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November 13th, 2026

Reference Number: 25123

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

RE: Response to Comments Letter
Proposed Mixed-Use Development
2233-2235 Hurontario Street, City of Mississauga

1 INTRODUCTION

LEA Consulting Ltd. (LEA) was retained by 2233 & 2235 Hurontario LTD to prepare a Transportation Impact Study (TIS) Update in support of the Zoning By-law Amendment (ZBA) applications resubmission for the proposed mixed-use development located at 2233-2235 Hurontario Street (the "subject site"), in the City of Mississauga (the "City").

1.1 APPLICATION BACKGROUND

By way of background, a Transportation Impact Study, dated April 2026 (April 2026 TIS), was previously submitted in support of a ZBA application for the proposed development. Following this submission, comments were received from the City of Mississauga.

Since then, further updates to the development proposal have been made. An updated TIS report has been prepared in support of the application and the latest development concept and is provided to address the comments noted below.

2 RESPONSE TO COMMENTS

The following section provides a response to the City of Mississauga transportation-related comments. The comments are shown as provided in italics, followed by LEA's response.

2.1 CITY OF MISSISSAUGA COMMENTS

Traffic Review – Traffic Impact Study

A Traffic Impact Study prepared by LEA dated April 2026 was submitted in support of the proposed development. Based on the information provided to date, staff provide the following comments:

Comment A: *Terms of Reference -*

(i) Terms of Reference - an approved TOR by City staff is required, current TOR does not seem to be verified, please submit confirmation that city staff has approved the provided TOR.

LEA Response: Noted. Confirmation of City staff's approval of the Terms of Reference is provided in **Appendix A – Terms of Reference** of the enclosed updated TIS.

Comment B: *Future Background Conditions -*

(i) Growth Rate - Provide confirmation that city staff approved the used growth rates.

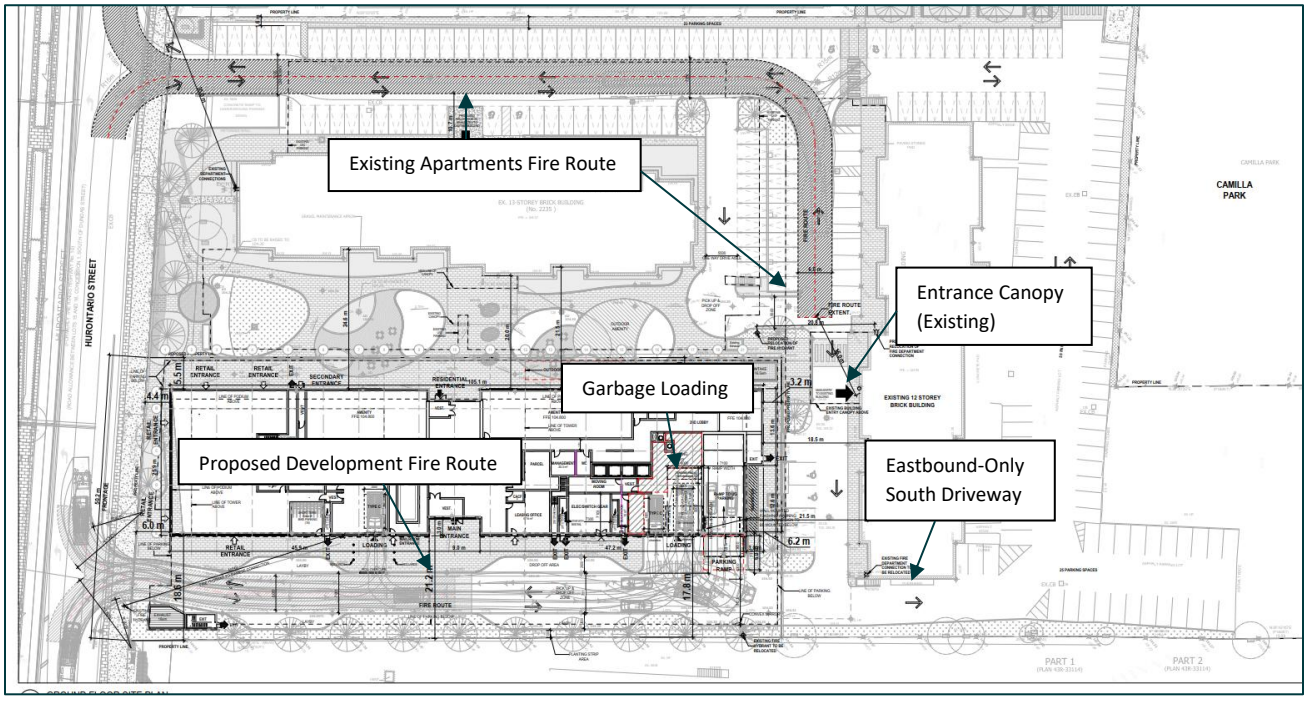
LEA Response: Noted. For Hurontario Street, corridor growth rates were provided by the City of Mississauga staff, applicable from 2026 to 2031. For The Queensway, growth rates were provided by Peel Region. Supporting calculations are provided in **Appendix C** of the enclosed updated TIS.

Comment C: *Future Total Conditions -*

(i) The site should be assessed with the closure of the southern site access to Hurontario as per city staff comments.

LEA Response: The updated TIS retains the southerly site access as part of the future total analysis because it is integral component of the proposed development that must be maintained to provide fire/emergency, garbage/loading, and passenger vehicle access to the proposed development. A supporting technical justification is provided below detailing why the southerly site access was retained as part of the revised development proposal (with a visual reference provided in **Figure 1** below).

Figure 1: Internal Site Circulation



- **Fire Route:** The fire route to the proposed building utilizes the southerly site driveway to provide access to the principal entrance. Routing fire and emergency vehicles would not be feasible via the northerly Hurontario site access or The Queensway site access. The northerly site access is able to provide fire route access to the two existing apartment buildings, but this fire route terminates at the entrance of the interior apartment building prior to the canopy structure of that building entrance, which is below the minimum vertical clearance of 5.0m specified in the OBC.

Similarly, a fire route entry via the rear drive aisle would not be feasible because of the designated eastbound-only driveway on the south side, which will facilitate orderly traffic flow at the building corner where visibility is constrained.

Irrespective of these physical constraints, requiring fire access via a circuitous connection of private driveways would not be appropriate and would introduce additional response time and complexity for emergency vehicles, relative to a direct and visible access route via Hurontario Street.

- **Garbage/Loading:** As noted in Appendix K of the updated TIS, garbage/loading vehicles are proposed to enter and exit the site via the southerly site access, providing a direct connection to the three on-site loading spaces. Entry or exit via the other site accesses would not be feasible given the internal layout of the parking lot, as trucks would not be able to pass underneath the apartment canopy entrances and the south side driveway has been designated eastbound-only to address the existing visibility constraint in this location.
- **Site Severance:** It is noted that the proposed development will be severed from the existing apartment site, creating a standalone property that will require a site access to the surrounding public street network. Although the current development concept proposes retaining a driveway connection to the existing surface lot, this is intended to be a secondary connection and will not be the primary means of access and circulation for site traffic.
- **Retail and PUDO Laybys:** The proposed driveway will include four laybys to accommodate pick-up/drop-off activity and short trips to the on-site retail space, providing a convenient option for these trips and helping to minimize any illegal stopping activity on Hurontario Street.

Although the southerly site access will be retained as part of the proposed development, the access design will be improved through the removal of the underground parking ramp which currently connects directly to Hurontario Street. Similarly, the northerly site access design will be narrowed as part of the redesign, helping to minimize crossing distances and create an improved experience for pedestrians.

Given these considerations, it remains our professional opinion that the proposed access configuration, which retains the existing three driveways while improving the design of the two right-in/right-out accesses on Hurontario Street, is appropriate for the site and should be supported.

Comment D: *Additional Comments -*

(i) The TIS shall include a section in the report to address Community Impacts. This section shall include summary statements outlining the resulting traffic increases to the critical streets, movements and intersections. Comments or concerns from the community through past public meetings and engagements that are related to traffic shall also be addressed in this section.

LEA Response: Please refer to **Section 7** of the enclosed updated TIS, which addresses community impacts, including comments raised during public engagement.

Should you have any questions regarding this application, please do not hesitate to contact the undersigned at rkeel@lea.ca.

Yours truly,

LEA CONSULTING LTD.



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Manager, Transportation Planning

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