2233 & 2235 Hurontario LTD

TRANSPORTATION IMPACT STUDY

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

November 2026

Version 2.0

25123

Disclaimer

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1 INTRODUCTION

LEA Consulting Ltd. (LEA) was retained by 2233 & 2235 Hurontario LTD to undertake a Transportation Impact Study (TIS) for the proposed mixed-use infill development on a portion of the property located at 2233–2235 Hurontario Street, in the City of Mississauga (herein referred to as the "subject site"). The following TIS has been prepared in support of a Zoning By-law Amendment (ZBA) application for the proposed development. Note: this report has been updated from the initial submission to reflect comments received from review agency staff.

The subject site is currently occupied by two (2) residential buildings, consisting of a 13-storey residential building and a 12-storey residential building, with associated surface parking. A small-scale medical retail space with a gross floor area (GFA) of approximately 465m² is located on the subject site and is proposed to be removed as part of the redevelopment.

The site location is illustrated in **Figure 1-1**.

Figure 1-1: Subject Site Location



Source: Google Maps, accessed October 2026

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

1.1 PROPOSED DEVELOPMENT

The proposed infill development will involve constructing one (1) mixed-use building in addition to the existing residential buildings. The proposed mixed-use building consists of two 35-storey towers (Tower East and Tower West) with a shared podium, and three (3) levels of underground parking. A total of 710 residential units are proposed, along with 467m^2 of ground-floor retail GFA.

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

The site statistics are summarized in **Table 1-1**.

Table 1-1: Site Statistics

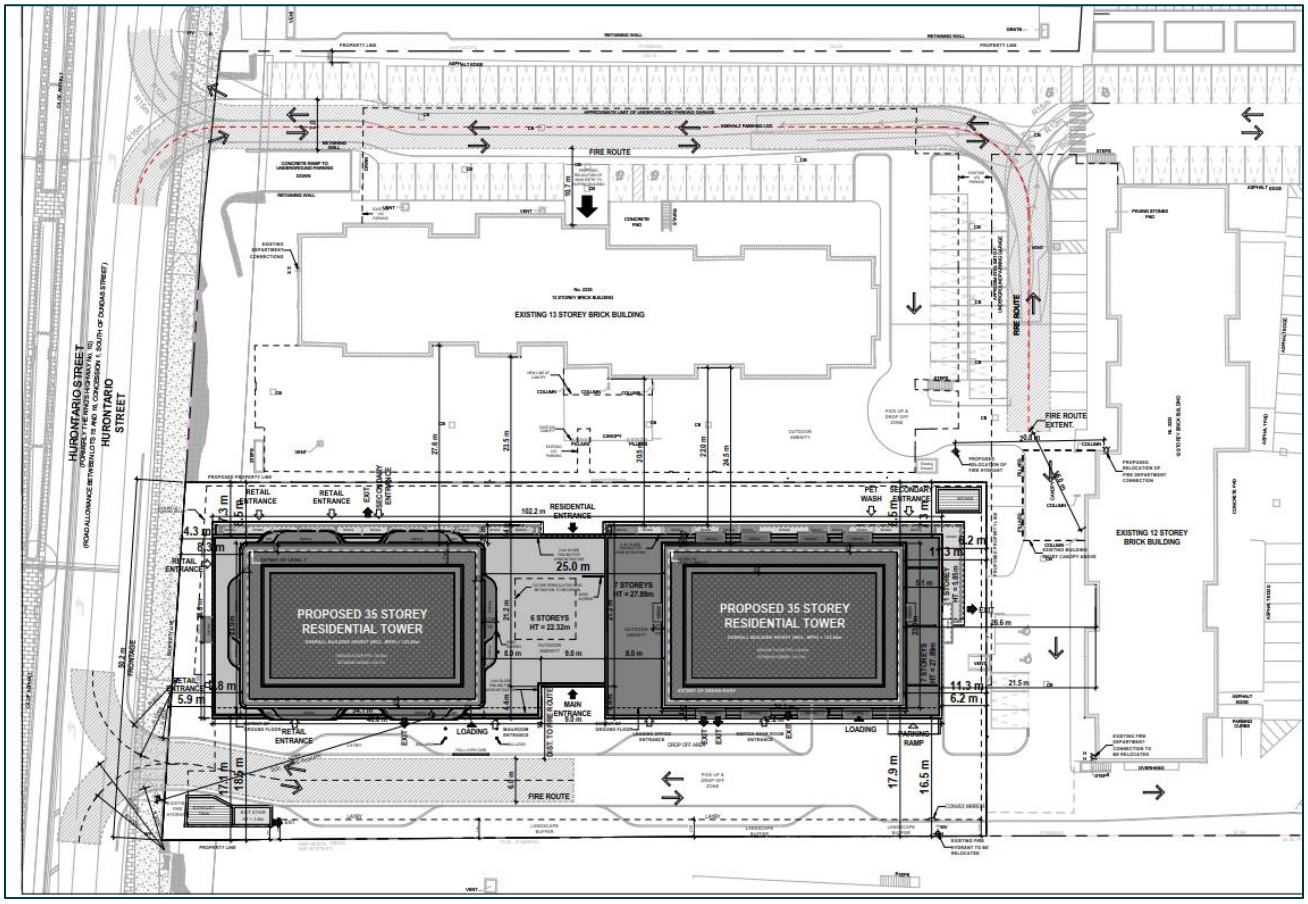
Use	Type	Unit Count/ Description
Development		
Residential	Studio	78 units
	1-Bedroom	351 units
	2-Bedroom	207 units
	3-Bedroom	74 units
	Total	**710 units**
Retail	**467m^2**	
Site Plan / Facilities		
Vehicular Parking	Resident Parking	304 spaces
	Visitor Parking	43 spaces
	Total	**347 spaces**
Bicycle Parking	Short-term	35 spaces
	Long-term	211 spaces
	Total	**246 spaces**
Loading	3 loading spaces	

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

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

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

Figure 1-2: Proposed Ground Floor Plan



Source: BDP Quadrangle, November 2026

2 EXISTING TRANSPORTATION CONDITIONS

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

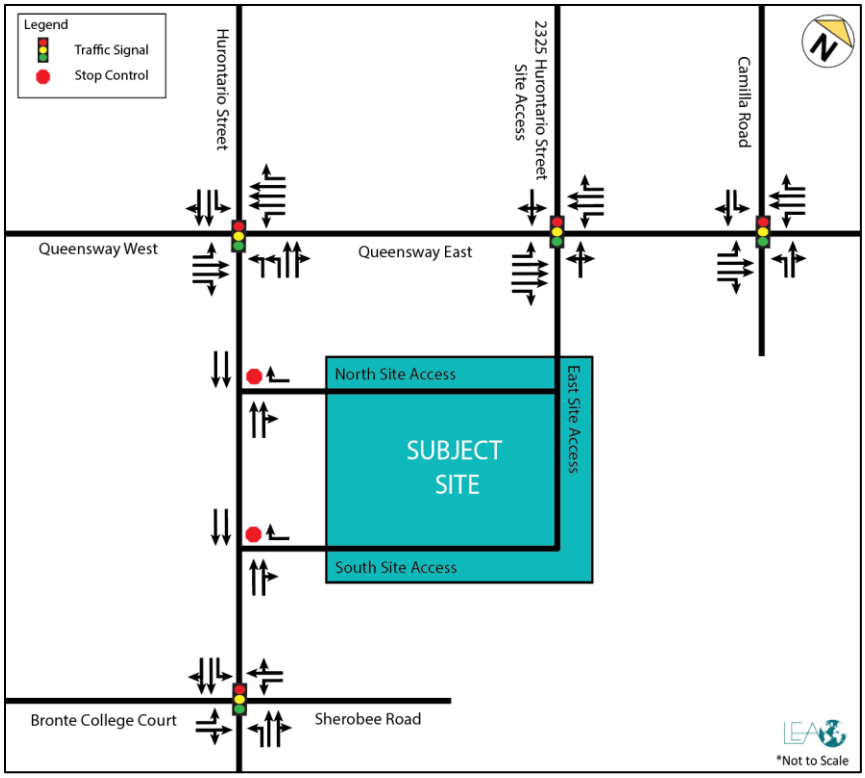
- Camilla Road and Queensway East (Signalized);
- 2325 Hurontario Street Site Access/East Site Access and Queensway East (Signalized);
- Hurontario Street and Queensway East (Signalized);
- Hurontario Street and North Site Access (Unsignalized);
- Hurontario Street and South Site Access (Unsignalized);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

2.1 EXISTING ROAD NETWORK

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

Note: The existing lane configuration reflects current conditions during the ongoing construction of the Hurontario Light Rail Transit (LRT).

Figure 2-1: Existing Lane Configuration



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

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

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

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

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

2.2 EXISTING TRANSIT NETWORK

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

Figure 2-2: Existing Transit Network



Source: MiWay Weekday System Map, September 2026

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

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

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

> *Access Location:* Route 2 is accessible at the Hurontario Street and Queensway West/East east side stop, located approximately 50m north of the subject site (equivalent to a 1-minute walk).

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

> *Access Location:* Route 4 is accessible at the Hurontario Street and Queensway West/East west side stop, located approximately 300m north of the subject site (equivalent to a 5-minute walk).

MiWay Route 103 – Hurontario Express is an express bus route that operates generally in a north-south direction, between Brampton Gateway Terminal and Trillium Health Centre (Mississauga). The route operates Monday through Sunday, with 15-minute headways during the weekday AM and PM peak periods, 30-minute headways during weekday off-peak periods, and 30-minute headways throughout the day on weekends.

> *Access Location*: Route 103 Hurontario Express is accessible at Hurontario Street and Paisley Boulevard East east side stop, located approximately 450m north of the subject site (equivalent to a 7-minute walk).

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

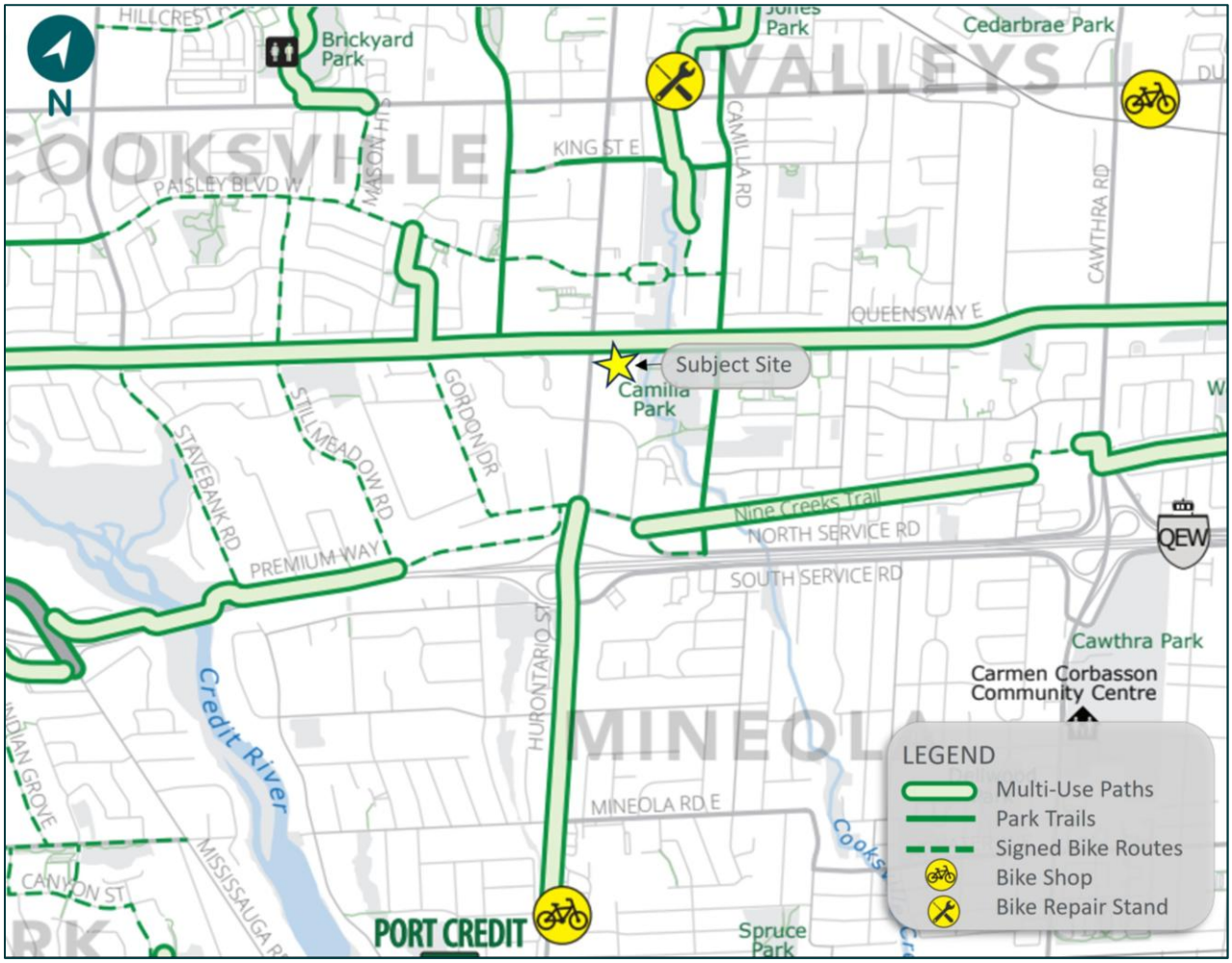
2.3 EXISTING CYCLING NETWORK

The subject site is located in a neighbourhood with good access to existing cycling infrastructure. Multi-use trails are provided along Queensway West/East, providing off-road facilities separated from vehicular traffic and shared by cyclists, pedestrians, and micromobility users, including e-scooters and e-bikes. Dedicated bicycle lanes are also provided along Camilla Road, with pavement markings and signage designating the lanes for cycling.

Within the broader study area, additional multi-use trails are provided along Hurontario Street, while signed bicycle routes are available along local roads, further enhancing cycling connectivity.

The existing cycling network surrounding the subject site is illustrated in **Figure 2-3**.

Figure 2-3: Existing Cycling Network



Source: 2026 Mississauga Cycling Map, 2026

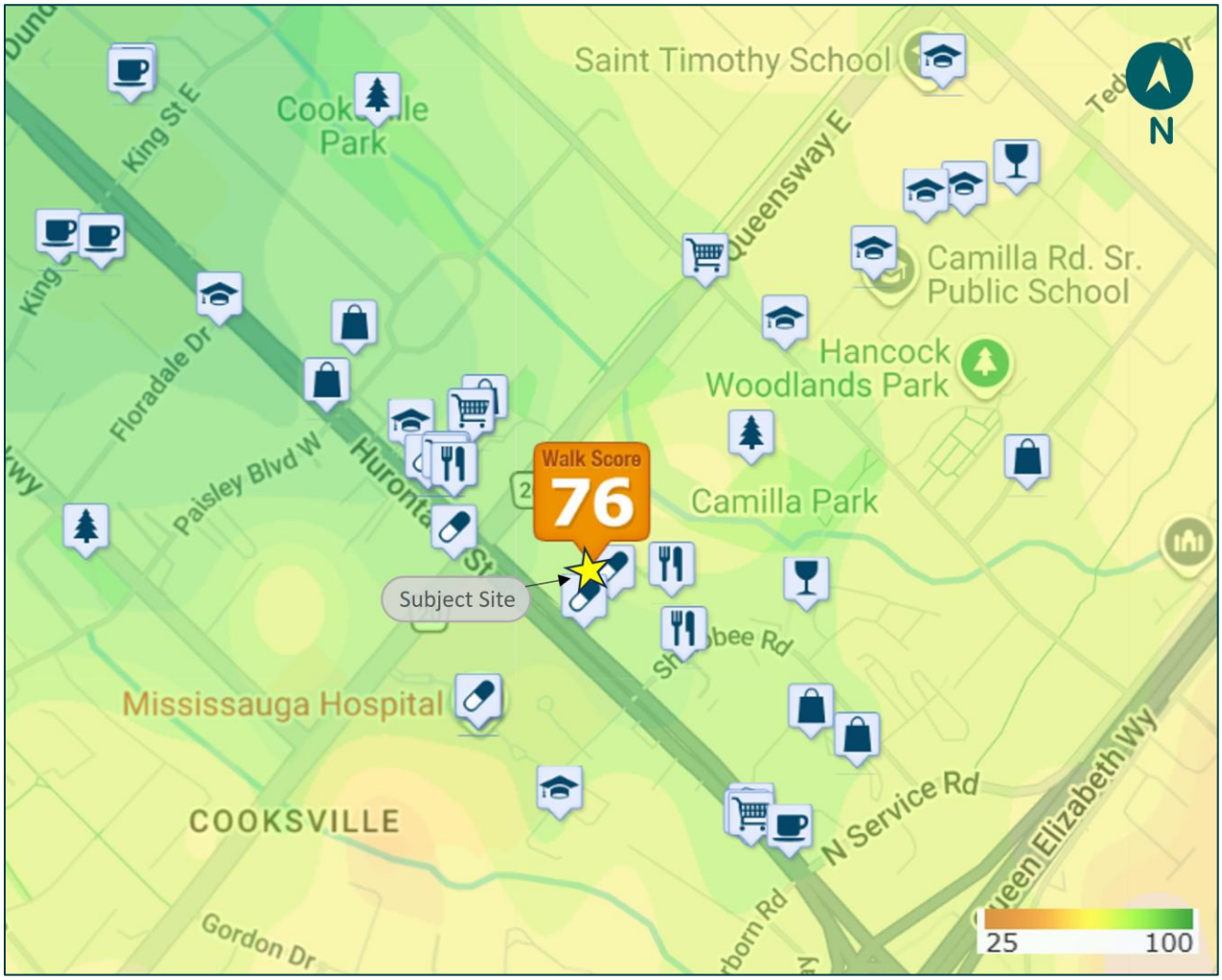
2.4 EXISTING PEDESTRIAN NETWORK

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

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

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

Figure 2-4: Existing Pedestrian Network



Source: WalkScore™, accessed October 2026

2.5 TRAFFIC DATA COLLECTION

Turning movement counts (TMCs) were used as the source of traffic data in the intersection capacity analysis.

Traffic counts were collected by LEA on February 19, 2026, between 7:00 AM – 10:00 AM and 4:00 PM – 7:00 PM to capture the weekday AM and PM peak periods. For the Hurontario Street and Sherobee Road intersection, counts were used that were collected March 4, 2025, between 6:30 AM – 9:30 AM and 3:30 PM and 6:30 PM. Traffic volumes were balanced between intersections.

Signal timing plans at the signalized intersections were obtained from the Region of Peel. A summary of the TMC data collected is outlined in **Table 2-1** with detailed traffic counts and signal timing plans available in **Appendix B.**

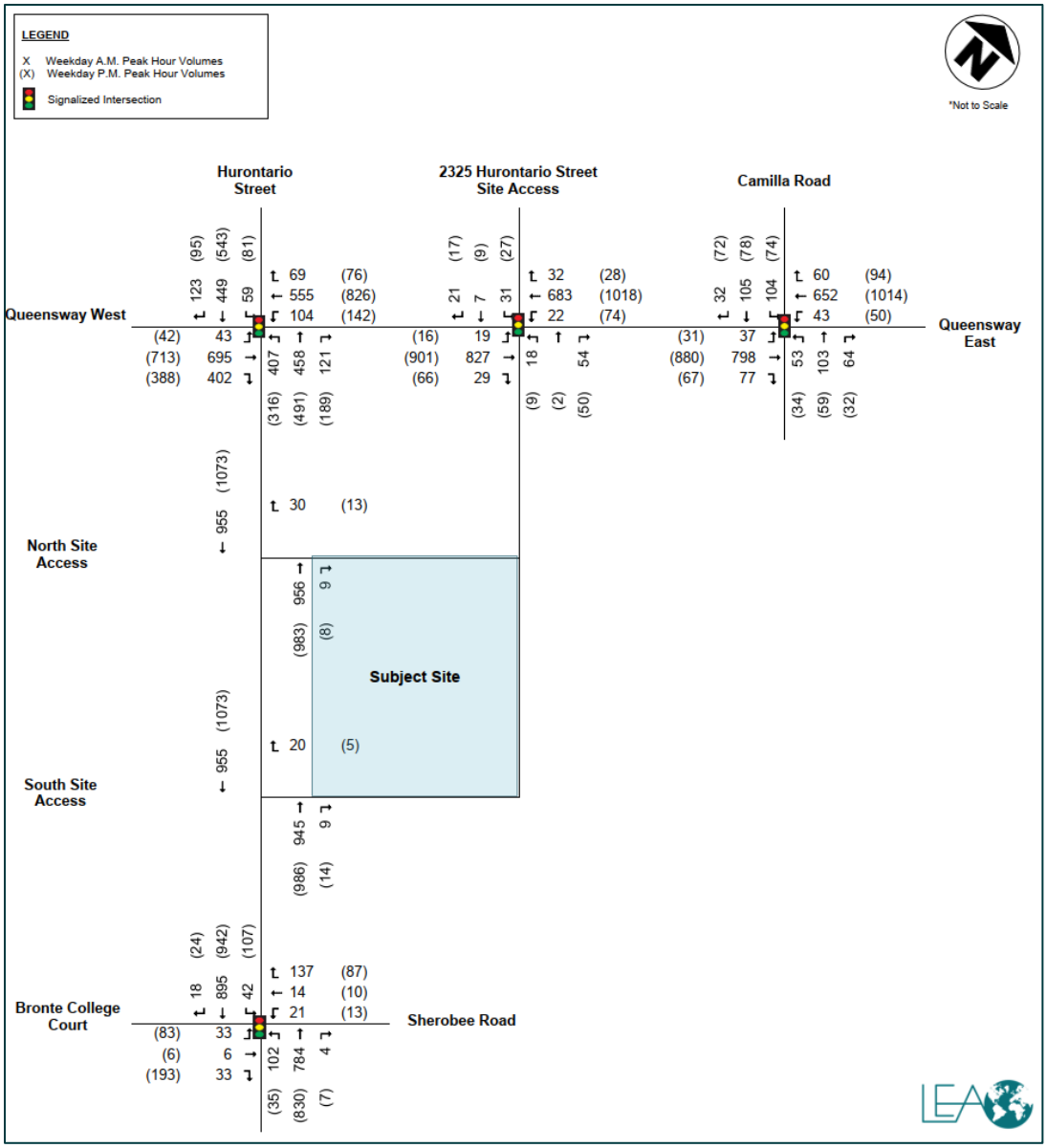
Table 2-1: Data Collection Summary

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

2.6 EXISTING TRAFFIC VOLUMES

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

Figure 2-5: Existing Traffic Volumes



3 FUTURE BACKGROUND TRANSPORTATION CONDITIONS

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

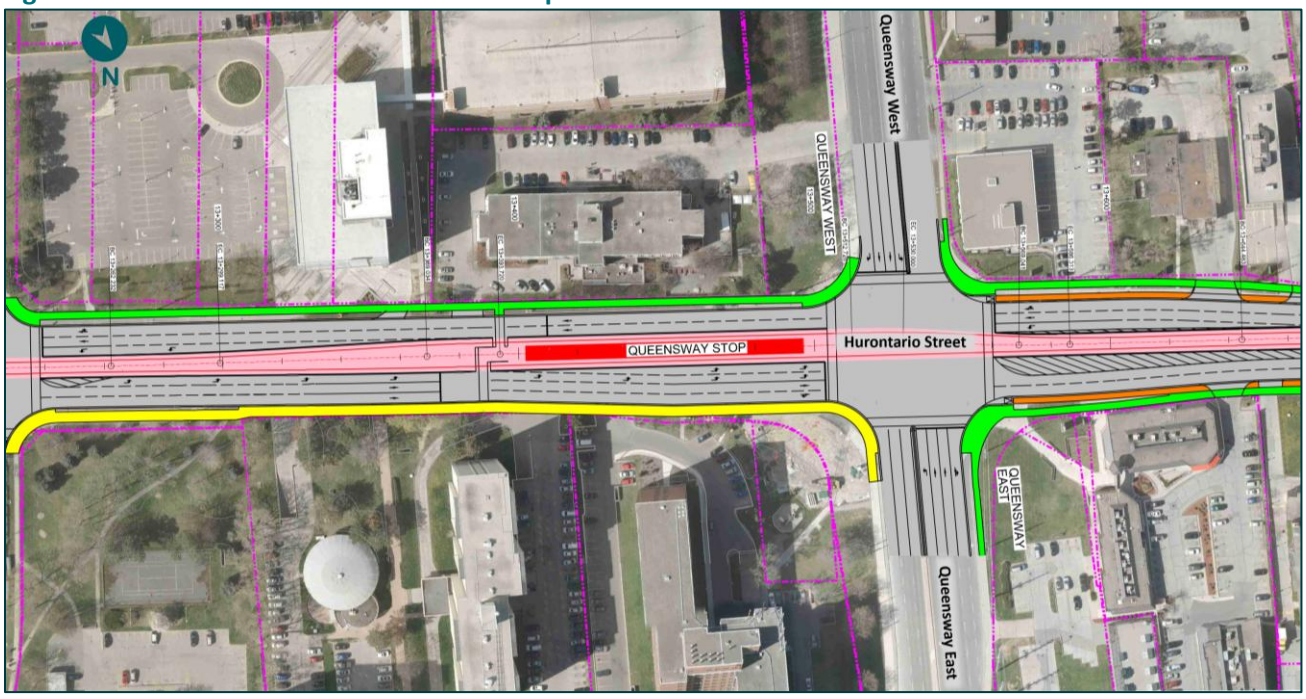
3.1 FUTURE ROAD NETWORK

The Hurontario LRT Environment Assessment (EA) Report, prepared by Metrolinx in 2014, identified several roadway modifications along Hurontario Street to accommodate the LRT within the centre median. These modifications include:

- Reduction of the Hurontario Street cross-section from six (6) to four (4) lanes within segments of the study area to accommodate the LRT tracks;
- Replacement of exclusive right-turn lanes with shared through/right-turn lanes at most intersections. The exclusive northbound right-turn lane at the Hurontario Street and Queensway intersection will remain;
- Conversion of all northbound and southbound left-turn movements to protected only phasing to eliminate conflicts between turning vehicles and LRT operations.

Figure 3-1 illustrates the planned Hurontario LRT corridor, including the roadway design and lane configuration within the site vicinity as of 2022.

Figure 3-1: Hurontario LRT Rollout Plan – Map 1



Source: Metrolinx (modified by LEA), September 2022

3.2 FUTURE TRANSIT IMPROVEMENTS

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

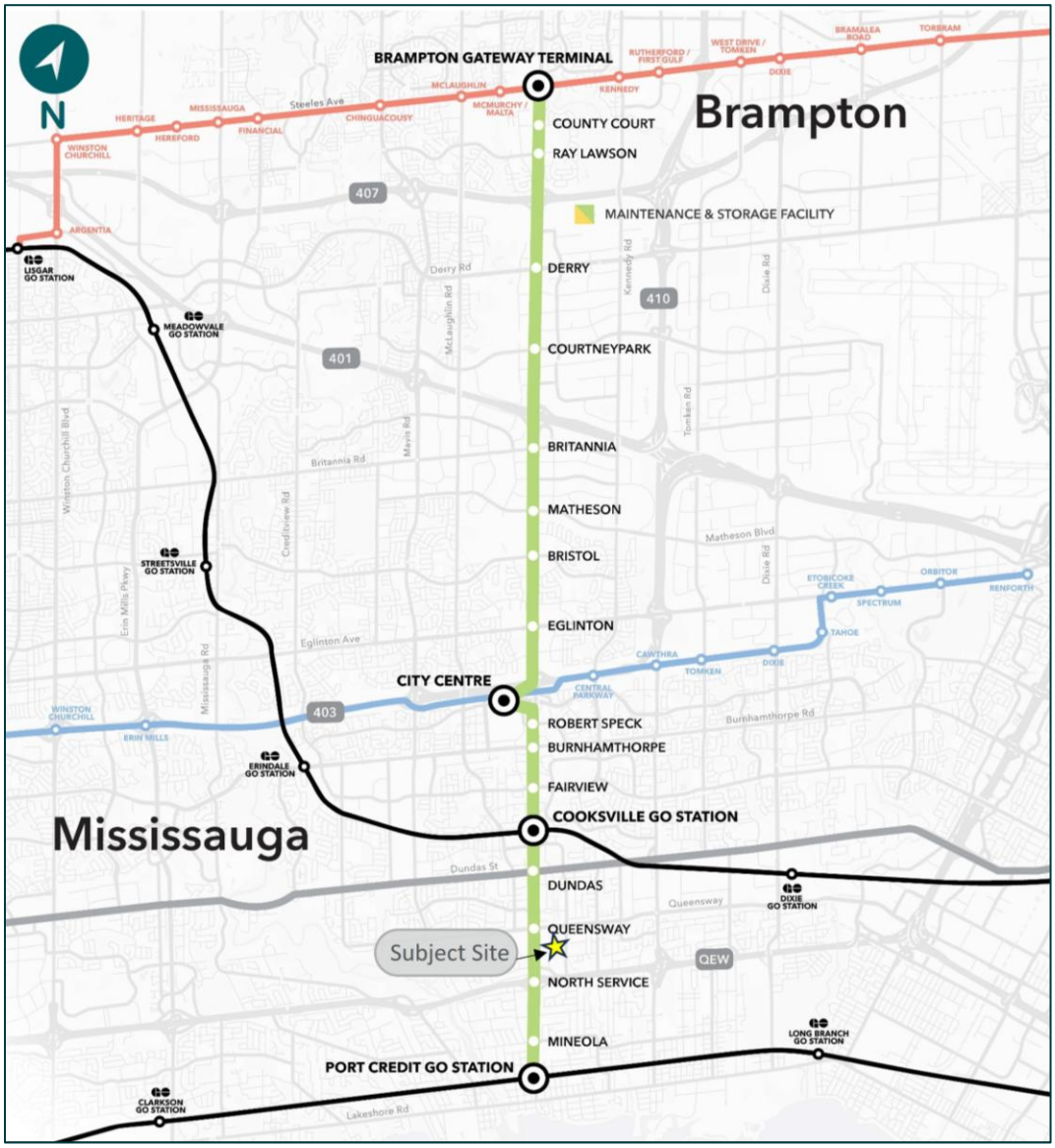
3.2.1 Hazel McCallion Line (Hurontario LRT)

The Hazel McCallion Line (Hurontario Light Rail Transit (LRT) is currently under construction and is anticipated to be completed by the end of 2028. As illustrated in **Figure 3 2**, the first phase of the LRT will operate within the centre median of Hurontario Street between Port Credit GO Station in Mississauga and the Brampton Gateway Terminal in Brampton. The 18-kilometre corridor will include 19 stops, including Eglinton Station, which will be located adjacent to the subject site at the intersection of Hurontario Street and Eglinton Avenue.

In February 2024, the Province of Ontario announced its commitment to extend the Hurontario LRT beyond the Brampton Gateway Terminal into Downtown Brampton. Subsequently, in January 2025, the Province confirmed that the approximately 4-kilometre extension would be constructed primarily within a tunnel beneath Main Street, extending north to the Brampton GO Station/Downtown Brampton mobility hub. The extension will provide direct connections to GO Transit, Brampton Transit, Zum, and other regional transit services. Currently, the Downtown Brampton Extension is in the planning and preliminary design phase, with funding provided to advance planning, environmental, and design prior to construction.

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

Figure 3-2: The Hazel McCallion Line / Hurontario Light Rail Transit



Source: City of Mississauga, September 2020

The Hazel McCallion Line will provide connections to the MiWay and Brampton Transit (Zum) bus networks, the Mississauga Transitway, and regional transit services including the Milton and Lakeshore West GO rail corridors. The project also includes streetscape improvements and enhanced active transportation facilities, such as upgraded sidewalks, multi-use paths, and cycling infrastructure along portions of the corridor.

Upon completion of the initial Hurontario LRT Line, and with the future implementation of the Downtown Brampton Extension, the LRT is expected to improve transit accessibility and increase the attractiveness of transit, walking, and cycling for trips to and from the subject site. Given the site's direct access to a future LRT stop and its proximity to existing higher-order transit services, the proposed development is expected to support reduced automobile dependency. As such, the proposed parking supply is considered appropriate given the site's high level of transit accessibility and supports the City of Mississauga's objectives for transit-oriented development and reduced reliance on private vehicles.

3.3 FUTURE ACTIVE TRANSPORTATION IMPROVEMENTS

The following sections will provide a summary of the planned and proposed active transportation improvements within the study area.

3.3.1 Hurontario Street Reconstruction

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

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



Source: Huronatrio Corridor/Main Street Master Plan, October 2010

3.3.2 Cycling Master Plan Update (June 2026)

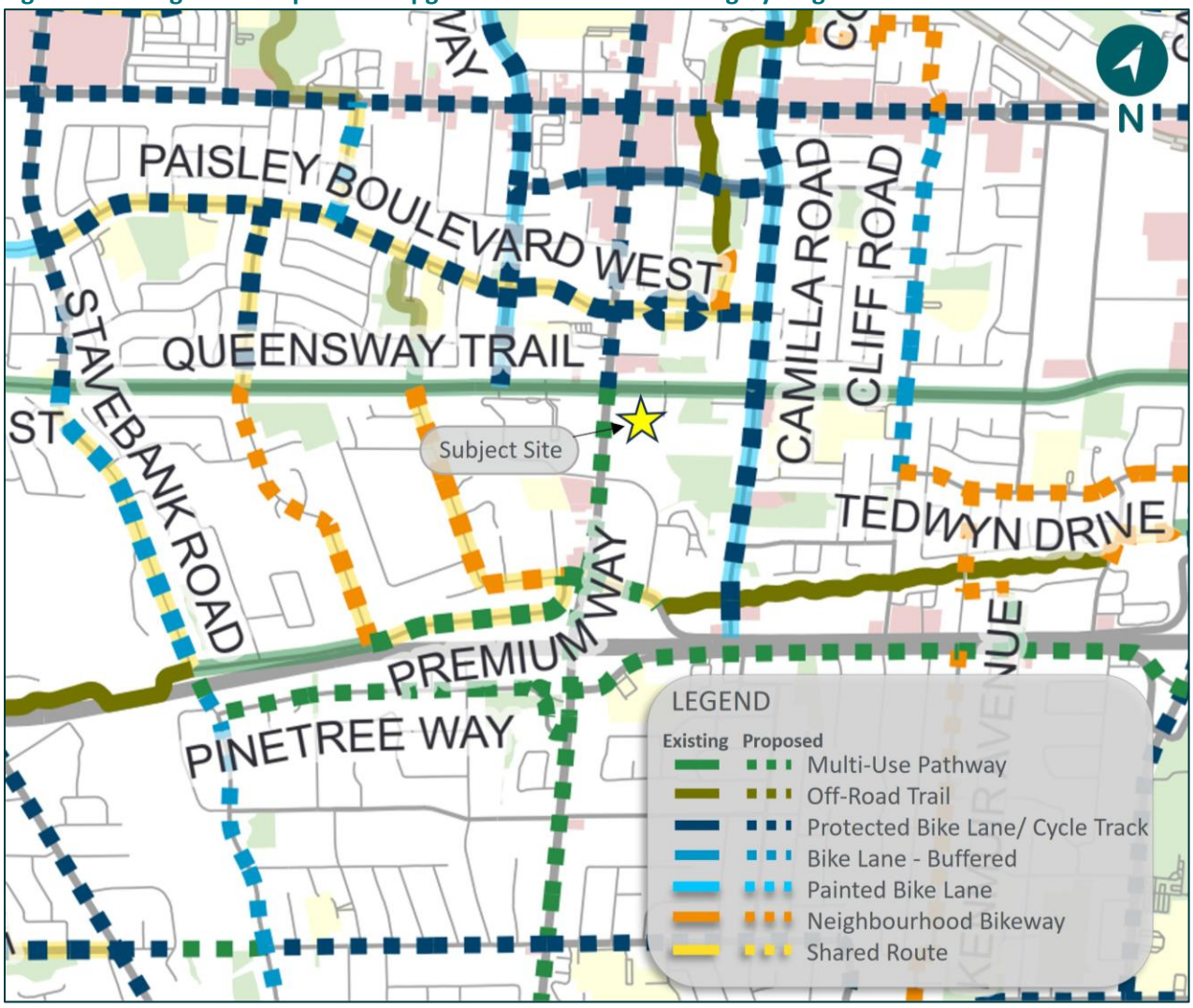
The City of Mississauga's *Cycling Master Plan Update (June 2026)* identifies several long-term cycling network improvements in the vicinity of the subject site, as in **Figure 3-4**. A planned multi-use pathway along Eglinton Avenue West between Hurontario Street and Forum Drive/Albina Way will close an existing gap in the cycling network, providing improved east-west cycling connectivity through the study area.

Within the immediate vicinity of the subject site, Hurontario Street is proposed to be upgraded to a protected bike lane/cycle track north of Queensway. South of Queensway, the planned cycling facility transitions to a multi-use pathway, enhancing north-south active transportation connectivity along the corridor.

Harborn Road/ Gordon Drive is proposed to be upgraded as a neighbourhood bikeway/shared cycling route, improving local cycling connections to the surrounding network. Camilla Road and Paisley Boulevard West are also proposed to include protected bike lanes/cycle tracks.

In addition, several local streets surrounding the subject site, including Premium Way, North Service Road, and adjacent local roads, are identified for future cycling facilities or shared cycling routes that will improve access to nearby employment areas, transit services, and surrounding communities. These planned improvements will provide a more connected and accessible cycling network, supporting active transportation within the study area.

Figure 3-4: Long-term Proposed & Upgrade Network and Existing Cycling Network



Source: City of Mississauga Cycling Master Plan Update, June 2026

3.4 CORRIDOR GROWTH

Historical corridor growth rates along The Queensway were provided by Region of Peel staff. For Hurontario Street, corridor growth rates were provided by City of Mississauga staff, applicable from 2026 to 2031 (see **Table 3-1**). The Hurontario Street growth rates are negative to account for the planned lane reduction as a result of the LRT implementation. Supporting documentation is provided in **Appendix C.**

Table 3-1: Corridor Growth by Road Segment

Corridor	AM Peak Hour	PM Peak Hour
Queensway EB	0.50%	0.50%
Queensway WB	0.50%	0.50%
Hurontario Street NB	-2.00%	-2.00%
Hurontario Street SB	-2.00%	-2.00%

3.5 BACKGROUND DEVELOPMENTS

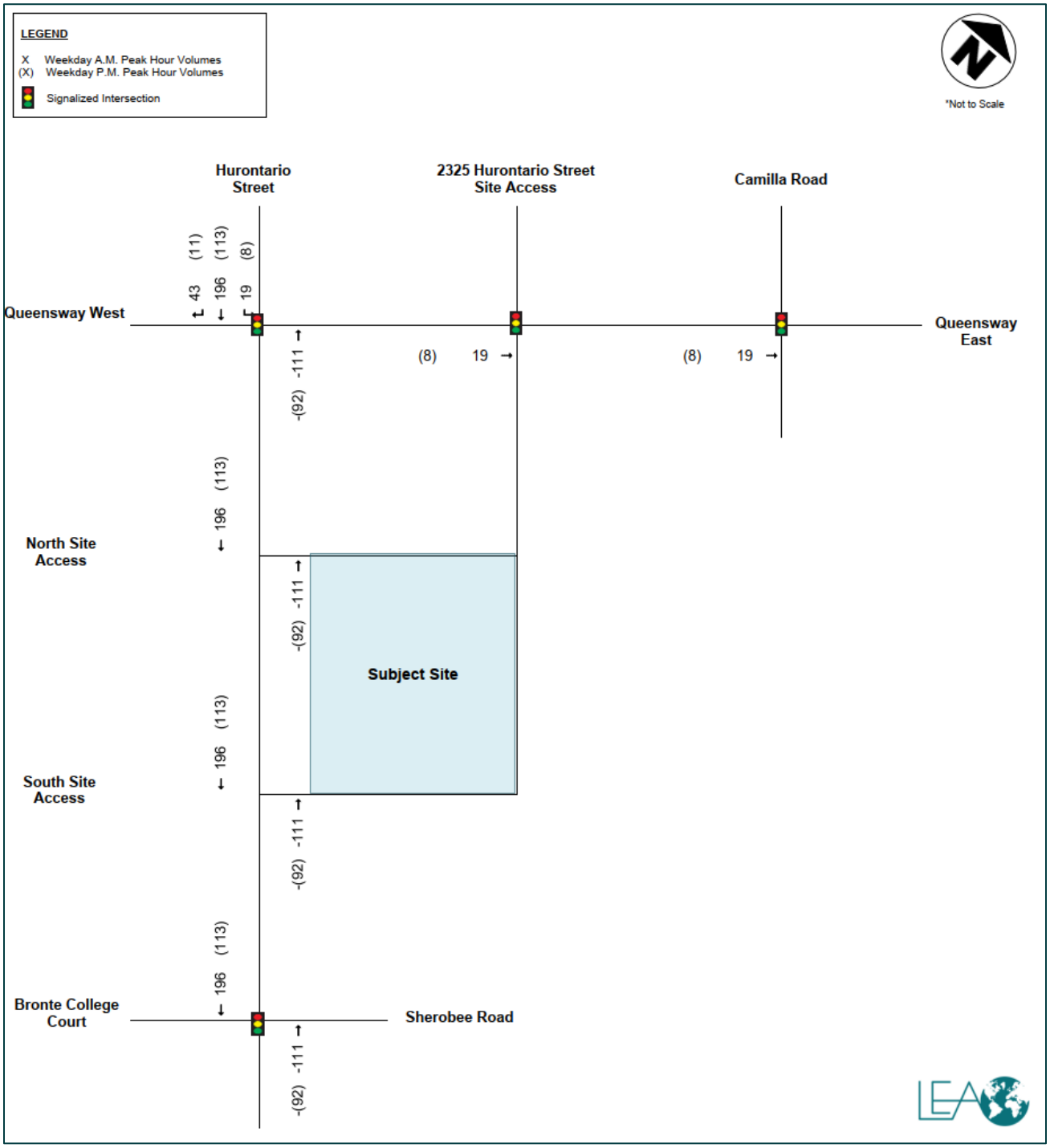
Seven (7) background developments were included in the analysis as per the City of Mississauga's Development Applications Portal and correspondence with the City. The background developments are summarized in **Table 3-2.** Excerpts from the studies providing details of the background development trips are provided in **Appendix D**.

Table 3-2: Background Developments

#	Location	Proposed Development	Source of Traffic Volumes
1	2463 and 2469 Mimosa Row, Mississauga	6 townhouse units with 10,792 m^2 residential GFA	Paradigm Transportation Solutions Ltd. (November 2022)
2	49 South Service Road, Mississauga	353 residential units	GHD (October 2022)
3	65 to 71 Agnes Street, Mississauga	379 residential units plus 6 townhouse units	UrbanTrans Engineering Solutions Inc. (April 2022)
4	3085 Hurontario Street, Mississauga	1,691 dwelling units; 1,222 m^2 retail GFA	BA Group (September 2024)
5	3115 Hurontario Street, Mississauga	484 residential units; 292 m^2 retail GFA; 927 m^2 community GFA	nexTrans (July 2025)
6	25 and 33 Hillcrest Avenue and 3146, 3154 and 3168 Hurontario Street, Mississauga	2,224 residential units; 6,270 m^2 retail GFA 8,692 m^2 commercial GFA; 6,216 m^2 community GFA	BA Group (May 2022)
7	51-55 Dundas Street West and 60, 66, 70 and 78 Agnes Street, Mississauga	559 residential units 1,115 commercial m^2 GFA 288 m^2 daycare GFA	BA Group (July 2026)

Figure 3-5 illustrates the traffic volumes of the background developments during the weekday AM and PM peak periods.

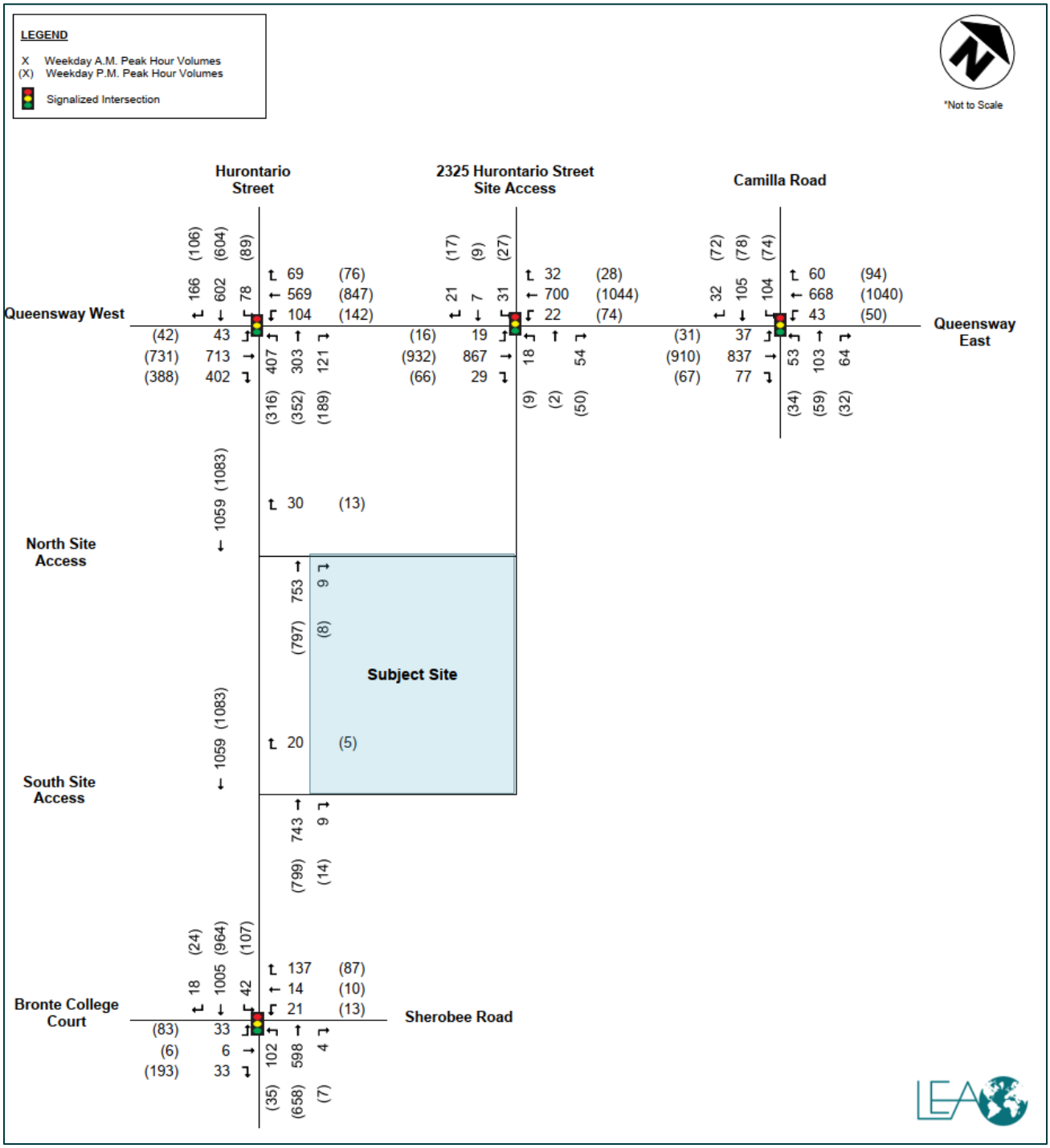
Figure 3-5: Background Development Peak Hour Traffic Volumes



3.6 FUTURE BACKGROUND TRAFFIC VOLUMES

The future background traffic volumes for the weekday AM and PM peak hours under the 2031 horizon year are illustrated in **Figure 3-6.**

Figure 3-6: Future Background (2031) Traffic Volumes



4 SITE GENERATED TRAFFIC

The proposed development consists of one (1) infill mixed-use building, containing 710 residential units and 467m^2 of ground-floor retail GFA. Access to the development is proposed via two existing unsignalized Right-in/Right-outs (RIROs) onto Hurontario Street, as well as an existing signalized all-moves access onto Queensway East.

4.1 MODE SPLIT

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

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

Table 4-1: Mode Split

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

4.2 TRIP GENERATION

4.2.1 Vehicular Trip Generation

Trip generation for the residential and retail components of the proposed development was calculated using the *Institute of Transportation Engineers (ITE) Trip Generation Manual, 12th Edition* for LUC 222 – Multifamily Housing (High-Rise) and LUC 822 – Strip Retail Plaza, respectively. For both the residential and retail land uses, the average ITE vehicle trip generation rates were used to determine auto trips.

Table 4-2 summarizes the anticipated number of vehicle trips generated by the proposed development.

Table 4-2: Proposed Site Vehicle Trip Generation

Land Use	Description	Weekday AM Peak Hour			Weekday PM Peak Hour		
		In	Out	Total	In	Out	Total
ITE LUC 222 – Multifamily Housing (Mid-Rise) 710 units	ITE Auto Trip Rate (/unit)	0.06	0.14	0.20	0.16	0.10	0.26
	ITE Auto Trips	**41**	**101**	**142**	**113**	**72**	**185**
ITE LUC 822– Strip Retail (<40k) 6,000 ft^2	ITE Auto Trip Rate (/1000 ft^2)	2.16	1.77	3.93	3.15	3.15	6.29
	ITE Auto Trips	**13**	**11**	**24**	**19**	**19**	**38**
Total New Site Auto Trips		**54**	**112**	**166**	**132**	**91**	**223**
Existing Trips to Remove		**0**	**0**	**0**	**-1**	**-5**	**-6**
Net Site Auto Trips		**54**	**112**	**166**	**131**	**86**	**217**

The proposed development is anticipated to generate 166 two-way vehicle trips (54 inbound and 112 outbound) during the AM peak hour and 217 two-way vehicle trips (131 inbound and 86 outbound) during the PM peak hour.

Note: the removal of existing trips refers to the medical retail space, which will be removed as part of the proposed development. These trips were estimated based on the collected TMC data.

4.2.2 Multi-Modal Trip Generation

The multi-modal trip generation is summarized in **Table 4-3** and is based on the modal split identified in **Section 4.1.**

Table 4-3: Site Multi-Modal Trip Generation

Land Use	Description	Modal Split	Weekday AM Peak Hour			Weekday PM Peak Hour		
			In	Out	Total	In	Out	Total
Proposed Residential	**External Person Trips**	**100%**	**84**	**206**	**290**	**231**	**147**	**378**
	Auto Driver Trips	49%	41	101	142	113	72	185
	Passenger Trips	15%	12	31	43	35	22	57
	Taxi/Rideshare Trips	0%	0	0	0	0	0	0
	Transit Trips	21%	18	43	61	49	31	80
	Pedestrian Trips	14%	12	29	41	32	21	53
	Cycling Trips	1%	1	2	3	2	1	3
Proposed Retail	**External Person Trips**	**100%**	**23**	**19**	**42**	**33**	**33**	**66**
	Auto Driver Trips	57%	13	11	24	19	19	38
	Passenger Trips	11%	3	2	5	4	4	8
	Taxi/Rideshare Trips	0%	0	0	0	0	0	0
	Transit Trips	18%	4	4	8	6	6	12
	Pedestrian Trips	13%	3	2	5	4	4	8
	Cycling Trips	1%	0	0	0	0	0	0
Total Proposed	**External Person Trips**	**100%**	**107**	**225**	**332**	**264**	**180**	**444**
	Auto Driver Trips	-	54	112	166	132	91	223
	Passenger Trips	-	15	33	48	39	26	65
	Taxi/Rideshare Trips	-	0	0	0	0	0	0

	Transit Trips	-	22	47	69	55	37	92
	Pedestrian Trips	-	15	31	46	36	25	61
	Cycling Trips	-	1	2	3	2	1	3

The proposed development is expected to generate 332 total person trips (107 inbound and 225 outbound) during the weekday AM peak hour and 444 total person trips (264 inbound and 180 outbound) during the weekday PM peak hour.

4.3 TRIP DISTRIBUTION AND ASSIGNMENT

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

Table 4-4: Site Trip Distribution

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

4.4 SITE TRAFFIC VOLUMES

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

Figure 4-1: Proposed Residential Site Traffic

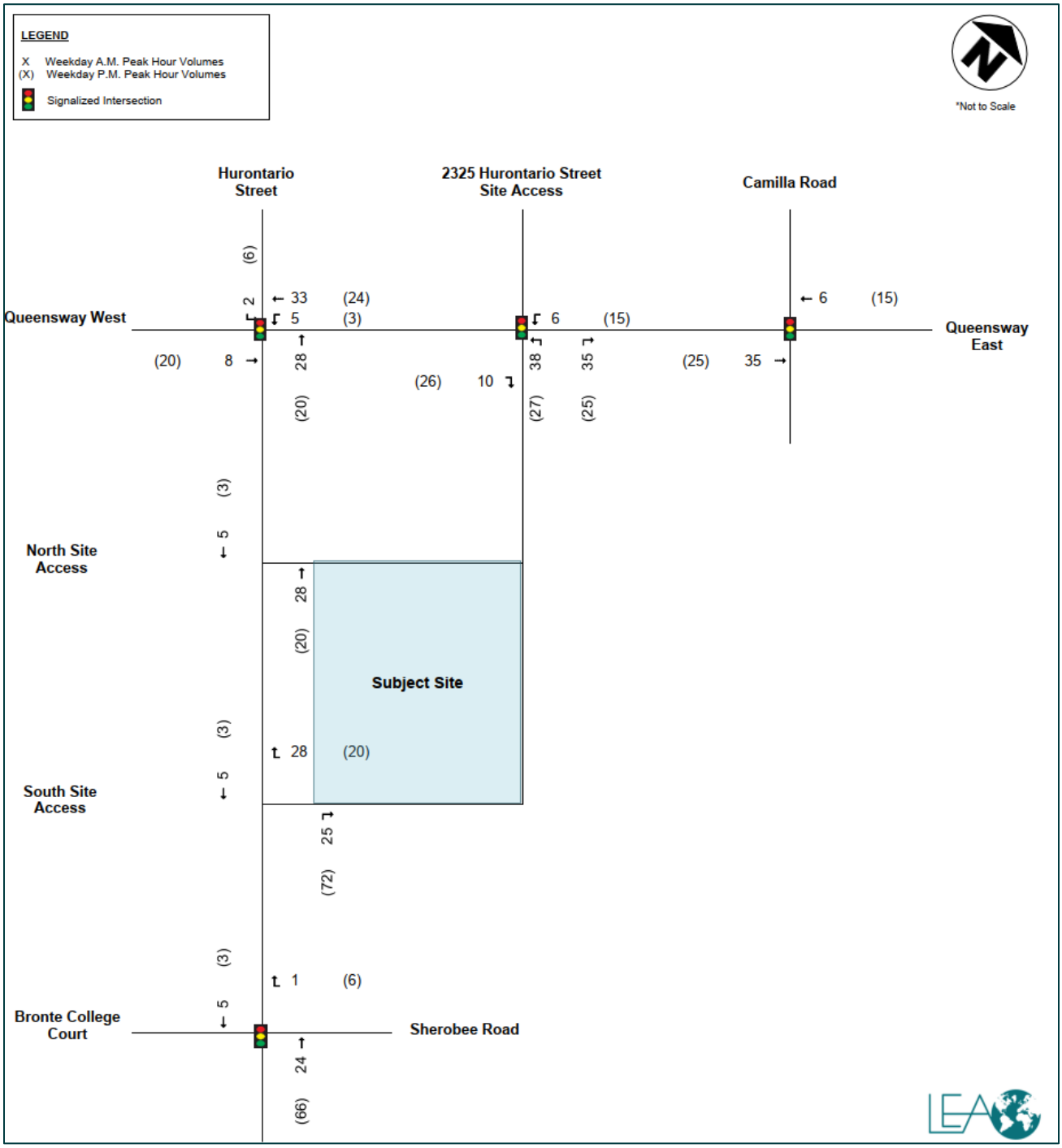


Figure 4-2: Proposed Retail Site Traffic

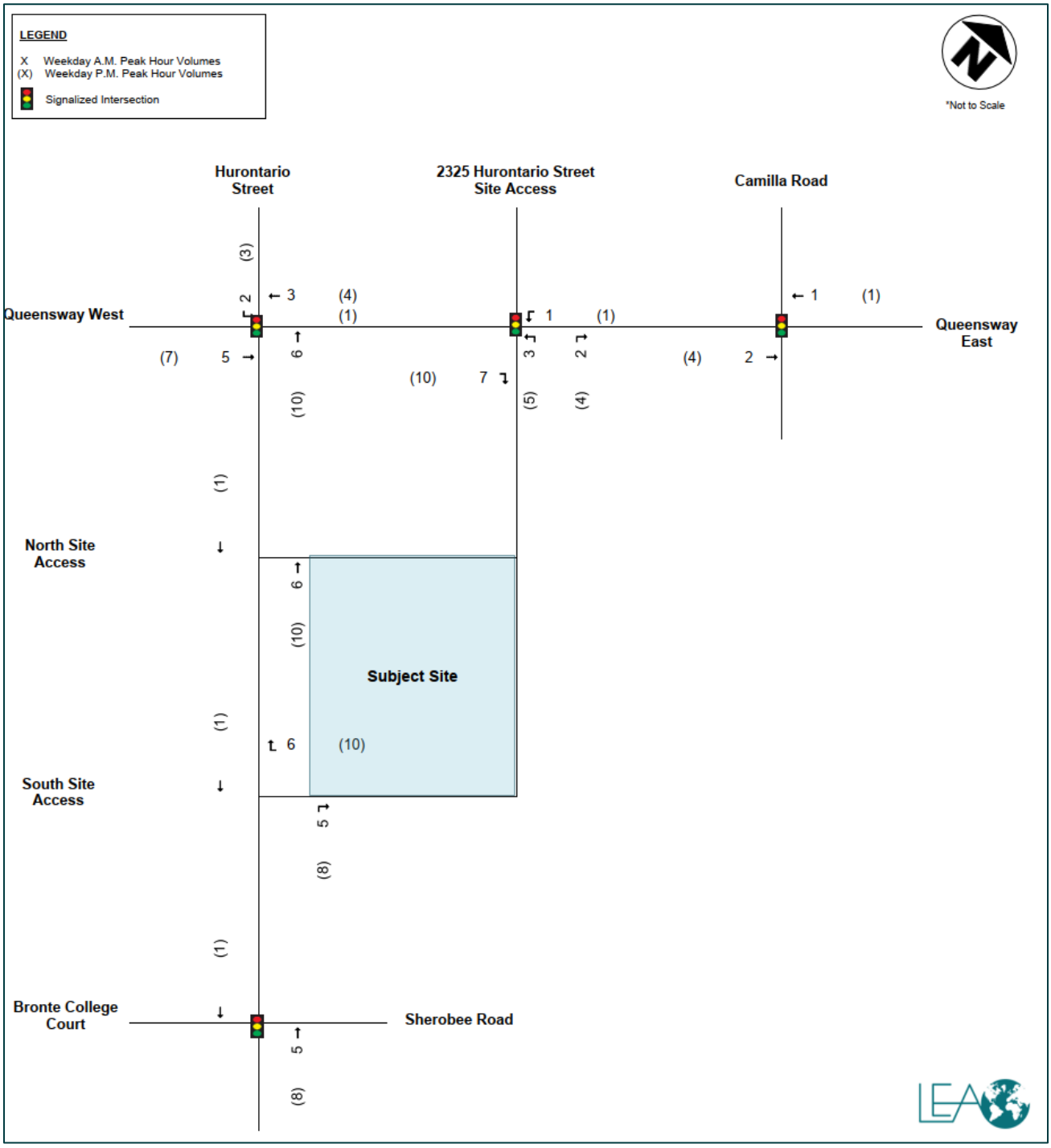


Figure 4-3: Total Proposed Site Traffic

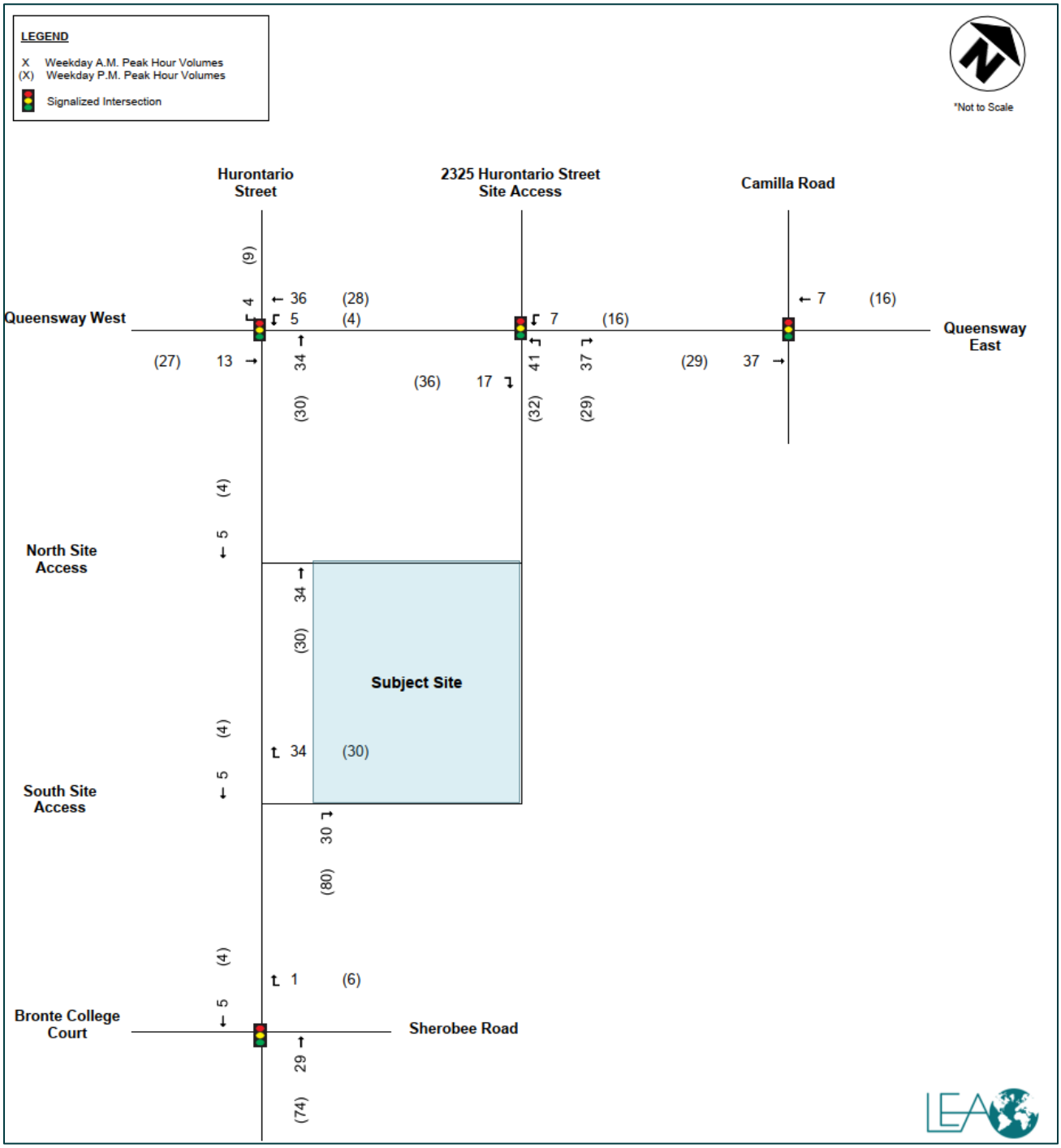


Figure 4-4: Existing Medical Trips to Remove

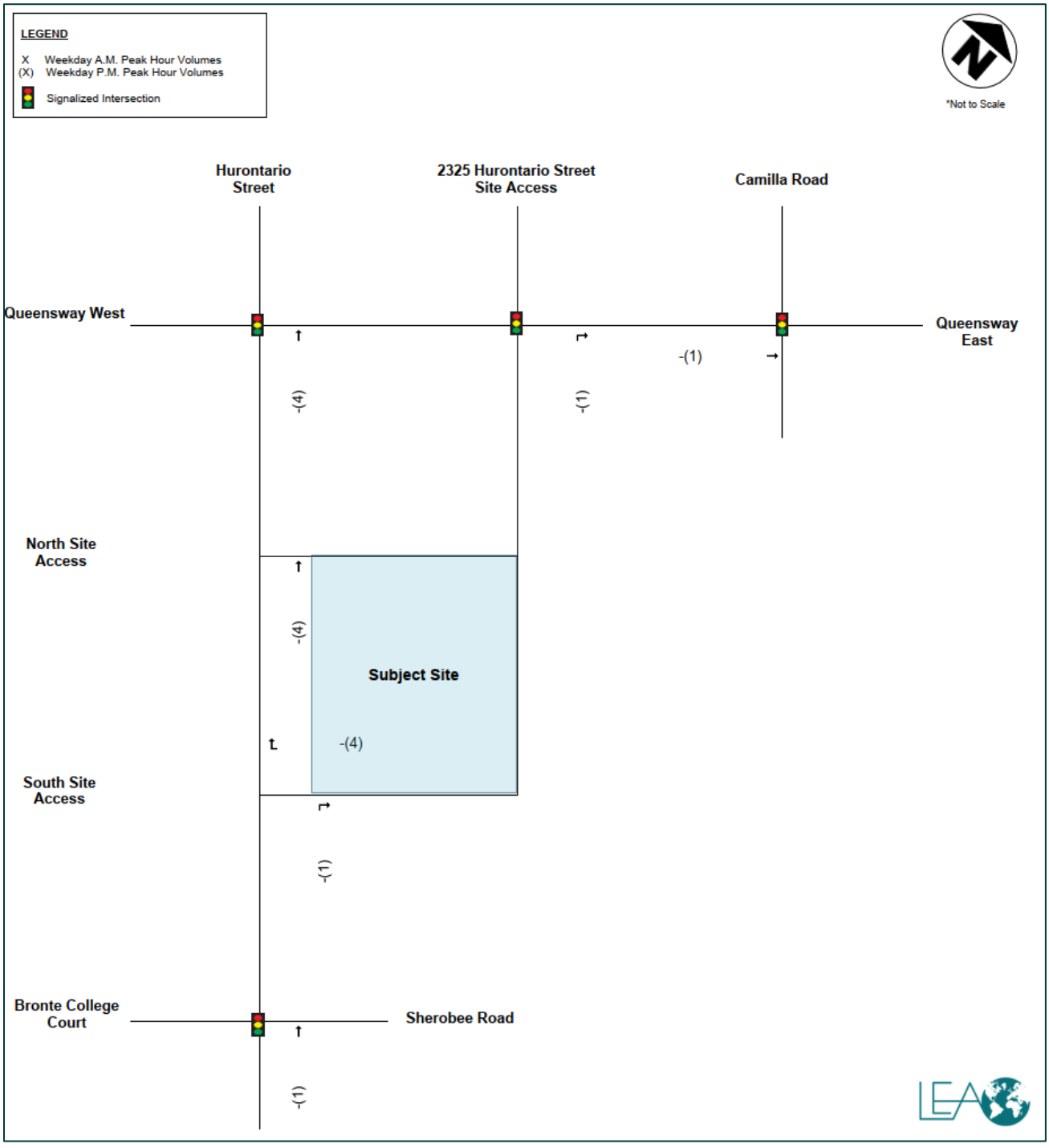
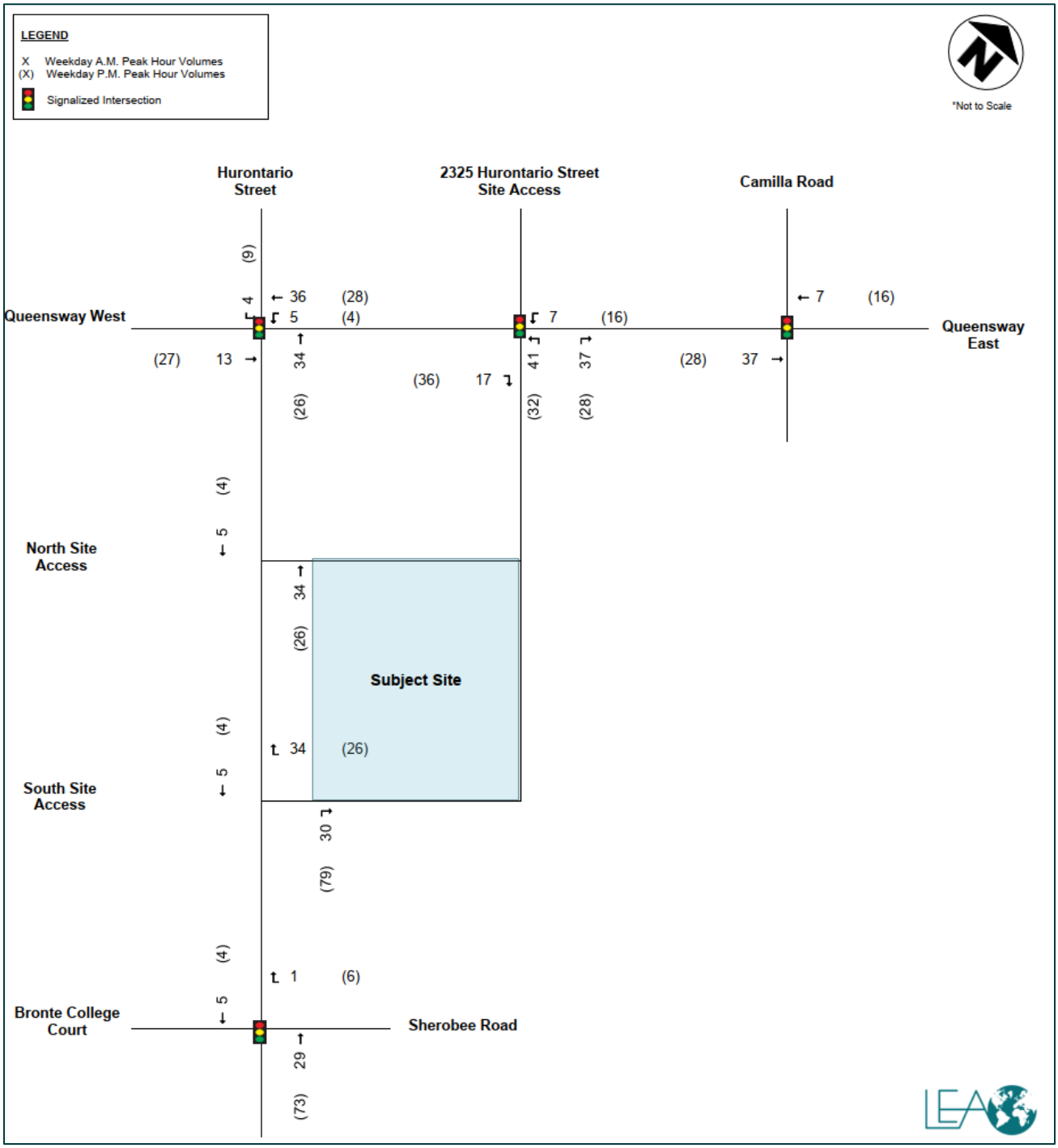


Figure 4-5: Net Site Traffic



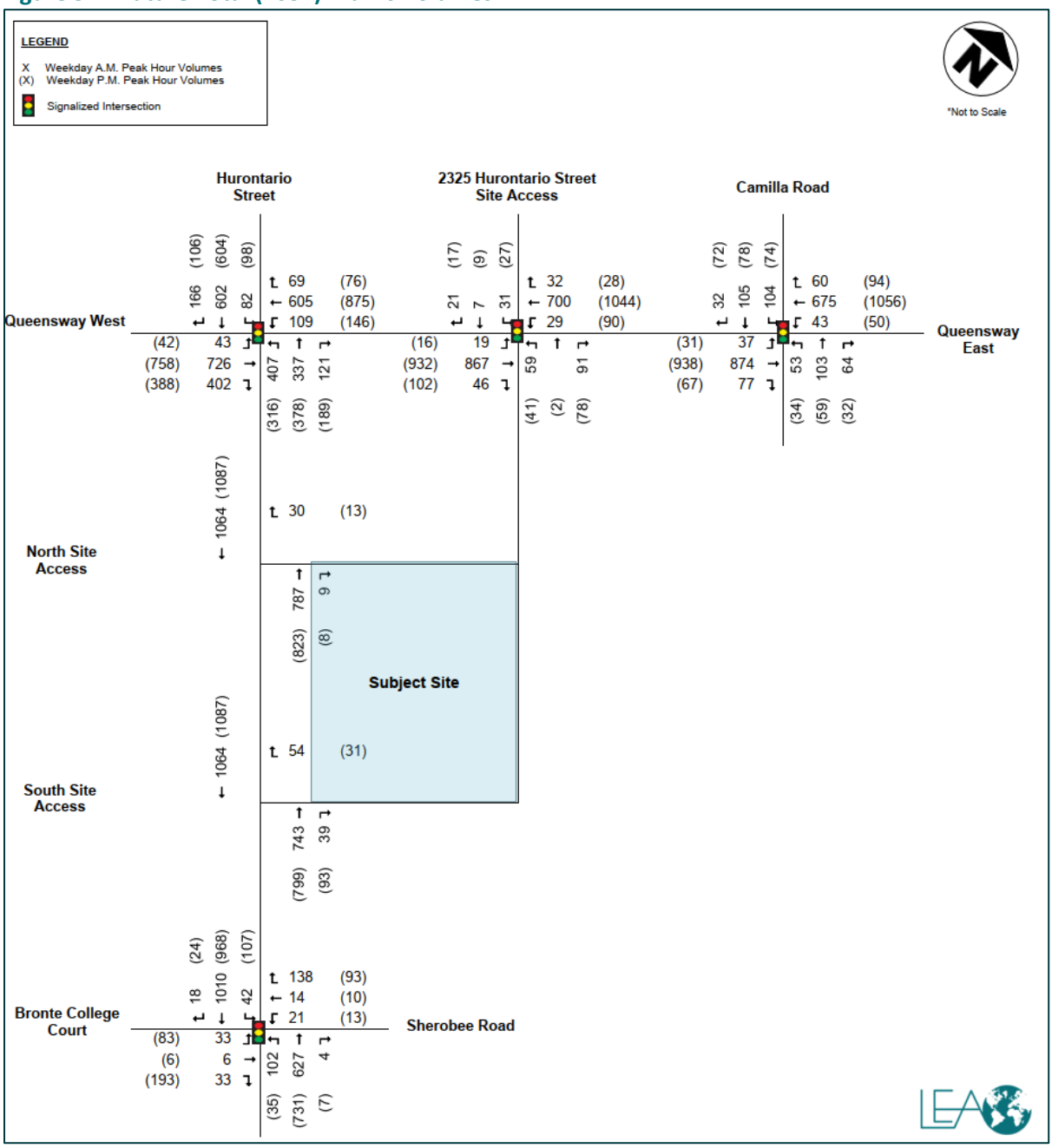
5 FUTURE TOTAL TRANSPORTATION CONDITIONS

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

5.1 FUTURE TOTAL TRAFFIC VOLUMES

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

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



6 INTERSECTION CAPACITY ANALYSIS

The following sections provide an analysis of the intersection operations under existing, future background, and future total scenarios. The intersection capacity analysis for the study area was undertaken using Synchro version 12.0, with the Highway Capacity Manual (HCM) 2000 and 6 methodologies for signalized and unsignalized intersections, respectively.

The analysis was prepared according to the City of Mississauga's *Transportation Impact Study Guidelines* (December 2022) as well as the Region of Peel's *Regional Guidelines for Using Synchro Version 7.73 Rev 8* (December 2010). Given that the City of Mississauga does not have its own Synchro Guidelines, the project team have referred to the Region of Peel's Synchro Guidelines for any user defined inputs not mentioned in the Mississauga TIS Guidelines.

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

As per the City of Mississauga guidelines, critical movements at signalized intersections are defined as:

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

Critical movements at unsignalized intersections are defined as:

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

Critical movements are identified in bold within the intersection capacity analysis tables presented in the following sections. The LOS Definition summary is provided in **Appendix G.**

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

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

6.1 SIGNALIZED INTERSECTIONS

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

6.1.1 Camilla Road & Queensway East

The intersection capacity analysis results at Camilla Road and Queensway East during the weekday AM and PM peak hours are summarized in **Table 6-1**.

Table 6-1: Intersection Capacity Analysis – Camilla Rd & Queensway E

Mvmt	Existing				Future Background				Future Total			
	Vol	V/C	LOS (Delay)	50/95th Queues	Vol	V/C	LOS (Delay)	50/95th Queues	Vol	V/C	LOS (Delay)	50/95th Queues
Unit	(veh)		(s)	(m)	(veh)		(s)	(m)	(veh)		(s)	(m)
AM Peak Hour												
Overall	-	0.40	B (17)	-/-	-	0.42	B (18)	-/-	-	0.43	B (18)	-/-
EBL	37	0.12	A (3)	1/2	37	0.12	A (3)	1/2	37	0.12	A (4)	1/3
EBT	798	0.41	A (3)	9/14	837	0.43	A (6)	27/24	874	0.45	A (7)	27/24
EBR	77	0.06	A (0)	0/0	77	0.06	A (0)	0/0	77	0.06	A (1)	0/0
WBL	43	0.15	B (14)	6/12	43	0.16	B (14)	6/12	43	0.17	B (14)	6/12
WBT	652	0.34	B (15)	54/65	668	0.35	B (15)	55/67	675	0.35	B (15)	56/68
WBR	60	0.05	B (12)	0/6	60	0.05	B (12)	0/6	60	0.05	B (12)	0/6
NBL	53	0.20	D (45)	15/28	53	0.20	D (45)	15/28	53	0.20	D (45)	15/28
NBTR	167	0.35	D (47)	39/61	167	0.35	D (47)	39/61	167	0.35	D (47)	39/61
SBL	104	0.39	D (50)	27/**46**	104	0.39	D (50)	27/**46**	104	0.39	D (50)	27/**46**
SBTR	137	0.29	D (46)	34/54	137	0.29	D (46)	34/54	137	0.29	D (46)	34/54
PM Peak Hour												
Overall	-	0.44	C (21)	-/-	-	0.45	B (20)	-/-	-	0.45	B (19)	-/-
EBL	31	0.20	B (13)	2/6	31	0.21	A (7)	1/3	31	0.22	A (7)	1/3
EBT	880	0.50	B (12)	33/45	910	0.52	A (9)	32/28	938	0.53	A (8)	31/27
EBR	67	0.05	A (5)	0/2	67	0.05	A (0)	0/0	67	0.05	A (1)	0/1
WBL	50	0.25	C (22)	8/17	50	0.26	C (22)	8/18	50	0.27	C (23)	8/18
WBT	1014	0.57	C (25)	110/128	1040	0.58	C (25)	114/133	1056	0.59	C (26)	116/136
WBR	94	0.07	B (17)	0/8	94	0.07	B (17)	0/8	94	0.07	B (17)	0/8
NBL	34	0.09	C (35)	7/15	34	0.09	C (35)	7/15	34	0.09	C (35)	7/15
NBTR	91	0.14	D (35)	16/29	91	0.14	D (35)	16/29	91	0.14	D (35)	16/29
SBL	74	0.19	D (36)	16/**29**	74	0.19	D (36)	16/**29**	74	0.19	D (36)	16/**29**
SBTR	150	0.24	D (37)	28/46	150	0.24	D (37)	28/46	150	0.24	D (37)	28/46

Existing Conditions: The intersection operates well during both weekday peak hours. All movements are operating with residual capacity and acceptable delays. Most existing 95th percentile queues can be accommodated by their available storage lanes. During both peak hours, the 95th percentile queue for the SBL exceeds its available storage length. No other critical movements have been identified.

Future Background Conditions: The intersection is expected to generally operate similar to existing conditions with acceptable increases in V/C ratios and delay. No critical movements have been identified.

Future Total Conditions: The addition of site traffic is expected to have an acceptable impact on intersection operations, with all movements operating similar to future background conditions. No critical movements have been identified. No intersection modifications are recommended as the predicted queue exceedance for the SBL should be considered minor and is not attributable to site traffic.

6.1.2 2325 Hurontario Street Site Access/East Site Access & Queensway East

The intersection capacity analysis results at 2325 Hurontario Street Site Access/East Site Access and Queensway East during the weekday AM and PM peak hours are summarized in **Table 6-2.**

Table 6-2: Intersection Capacity Analysis – 2325 Hurontario St Site Access/East Site Access & Queensway E

Mvmt	Existing				Future Background				Future Total			
	Vol	V/C	LOS (Delay)	50/95th Queues	Vol	V/C	LOS (Delay)	50/95th Queues	Vol	V/C	LOS (Delay)	50/95th Queues
Unit	(veh)		(s)	(m)	(veh)		(s)	(m)	(veh)		(s)	(m)
AM Peak Hour												
Overall	-	0.28	A (10)	-/-	-	0.29	C (25)	-/-	-	0.35	C (26)	-/-
EBL	19	0.06	A (5)	1/1	19	0.06	C (26)	5/9	19	0.06	C (25)	5/9
EBT	827	0.29	A (4)	12/15	867	0.30	C (33)	95/106	867	0.30	C (33)	95/106
EBR	29	0.02	A (0)	0/0	29	0.02	E (64)	4/9	46	0.03	E (68)	6/14
WBL	22	0.08	A (10)	2/5	22	0.08	B (10)	2/5	29	0.11	B (10)	3/6
WBT	683	0.35	B (11)	38/44	700	0.36	B (11)	39/45	700	0.36	B (11)	39/45
WBR	32	0.02	A (7)	0/2	32	0.02	A (7)	0/2	32	0.02	A (7)	0/2
NBLTR	72	0.09	D (43)	4/16	72	0.09	D (43)	4/16	150	0.32	D (48)	27/47
SBLTR	59	0.13	D (44)	10/22	59	0.13	D (44)	10/22	59	0.14	D (44)	11/22
PM Peak Hour												
Overall	-	0.38	A (8)	-/-	-	0.39	B (18)	-/-	-	0.42	B (20)	-/-
EBL	16	0.08	A (6)	1/2	16	0.08	C (21)	4/6	16	0.08	C (20)	4/6
EBT	901	0.31	A (7)	20/24	932	0.32	C (26)	86/98	932	0.32	C (27)	91/102
EBR	66	0.05	A (2)	0/1	66	0.05	D (54)	9/18	102	0.08	E (66)	15/26
WBL	74	0.28	A (7)	3/5	74	0.29	A (7)	3/5	90	0.36	A (8)	4/6
WBT	1018	0.50	A (6)	22/25	1044	0.51	A (6)	22/25	1044	0.51	A (6)	22/25
WBR	28	0.02	A (1)	0/0	28	0.02	A (1)	0/0	28	0.02	A (1)	0/0
NBLTR	61	0.06	D (42)	3/14	61	0.06	D (42)	3/14	121	0.22	D (45)	17/34
SBLTR	53	0.11	D (43)	9/20	53	0.11	D (43)	9/20	53	0.12	D (43)	9/20

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

Future Background Conditions: The intersection is expected to generally operate similar to existing conditions with acceptable increases in V/C ratios and delay. No critical movements have been identified.

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

6.1.3 Hurontario Street & Queensway East

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

Table 6-3: Intersection Capacity Analysis – Hurontario St & Queensway E

Mvmt	Existing				Future Background				Future Total			
	Vol	V/C	LOS (Delay)	50/95th Queues	Vol	V/C	LOS (Delay)	50/95th Queues	Vol	V/C	LOS (Delay)	50/95th Queues
Unit	(veh)		(s)	(m)	(veh)		(s)	(m)	(veh)		(s)	(m)
AM Peak Hour												
Overall	-	0.69	D (52)	-/-	-	0.78	D (52)	-/-	-	0.80	D (51)	-/-
EBL	43	0.25	D (41)	13/26	43	0.25	D (42)	13/26	43	0.26	D (42)	13/27
EBT	695	0.64	D (47)	100/121	713	0.65	D (48)	104/125	726	0.67	D (48)	106/127
EBR	402	0.32	D (41)	2/29	402	0.38	D (42)	11/44	402	0.39	D (43)	12/44
WBL	104	0.67	E (64)	18/33	104	0.70	E (75)	32/52	109	0.75	E (78)	32/58
WBT	555	0.32	D (42)	38/48	569	0.33	D (42)	66/80	605	0.35	D (41)	68/81
WBR	69	0.05	E (77)	2/13	69	0.05	F (91)	7/23	69	0.05	F (83)	6/21
NBL	407	0.91	F (95)	74/101	407	0.91	E (77)	70/99	407	0.91	E (78)	70/99
NBTR	579	0.48	D (43)	62/92	424	0.37	C (33)	54/71	458	0.40	C (34)	60/78
SBL	59	0.54	E (80)	19/34	78	0.54	E (75)	25/42	81	0.55	E (75)	26/44
SBTR	572	0.58	D (48)	82/102	768	0.78	E (55)	121/146	768	0.78	E (55)	121/146
PM Peak Hour												
Overall	-	0.75	D (44)	-/-	-	0.72	E (58)	-/-	-	0.74	E (58)	-/-
EBL	42	0.31	D (36)	10/19	42	0.28	D (37)	9/18	42	0.29	D (37)	9/18
EBT	713	0.65	D (47)	104/125	731	0.72	D (52)	111/134	758	0.75	D (54)	117/140
EBR	388	0.41	D (43)	19/52	388	0.43	D (46)	22/57	388	0.44	D (46)	23/58
WBL	142	0.88	E (76)	17/36	142	0.65	D (52)	41/63	146	0.69	D (55)	42/62
WBT	826	0.50	C (30)	32/60	847	0.49	D (49)	104/117	875	0.51	D (49)	105/118
WBR	76	0.06	C (28)	0/7	76	0.06	F (125)	8/24	76	0.06	F (117)	8/22
NBL	316	0.78	F (84)	39/58	316	0.80	E (72)	52/67	316	0.80	E (72)	52/67
NBTR	680	0.57	C (27)	91/115	541	0.48	E (73)	86/106	567	0.52	E (74)	92/112
SBL	81	0.56	E (77)	25/42	89	0.60	E (78)	28/46	98	0.64	F (80)	31/50
SBTR	638	0.59	D (46)	89/109	710	0.71	D (53)	107/129	710	0.71	D (53)	107/129

Existing Conditions: The intersection operates well during both weekday peak hours. All movements are operating with residual capacity and acceptable delays. Most existing 95th percentile queues can be accommodated by their available storage lanes. During the AM peak hour, the average queue for the NBL movement exceeds the available storage length. No other critical movements have been identified.

Future Background Conditions: The intersection is expected to generally operate similar to existing conditions with acceptable increases in V/C ratios and delay. During the PM peak hour, the 95th percentile queues of the NBL and SBL movements are expected to exceed the available storage length. In addition, the WBR is expected to experience LOS F during both weekday peak hours No other critical movements have been identified.

Future Total Conditions: The addition of site traffic is expected to have an acceptable impact on intersection operations, with all movements operating similar to future background conditions. No additional critical movements have been identified, although a minor queueing exceedance is noted for the SBL movement during the AM peak hour. No intersection modifications are recommended as the predicted 95th percentile queue exceedances are considered minor and not attributable to site traffic.

6.1.4 Hurontario Street & Bronte College Court/Sherobee Road

The intersection capacity analysis results at Hurontario Street and Bronte College Court/Sherobee Road during the weekday AM and PM peak hours are summarized in **Table 6-4.**

Table 6-4: Intersection Capacity Analysis – Hurontario St & Bronte College Ct /Sherobee Rd

Mvmt	Existing				Future Background				Future Total			
	Vol	V/C	LOS (Delay)	50/95th Queues	Vol	V/C	LOS (Delay)	50/95th Queues	Vol	V/C	LOS (Delay)	50/95th Queues
Unit	(veh)		(s)	(m)	(veh)		(s)	(m)	(veh)		(s)	(m)
AM Peak Hour												
Overall	-	**0.44**	**C (26)**	-/-	-	**0.47**	**D (40)**	-/-	-	**0.48**	**D (39)**	-/-
EBL	33	0.14	D (49)	8/18	33	0.14	D (49)	8/18	33	0.14	D (49)	8/18
EBTR	39	0.04	D (46)	2/11	39	0.04	D (46)	2/11	39	0.04	D (46)	2/11
WBL	21	0.08	D (47)	5/13	21	0.08	D (47)	5/13	21	0.08	D (47)	5/13
WBTR	151	0.13	D (48)	3/21	151	0.13	D (48)	3/21	152	0.13	D (48)	3/21
NBL	102	0.64	E (79)	32/**51**	102	0.64	E (79)	32/**51**	102	0.64	E (79)	32/**51**
NBTR	788	0.43	C (21)	75/95	602	0.32	B (19)	53/69	631	0.34	B (19)	57/73
SBL	42	0.43	F (97)	14/24	42	0.43	E (60)	13/19	42	0.43	E (60)	13/18
SBTR	913	0.53	B (16)	67/99	1023	0.60	D (45)	164/184	1028	0.60	D (45)	165/185
PM Peak Hour												
Overall	-	**0.51**	**C (31)**	-/-	-	**0.52**	**C (28)**	-/-	-	**0.52**	**C (29)**	-/-
EBL	83	0.32	D (51)	22/39	83	0.32	D (52)	22/39	83	0.32	D (52)	22/39
EBTR	199	0.16	D (48)	2/22	199	0.16	D (48)	2/22	199	0.16	D (48)	2/22
WBL	13	0.07	D (47)	3/10	13	0.07	D (47)	3/10	13	0.07	D (47)	3/10
WBTR	97	0.09	D (47)	2/17	97	0.09	D (47)	2/17	103	0.09	D (47)	2/18
NBL	35	0.40	E (78)	12/23	35	0.40	E (78)	12/23	35	0.40	E (78)	12/23
NBTR	837	0.49	C (23)	87/104	665	0.39	C (21)	65/79	738	0.43	C (22)	74/89
SBL	107	0.86	F (101)	36/**65**	107	0.86	**F (131)**	33/**62**	107	0.86	**F (130)**	34/**62**
SBTR	966	0.54	C (22)	87/127	988	0.55	B (12)	120/146	992	0.55	B (12)	120/148

Existing Conditions: The intersection operates well during both weekday peak hours. All movements are operating with residual capacity and acceptable delays. Most existing 95th percentile queues can be accommodated by their available storage lanes. During the AM peak hour, the 95th percentile queue of the NBL movement exceeds the available storage capacity. During the PM peak hour, the 95th percentile queue of the SBL movement exceeds the available storage length. No other critical movements have been identified.

Future Background Conditions: The intersection is expected to generally operate similar to existing conditions with acceptable increases in V/C ratios and delay. During the PM peak hour, the SBL is expected to experience LOS F. No other critical movements have been identified.

Future Total Conditions: The addition of site traffic is expected to have an acceptable impact on intersection operations, with all movements operating similar to future background conditions. No additional critical movements have been identified. No intersection modifications are recommended as the predicted 95th percentile queue exceedances are considered minor and not attributable to site traffic.

6.2 UNSIGNALIZED INTERSECTIONS

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

6.2.1 Hurontario Street & North Site Access

The intersection capacity analysis results at Hurontario Street and North Site Access during the weekday AM and PM peak hours are summarized in **Table 6-5.**

Table 6-5: Intersection Capacity Analysis – Hurontario St & North Site Access

Mvmt	Existing				Future Background				Future Total			
	Vol	V/C	LOS (Delay)	50/95th Queues	Vol	V/C	LOS (Delay)	50/95th Queues	Vol	V/C	LOS (Delay)	50/95th Queues
Unit	(veh)		(s)	(m)	(veh)		(s)	(m)	(veh)		(s)	(m)
AM Peak Hour												
WBR	30	0.07	B (13)	-/1	30	0.06	B (12)	-/1	30	0.06	B (12)	-/1
NBR	9	0.00	- (0)	-/0	9	0.00	- (0)	-/0	9	0.00	- (0)	-/0
PM Peak Hour												
WBR	13	0.03	B (13)	-/1	13	0.03	B (12)	-/1	13	0.03	B (12)	-/1
NBR	8	0.00	- (0)	-/0	8	0.00	- (0)	-/0	8	0.00	- (0)	-/0

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

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

6.2.2 Hurontario Street & South Site Access

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

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

Mvmt	Existing				Future Background				Future Total			
	Vol	V/C	LOS (Delay)	50/95th Queues	Vol	V/C	LOS (Delay)	50/95th Queues	Vol	V/C	LOS (Delay)	50/95th Queues
Unit	(veh)		(s)	(m)	(veh)		(s)	(m)	(veh)		(s)	(m)
AM Peak Hour												
WBR	20	0.04	B (13)	-/1	20	0.04	B (11)	-/1	54	0.10	B (12)	-/2
NBR	9	0.00	- (0)	-/0	9	0.00	- (0)	-/0	39	0.00	- (0)	-/0
PM Peak Hour												
WBR	5	0.01	B (13)	-/0	5	0.01	B (12)	-/0	31	0.07	B (13)	-/1
NBR	14	0.00	- (0)	-/0	14	0.00	- (0)	-/0	93	0.00	- (0)	-/0

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

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

6.3 ANALYSIS SUMMARY

The analysis results confirm that the proposed development will have an acceptable impact on the surrounding road network, with all movements experiencing similar delays and capacity relative to background conditions. No major constraints are noted, and the proposed site access configuration is expected to provide adequate circulation for site traffic.

7 COMMUNITY IMPACTS

An in-person public information centre (PIC) was held on April 13, 2026 to provide information on the proposed development. Participants had the opportunity to ask questions and share their views on the proposed development during the session. The top concerns that were identified during the PIC included the potential for the proposed development to increase existing traffic congestion and construction related impacts in the surrounding area, the proposed number of parking spaces, and the site access arrangements. Participants raised concerns regarding ongoing construction activities associated with the Hurontario LRT and the new Mississauga Hospital, as well as the potential impacts of additional traffic generated by the development. Questions were also raised regarding the amount of parking proposed within the new building, given the site's location within a Major Transit Station Area (MTSA), and the opportunity to reduce parking in support of a more walkable community.

As discussed in **Section 6,** the proposed development is expected to have an acceptable impact on the surrounding transportation network, with no major predicted changes in traffic operations at study intersections. Given the site access configuration and surrounding road layout, it is anticipated that site traffic will largely utilize the available arterial road network to enter or exit the study area, with limited risk for any cut-through traffic use of surrounding residential neighbourhoods.

With respect to construction-impacts, a construction management plan will be prepared as part of the future site plan approval process to help minimize any impacts to existing residents and the surrounding community. Construction will need to be coordinated with any ongoing work taking place at the nearby Mississauga Hospital and Hurontario LRT, where applicable.

Regarding the site access arrangements, the proposed development will maintain the same number of accesses as the existing site and will improve pedestrian conditions by narrowing the driveway entrances and removing a conflict point through the closure of the southerly parking ramp.

Finally, vehicle parking has been provided in accordance with the governing by-law requirements, and the reduced provision is reflective of the site’s close proximity to a future LRT station. As a result, a lower share of future residents are expected to need a personal vehicle to accommodate their daily travel needs.

Any additional transportation-related community concerns raised during future public engagements will be addressed accordingly and updated in future submissions as the development progresses.

8 PARKING ASSESSMENT

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

8.1 ZONING BY-LAW REQUIREMENTS – BICYCLE PARKING

The subject site is governed by the City of Mississauga's Comprehensive Zoning By-law (CZBL) 0225-2007. As such, bicycle parking requirements have been reviewed per CZBL 0225-2007 and are summarized in **Table 8-1.**

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

Table 8-1: Zoning By-law 0225-2027 – Bicycle Parking Requirements

Land Use	Units/GFA	Zoning By-law 0225-2007		Proposed Supply
		Min. Rate	Min. Required Spaces (1)	
Residential	710 units	Long Term (Class "A"): 0.60 spaces/unit	426	211 spaces
		Short Term (Class "B"): Greater of 0.05 spaces/unit or 6.0 spaces	36	35 spaces
Retail	467m^2	None required (2)		-
		Total	462 spaces	246 spaces

Note: (1) – Per CZBL 0225-2007, bicycle parking space requirements are rounded to the nearest whole number.
(2) – Per CZBL 0225-2007 Clause 3.1.6.1.3, bicycle parking spaces shall not be required for non-residential uses with less than 1,000 m^2 of GFA.

Per CZBL 0225-2007, the proposed development is required to provide a minimum of 462 bicycle parking spaces, consisting of 426 long-term (Class "A") and 36 short-term (Class "B") spaces. The proposed development provides a total supply of 246 bicycle parking spaces, consisting of 211 long-term (Class "A" and 35 short-term (Class "B") spaces.

The proposed bicycle supply represents an overall shortfall of 216 bicycle parking spaces. The proposed bicycle parking supply results in a deficiency relative to the governing by-law requirements. For supporting justification, refer to the letter prepared by Sajecki Planning.

8.2 ZONING BY-LAW REQUIREMENTS – VEHICLE PARKING

The parking requirements for the subject site are governed by the parking standards set out in CZBL 0225-2007. The subject site is located in Parking Precinct 1 and as such the applicable requirements based on CZBL 0225-2007 in Precinct 1 were reviewed and summarized below in **Table 8-2**.

Table 8-2: Zoning By-law 0225-2027 – Vehicle Parking Requirements

Land Use	Units/GFA	Zoning By-law 0225-2007 – Precinct 1		Proposed Supply
		Min. Rate	Min. Required (1)	
Residential	710 units	None required		304 spaces
Visitors				43 spaces
Retail	467m^2			0 spaces
		Total	-	347 spaces

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

Per CZBL 0225-2007, no vehicle parking requirements apply for the proposed development based on Precinct 1 parking rates. Nonetheless, the development provides a total vehicle parking supply of 347 spaces, consisting of 304 residential and 43 visitor parking spaces.

8.2.1 Electric Vehicle Parking Review

CZBL 0225-2007 requires a portion of the total vehicle parking supply to be provided with Electric Vehicle Supply Equipment (EVSE) as an "electric vehicle (EV) ready parking space." The EV ready parking space requirements under the CZBL have been reviewed and are summarized in **Table 8-3**.

Table 8-3: Electric Vehicle Parking Requirements

Land Use	Proposed Parking Supply	Zoning By-law 0225-2007	
		Min. EV Rate	Min. Required EV (1)
Residential	304	The greater of 1 space or 20% of total parking spaces	61 spaces
Visitors	43	The greater of 1 space or 10% of total parking spaces	4 spaces
Retail	0	None required (2)	
		Total	65 spaces

Note: (1) – Per CZBL 0225-2007, EV parking space requirements are rounded to the nearest whole number.
(2) –Per CZBL 0225-2007 Table 3.1.1.12, EV ready parking spaces for non-residential uses are only required for uses with 10 or more parking spaces provided. Therefore, based on the proposed retail parking supply of 4 spaces, no EV retail spaces are required.

As per CZBL 0225-2007, a minimum of 65 EV ready parking spaces are required, consisting of 61 residential EV and four (4) visitor EV spaces. The proposed development will satisfy the applicable requirements.

8.2.2 Accessible Parking Review

CZBL 0225-2007 Clause 3.1.3.1B stipulates that accessible parking spaces for residential uses shall only apply to the total number of visitor parking spaces required for the proposed development. Therefore, it is understood that no residential accessible parking requirements apply and the accessible parking requirements were calculated for the visitor and retail uses only. The accessible parking requirements are summarized in **Table 8-2**.

Table 8-4: Zoning By-law 0225-2027 – Accessible Parking Requirements

Land Use	Proposed Parking Supply	Zoning By-law 0225-2007			Proposed Accessible Supply
		Threshold	Min. Accessible Rate	Min. Required Accessible (1)	
Residential	304 spaces	None required			9 spaces
Visitors	43 spaces	13 - 100 spaces	4% of total parking spaces	2	
			Total	2 spaces	9 spaces

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

Per CZBL 0225-2007, a minimum of two (2) accessible parking spaces are required. The proposed development will provide 9 accessible parking spaces, satisfying this requirement.

9 LOADING ASSESSMENT

The proposed development is subject to the loading requirements outlined in Zoning By-law 0225-2007, as detailed in **Table 9-1.**

Table 9-1: Zoning By-law 0225-2027 – Loading Requirements

Land Use	Units/GFA	Zoning By-law 0225-2007		Proposed Loading Supply
		Min. Required Rate	Min. Required Loading	
Residential	710 units	1 loading space per building containing a min. of 30 residential units	1 space	3 spaces
Retail	467m^2	1 loading space for non-residential GFA greater than 250m^2 but less than/equal to 2,350m^2	1 space	
		Total	2 spaces	3 spaces

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

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

10 TRANSPORTATION DEMAND MANAGEMENT PLAN

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

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

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

10.1 PEDESTRIAN-BASED STRATEGIES

WALKING DISTANCE TO NEARBY AMENITIES

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

10.2 CYCLING-BASED STRATEGIES

ON-SITE BICYCLE PARKING SPACES

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

The proposed bicycle supply of 247 bicycle parking spaces, including 211 Class "A" spaces and 36 Class "B" spaces, is intended to promote active transportation by encouraging cycling as a viable mode of travel for future residents, employees, and visitors. The proposed bicycle parking supply is understood to support greater utilization of the surrounding cycling network and contributes to a reduced dependence on SOV trips.

PROVISION OF BICYCLE REPAIR STATION

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

PROMOTE AND INCREASE CYCLING AWARENESS & MULTI-MODAL TRANSPORTATION

As mentioned in **Section 2.3,** a range of cycling infrastructure is available near the subject site. It is recommended that information packages be provided to residents, employees and visitors to help encourage active transportation and increase awareness of different travel alternatives. The package should include information regarding the environmental and health benefits of cycling, rules of the road, and maps of active transportation infrastructure available in the surrounding area.

10.3 TRANSIT-BASED STRATEGIES

CONNECTIONS TO THE EXISTING TRANSIT NETWORK

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

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

FUTURE TRANSIT IMPROVEMENTS

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

COMMUNICATION STRATEGY AND INCENTIVE PROGRAMS

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

10.4 PARKING-BASED STRATEGIES

UNBUNDLE PARKING FROM UNIT COST

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

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

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

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

10.5 TDM MEASURES SUMMARY

In accordance with the City of Mississauga's Transportation Demand Management (TDM) checklist, the proposed TDM scheme achieves 19 out of 30 possible points, equivalent to 63%. The TDM categories are outlined in **Table 10-1** and the full checklist evaluation is provided in **Appendix M**.

Table 10-1: TDM Checklist Score Card

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

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

Table 10-2 summarizes the proposed strategies and estimated costs.

Table 10-2: Summary and Cost Estimate of TDM Strategies

TDM Measure	Benefits	Quantity	Cost Estimate
Pedestrian-Based Strategies			
Walking distance to nearby amenities	+ Increases the comfort, safety and appeal of walking for short trips.	N/A	Site Plan Element
Cycling-Based Strategies			
Provision of bicycle parking	+Supports and encourages cycling as a primary mode of travel. +Provides an excess of bicycle parking spaces.	246 bicycle parking spaces	Site Plan Element
Provision of bicycle repair station	+Reduce stress of acquiring tools and knowledge to maintain bicycle. +Reduces barriers to cycling.	1 station	~$2,000
Promote and increase cycling awareness & multi-modal transportation	+Encourages active transportation and increase awareness of active travel alternatives. +Spreads awareness of benefits of cycling.	710 units	~$1,420 ($2 per unit – combined with transit-information package)
Transit-Based Strategies			
Connection to the existing transit network	+Supports and encourage transit as a primary mode of travel. +Encourages multi-modal travel and reduce dependence on SOV trips.	N/A	Site Plan Element
Future transit improvements	+Future Hazel McCallion LRT service and Queensway Station will encourage more public transit trips as a primary mode of travel	N/A	Site Plan Element
Communication strategy and information packages	+Spreads awareness of nearby transit amenities.	710 units	~$1,420 ($2 per unit – combined with transit-information package)
Parking-Based Strategies			
Unbundled parking	+ Encourages residents to forgo auto ownership and opt for car-free lifestyles	N/A	Site Plan Element
Designated PUDO area	+Encourages convenient auto-passenger trips through shared-ride or pooled-trip options	N/A	Site Plan Element

11 CONCLUSIONS AND RECOMMENDATIONS

- **Proposed Development:** The subject site currently contains two (2) existing residential buildings: a 13-storey residential building and a 12-storey residential building with existing surface parking. A small-scale medical retail space is also provided on-site (approximately 465m^2 GFA), which will be removed as part of the proposed development.
- The proposed infill development will construct one (1) mixed-use building in addition to the existing residential buildings. The proposed mixed-use building consists of two 35-storey towers (Tower East and Tower West) with a shared podium, and three (3) levels of underground parking. A total of 710 residential units are proposed, along with 467m^2 of ground-floor retail GFA.
- The proposed development will involve a land severance from the existing apartment buildings, including the construction of a standalone underground parking garage that solely serves the proposed building. As a result, the existing parking garage access on the south side of the site will be removed. A shared driveway access to Hurontario Street will be maintained, including an internal connection to the existing surface parking lot.
- **Site Context:** The subject site is located within walking distance of bus stops along Hurontario Street and The Queensway and is well served by MiWay transit services. This provides the development with convenient access to regional transit, including the Port Credit GO Station and Cooksville GO Station. In addition, the site benefits from nearby cycling infrastructure and a well-connected, safe, and high-quality pedestrian network.
- **Site Trip Generation:** The proposed development is anticipated to generate 166 two-way vehicle trips (54 inbound and 112 outbound) during the AM peak hour and 217 two-way vehicle trips (131 inbound and 86 outbound) during the PM peak hour.
- **Intersection Capacity Analysis:** The intersection capacity analysis findings indicate that the proposed development will have an acceptable impact on the surrounding road network. All existing site accesses are anticipated to operate well with the addition of site traffic.
- **Bicycle Parking:** Per CZBL 0225-2007, the proposed development is required to provide a minimum of 462 bicycle parking spaces, consisting of 426 long-term (Class “A”) and 36 short-term (Class “B”) spaces. The proposed development provides a total supply of 246 bicycle parking spaces, consisting of 211 long-term (Class “A” and 35 short-term (Class “B”) spaces. Refer to the letter prepared by Sajecki Planning for supporting justification.
- **Vehicle Parking:** The subject site is located within Parking Precinct 1 under Zoning By-law 0225-2007, as amended, therefore no minimum vehicle parking requirements apply. As a result, the proposed vehicle parking supply of 347 spaces, consisting of 304 residential and 43 visitor spaces should be considered acceptable.
- **Loading Supply:** The provision of three (3) loading spaces satisfies the minimum by-law requirements.
- **Transportation Demand Management:** A set of TDM measures are recommended to reduce single-occupant vehicle trips, promote sustainable travel modes, and encourage sustainable travel habits among future residents, visitors, and employees.