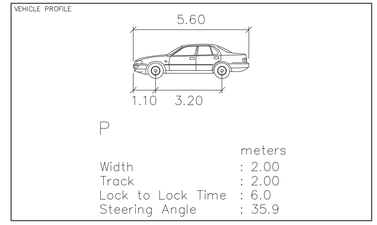


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SCALE: 1:300



FOR REVIEW
NOT TO BE USED FOR CONSTRUCTION





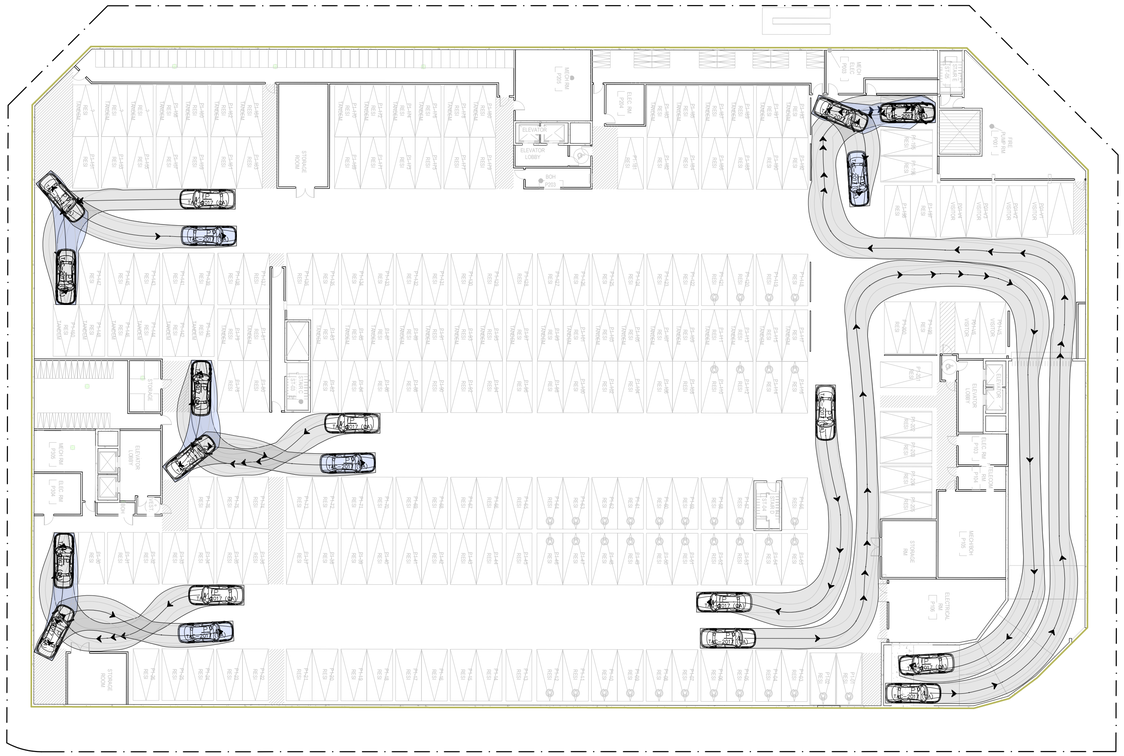
No.	ISSUE	DATE: MM/DD/YYYY
1	ISSUED FOR 1st SUBMISSION	01/20/2026

Project
NINTH LINE MID-RISE BLOCK
CITY OF MISSISSAUGA

Drawing
UNDERGROUND PARKING LEVEL
VEHICLE MANEUVERING ANALYSIS
(6.8m DRIVE AISLES)

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Drawn By	Design By	Project	780-5227-2
R.L.			
Check By	Check By	Scale	Drawing
P.A.		1:300	T303

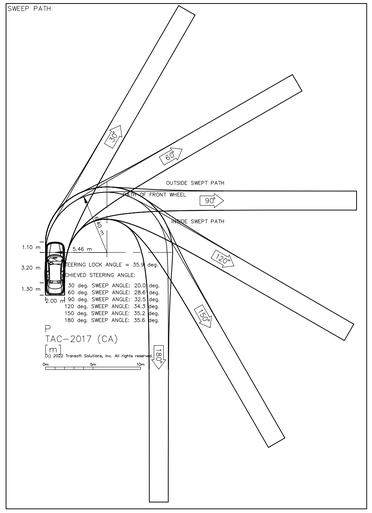




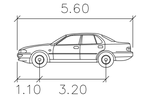
FOR REVIEW

NOT TO BE USED FOR CONSTRUCTION

SWEEP PATH



VEHICLE PROFILE



P

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

No.	ISSUE	DATE: MM/DD/YYYY
1	ISSUED FOR 1st SUBMISSION	01/20/2026

Project

NINTH LINE MID-RISE BLOCK
CITY OF MISSISSAUGA

Drawing

UNDERGROUND PARKING LEVEL
VEHICLE MANEUVERING ANALYSIS
(6.5m DRIVE AISLES)

CROZIER
CONSULTING ENGINEERS

211 YONGE STREET
SUITE 600
TORONTO, ON, M5B 1M4
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Drawn By	Design By	Project	
R.L.			780-5227-2
Check By	Check By	Scale	Drawing
P.A.		1:300	T304

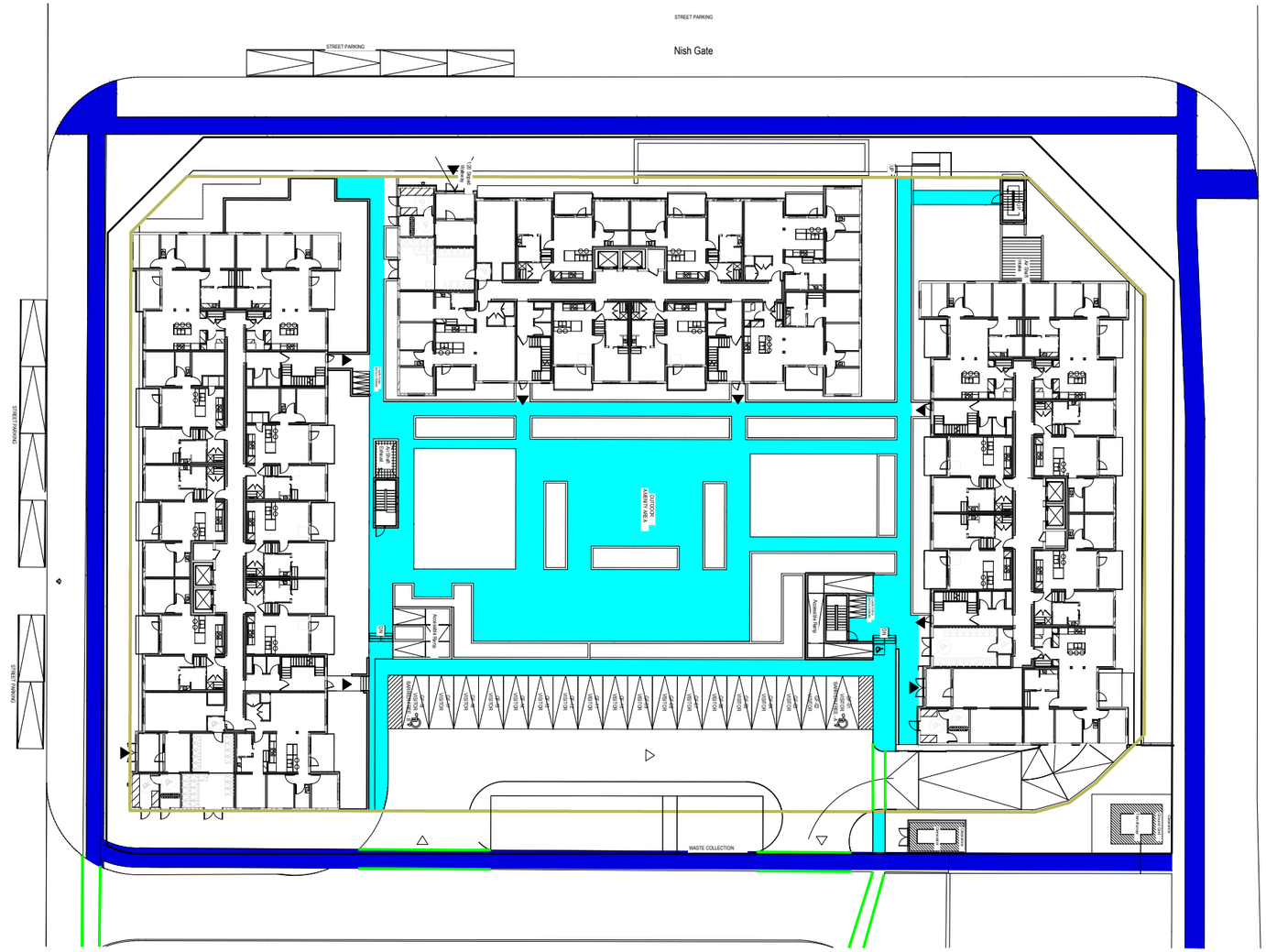
10 0m 10 20
SCALE: 1:300

Appendix E

Pedestrian Circulation Plan



KEY PLAN
SCALE: N.T.S.



LEGEND

- EXTERNAL SIDEWALK
- PROPOSED SIDEWALK
- PEDESTRIAN CROSSWALK

10 0m 10 20
SCALE: 1:300

No.	ISSUE / REVISION	MM/DD/YYYY
1	ISSUED FOR 1st SUBMISSION	01/08/2026

Project

NINTH LINE MID-RISE BLOCK
CITY OF MISSISSAUGA

Drawing

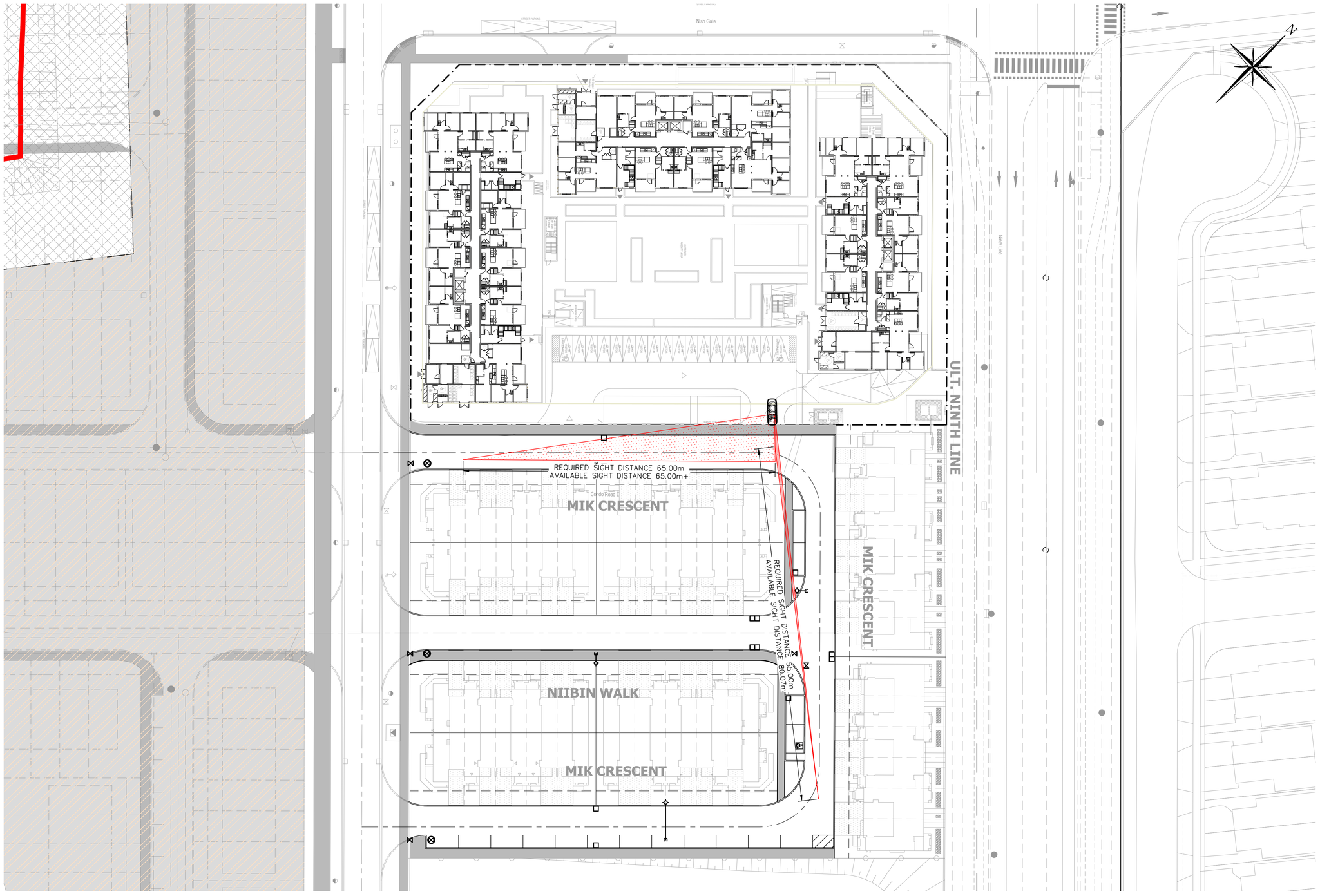
PEDESTRIAN CIRCULATION PLAN

CROZIER & ASSOCIATES Consulting Engineers
211 YONGE STREET
SUITE 600
TORONTO, ON M5B 1M4
416 477-3392 T
WWW.CFCROZIER.CA

Drawn	Design	Project No.
R.L.		780-5227-2
Check	Check	Dwg.
P.A.		T200

Appendix F

Sightline Drawings





LEGEND

- PASSENGER CAR
- CASE B2 – ISD
- CASE B1 – ISD
- PROPERTY LINE

DESIGN INTERSECTION SIGHT DISTANCE

TYPE	INTERSECTION SIGHT DISTANCE (ISD)
CASE	B1, LEFT TURN FROM THE MINOR ROAD
GRADE	−3% TO +3%
APPROACH GRADE FACTOR (T 9.9.2)	1.0
FORMULA (Eq. 9.9.1)	ISD = 0.278Vmajor x TG
VEHICLE TYPE	PASSENGER CAR
V MAJOR ROAD	30 KM/H (due to intersection limits and vehicle turning)
TIME GAP (T 9.9.3)	7.5 SECONDS
ISD	65 m

TYPE	INTERSECTION SIGHT DISTANCE (ISD)
CASE	B2, RIGHT TURN FROM THE MINOR ROAD
GRADE	−3% TO +3%
APPROACH GRADE FACTOR (T 9.9.2)	1.0
FORMULA (Eq. 9.9.1)	ISD = 0.278Vmajor x TG
VEHICLE TYPE	PASSENGER CAR
V MAJOR ROAD	30 KM/H (due to sharp curve to the south)
TIME GAP (T 9.9.3)	6.5 SECONDS
ISD	55 m

NOTES:

1. ALL INTERSECTION SIGHT DISTANCE REQUIREMENTS ARE DESCRIBED IN TAC GDGCR SECTION 9.9.
2. SIGHT DISTANCE REVIEW HAS BEEN COMPLETED USING DESKTOP METHODOLOGY ONLY, AND MAY BE SUBJECT TO CHANGE PENDING AS-CONSTRUCTED CONDITIONS.
3. VERTEX OF SIGHT TRIANGLE SHALL BE LOCATED BETWEEN 4.40m AND 5.40m FROM THE EDGE OF THE MAJOR-ROAD TRAVELED WAY.
4. TIME GAP (Tg) ASSUMED THE APPROACH GRADE DOES NOT EXCEED A 3% UPGRADE.
5. VERTEX OF TRIANGLE ALONG MAJOR ROADWAY IS MEASURED FROM THE MIDDLE OF THE APPROPRIATE THROUGH LANE.
6. '+' SYMBOL ADDED WHEN AVAILABLE SIGHT DISTANCE IS GREATER THAN REQUIRED.

10 0m 10 20 30
SCALE: 1:400

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2. THIS DRAWING IS TO BE READ AND UNDERSTOOD IN CONJUNCTION WITH ALL OTHER PLANS AND DOCUMENTS APPLICABLE TO THIS PROJECT.
3. REFER TO SECTION 9.9.2 IN THE TAC DESIGN GUIDE FOR DEPARTURE SIGHT TRIANGLE DIMENSIONS.

No.	ISSUE	DATE: MM/DD/YYYY
1	ISSUED FOR 1st SUBMISSION	01/08/2026

Engineer

FOR REVIEW
NOT TO BE USED FOR CONSTRUCTION

Engineer

Project
NINTH LINE MID-RISE BLOCK
CITY OF MISSISSAUGA

Drawing
SIGHT DISTANCE ASSESSMENT

CROZIER CONSULTING ENGINEERS

Drawn By	Design By	Project
R.L.		780-5227-2
Check By	Check By	Drawing
A.H.		T101