September 25, 2026

Shawni Lo
Senior Director, Development
CAPREIT
437-245-2248
s.lo@capreit.net

Re: 2121 Rathburn Road, Mississauga – Proposed Residential Development ZBA Submission

Shawni,

BA Group is retained by Canadian Apartment Properties REIT (CAPREIT) to provide transportation advisory services in relation to a Zoning By-law Amendment (ZBA) application being made to the City of Mississauga for a proposed stacked townhouse infill development, municipally known as 2121 Rathburn Road East, in Mississauga (herein referred to as the "site" or "proposed development"). The site is located on the northwest side of the terminus of Rathburn Road East.

An initial Transportation Impact Assessment (Access Review) was submitted to the City of Mississauga in September 2025 forming part of an earlier Site Plan Approval (SPA) application for the site. With the initial application (SPA#1), the City approved the scope of the study, and a Transportation Impact Study was not required. The initial report met the requirements of an 'Access Review,' as defined by the Mississauga Transportation Impact Study Guidelines (December 2022).

A March 2026 report was prepared to address updates to the original SPA submission, including site-plan related updates and responses to City of Mississauga comments, and was included with the second submission for SPA (SPA #2). A third SPA submission (SPA #3) was made in June 2026, but updated transportation materials were not required for that submission since the change in proposed development plans was minor from a transportation perspective.

This September 2026 letter has been prepared to serve as the basis for a ZBA application for the subject site, and to provide an update to the previous March 2026 BA Group report where necessary. The update is described further below.

Transportation Update

An updated architectural plan is included as **Appendix A.** General development statistics remain the same as assessed in the previous BA Group reports submitted with SPA #1 and SPA #2, notably including the retention of the existing rental apartment building (139 units) and the proposed new stacked townhouse block (40 units).

As it relates to transportation, a notable change to the site plan design includes the relocation of the transformer along the Rathburn Street frontage. The internal drive aisle curb was modified to suit the relocated transformer, and vehicular manoeuvring diagrams were updated demonstrating that the internal drive aisles continue to be operational. Refer to **Appendix B** for updated vehicular manoeuvring diagrams.

With respect to the proposed parking supply for the site, the BA Group reports included with SPA #1 and #2 referred to a proposed total of 232 parking spaces (211 retained and 21 new). The plans submitted for SPA #3 in June 2026 included a total of 238 parking spaces, which exceeds the minimum required parking under Zoning By-law 0225-2007 (237 spaces) by one space. Parking requirements and supply for the updated proposed development are summarized in **Table 1** below.

All the other transportation-related elements of the proposed development remain the same as those considered in BA Group's March 2026 report, a copy of which is included in **Appendix C**.

Table 1 Zoning By-law 0225-2007 Vehicle Parking Requirements

Land Use		Units [1]	Minimum Rate	Minimum Requirement [2]	Proposed Supply
Existing Residential	Rental Apartment – Resident	139 units	1.00 space / unit	139 spaces	139 spaces
	Rental Apartment – Visitors		0.20 spaces / unit	28 spaces	28 spaces
Proposed Residential	Stacked Townhouse – Resident	40 units	1.50 spaces / unit	60 spaces	61 spaces
	Stacked Townhouse – Visitors		0.25 spaces / unit	10 spaces	10 spaces
Total Resident				**199 spaces**	**200 spaces**
Total Residential Visitor				**38 spaces**	**38 spaces**
Total				**237 spaces**	**238 spaces**

Notes:
1. Site statistics based on architectural plans provided by Kohn Partnership Architects Inc, dated September 4, 2026.
2. Zoning By-law 0225-2007 Chapter 3.1.1.1.4., specifies that where the calculated number of spaces results in a fraction, fractions less than 0.5 shall be rounded down to the nearest whole number, and fractions equal to or greater than 0.5 shall be rounded up to the nearest whole number.

Conclusion

A comprehensive update to BA Group's previous transportation report is not necessary for the following reasons:

- The number of proposed residential units remains the same as previously assessed;
- The location and configuration of the site driveway remains the same as previously assessed;
- Capacity analysis in the March 2026 report found that the site driveway on Rathburn Road East would continue to operate acceptably under existing and future scenarios; and
- Parking required by Zoning By-law 0225-2007 (237 spaces) is proposed to be supplied on the site, and the change in parking supply compared to that previously assessed is minor (+6 spaces for a total of 238 spaces) and does not generate a need for updated traffic analysis.

* * * * * * * * *

We trust that this letter provides an appropriate transportation update for the rezoning application for the proposed development. If there are any questions or concerns with the above, please don't hesitate to reach out to BA Group.

Sincerely,
BA Consulting Group Ltd.



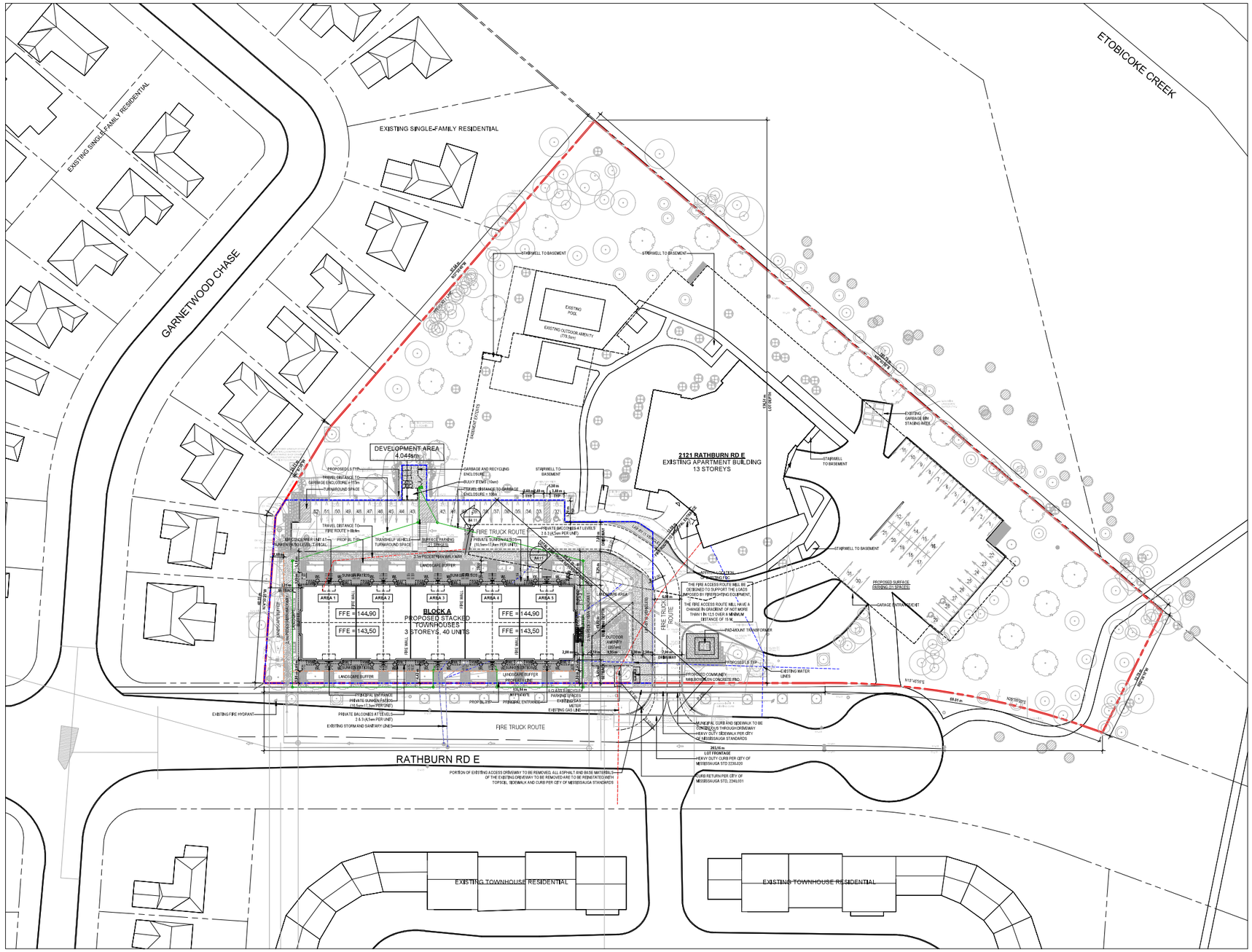
Michael Giallonardo, M.PL.
Associate



Madeleine Catz, M.Eng., P.Eng.
Transportation Engineer

cc:
Stuart Anderson, P.Eng., Principal, BA Group

Appendix A:
Reduced Scale Architectural Plans



SITE PLAN
SCALE: 1 : 350
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KEY MAP



SITE AND BUILDING STATISTICS

ZONING DESIGNATION	RA4+1	
	AREA (sm)	**AREA (sf)**
GROSS LOT AREA	17,875 sm	192,433 sf
DEVELOPMENT AREA	4,044 sm	43,524 sf
TOTAL GFA	**19,441 sm**	**209,269 sf**
LOT FRONTAGE	203.16 m	667 ft
LOT DEPTH	136.51 m	448 ft
EXISTING BUILDING HEIGHT	39.2 m (APPROX.)	129 ft (APPROX.)
PROPOSED BUILDING HEIGHT (ZONING):	11.61 m	38 ft
PROPOSED BUILDING HEIGHT (BUILDING PERMIT)	8.49 m	27.8 ft

BUILDING HEIGHT CALCULATIONS

MAIN LEVEL: 143.50 ASL + 144.90 ASL (AS SHOWN ON SITE PLAN)
CONTEXT GRADE: 142.65 ASL (AVG. OF 12 GRADE POINTS, 0.55 m BELOW MAIN LEVEL)
BUILDING HEIGHT: 154.26 ASL (11.61 m ABOVE CONTEXT GRADE)

No. OF STOREYS	**13 STOREYS EXISTING / 3 STOREYS PROPOSED**
DENSITY - PROPOSED (FSI)	1.1 (PROPOSED GFA / GROSS LOT AREA)

LANDSCAPE AREAS - DEVELOPMENT AREA

BUILDING COVERAGE	1,219 sm (30.1%)	(BUILDING FOOTPRINT / DEV. AREA)
HARDSCAPE COVERAGE	1,075 sm (26.7%)	(HARD AREA / DEV. AREA)
LANDSCAPE COVERAGE	1,749 sm (43.2%)	(LANDSCAPE AREA / DEV. AREA)

LANDSCAPE AREAS - GROSS LOT AREA

NON-LANDSCAPE AREA	8,333 sm (35.4%)	(NON-LANDSCAPE AREA / GROSS LOT AREA)
LANDSCAPE AREA	11,545 sm (64.6%)	(LANDSCAPE AREA / GROSS LOT AREA)
SOFT LANDSCAPE AREA	9,512 sm (82.4%)	(SOFT LANDSCAPE AREA / LANDSCAPE AREA)

LANDSCAPE BUFFER (RA5)	**REQUIRED**	**PROPOSED**
PROPOSED STACKED TH	4.50 m	3.00

EXISTING BUILDING STATISTICS (APPROXIMATE)

	GFA (sm)	GFA (sf)	UNITS
13-ST HIGH RISE (RENTAL)	14,671 sm	157,922 sf	139
TOTAL	**14,671 sm**	**157,922 sf**	**139**

PROPOSED GROSS FLOOR AREA

	GFA (sm)	GFA (sf)	
BLOCK A (RENTAL)	4,770 sm	51,347 sf	
TOTAL	**4,770 sm**	**51,347 sf**	

PROPOSED UNIT MIX AND COUNT

	3 BED	3 BED + DEN	4 BED	TOTAL
BLOCK A	20	16	4	40
TOTAL	**20** (50%)	**16** (40%)	**4** (10%)	**40**

AMENITY SPACES

AMENITY AREA RATES

PROPOSED STACKED TOWNHOUSES

CONTIGUOUS PRIVATE OUTDOOR SPACE / UNIT AT PATIO	10.5 - 17.3 sm
CONTIGUOUS PRIVATE OUTDOOR SPACE / UNIT AT BALCONY	2.2 sm
COMMUNAL OUTDOOR AMENITY SPACE	250 sm (5% OF SITE AREA)

INDOOR AMENITY	**EXISTING**	**RETAINED**
EXISTING APARTMENT	281 sm	281 sm

COMMUNAL OUTDOOR AMENITY	**REQUIRED**	**PROPOSED**
EXISTING APARTMENT (5.6sm/UNIT):	778 sm	778 sm
PROPOSED STACKED TH (5% OF SITE AREA)	202 sm	207 sm
TOTAL COMMUNAL OUTDOOR AMENITY	**980 sm**	**985 sm**

PRIVATE OUTDOOR AMENITY		
STACKED TH SUNKEN PATIOS (6.0sm/UNIT)	240 sm	307 sm
STACKED TH BALCONIES (4.5sm/UNIT)	180 sm	180 sm
TOTAL PRIVATE OUTDOOR AMENITY	**420 sm**	**487 sm**
TOTAL OUTDOOR AMENITY AREA	**1,400 sm**	**1,472 sm**

PARKING SPACES

	EXISTING	RETAINED	PROPOSED
SURFACE PARKING	25 SPACES	0 SPACES	52 SPACES
UNDERGROUND PARKING	187 SPACES	156 SPACES[1]	0 SPACES
TOTAL SPACES	**212 SPACES**		**238 SPACES**

BARRIER-FREE PARKING

REQUIRED RATE 4% OF TOTAL REQUIRED	EXISTING	RETAINED	PROPOSED
SURFACE PARKING	2 SPACES	2 SPACES	2 SPACES
UNDERGROUND PARKING	6 SPACES	2 SPACES	2 SPACES
TOTAL SPACES	**2 SPACES**		**4 SPACES**

NOTE: REFER TO TRANSPORTATION IMPACT STUDY FOR FURTHER DETAILS.
1. ONE UNDERGROUND PARKING SPACE REMOVED TO MAKE ROOM FOR CLASS A BICYCLE PARKING SPACES.

BICYCLE PARKING SPACE RATES

REQUIRED CLASS A RATE	REQUIRED CLASS B RATE
0.6 SPACES / UNIT	GREATER OF 0.05 SPACES / UNIT OR 6.0 SPACES

BICYCLE PARKING SPACES	REQUIRED	PROPOSED
CLASS A	24 SPACES	24 SPACES
CLASS B	6 SPACES	6 SPACES
TOTAL SPACES	**30 SPACES**	**30 SPACES**

NOTE: BICYCLE REPAIR STATION PROVIDED ON P1 LEVEL.

LOADING SPACES

	EXISTING	PROPOSED
RESIDENTIAL	1	0

SURVEY INFORMATION
PLAN OF SURVEY OF ALL OF BLOCK HHH
REGISTERED PLAN M40
CITY OF MISSISSAUGA
REGIONAL MUNICIPALITY OF PEEL
PREPARED BY:
R. AVIS SURVEYING INC.
TORONTO, ON
T: (416) 495-6932

GRADING INFORMATION
REFER TO THE SITE GRADING PLAN PREPARED BY ENVISION CONSULTANTS LTD DRAWING G-101 FOR THE PURPOSES OF OBTAINING SITE GRADING INFORMATION.

ACOUSTIC INFORMATION
THE ACOUSTICAL CONSULTANT SHALL CERTIFY TO THE PLANNING AND BUILDING DEPARTMENT THAT THE 'AS CONSTRUCTED' SITE FEATURES FOR NOISE AND VIBRATION CONTROL (INCLUDING, BUT NOT LIMITED TO NOISE WALLS AND BERMS), THE AS-CONSTRUCTED BUILDINGS, MECHANICAL EQUIPMENT AND VENTILATION SYSTEMS FOR THIS DEVELOPMENT HAVE BEEN DESIGNED SUCH THAT THE APPLICABLE SOUND LEVEL LIMITS FOR STATIONARY NOISE SOURCES ARE IN CONFORMANCE WITH THE REGULATIONS AND GUIDELINES CONTAINED IN NPC-300 (LATEST EDITION) AND IN COMPLIANCE WITH THE MINISTRY OF THE ENVIRONMENT, CONSERVATION AND PARKS (MECP) GUIDELINES FOR TRANSPORTATION AND STATIONARY NOISE SOURCES.

MISSISSAUGA STANDARD SITE PLAN APPROVAL NOTES

1. THE APPROVED SITE PLAN THAT BEARS A CITY STAMP AND SIGNATURE SHALL REFLECT TO THE SITE DEVELOPMENT PLANS.
2. THE CITY OF MISSISSAUGA REQUIRES THAT ALL WORKS WITHIN THE LANDS SUBJECT TO THIS SITE PLAN AGREEMENT BE CARRIED OUT BY THE OWNER TO THE SATISFACTION OF THE CITY. THE CITY MAY REQUIRE SECURITIES FOR THE SITE DEVELOPMENT WORKS AS APPROVED BY THE CITY OF MISSISSAUGA.
3. ALL EXISTING UTILITIES SHALL BE PROTECTED DURING THE SITE WORKS UNDERTAKEN UPON THE ADJACENT PROPERTIES.
4. ALL LOT GRADES AND ELEVATIONS SHALL BE OBSERVED FROM ABOVE THE APPROVED.
5. A MINIMUM OF 2 PARKING SPACES FOR EACH DWELLING UNIT SHALL BE PROVIDED AT A RATE SPECIFIED IN THE APPLICABLE ZONING BY-LAW. ALL PARKING SPACES SHALL BE IN ACCORDANCE WITH THE APPROVED SITE PLAN.
6. ALL THE APPROVED SITE PLAN SHALL BE REVIEWED AND APPROVED BY THE CITY'S TRANSPORTATION AND WORKS DEPARTMENT.
7. ALL GRADES SHALL BE MET WITHIN 300 MM TOLERANCE 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. ALL WORKS SHOWN ON THE APPROVED DEVELOPMENT PLANS WITHIN THE CITY'S RIGHT-OF-WAY SHALL BE SUBJECT TO THE REQUIREMENTS OF THE CITY'S ROAD OCCUPANCY PROCEDURE MANUAL AND SHALL BE INSPECTED THROUGH THE BUILDING PERMIT PROCESS.
10. ANY ITEMS IN ADJACENT TO MUNICIPAL LANDS TO BE LOCATED IS AS SHALL BE WITHIN THE PROPERTY LINE.
11. ALL NEW BUILDINGS AND STRUCTURES ARE REQUIRED TO INSTALL OR CONSTRUCT AND SHALL BE SUBJECT TO THE PAYMENT OF DEVELOPMENT CHARGES IN ACCORDANCE WITH THE CITY'S DEVELOPMENT CHARGES BY-LAW IN EFFECT AT THE TIME OF BUILDING PERMIT APPLICATION.
12. THE ENGINEERING DEPARTMENT MAY REQUIRE CHANGES TO THE SITE PLAN AS THE DESIGN DEVELOPS.
13. THE OWNER CONFIRMS THAT ADDRESS SIGNS SHALL BE INSTALLED AT THE ENTRANCE(S) OF THE SUBJECT LANDS IN CONFORMITY WITH THE SITE PLAN AND SHALL BE MAINTAINED BY THE OWNER SUCH THAT THEY REMAIN VISIBLE TO THE SATISFACTION OF THE CITY OF MISSISSAUGA.
14. ALL WASTE SHALL BE STORED IN CONTAINERS LOCATED WITHIN AREAS OR STRUCTURES AS SHOWN ON THE APPROVED SITE PLAN. THE OWNER SHALL ENSURE THAT THE GARBAGE AREAS OR STRUCTURES ARE KEPT IN A CLEAN AND TIDY CONDITION AT ALL TIMES. THE OWNER SHALL ENSURE THAT ALL GARBAGE AND REFUSE STORAGE AREAS AND CONTAINERS ARE MAINTAINED IN GOOD CONDITION AND APPEARANCE AND COMPLY WITH ALL APPLICABLE REGULATIONS.
15. ALL THE STRUCTURAL DESIGN OF ANY RETAINING WALLS OVER 0.6m IN HEIGHT OR ANY RETAINING WALLS SUPPORTING PROPERTY LINES TO BE SHOWN ON THE SITE GRADING PLAN FOR THE PROJECT SHALL BE CERTIFIED, APPROVED BY THE OWNER'S ENGINEER FOR THE PROJECT.
16. ALL CONCRETE USED IN THE PROPOSED CONCRETE CURBS SHALL BE PROVIDED BETWEEN ALL APPROACHES AND LANDSCAPED AREAS THROUGHOUT THE SITE.
17. ALL MULTI-TENANT BUILDINGS SHALL BE DESIGNED FOR LOCKERS AREAS TO THE SATISFACTION OF THE HONORABLE MINISTRY OF LABOUR AND IN THE SITE AND BUILDING AREAS.

ISSUE DATES AND DISTRIBUTION LOG

No.	Date	Note
1	25/09/03	ISSUED FOR SPA
2	26/03/04	REISSUED FOR SPA
3	26/07/15	REISSUED FOR SPA
4	26/09/04	ISSUED FOR ZBA

SITE PLAN SYMBOL LEGEND

	PRINCIPAL ENTRANCE
	SECONDARY ENTRANCE
AD	AREA DRAIN
FD	FLOOR DRAIN
RD	ROOF DRAIN
SD	SCUPPER DRAIN
TD	TRENCH DRAIN
MH	MANHOLE
FDC	FIRE DEPARTMENT CONNECTION
FH	FIRE HYDRANT
LS	LIGHT STANDARD
WL	WALL LIGHT
BL	BOLLARD LIGHT
	BARRIER FREE CURB CUT
	BARRIER FREE TURNAROUND SPACE
HC SIGN	ACCESSIBLE PARKING SIGNAGE
FR SIGN	FIRE ROUTE SIGNAGE
	PEDESTRIAN WALKWAY
RWL	RAIN WATER LEADER

SITE PLAN APPLICATION #: SP 25-54 W3

CANADIAN APARTMENT PROPERTIES • REIT

PROJECT NORTH | TRUE NORTH | SEAL

Project:
2105 RATHBURN ROAD EAST, BLOCK A

CAPREIT APARTMENTS INC.

11 CHURCH STREET, TORONTO, ON M5E 1W1
Tel 416.861.9404 hollb@capreit.net

Drawing Title:
SITE PLAN AND SITE STATISTICS

Project Manager Team:	Project No.
AN	25-107
Date Plotted:	Scale:
2026-09-04 11:48:38 AM	As indicated

Drawing No.:
A1 00

Kohn
Kohn Partnership Architects Inc.
116 Spadina Avenue, Suite 501, Toronto ON M5V 2K6
Tel 416.703.6700 www.kohnarchitects.com

ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE NOTED.
DO NOT SCALE DRAWINGS.
CONTRACTOR SHALL VERIFY AND CHECK ALL DIMENSIONS AND CONDITIONS ON SITE AND SHALL BE RESPONSIBLE FOR THE WORK AND SHOP DRAWINGS PREPARED BY THE CONTRACTOR, SUBCONTRACTORS OR SUPPLIERS. THE ARCHITECT MUST BE NOTIFIED OF ANY DISCREPANCIES BEFORE PROCEEDING WITH THE AFFECTED WORK. ALL CONSTRUCTION MUST CONFORM TO ALL APPLICABLE CODES AND REGULATIONS OF AUTHORITIES HAVING JURISDICTION AND TO THE BUILDING BY-LAWS.
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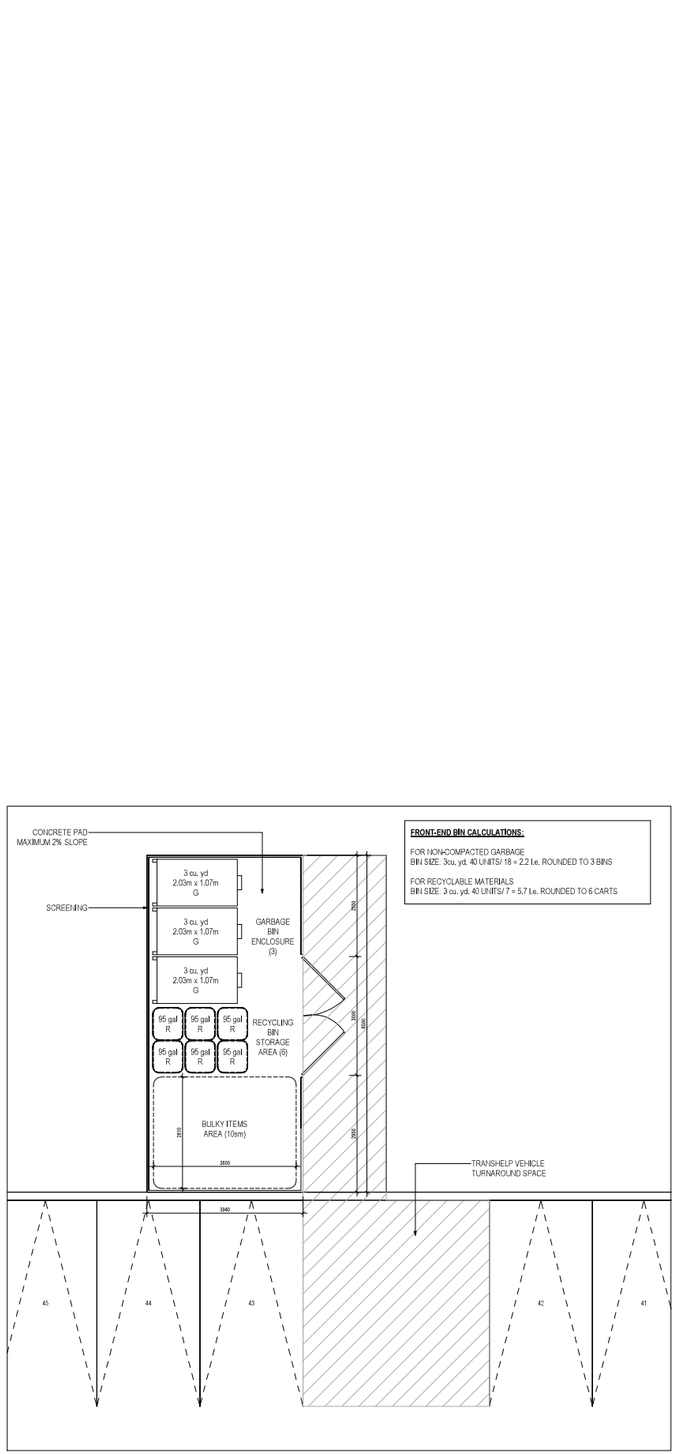
NOTES FOR WASTE MANAGEMENT PLAN:

1. THE BINS SHOULD BE PROPERLY POSITIONED IN THE COLLECTION AREA ON THE DAY OF COLLECTION BEFORE 7 AM.
2. THE DRIVER IS NOT REQUIRED TO EXIT THE COLLECTION VEHICLE TO FACILITATE COLLECTION.
3. PROPERTY MANAGEMENT IS RESPONSIBLE FOR MOVING BINS DURING COLLECTION.
4. THE REGION WILL NOT BE RESPONSIBLE FOR EMPTYING BINS THAT ARE INACCESSIBLE TO THE COLLECTION VEHICLE.

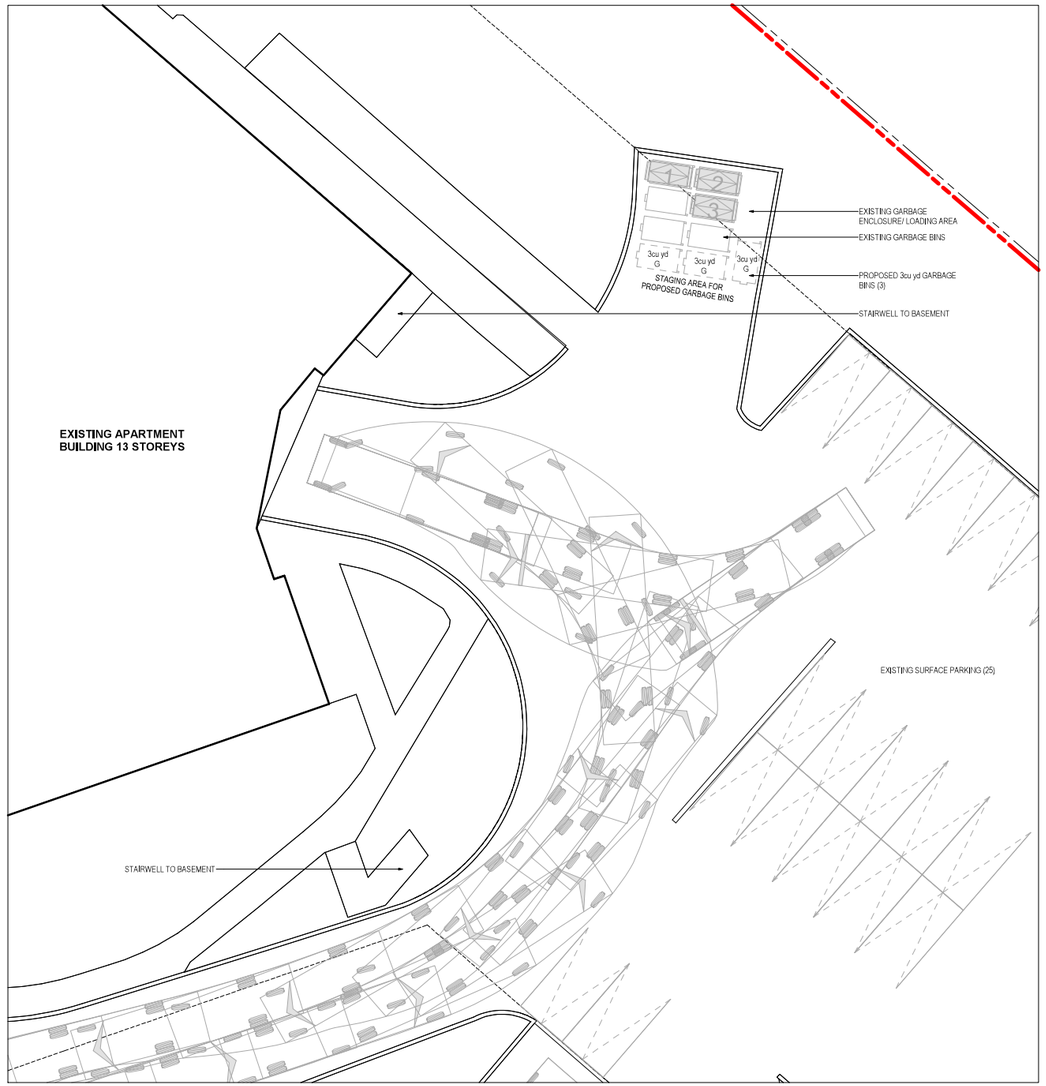
NOTES FOR PROPERTY MANAGEMENT STAFF REGARDING WASTE MANAGEMENT

1. THE BINS SHOULD BE PROPERLY POSITIONED IN THE COLLECTION AREA ON THE DAY OF COLLECTION BEFORE 7 AM.
2. THE DRIVER IS NOT REQUIRED TO EXIT THE COLLECTION VEHICLE TO FACILITATE COLLECTION.
3. PROPERTY MANAGEMENT IS RESPONSIBLE FOR MOVING BINS DURING COLLECTION.
4. THE REGION WILL NOT BE RESPONSIBLE FOR EMPTYING BINS THAT ARE INACCESSIBLE TO THE COLLECTION VEHICLE.
5. PROPERTY MANAGEMENT MUST BE VISIBLE TO WASTE COLLECTION VEHICLE ON APPROACH TO SITE, OTHERWISE THE WASTE COLLECTION VEHICLE WILL NOT ENTER THE SITE.
6. PROPERTY MANAGEMENT WILL BE RESPONSIBLE FOR SAFELY MANEUVERING WASTE COLLECTION VEHICLES INTO AND/OR OUT OF, AS WELL AS AROUND, THE SITE.
7. PROPERTY MANAGEMENT STAFF WILL BE RESPONSIBLE FOR MOVING BINS TO THE STAGING AREA AT THE TIME OF COLLECTION AND RETURNING TO STORAGE ROOM FOLLOWING COLLECTION.

GENERAL WASTE MANAGEMENT NOTES
SCALE: 1 : 10



GARBAGE AND RECYCLING ENCLOSURE PLAN
SCALE: 1 : 50 — 3 / A2 01



EXISTING LOADING AREA
SCALE: 1 : 100 — 1 / A2 01

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THE ARCHITECT BEARS NO RESPONSIBILITY FOR THE PRESENCE OR ON OF THESE PLANS OF ANY ERRORS OR OMISSIONS IN THE WORK OF THE CONSULTANTS. THE MOST FULL AND LATEST ISSUE OF DRAWINGS SHALL BE USED FOR CONSTRUCTION AND INFORMATION PERTAINING TO THE EXTENT OF THE CONTRACT DOCUMENTS.

LOCATION OF EXPOSED MECHANICAL OR ELECTRICAL SERVICES, VENTS AND FIXTURES ARE INDICATED ON ARCHITECTURAL DRAWINGS, AND SHALL GOVERN OVER THE MECHANICAL AND ELECTRICAL DRAWINGS, WHICH MAY NOT GENERALLY LOCATED TO BE LOCATED AS DIRECTED BY THE ARCHITECTS.

NO INVESTIGATION HAS BEEN UNDERTAKEN OR REPORTED ON THIS SITE IN REGARDS TO THE ENVIRONMENTAL CONDITIONS OR POLLUTIONS OF THE SITE.

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2	26/03/04	REISSUED FOR SPA
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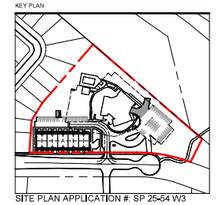
4	26/09/04	ISSUED FOR ZBA

FLOOR PLAN (ABOVE GRADE) LEGEND:

- AREA DRAIN (REFER TO MECH. DWGS.)
- FLOOR DRAIN (REFER TO MECH. DWGS.)
- ROOF DRAIN (REFER TO MECH. DWGS.)
- TRENCH DRAIN (REFER TO CIVIL DWGS.)
- WALL MOUNTED EXTERIOR LIGHT FIXTURE
- WARNING SYSTEM FOR MOTORISTS
- AO — AUTO OPERATORS
- EP — ELECTRICAL PANEL
- CONVEX MIRROR
- PAINTED YELLOW LINES (PEDESTRAIN PATHWAYS)
- SIAMESE (STANDPIPE) CONNECTION
- FHC — FIRE HOSE CABINET
- FHV — STANDPIPE HOSE VALVE CABINET
- FEC — FIRE EXTINGUISHER CABINET
- EXTENTS OF BUIDING ABOVE
- BARRIER FREE TURNING RADIUS

KEY PLAN



SITE PLAN APPLICATION #: SP 25-54 W3

CANADIAN APARTMENT PROPERTIES • REIT

PROJECT NORTH | TRUE NORTH | ONTARIO ASSOCIATION OF ARCHITECTS — ANDREW C. MAFFITT — LICENCE 9757 — SEAL

Project:

2105 RATHBURN ROAD EAST, BLOCK A

CAPREIT APARTMENTS INC.

11 CHURCH STREET, TORONTO, ON M5E 1W1
Tel 416.861.9404 hello@capreit.net

Drawing Title:

WASTE MANAGEMENT PLANS

Project Manager Team:	Project No.
AN	25-107
Date Plotted:	Scale:
2026-09-04 11:48:42 AM	As indicated
	Drawing No.:
	A2 01

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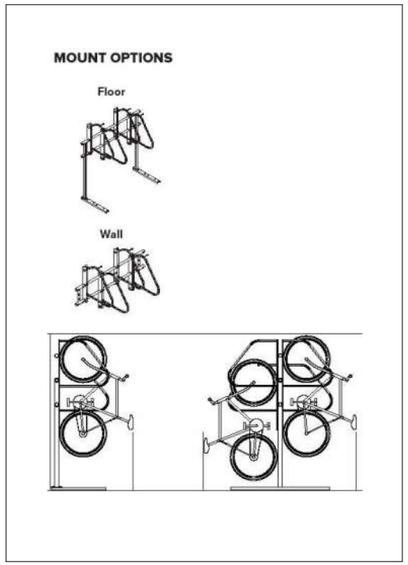

BICYCLE PARKING RACK SYSTEMS
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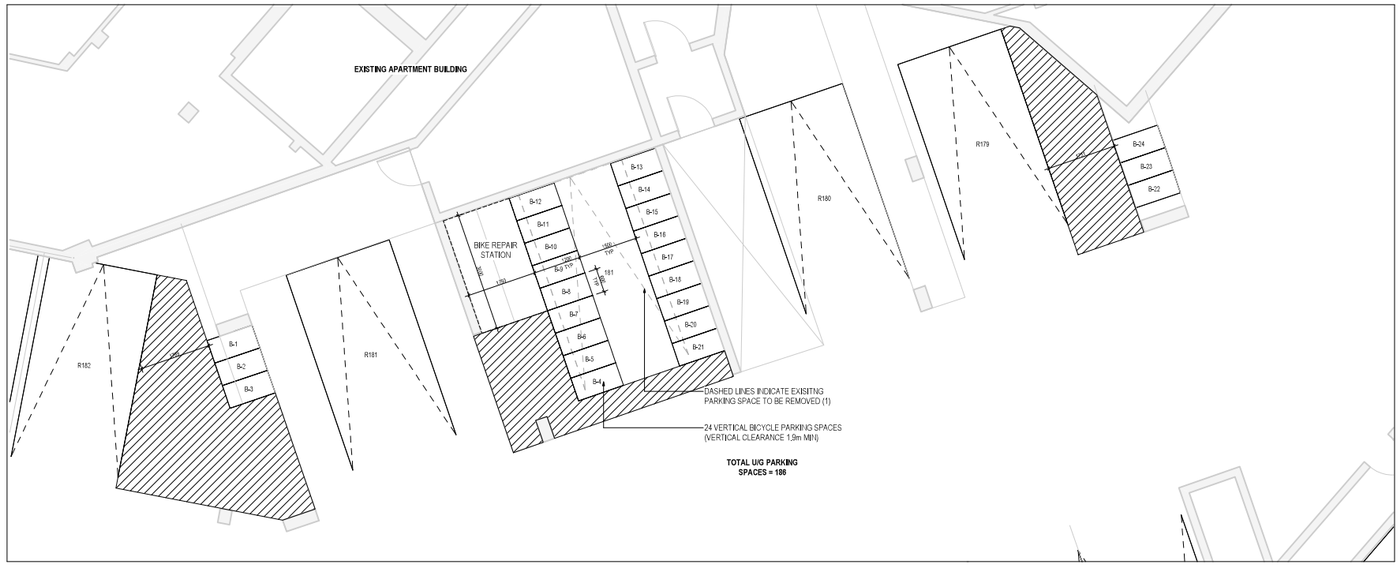

LONG-TERM RESIDENTIAL BICYCLE PARKING
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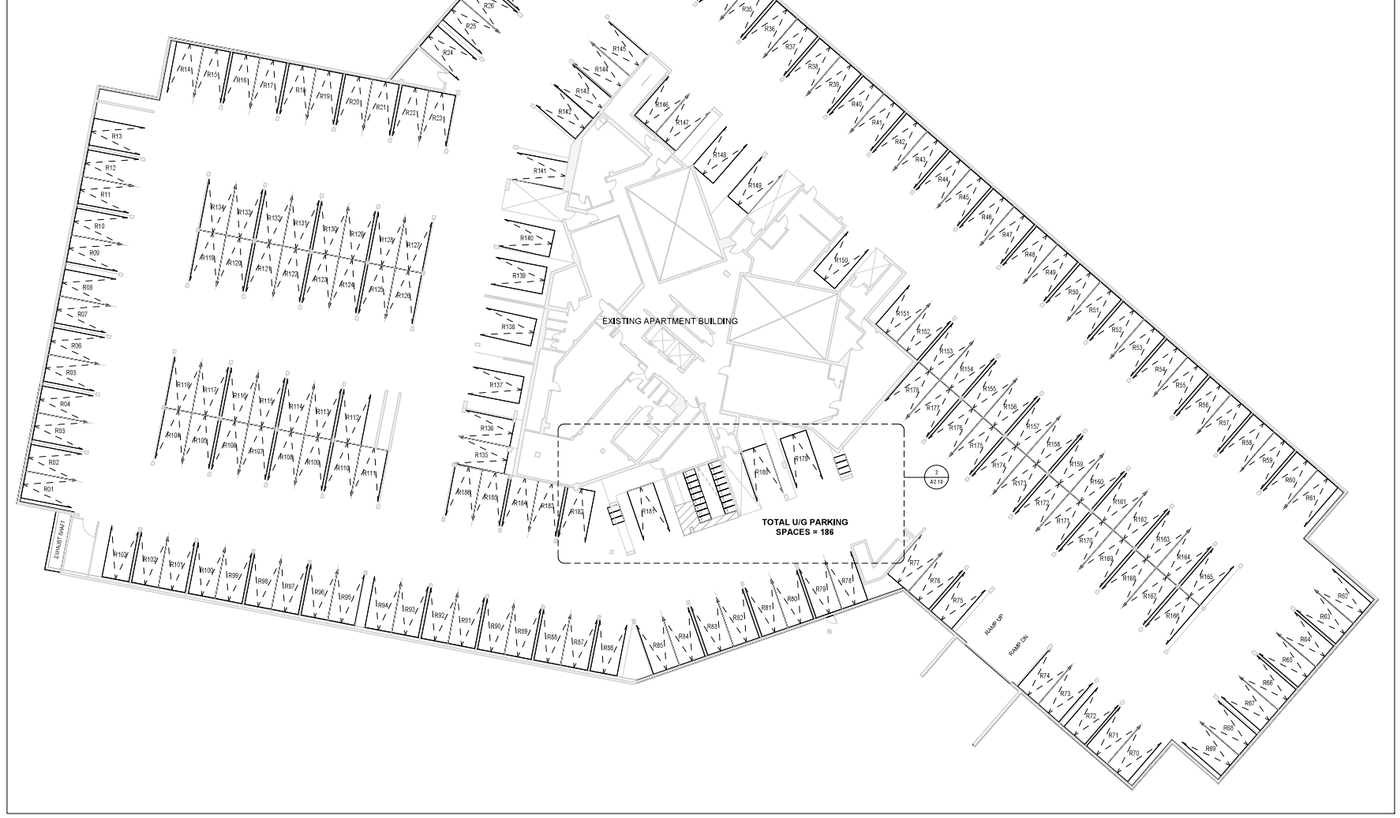

EXISTING P1 LEVEL
SCALE: 1 : 200
1
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Kohn

Kohn Partnership Architects Inc.
116 Spadina Avenue, Suite 501, Toronto ON M5V 2K6
Tel 416.703.6700 www.kohnarchitects.com

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2	26/03/04	REISSUED FOR SPA
3	26/07/15	REISSUED FOR SPA
4	26/09/04	ISSUED FOR ZBA

TYPICAL VEHICULAR PARKING SPACE:

AS PER CITY OF MISSISSAUGA BY-LAW

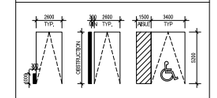
DRIVE ABLE: MIN. 7.0m

TYPICAL PARKING SPACE DIMENSIONS:

WIDTH: MIN. 2.6m — LENGTH: 5.2m
VERTICAL CLEARANCE: 2.0m

TYPICAL ACCESSIBLE PARKING SPACE DIMENSIONS:

WIDTH: MIN. 3.4m — LENGTH: 5.2m
VERTICAL CLEARANCE: 2.1m



TYPICAL BICYCLE PARKING SPACE:

WIDTH: 0.6m (MIN)
LENGTH: 1.8m
VERTICAL CLEARANCE: 1.9m



TYPICAL PROPOSED VERTICAL BICYCLE PARKING SPACE:

WIDTH: 0.6m (MIN)
LENGTH: 1.2m
VERTICAL CLEARANCE: 1.9m

SITE PLAN APPLICATION #: SP 25-54 W3

CANADIAN APARTMENT PROPERTIES • REIT

PROJECT NORTH

TRUE NORTH

ONTARIO ASSOCIATION OF ARCHITECTS — ANDREW C. MAFFIT — LICENCE 9597

SEAL

Project:
2105 RATHBURN ROAD EAST, BLOCK A

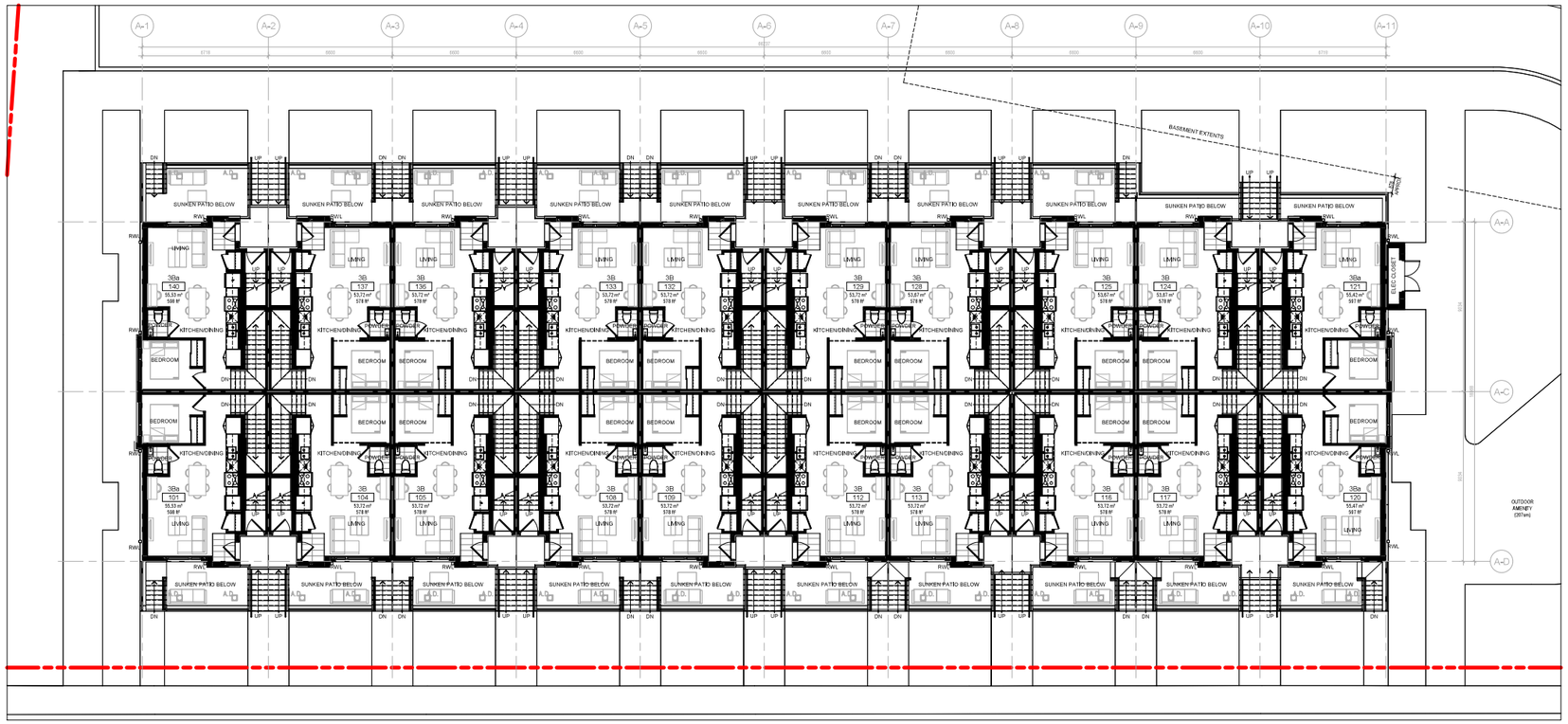
CAPREIT APARTMENTS INC.

11 CHURCH STREET, TORONTO, ON M5E 1W1
Tel 416.861.9404 hello@capreit.net

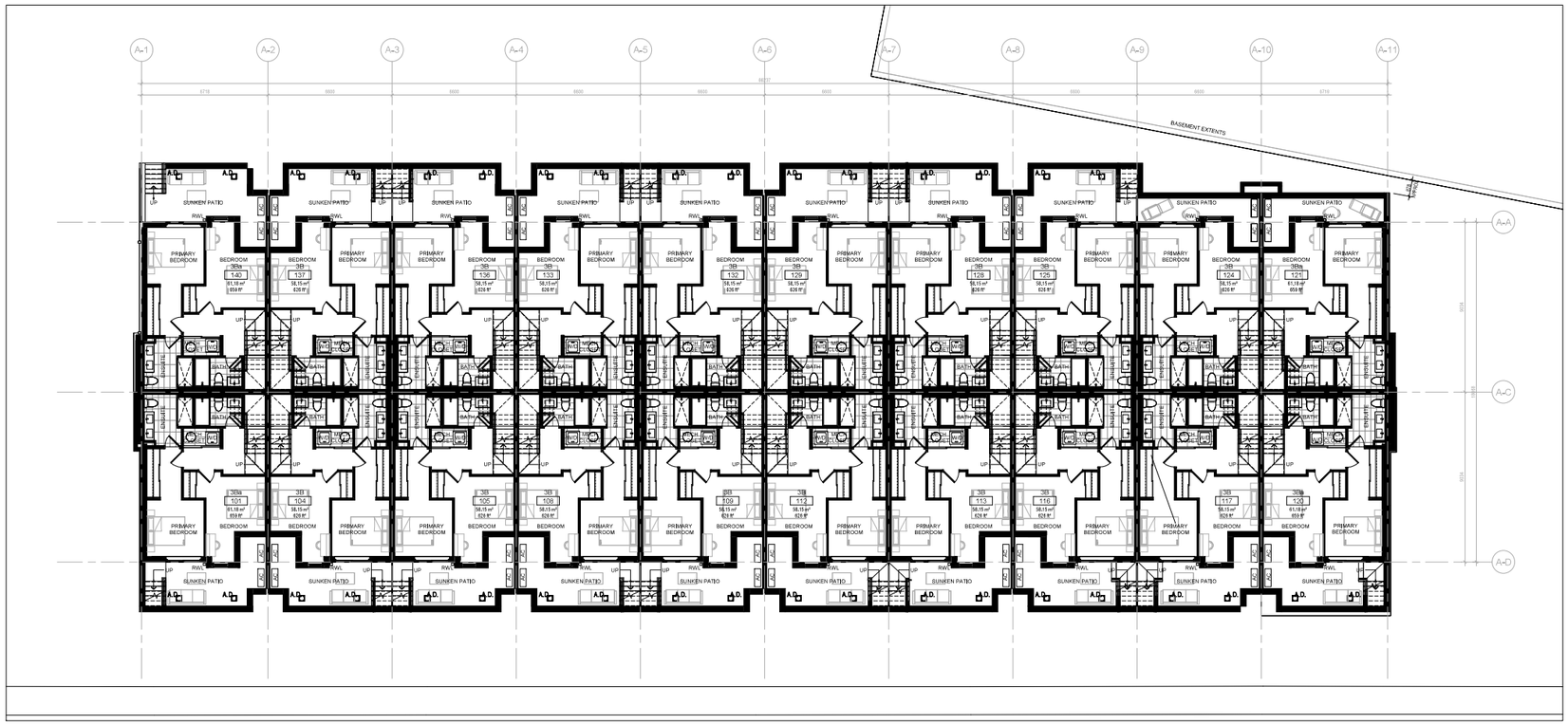
Drawing Title:
FLOOR PLAN LEVEL P1

Project Manager Team:	Project No.:
AN	25-107
Date Plotted:	Scale:
2026-09-04 11:48:45 AM	As indicated

Drawing No.:
A2 10



FLOOR PLAN - MAIN LEVEL
SCALE: 1 : 100
2
A2 11



FLOOR PLAN - LOWER LEVEL
SCALE: 1 : 100
1
A2 11

Kohn

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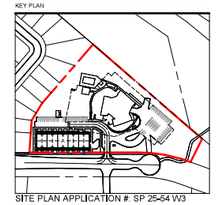
FLOOR PLAN (ABOVE GRADE) LEGEND:

- AREA DRAIN (REFER TO MECH. DWGS.)
- FLOOR DRAIN (REFER TO MECH. DWGS.)
- ROOF DRAIN (REFER TO MECH. DWGS.)
- TRENCH DRAIN (REFER TO CIVIL DWGS.)
- WALL MOUNTED EXTERIOR LIGHT FIXTURE
- WARNING SYSTEM FOR MOTORISTS
- AO AUTO OPERATORS
- EP,C,P,D ELECTRICAL PANEL
- CONVEX MIRROR
- PAINTED YELLOW LINES (PEDESTRAIN PATHWAYS)
- SIAMESE (STANDPIPE) CONNECTION
- FHC FIRE HOSE CABINET
- FHV STANDPIPE HOSE VALVE CABINET
- FEC FIRE EXTINGUISHER CABINET
- EXTENTS OF BUIDING ABOVE
- BARRIER FREE TURNING RADIUS

KEY PLAN



SITE PLAN APPLICATION #: SP 25-64 W3

CANADIAN APARTMENT PROPERTIES • REIT

PROJECT NORTH

TRUE NORTH

ONTARIO ASSOCIATION of ARCHITECTS
ANDREW C. MURPHY
LICENCE 9567
SEAL

Project:
2105 RATHBURN ROAD EAST, BLOCK A

CAPREIT APARTMENTS INC.

11 CHURCH STREET, TORONTO, ON M5E 1W1
Tel 416.861.9404 hello@capreit.net

Drawing Title:
FLOOR PLANS - LOWER LEVEL & MAIN LEVEL

Project Manager Team:	Project No.
AN	25-107
Date Plotted:	Scale:
2026-09-04 11:48:52 AM	As indicated

Drawing No.
A2 11

FILE NAME:Access Docs\25-107_2105RathburnA_ACCDS\25-107_2105RathburnA.rvt

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Appendix B:
Vehicular Manoeuvring Diagrams

TWO-WAY MANOEUVRING

FIRE TRUCK ROUTE

PRIVATE BALCONIES AT LEVELS 2 & 3 (4.5sm PER UNIT)

PRIVATE SUNKEN PATIOS (10.5sm-17.4sm PER UNIT)

AREA 4

AREA 5

FFE = 144.90

FFE = 143.50

FIRE WALL

LANDSCAPE AREA

LANDSCAPE BUFFER

2.1m PEDESTRIAN WALKWAY

BUILDING DEPTH 18.07 m

OUTDOOR AMENITY (207sm)

LAY-BY (2 VEHICLES)

LAY-BY (1 VEHICLE)

7.00 m DRIVEWAY

5.20 m TYP

12.59m FIRE ROUTE TO PRINCIPAL ENTRANCE FDC

STAIRWELL TO BASEMENT

APPROX. LOCATION OF EXISTING FDC

THE FIRE ACCESS ROUTE WILL BE DESIGNED TO SUPPORT THE LOADS IMPOSED BY FIREFIGHTING EQUIPMENT .

THE FIRE ACCESS ROUTE WILL HAVE A CHANGE IN GRADIENT OF NOT MORE THAN 1 IN 12.5 OVER A MINIMUM DISTANCE OF 15 M.

PAD-MOUNT TRANSFORMER

PROPOSED SURFACE PARKING (31 SPACES)

GARAGE ENTRANCE/EXIT

PROPOSED LS TYP

EXISTING WATER LINES

PROPOSED COMMUNITY MAILBOXES ON CONCRETE PAD

N15°45'55"E

135.94 m
N11°14'45"E

PROP BL TYP

PRINCIPAL ENTRANCE

6 CLASS B BICYCLE PARKING SPACES

EXISTING GAS METER

EXISTING GAS LINE

TRUCK ROUTE

MUNICIPAL CURB AND SIDEWALK TO BE CONTINUOUS THROUGH DRIVEWAY

HEAVY DUTY SIDEWALK PER CITY OF MISSISSAUGA STANDARDS

203.16 m
LOT FRONTAGE

HEAVY DUTY CURB PER CITY OF MISSISSAUGA STD 2230.020

Design Vehicle - TAC P CAR

Overall Length	5.60m
Overall Width	2.00m
Overall Body Height	1.56m
Outside Turning Radius	6.90m
Inside Turning Radius	3.40m

Date Plotted: September 25, 2026 Filename: J:\7765-05\BA\Site Plan Review\2026\R06 - Sep04-26\ba-2121 Rathburn-SPR-R06-7765-05.dwg

BA Group

2121 RATHBURN ROAD EAST

VEHICULAR MANOEUVRING DIAGRAM

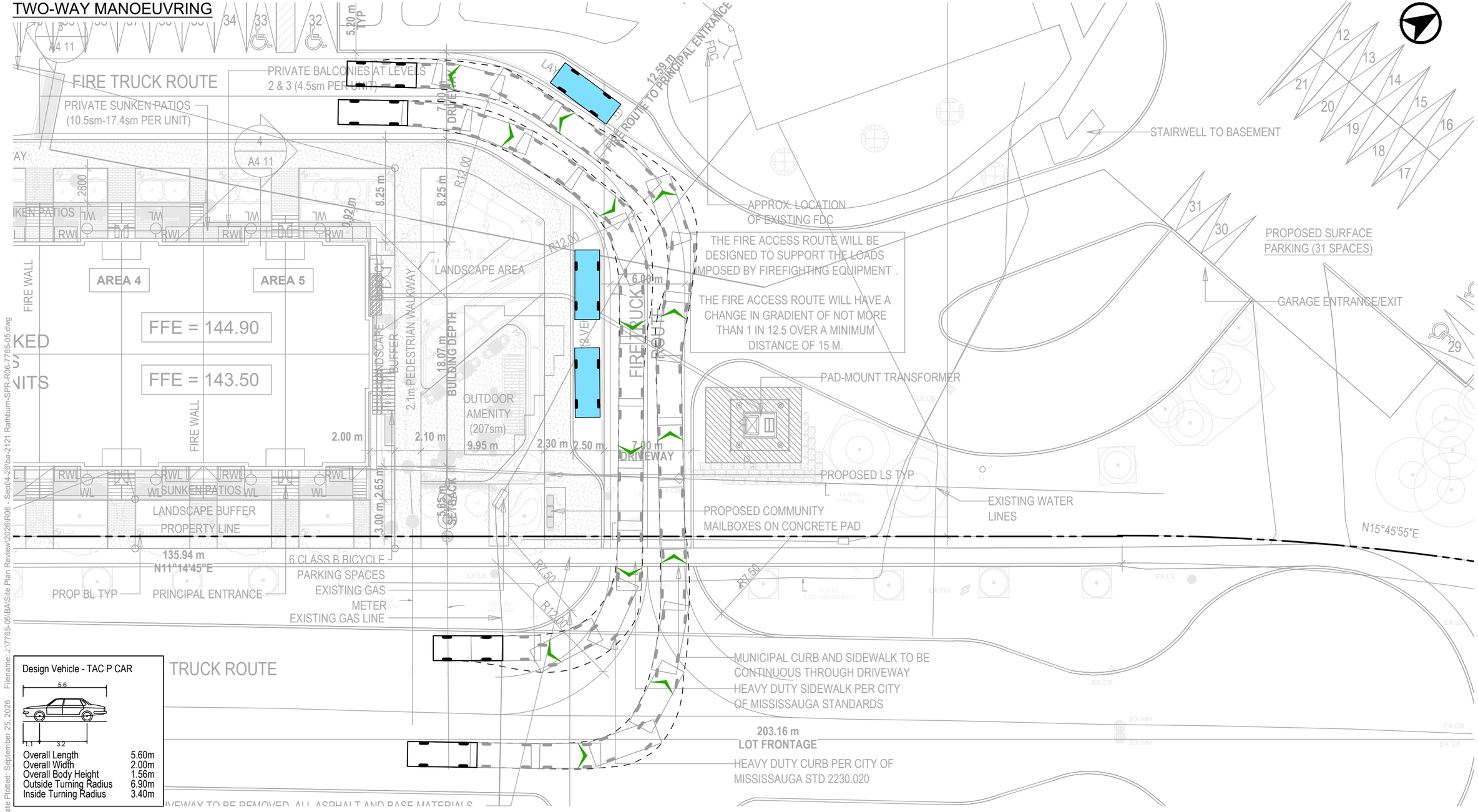
EXISTING PARKING RAMP - TAC PASSENGER (P) CAR

Project:	2121 RATHBURN ROAD
Project No.	7765-05
Date:	September 12, 2025
Revised:	September 25, 2026

Scale 1:300 (0, 5, 10m)

Drawing No. VMD-01

TWO-WAY MANOEUVRING



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BA Group

2121 RATHBURN ROAD EAST

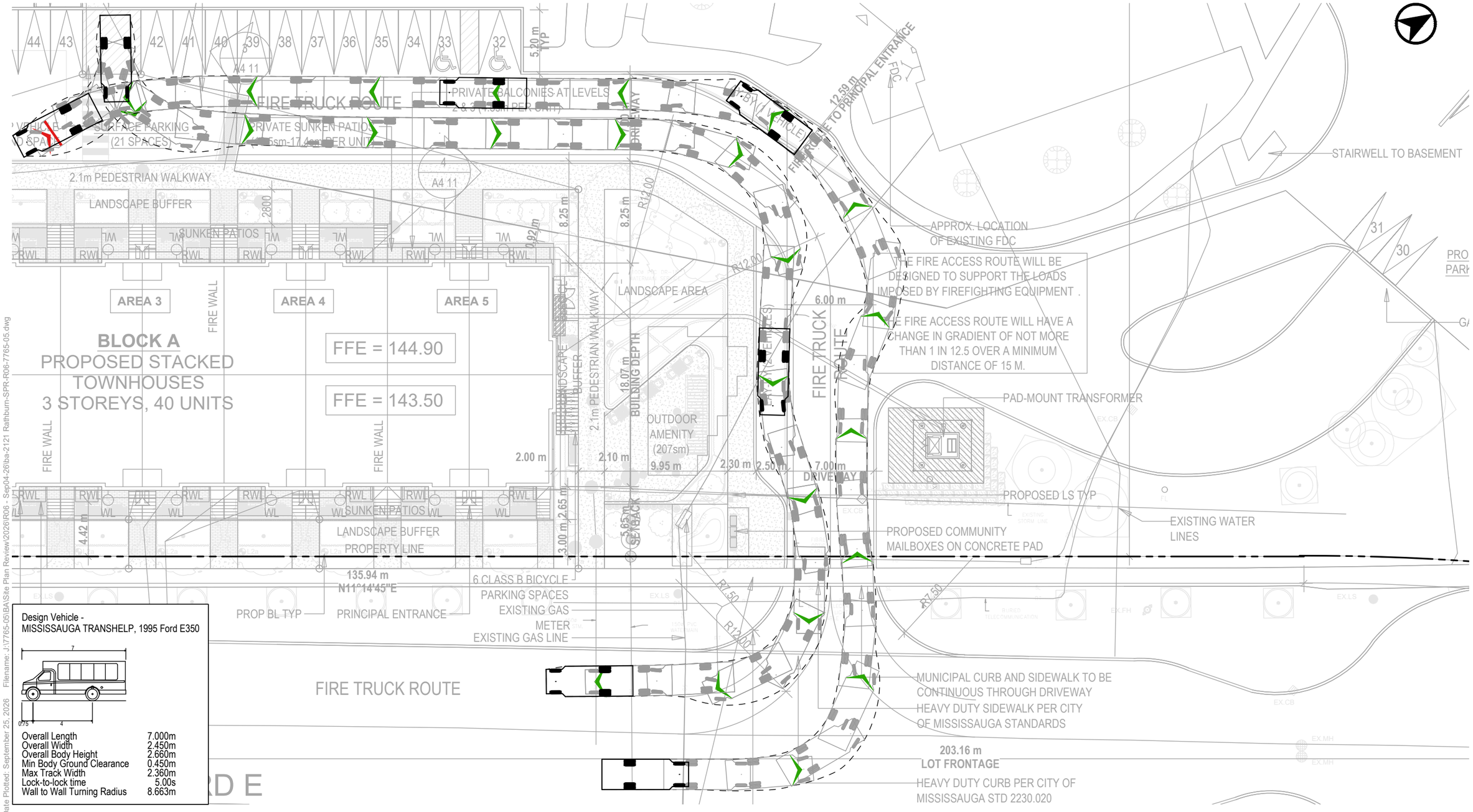
VEHICULAR MANOEUVRING DIAGRAM

LAY-BY - TAC PASSENGER (P) CAR

Project:	2121 RATHBURN ROAD
Project No.	7765-05
Date:	September 12, 2025
Revised:	September 25, 2026

Scale 1:300 (0 5 10m)

Drawing No. VMD-02



Design Vehicle -
MISSISSAUGA TRANSHELP, 1995 Ford E350

Overall Length	7.000m
Overall Width	2.450m
Overall Body Height	2.660m
Min Body Ground Clearance	0.450m
Max Track Width	2.360m
Lock-to-lock time	5.00s
Wall to Wall Turning Radius	8.663m

Date Plotted: September 25, 2026 Filename: J:\7765-05\BA\Site Plan Review\2026\R06 - Sep04-26\ba-2121 Rathburn-SPR-R06-7765-05.dwg

BA Group

2121 RATHBURN ROAD EAST

VEHICULAR MANOEUVRING DIAGRAM

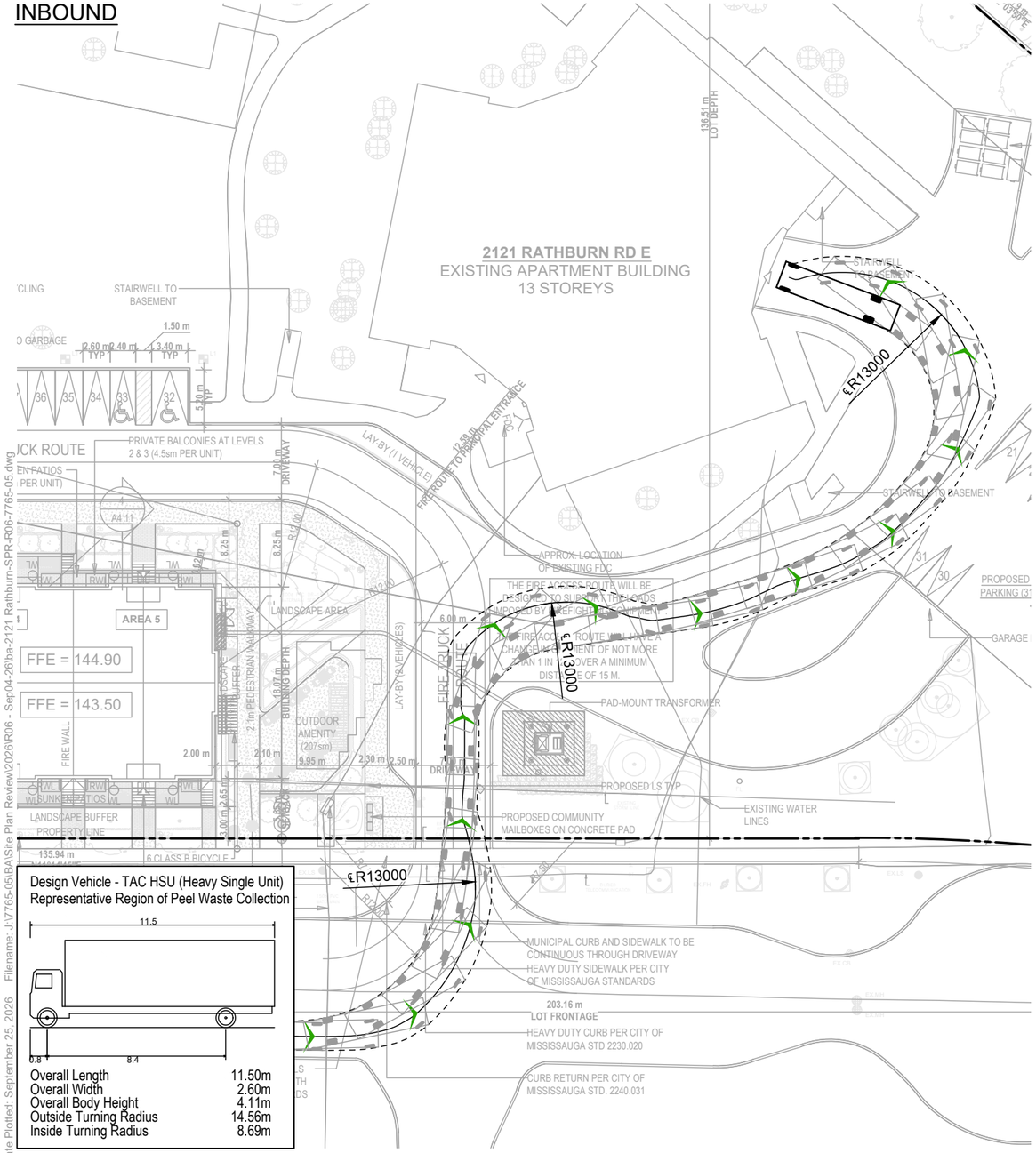
LAY-BY - REGION OF PEEL TRANSHELP (ACCESSIBLE) VEHICLE

Project:	2121 RATHBURN ROAD
Project No.	7765-05
Date:	September 12, 2025
Revised:	September 25, 2026

Scale 1:300 (0 5 10m)

Drawing No. VMD-03

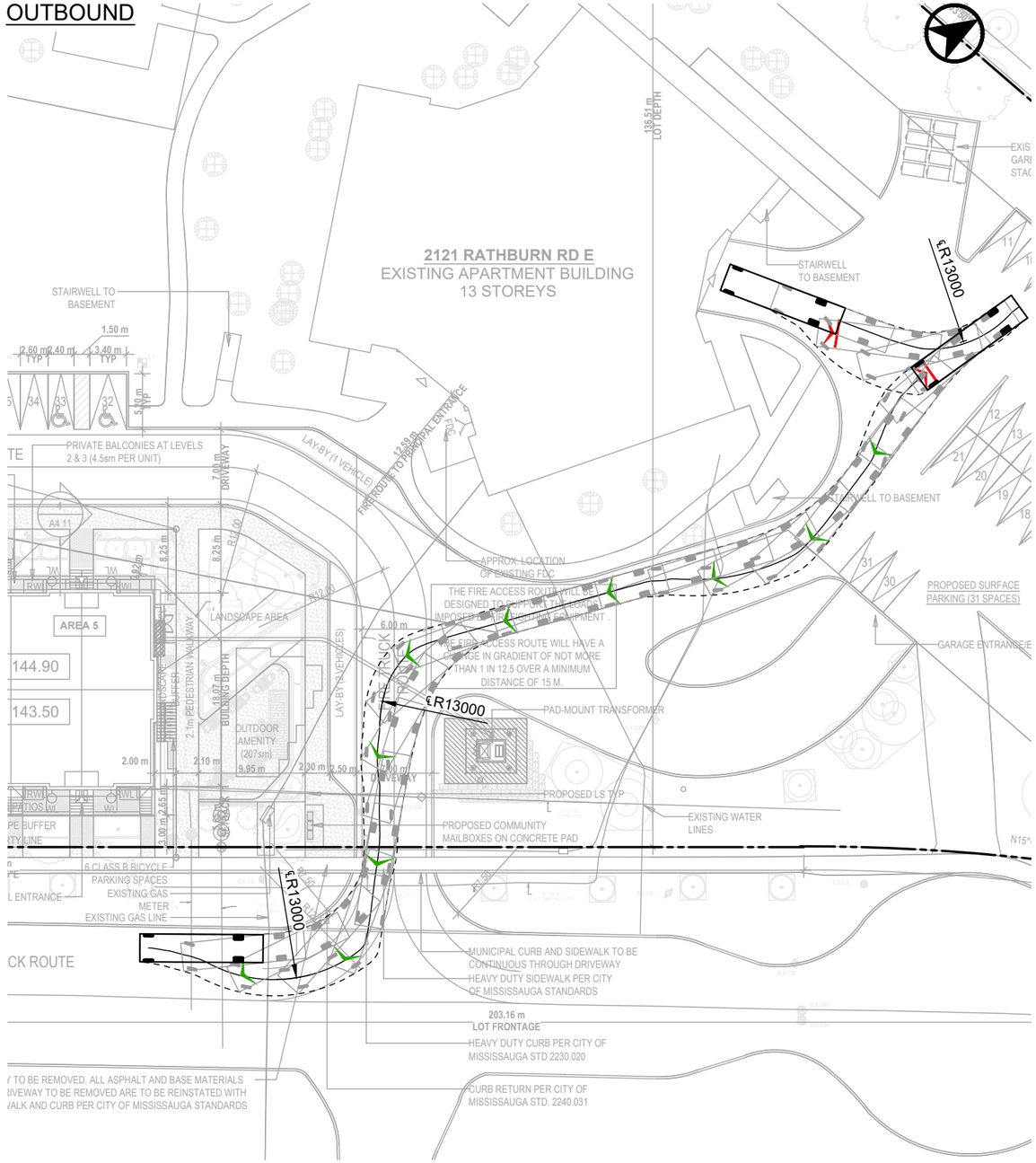
INBOUND



Design Vehicle - TAC HSU (Heavy Single Unit)
Representative Region of Peel Waste Collection

Overall Length	11.50m
Overall Width	2.60m
Overall Body Height	4.11m
Outside Turning Radius	14.56m
Inside Turning Radius	8.69m

OUTBOUND



Date Plotted: September 25, 2026 Filename: J:\7765-05\BA\Site Plan Review\2026\R06 - Sep04-26\ba-2121 Rathburn-SPR-R06-7765-05.dwg

BA Group

2121 RATHBURN ROAD EAST

VEHICULAR MANOEUVRING DIAGRAM

LOADING - REGION OF PEEL FRONT-END WASTE COLLECTION VEHICLE

Project:	2121 RATHBURN ROAD
Project No.	7765-05
Date:	September 12, 2025
Revised:	September 25, 2026

Scale 1:300 (0, 5, 10m)

Drawing No. VMD-04

Appendix C:
March 2026 BA Group Report

Note: the September 2026 update (current submission) supersedes the March 2026 BA Group Report as it relates to the supply of 232 parking spaces, a parking shortfall and a future Minor Variance.

The current proposal provides 238 parking spaces against a requirement of 237 parking spaces.

2121 RATHBURN ROAD EAST, MISSISSAUGA
PROPOSED RESIDENTIAL DEVELOPMENT

Site Plan Approval Application - Submission #2
Transportation Impact Assessment - Access Review Update and Response to Comments



Prepared For: CAPREIT

March 2026

BA Group

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AUTHORSHIP

Date (DD/MM/YEAR)	Revision	Update
19/02/2026	Version 1	Draft Report
05/03/2026	Version 2	Final Report

PREPARED BY



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REVIEWED BY



Project Manager

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Associate

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Overview and Response to Comments

I. INTRODUCTION

BA Group has been retained by Canadian Apartment Properties REIT (CAPREIT) to provide transportation advisory services in relation to a Site Plan Approval (SPA) application being made to the City of Mississauga for a proposed stacked townhouse infill development, municipally known as 2121 Rathburn Road East, in Mississauga (herein referred to as the "site" or "proposed development"). The site is located on the northwest side of the terminus of Rathburn Road East.

An initial Transportation Impact Assessment (Access Review) was submitted to the City of Mississauga in September 2025 forming part of the SPA application for the site. With the initial application, the City approved the scope of the study and a Transportation Impact Study was not required. The initial report met the requirements of an 'Access Review,' as defined by the Mississauga Transportation Impact Study Guidelines (December 2022). A copy of the approved Pre-Study Consultation Checklist and the Signed Certification Form is provided in **Appendix B**.

This report is prepared to address updates to the original submission, including site-plan related updates and responses to City of Mississauga comments. It continues to meet the requirements of an "Access Review".

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

This Study

This transportation study provides a review of the key transportation-related aspects of the proposed development site plan, as part of the SPA application being submitted to the City of Mississauga. The following has been reviewed as part of this study:

Response to City Comments

- A response to City transportation-related comments.

Transportation Context

- The existing site uses and overview of the proposed development program.
- A description of existing transportation context and any future transportation-related changes/improvements to the area context.

Development Plan

- A review of the transportation elements of the site including vehicular access and circulation, loading and parking facilities.

Site Planning

- The parking supply provisions of the proposed development plans.
- The bicycle parking supply provisions of the proposed development plans.
- The loading space provisions for the proposed development plans.
- The functionality and appropriateness of the proposed vehicle facilities incorporated into the site plan including vehicular circulation and loading facility arrangements.

Traffic Operations Review

- The assessment of site trip generation and forecasted traffic impacts.

We note that following the Site Plan Application which this report has been prepared in assessment of, a Minor Variance Application will be made to the City of Mississauga Committee of Adjustment to permit, potentially among other items, reductions to the applicable minimum parking requirements. This report does not assess the proposed parking supply (applicable to the existing apartment building and the proposed infill townhouse units); a separate letter will be prepared and submitted in assessment of the proposed parking supply which will be included with the Minor Variance Application presuming any of the applicable minimum parking requirements are not met but are within 10% of the requirements.

Existing Site

The site is currently occupied by an existing residential building comprised of 139 dwelling units that will be retained and remain operational.

There is one (1) existing driveway that serves the site on Rathburn Road East. The existing driveway provides vehicular access to the pick-up / drop-off loop at the front of the building, the site's parking garage, at-grade parking, and the site's loading area. There is a paved driveable route access is located at the north end of the site off the cul-de-sac terminus of Rathburn Road East which is closed and will remain closed; however, it can serve as an emergency access.

Public sidewalks are located along the frontage of the site on Rathburn Road East.

Proposed Development Summary

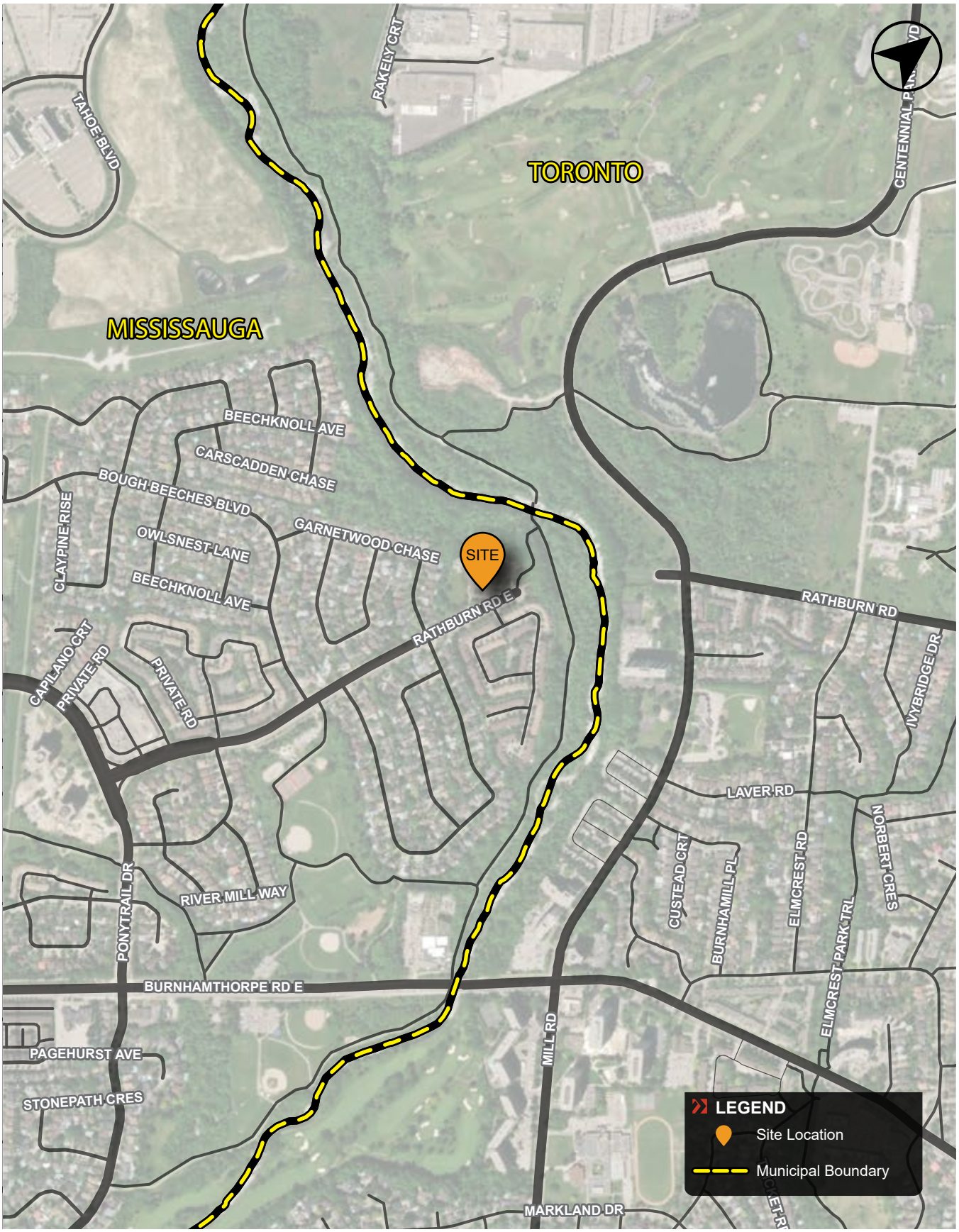
The development proposal consists of one (1) townhouse block including 40 residential units along Rathburn Road East at the southwest corner of the site.

New at-grade parking spaces are proposed for the development located behind the townhouse block. The existing surface parking area at the north end of the site will be retained. It is proposed that residents of the new residential units will have access to the existing below-grade parking garage, which will also be retained. Within the existing parking garage, one (1) existing vehicle parking space will be converted to a bicycle storage room including Class A (Long-term) bicycle parking for the proposed new residential units.

The existing loading area servicing the existing 2121 Rathburn Road East apartment building will be maintained.

Vehicle access to the development is proposed via the existing driveway on Rathburn Road East. The existing driveway will be modified to be 7.0 metres wide (reduced from approximately 11.0 metres) and accommodate parking lay-bys on both sides (at the frontages of the existing building and proposed townhouse block). The driveway will continue to provide access to the visitor and resident parking, pick-up / drop-off area, and loading area.

A detailed overview of the proposed development is provided in **Table 1**. The proposed development is illustrated on the site plan provided in **Appendix A**.



P:\7765\05\Graphics\Adobe\Id\7765-05_2121 Rathburn Road East.indd

Aerial maps provided courtesy of: Esri, DigitalGlobe, GeoEye, Earthstar Geographies, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, the GIS User Community and/or Google Earth/Maps.

FIGURE 1 SITE LOCATION

Table 1 Development Program Update

Use		Previous Submission (September 2025) [1]	Current Submission (March 2026) [2]	Change
Proposed New Residential Townhouse Units	3-Bedroom	36 units	36 units	No Change
	4-Bedroom	4 units	4 units	No Change
	Total Units	**40 units**	**40 units**	No Change
Site Access		1 (existing – modified) driveway on Rathburn Road East	1 (existing – modified) driveway on Rathburn Road East	No Change
Parking Supply		232 parking spaces *(211 retained + 21 new)*	232 parking spaces *(211 retained + 21 new)*	No Change
Pick-up and Drop-off Facilities		1 lay-by adjacent to the residential lobby 1 lay-by adjacent to the townhouse block	1 lay-by adjacent to the residential lobby 1 lay-by adjacent to the townhouse block	No Change
Bicycle Parking Supply	Class A (Long-term)	24 spaces	24 spaces	No Change
	Class B (Short-term)	6 spaces	6 spaces	No Change
	Total	**30 spaces**	**30 spaces**	No Change
Loading Supply		1 existing loading space	1 existing loading space	No Change

Notes:
1. Site statistics based on architectural plans previously submitted by Kohn Partnership Architects Inc, dated September 8, 2025.
2. Site statistics based on architectural plans provided by Kohn Partnership Architects Inc, dated March 4, 2026.

II. RESPONSE TO COMMENTS

Provided below are responses to transportation-related comments received from City of Mississauga staff, applicable to the September 2025 SPA application.

Traffic Review Comments and Responses (Dated November 28, 2025)

Comment Reference – RATHBURN ROAD EAST AND PONYTRAIL DRIVE INTEGRATED ROAD PROJECT

"The City has made various road improvements on Rathburn Road East from Dixie Road to Etobicoke Creek and Ponytrail Drive from Rathburn Road East to Burnhamthorpe Road East. This project is part of the City's Integrated Road Program, an initiative that aims to streamline the design and construction of infrastructure projects and improve collaboration during project delivery through the bundling of various road improvement projects. The following are the improvements that have been implemented as part of this project: Road rehabilitation, Cycling facilities, Road safety, Stormwater management, Culvert replacement, Transit infrastructure, Noise walls and Landscaping. The improvements support a range of transportation modes, including walking, cycling, transit and other vehicles, ensuring the community remains vibrant and active. The improvements also support the City's Vision Zero initiative by prioritizing the safety and access of our most vulnerable road users."

Response

Noted.

Comment Reference – TRAFFIC IMPACT STUDY

"(A) TERMS OF REFERENCE

(ii) Access Review - As per the approved ToR, and consistent with the City's TIS Guidelines, an Access Review must be completed to evaluate the access from a safety and operations perspective. Ensure that the proposed site access conforms to all TAC standards (e.g. corner clearances, clear throat lengths, veh & ped sight line distances for ingress/egress, proximity/alignment to other driveways/roads, etc.); Provide confirmation and technical justification of whether the site access location and design is safe for all roadway users and why."

Response

The site access location is generally maintained per existing conditions. The site access located on Rathburn Road East is reduced to 7.0 metres (from 11.0 metres), per City of Mississauga standard, to accommodate parking lay-bys on both sides. Modifications to the site access design meet the minimum requirements per the Ontario Provincial Standard for urban entrances (OPSD 350.010). Vehicular manoeuvring diagrams provided in **Appendix C**, demonstrate adequate two-way vehicular manoeuvring in / out of the site.

III. RECOMMENDATIONS AND CONCLUSIONS

BA Group has been retained by CAPREIT to provide transportation advisory services in relation to a Site Plan Approval (SPA) application being made to the City of Mississauga for a proposed stacked townhouse infill development, located at 2121 Rathburn Road East, in Mississauga.

The is located on the northwest side of the terminus of Rathburn Road East. The site is generally bound by Rathburn Road East to the east, single-family residential dwellings to the south, and the Etobicoke Creek Trail to the north and west.

The site is currently occupied by an existing residential building comprised of 139 dwelling units that will be retained and remain operational.

Development Proposal

1. The development proposal consists of one (1) 40-unit townhouse block proposed along the frontage of Rathburn Road East.

2. 21 new parking spaces are proposed at-grade for the development. The existing surface parking area at the north end of the site and the existing below-grade garage will be retained. It is proposed that residents of the new residential units will have access to the existing parking garage, which will be retained.

3. The existing loading area associated with the existing 2121 Rathburn Road East apartment building will be maintained.

4. Vehicle access to the development is proposed via the existing driveway on Rathburn Road East which will continue to provide access to the visitor and resident parking, pick-up / drop-off area, and loading area.

Site Access and Circulation

5. Vehicle access is provided via the existing driveway on Rathburn Road East. The driveway extends to the front door of the existing apartment building. The driveway provides access to the existing and new surface parking lots, the below-grade parking garage, pick-up/drop-off facility, and loading area. The existing driveway is approximately 11.0 metres wide and is proposed to be reduced to 7.0 metres per City of Mississauga standard while maintaining two-way vehicle travel. The driveway is designed to the Ontario Provincial Standard Drawing 350.010.

6. The existing driveway is proposed to further extend behind the townhouse block and replace the existing pick-up / drop-off loop. Provisions for two (2) lay-bys are proposed along the reconfigured internal driveway, one (1) located in front of the existing apartment entrance and one (1) located north of the townhouse block. The proposed lay-bys are anticipated to serve pick-up / drop-off activity, and short-term deliveries. Vehicle turnaround spaces are provided along the new row of vehicle parking spaces.

Transportation Context

7. The site is located within walking distance of numerous shops, restaurants, entertainment, parks, schools, and community centres, most of which are located at Kingsbury Centre Plaza. The site is also served by numerous sidewalks and pathways within the immediate site area.

8. The site is served by the MiWay bus transit route 20 which connects transit users to the City Centre and Erindale and Kipling GO stations. The nearest bus stop is located at the intersection of Rathburn Road East and Ponytrail Drive.

9. The site is located in proximity to the Rathburn Road East two-way cycle track and Etobicoke Creek trail, which offers an off-road cycling facility and connections to the wider cycling network including the multi-use pathway on Burnhamthorpe Road East.

10. Since Spring of 2025, the City's Rathburn Road and Ponytrail Drive Integrated Road project incorporated a new 3.5-metre-wide two-way cycle track on the south side of Rathburn Road East in the vicinity of the site.

11. Part of the long-term cycling network master plan, improvements in the area include a neighbourhood bikeway and shared route on Bough Beeches Boulevard and buffered bike lane or shared route on Ponytrail Drive south of Burnhamthorpe Road East.

Transportation Demand Management Statement

12. The site provides access to local transit routes and has good pedestrian connectivity, particularly due to its proximity to a variety of land uses (especially Kingsbury Centre Plaza). The ability for prospective residents and visitors to access the site via transit service would substantially support reduced private vehicle use; Peel TransHelp vehicles will be accomodated on-site. In addition, a reduction to the parking supply on-site compared to the required number of parking spaces, results in a lower percentage of peak hour auto-driver trips (relative to total trips being taken during the peak hours).

Vehicle, Bicycle Parking, and Loading Facilities

13. Application of Zoning By-law 0225-2007 to the proposed development results in a minimum requirement of 237 vehicle parking spaces.

14. The proposed parking provisions for the site will include retaining the existing parking garage and at-grade parking on-site. The existing parking supply to be retained consists of 211 spaces. Additionally, 21 new at-grade parking spaces (including 2 accessible spaces) are proposed behind the townhouse block. The overall parking supply will consist of 232 parking spaces.

15. As part of this development, and considered in the overall supply, one (1) parking space in the parking garage was removed and will be converted to a bicycle storage room.

16. Notwithstanding the reduction of parking spaces, it is anticipated that the existing parking supply will meet future parking demands for the existing to remain apartment building and proposed townhouse units.

17. A Minor Variance application will be made following the Site Plan Application to permit the parking supply for the existing and new residential units.

18. A total of 30 bicycle parking spaces including 24 Class A and six (6) Class B spaces are required for the proposed development. The proposed bicycle parking provisions meet the minimum bicycle parking requirements of Zoning By-law 0225-2007 and is therefore appropriate and expected to accommodate all cycling needs of the site.

19. The site will utilize the existing loading area for Regional garbage collection and provide recyclable carts for the townhouse block. Building management will set-out the garbage bins and recyclable carts on the day of collection. No modifications are proposed at the existing loading area.

Traffic Considerations

20. Base existing traffic volumes were established for the weekday morning and afternoon peak hours for the site driveway based on turning movement counts collected by Spectrum Traffic Data Inc. on behalf of BA Group.

21. The existing site generates in the order of 36 and 38 two-way vehicle trips in the weekday morning and afternoon peak hours, respectively.

22. Additional trips generated by the proposed stacked townhouse units have been generated based on the ITE Trip Generation Manual, 11th Edition. The proposed stack townhouse units are expected to generate 19 and 22 two-way vehicle trips in the weekday morning and afternoon peak hours, respectively.

The site driveway intersection, which includes the opposing driveway into the neighbouring housing complex, operates acceptably under both existing and future scenarios, at LOS B or better for each movement.

1.0 DEVELOPMENT PLAN

The following section provides an overview of the development program that is currently being proposed for the site.

The proposal for the site consists of one (1) townhouse block including 40 residential units along Rathburn Road East. A detailed overview of the proposed development is provided in **Table 1**. Reduced scale architectural plans are provided in **Appendix A**.

1.1 Site Access and Circulation

Vehicle access is provided via one (1) existing driveway on Rathburn Road East. The driveway extends in a general east-west direction to the front door of the existing apartment building. The driveway provides access to the surface and underground parking areas, pick-up/drop-off facility, and loading area.

The existing driveway is approximately 11.0 metres wide and is proposed to be reduced to 7.0 metres, per City of Mississauga minimum standard, continuing to accommodate two-way vehicle access. The driveway is designed to the Ontario Provincial Standard Drawing 350.010.

The site driveway is not affected by any adjacent obstructions and pedestrian sightlines are clear.

1.2 Site Plan Elements

1.2.1 Pick-up and Drop-off Facilities

Pick-up and drop-off activity for the site will occur at the existing pick-up and drop-off loop provided at the entrance of the existing apartment building. The existing pick-up and drop-off facility is reconfigured with the addition of the townhouse block. The existing loop is reconfigured to be an “L-shaped” driveway which extends behind the townhouse block. Two (2) lay-bys are proposed, one (1) located in front of the existing apartment building entrance and one (1) located north of the townhouse block. The proposed lay-bys can accommodate approximately three (3) vehicles and Peel Region “TransHelp” accessible door-to-door public transit. Vehicle turnaround spaces are provided along the new row of vehicle parking spaces. Vehicular manoeuvring diagrams are provided in **Appendix C** demonstrating potential pick-up and drop-off activity.

1.2.2 Pedestrian Connections

Pedestrian walkways are proposed along the perimeter of the townhouse block and adjacent to the entrances to accommodate the site’s pedestrian activity. Primary pedestrian access to the townhouse block from external to the site is provided from Rathburn Road East. At the cul-de-sac terminus of Rathburn Road East, which is adjacent the site, there is a trail connection to the Etobicoke Creek Trail.

1.2.3 Parking Facilities

Vehicle parking will be provided within the existing below-grade parking garage and surface parking area. As part of this development, a surface parking lot with 21 parking spaces is proposed to be located west of the townhouse block, and one (1) existing parking space in the below-grade parking garage will be converted to a bicycle storage

room. Overall, the site will have a provision of 232 parking spaces consisting of 186 spaces within the parking garage and 46 spaces located at the surface, split between the parking lots.

Further details on the vehicle parking considerations of the site are provided in **Section 4.1**.

1.2.4 Bicycle Facilities

Bicycle parking arrangements will be provided for the proposed new townhouse block per the requirements outlined in the Zoning By-law 0225-2007.

A total of 30 bicycle parking spaces are provided to meet the needs of the proposed development. Bicycle parking Class A (long-term) spaces are proposed in the parking garage and Class B (short-term) spaces are proposed at-grade in proximity to the townhouse block. Access to the Class A bicycle parking room is provided via the existing stairwells located around the perimeter of existing parking garage. Access to the Class B bicycle parking is provided via the proposed pathways.

Further details on the bicycle parking considerations of the site are provided **Section 4.2**.

1.2.5 Loading Facilities

The existing loading facility will be maintained to accommodate loading activities related to refuse and recycling collection, move-in / move-out and general servicing for the site. Access to the loading facility is provided at-grade via the site driveway off Rathburn Road East.

Further details on the loading considerations of the site are provided in **Section 4.3** .

2.0 AREA TRANSPORTATION CONTEXT

The following provides a description of the area road network, transit network, pedestrian and cycling network and prevailing area travel characteristics.

The existing and future key area transportation features and pedestrian destinations within the site area are illustrated **Figure 2**.

2.1 Street Network

Rathburn Road East

Rathburn Road East is a predominantly east / west oriented major collector roadway which terminates in a general north / south orientation along the southeast boundary of the site. Rathburn Road East is a divided 4-lane cross section (two travel lanes in each direction) with a central left-turn lane in some areas and a posted speed limit of 50km/h in the site vicinity. Rathburn Road East extends from Creditview Road to the Etobicoke Creek Trail.

The City of Mississauga proposed and implemented various road changes to Rathburn Road East from Dixie Road to Etobicoke Creek and Ponytrail Drive up to Burnhamthorpe Road East. These improvements were part of the City's Rathburn Road and Ponytrail Drive Integrated Road Program which bundles various road improvements such as road rehabilitation, cycling facilities, road safety, stormwater management, and more.

The Rathburn Road East redesign and rehabilitation had a preliminary and detailed design phase between October 2020 to July 2023 with construction taking place from September 2023 to November 2024. The restoration phase was projected to finish in Spring of 2025 to implement the final restoration works including tree planting. As of Spring 2025, a 3.5-metre-wide two-way cycle-track was implemented on the south side of Rathburn Road East within the site vicinity.

Garnetwood Chase

Garnetwood Chase is an east / west oriented local roadway located south of the site. Garnetwood Chase has a basic 2-lane cross section (one travel lane in each direction) and an unposted speed limit of 40km/h in the site vicinity with on-street parking permissions. Garnetwood Chase loops meeting Rathburn Road East at two (2) points and extends up to Bough Beeches Boulevard.

2.2 Transit Context

The site is served by local surface transit (MiWay Bus Route 20 in closest proximity), which provides the site and surrounding area connections to the Mississauga City Centre, higher-order transit services (such as the Erindale and Kipling GO stations) and the greater transit network via Dundas Street West. The nearest bus stops are located at the intersection of Rathburn Road East and Ponytrail Drive. Continuous sidewalks are provided along the perimeter of the site, which provide key pedestrian routing options from the site to the local bus stops.

Route 20 provides connections to other routes and destinations in the local area including MiWay Route 5, MiWay Route 26, and Dixie GO Station.

2.3 Pedestrian Context

The site is well-served by pedestrian infrastructure including sidewalks on all public streets in the site vicinity. It is located in a residential area within convenient walking distance of numerous shops, restaurants, and entertainment at the Kingsbury Centre Plaza which is located south of the site at Rathburn Road East and Ponytrail Drive. The site is also located in proximity to parks, schools and community centres.

2.4 Existing and Planned Cycling Context

2.4.1 Existing

The site is located adjacent to the Rathburn Road East two-way cycle track and the Etobicoke Creek trail, which offers an off-road cycling facility and connections to the wider cycling network such as the multi-use pathway along Burnhamthorpe Road East.

2.4.2 Planned

As part of the City of Mississauga Long-Term Cycling Network Master Plan, a number of cycling infrastructure improvements are planned across the city. Planned and potential network improvements envisioned in the general site area include:

- Neighbourhood bikeway and shared route on Bough Beeches Boulevard (approximately 500 metres from the site) part of the long-term cycling network master plan.
- Buffered bike lane or shared route on Ponytrail Drive south of Burnhamthorpe Road East part of the cycling network master plan five-year plan.



P:\7765\05\Graphics\Adobe\Id\7765-05_2121 Rathburn Road East.indd

Aerial maps provided courtesy of: Esri, DigitalGlobe, GeoEye, Earthstar Geographies, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, the GIS User Community and/or Google Earth/Maps.

FIGURE 2 SITE TRANSPORTATION CONTEXT

3.0 TRANSPORTATION DEMAND MANAGEMENT STATEMENT

Transportation demand management (TDM) measures are being contemplated for the project that will attempt to influence the way people travel to and from the site through a comprehensive suite of TDM strategies.

The proposed development is anticipated to generate less than 100 vehicle trips. As part of the City of Mississauga Transportation Impact Study Guidelines and approved Terms of Reference provided in **Appendix B**, a TDM statement is required for developments where little, or no impact is anticipated to the adjacent transportation network. The following outlines the physical and operational strategies being considered that complement the site design with the goal of encouraging a shift in the travel pattern of future residents to sustainable modes of transportation.

The key objective of the TDM Plan is to reduce peak hour single-occupant automobile traffic, to a certain degree, by focusing on four specific policy areas:

- Encourage the use of alternative travel modes (transit, cycling, and walking),
- Increase vehicle occupancy,
- Shift travel to off-peak periods,
- Reduce vehicle kilometres travelled.

The site has neighbourhood access to local transit routes and has pedestrian connectivity to a variety of land uses (especially Kingsbury Centre Plaza). The ability for prospective residents and visitors to access the site via transit service would substantially support reduced private vehicle use. Pick-up and drop-off facilities, including for public transit (i.e. para-transit), are supported as part of the site plan with the provision of vehicle laybys sized to accommodate a Peel TransHelp vehicle, on-site.

A reduction to the required parking supply on-site (which will be confirmed as part of a separate Minor Variance Application) will result in a lower percentage of peak hour auto-driver trips (relative to total trips being taken during the peak hours) and is directly complementary to other TDM measures by necessitating their use by more future residents and visitors.

Specific TDM initiatives being considered as part of the site mobility strategy are outlined in **Table 2**. These TDM measures will play a role in supporting non-automobile dependent travel and assist in minimizing the need for reliance on a personal vehicle for a range of travel needs. The TDM measures will be refined and confirmed through the SPA application process for the proposed development.

Table 2 Proposed Transportation Demand Management Strategy

Measure	TDM Plan Objective	Implementation
Encourage & Facilitate Bicycle Use	• Bicycle parking spaces are provided in accessible locations and within secure, weather-protected areas for resident spaces within each townhouse block. Bicycle parking spaces are accessed via pathways and stairwells located off the major streets. • Provision of at least one (1) bike repair station to be provided in the long-term bike room. • It is proposed to meet the bicycle parking standards set out in the City of Mississauga Zoning By-law 0225-2007.	Construct as part of development.
Encourage Transit Use	• Being located within an area in proximity to commercial and amenities with access to existing transit routes.	Will occur at building occupancy.
Enhance Pedestrian Access and Walkability	• Provide good pedestrian connections throughout the site.	Construct as part of development.

4.0 SITE PLAN REVIEW

4.1 Vehicle Parking Considerations

4.1.1 Zoning By-law Vehicle Parking Requirements

The site is subject to the minimum vehicle parking requirements outlined in the contemporary City of Mississauga Zoning By-law 0225-2007 (Precinct 4). The minimum parking standards contained in Zoning By-law 0225-2007 to the site is summarized in **Table 3**.

Table 3 Zoning By-law 0225-2007 Vehicle Parking Requirements

Land Use		Units [1]	Minimum Rate	Minimum Requirement [2]
Existing Residential	Rental Apartment – Resident	139 units	1.00 space / unit	139 spaces
	Rental Apartment – Visitors		0.20 spaces / unit	28 spaces
Proposed Residential	Stacked Townhouse – Resident	40 units	1.50 spaces / unit	60 spaces
	Stacked Townhouse –Visitors		0.25 spaces / unit	10 spaces
Total Resident				**199 spaces**
Total Residential Visitor				**38 spaces**
Total				**237 spaces**

Notes:
1. Site statistics based on architectural plans provided by Kohn Partnership Architects Inc, dated March 4, 2026.
2. Zoning By-law 0225-2007 Chapter 3.1.1.1.4., specifies that where the calculated number of spaces results in a fraction, fractions less than 0.5 shall be rounded down to the nearest whole number, and fractions equal to or greater than 0.5 shall be rounded up to the nearest whole number.

Application of Zoning By-law 0225-2007 to the proposed development would result in a minimum requirement of 237 vehicle parking spaces.

4.1.2 Proposed Vehicle Parking Supply

The proposed parking provision for the site will include retaining the existing parking garage on-site and at-grade parking spaces. The existing parking supply consists of 211 spaces (186 underground and 25 at-grade). It is noted that one (1) existing parking space in the below-grade garage has been removed to accommodate bicycle parking. Additionally, 21 new at-grade parking spaces are proposed on site. As such, the overall parking provision on site consists of 232 spaces.

Application of the City of Mississauga Zoning By-law to the new at-grade parking supply, which is within the range of 13-100 spaces, requires four (4) percent of the supply be accessible parking. As such, of the 21 new at-grade parking spaces, one (1) accessible space is required for the site. The new at-grade parking meets the zoning minimum and consists of two (2) accessible parking spaces including of one (1) Type “A” and one (1) Type “B” space.

Notwithstanding the reduction of parking spaces compared to the aggregate requirement (237 parking spaces), the applicant is aware that the existing parking supply is underutilized, and it is expected that parking demand for

the existing apartment building and proposed townhouse units will be accommodated within the parking garage to be retained.

As noted, following the Site Plan Application, a Minor Variance Application will be made to the City of Mississauga Committee of Adjustment to permit reductions to the applicable minimum parking requirements. This report does not assess the proposed parking supply (applicable to the existing apartment building and the proposed infill townhouse units); a separate report will be prepared and submitted in assessment of the proposed parking supply which will be included with the Minor Variance Application.

4.2 Bicycle Parking Considerations

4.2.1 Zoning By-law Bicycle Parking Requirements

The site is subject to the minimum bicycle parking requirements outlined in the contemporary City of Mississauga Zoning By-law 0225-2007. Application of the bicycle parking requirements are summarized in **Table 4**.

Table 4 Zoning By-law 0225-2007 Bicycle Parking Requirements

Use	Units [1]	Type	Minimum Rate	Minimum Requirement [2]
Stacked Townhouse	40 units	Class A (Long-term)	0.6 spaces / unit	24 spaces
		Class B (Short-term)	Greater of: 0.05 spaces / unit OR 6 spaces	6 spaces
Total Class A (Long-term) Spaces				**24 spaces**
Total Class B (Short-term) Spaces				**6 spaces**
Total Bicycle Parking Required				**30 spaces**

Notes:
1. Site statistics based on architectural plans provided by Kohn Partnership Architects Inc, dated March 4, 2026.
2. Zoning By-law 0225-2007 Chapter 3.1.1.1.4., specifies that where the calculated number of spaces results in a fraction, fractions less than 0.5 shall be rounded down to the nearest whole number, and fractions equal to or greater than 0.5 shall be rounded up to the nearest whole number.

Application of Zoning By-law 0225-2007 bicycle parking standards to the proposed development results in a minimum requirement of 30 bicycle parking spaces, including 24 Class A (long-term) and six (6) Class B (short-term) spaces.

4.2.2 Proposed Bicycle Parking Supply

The development plan illustrates a total of 30 bicycle parking spaces including 24 Class A and six (6) Class B spaces. The proposed bicycle parking supply meets the minimum bicycle parking requirements of Zoning By-law 0225-2007 and is therefore appropriate and expected to accommodate all cycling needs of the site.

The proposed Class A (long-term) bicycle parking spaces are provided within a secure and weather-protected enclosure within the existing parking garage in the lower level. The Class B (short-term) bicycle parking spaces are provided at-grade. Access to the Class A bicycle parking room is provided via the existing stairwells located around the perimeter of existing parking garage. Alternatively, cyclists may utilize the existing below-grade parking ramp to access the Class A bicycle parking room. Access to the Class B bicycle parking is provided via existing sidewalk and the proposed pathways.

4.3 Loading Considerations

4.3.1 Zoning By-law Loading Requirements

The site is not subject to the minimum loading requirements outlined in the contemporary City of Mississauga Zoning By-law 0225-2007 as the proposed development consists of stacked townhouse with no non-residential components.

4.3.2 Proposed Loading Supply and Arrangements

The site consists of an existing loading area that services the existing building and is located at the northerly end of the site. It is proposed that the existing loading area will be utilized for deliveries and waste collection needs for the proposed stacked townhouse units. Connections to / from the existing loading area are provided to the townhouse block.

Access to the loading area is facilitated by the existing site driveway at Rathburn Road East.

4.3.3 Residential Garbage and Recycling Facilities

The site is subject to the Region of Peel Waste Collection requirements for stacked townhouses. Appropriate provisions as outlined in Section 4.0 of the Region of Peel Waste Collection Design Standards Manual (2020) are provided for the proposed development.

Given that the townhouse development block will consist of 40 units (less than 60 units), the site qualifies for front-end bins for garbage collection and carts for recyclable material.

The townhouse development will include a garbage enclosure and a recyclable cart storage area. Bulky items can be stored at the existing loading area. Building management will facilitate the bin and cart staging on the day of collection as well as, the disposal / logistics of larger bulky items from the townhouse block to the loading area.

Per the requirements specified in the waste collection manual, three (3) non-compacted 3 cubic-yard garbage bin (1 per 18 units) and six (6) recycling carts (1 per 7 units) will be provided for the development block.

Region of Peel Waste Collection services the existing site. Based on the size of the existing loading area, six (6) additional non-compacted 3 cubic-yard front-end garbage bins can be accommodated within the boundaries of the collection point on collection day.

4.3.4 Vehicle Manoeuvring

With the modifications to the existing driveway on Rathburn Road, the existing loading facility continues to appropriately accommodate the manoeuvring requirements of Region of Peel Waste Collection front-loading vehicle, enabling vehicles to enter / leave the site in a forward motion.

Vehicular manoeuvring diagrams are provided in **Appendix C**. The design vehicle utilized in these diagrams was a Transportation Association Canada (TAC) Heavy Single-Unit truck which has a minimum 13-metre turning radius as required by the Region of Peel Waste Collection Standards Manual.

5.0 TRAFFIC CONSIDERATIONS

5.1 Traffic Volumes

5.1.1 Existing Traffic Volumes

Base existing traffic volumes were established for the weekday morning and afternoon peak hours for intersections within the study area based on turning movement counts collected by Spectrum Traffic Data Inc. on behalf of BA Group.

We note that per the Approved Terms of Reference (**Appendix B**) and the requirements for an 'Access Review,' as defined by the Mississauga Transportation Impact Study Guidelines (December 2022), the study area is focused on site driveway for this assessment.

A listing of count data is summarized in **Table 5.** Existing movement counts are provided in **Appendix D**.

Table 5 Turning Movement Count Summary

Intersection	Date of Count	Source
Unsignalized Intersections		
Rathburn Road East / Site Driveway	Thursday, June 19, 2025	Spectrum Traffic Data Inc.

Existing traffic volumes for the weekday morning and afternoon peak hours are illustrated in **Figure 3.**

5.1.2 Site Traffic Volumes

5.1.2.1 Existing Site Traffic Volumes

Existing site traffic volumes were obtained from turning movement counts collected at the existing site driveway on Rathburn Road East, as summarized in **Table 6**. The existing site generates in the order of 36 and 38 two-way vehicle trips in the weekday morning and afternoon peak hours, respectively.

Table 6 Existing Site Traffic

Site Driveway	AM Peak Hour			PM Peak Hour		
	In	Out	2-Way	In	Out	2-Way
Rathburn Road East / Site Driveway	13	23	36	28	10	38

5.1.2.2 Future Site Traffic Volumes

The construction of 40 stacked townhouse units and associated parking while maintaining the existing apartment building is anticipated to result in a net increase in vehicle trips. Additional trips generated by the proposed stacked townhouse units have been generated based on the ITE Trip Generation Manual, 11th Edition, as summarized in **Table 7**.

Table 7 New Residential Trip Generation

Site Driveway	AM Peak Hour			PM Peak Hour		
	In	Out	2-Way	In	Out	2-Way
LUC 215 – Single Family Attached Housing *Average Rate (trips / unit)*	0.12	0.36	0.48	0.34	0.23	0.57
New Residential Trips (40 units)	**5**	**14**	**19**	**13**	**9**	**22**

The proposed stack townhouse units are expected to generate 19 and 22 two-way vehicle trips in the weekday morning and afternoon peak hours, respectively.

Net site traffic, which combines existing site traffic generated by the apartment building and new site traffic generated by the stacked townhouse units, are summarized in **Table 8**.

Table 8 Net New Site Traffic

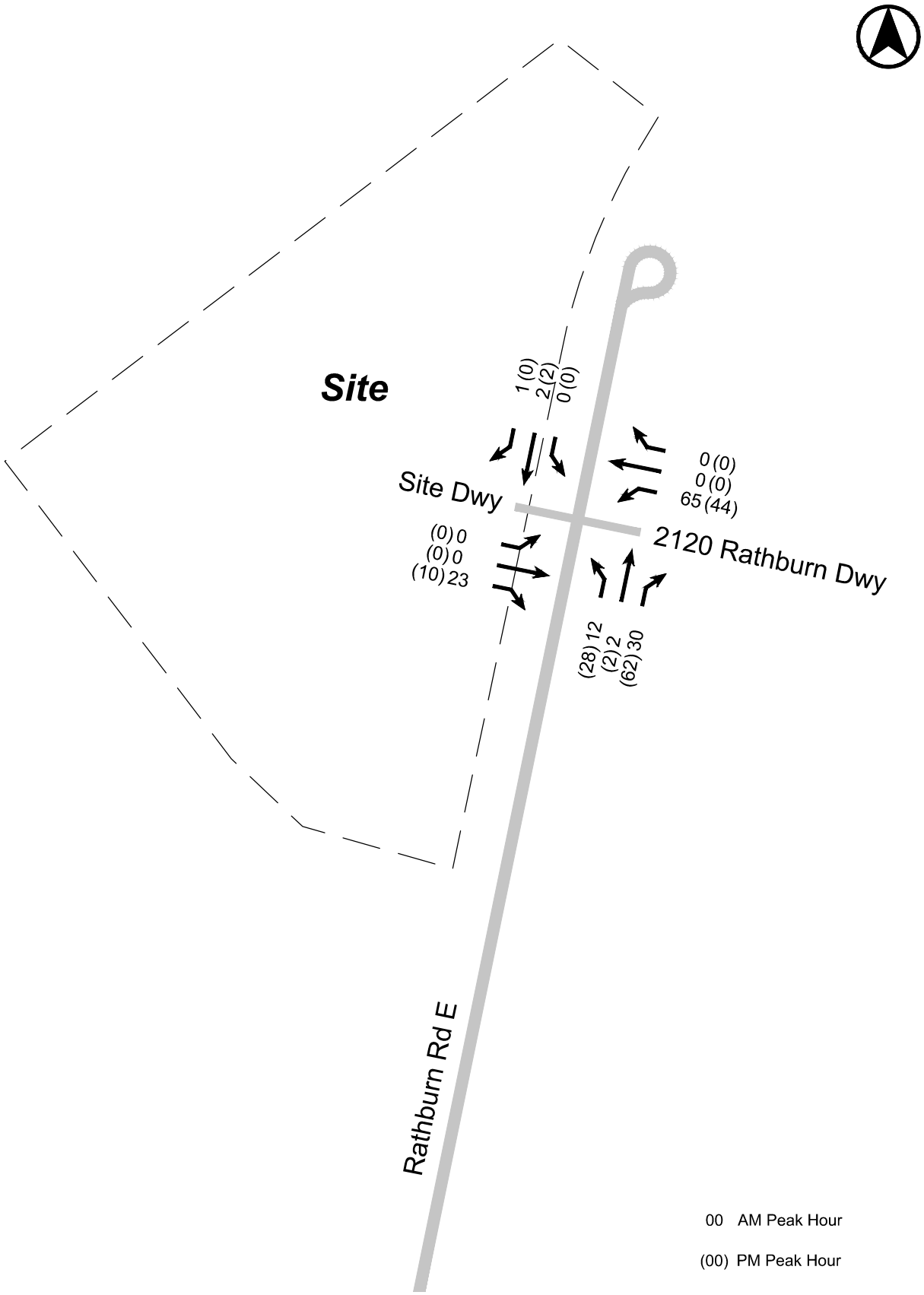
Site Driveway	AM Peak Hour			PM Peak Hour		
	In	Out	2-Way	In	Out	2-Way
Existing Site Traffic (Apartment)	13	23	36	28	10	38
New Site Traffic (Townhouse)	5	14	19	13	9	22
Net New Site Traffic	**18**	**37**	**55**	**41**	**19**	**60**

Following the construction of the stacked townhouse units, the site is expected to generate a total of 55 and 60 two-way vehicle trips in the weekday morning and afternoon peak hours, respectively.

5.1.2.3 Site Traffic Distribution

New site traffic was assigned to and from the east, in accordance with existing travel patterns. New site traffic, as distributed onto the site driveway, is illustrated in **Figure 4**.

Future traffic volumes for the site driveway, including existing and new site traffic, is illustrated in **Figure 5**.



Date Plotted: August 28, 2025 Filename: P:\77\65\05\Graphics\CAD\Fig03-00-EX.dwg

FIGURE 3 EXISTING TRAFFIC VOLUMES

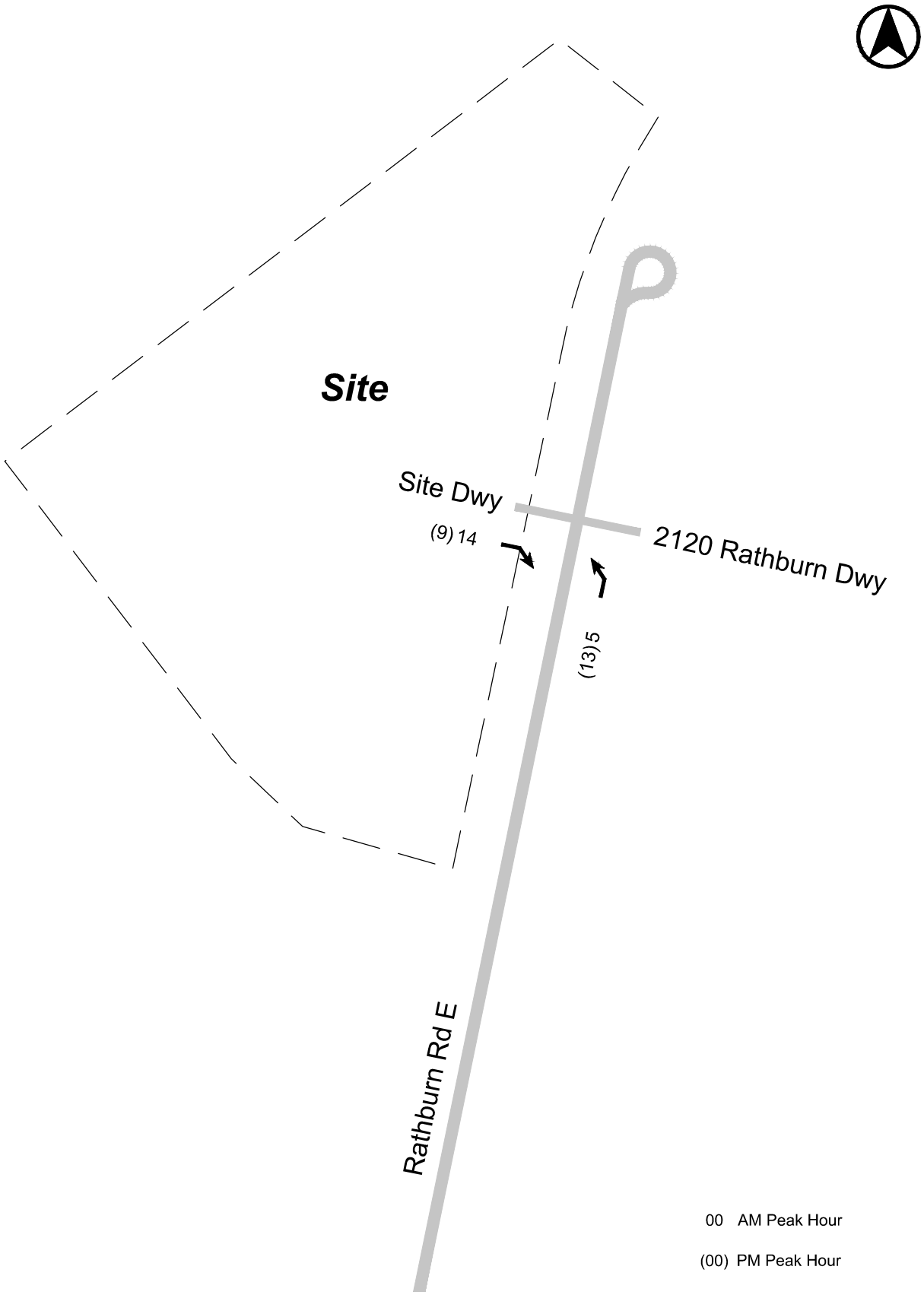


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FIGURE 4 NEW SITE TRAFFIC VOLUMES

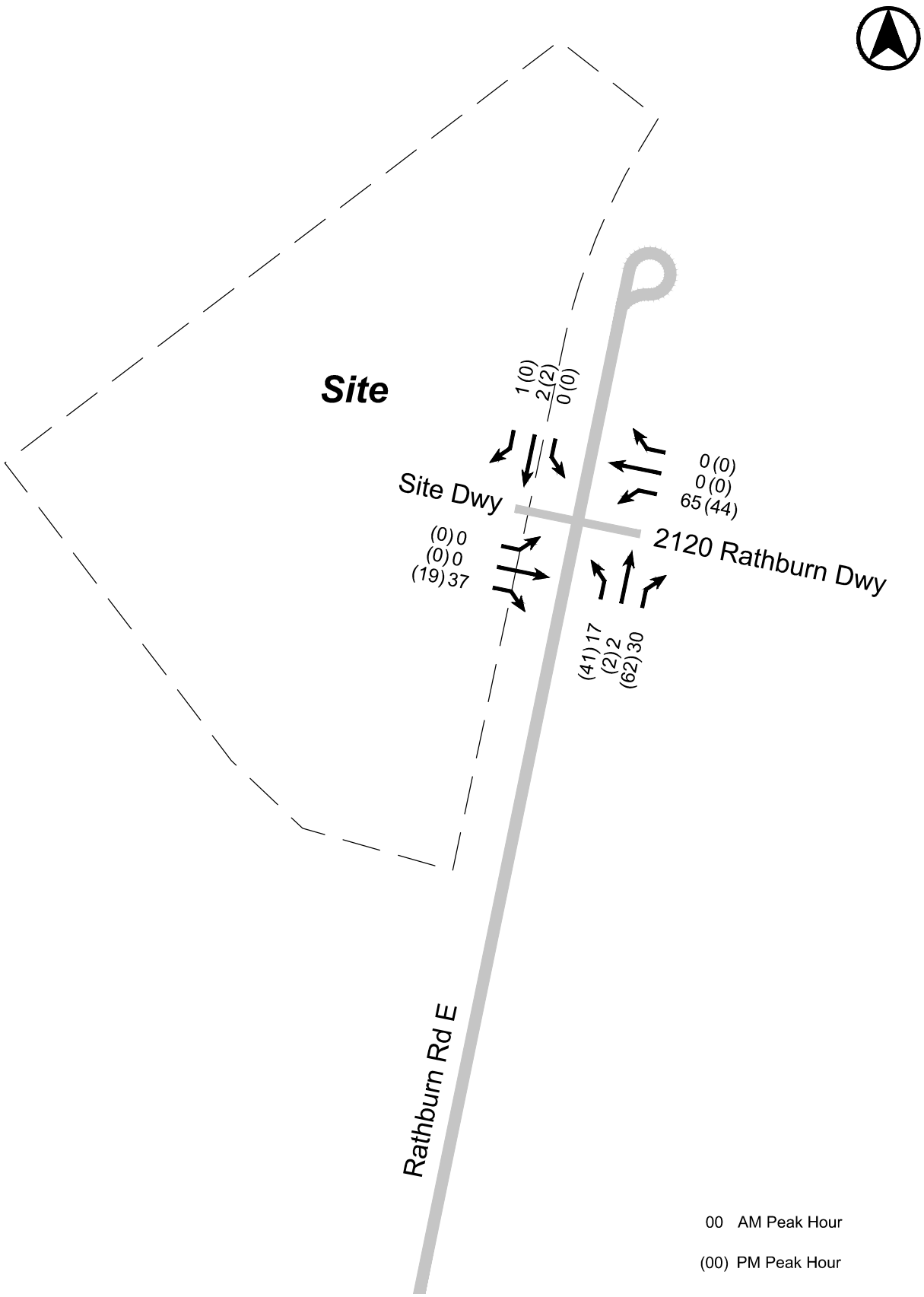

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FIGURE 5 FUTURE TRAFFIC VOLUMES

5.2 Traffic Operations Analysis

5.2.1 Analysis Methodology

Intersection capacity analysis was completed using Synchro Version 11.0 and the Highway Capacity Manual (HCM) methodology. Detailed Synchro analysis sheets are provided in **Appendix E**.

For signalized intersections, the volume-to-capacity ratio (v/c) is an indicator of the capacity utilization for the key movements in the intersection. A v/c of 1.00 indicates that certain governing traffic movements through the intersection are operating at or near maximum capacity. The primary overall level of service (LOS) indicator is delay, both on individual movements and expressed as an average for all vehicles processed. Many busy urban intersections operate at LOS D to E, which reflects average delays in the range of 35 to 80 seconds.

For unsignalized intersections, level of service (LOS) characterizes operational conditions for key movements in terms of delay within the traffic stream. LOS A represents a good level of service with short delays. LOS F represents a poor level of service with long delays. The volume to capacity ratio (v/c) is an indicator of the capacity utilization for key movements at the intersection and the resultant residual capacity potential.

The LOS criteria provided by the HCM methodology is summarized as follows:

1. Signalized Intersection LOS
    1. LOS A: Control Delay ≤ 10s
    2. LOS B: 10s < Control Delay ≤ 20s
    3. LOS C: 20s < Control Delay ≤ 35s
    4. LOS D: 35s < Control Delay ≤ 55s
    5. LOS E: 55s < Control Delay ≤ 80s
    6. LOS F: Control Delay > 80s
2. Unsignalized Intersection LOS
    1. LOS A: Control Delay ≤ 10s
    2. LOS B: 10s < Control Delay ≤ 15s
    3. LOS C: 15s < Control Delay ≤ 25s
    4. LOS D: 25s < Control Delay ≤ 35s
    5. LOS E: 35s < Control Delay ≤ 50s
    6. LOS F: Control Delay > 50s

5.2.2 Modelling and Input Calibration Parameters

Heavy Vehicle Assumptions

Heavy and medium truck percentages incorporated into the analysis were based upon information provided as part of intersection turning movement counts.

Peak Hour Factor

Peak hour factors were calculated based on the existing 15-minute traffic counts utilized in this study for the operations analysis.

5.2.3 Unsignalized Intersections Analysis

Capacity analysis results for the site driveway on Rathburn Road East are summarized in **Table 9**. The site driveway intersection, which includes the opposing driveway into the neighbouring housing complex, operates acceptably under both existing and future scenarios, at LOS B or better for each movement.

Table 9 Rathburn Rd E / Site Driveway Capacity Analysis Results

Lane Group	Existing		Future	
	Delay (s)	LOS	Delay (s)	LOS
EBL	7.4 (7.3)	A (A)	7.4 (7.3)	A (A)
NBTLR	9.8 (9.6)	A (A)	10.2 (10.0)	B (A)
SBTLR	8.5 (8.4)	A (A)	8.6 (8.4)	A (A)

Notes:

1. xx (xx) – AM (PM)
2. The cardinal directions utilized in this analysis are as follows: site driveway to the north, Rathburn Road East spans east-west, and adjacent development driveway to the south.

6.0 COMMUNITY IMPACTS

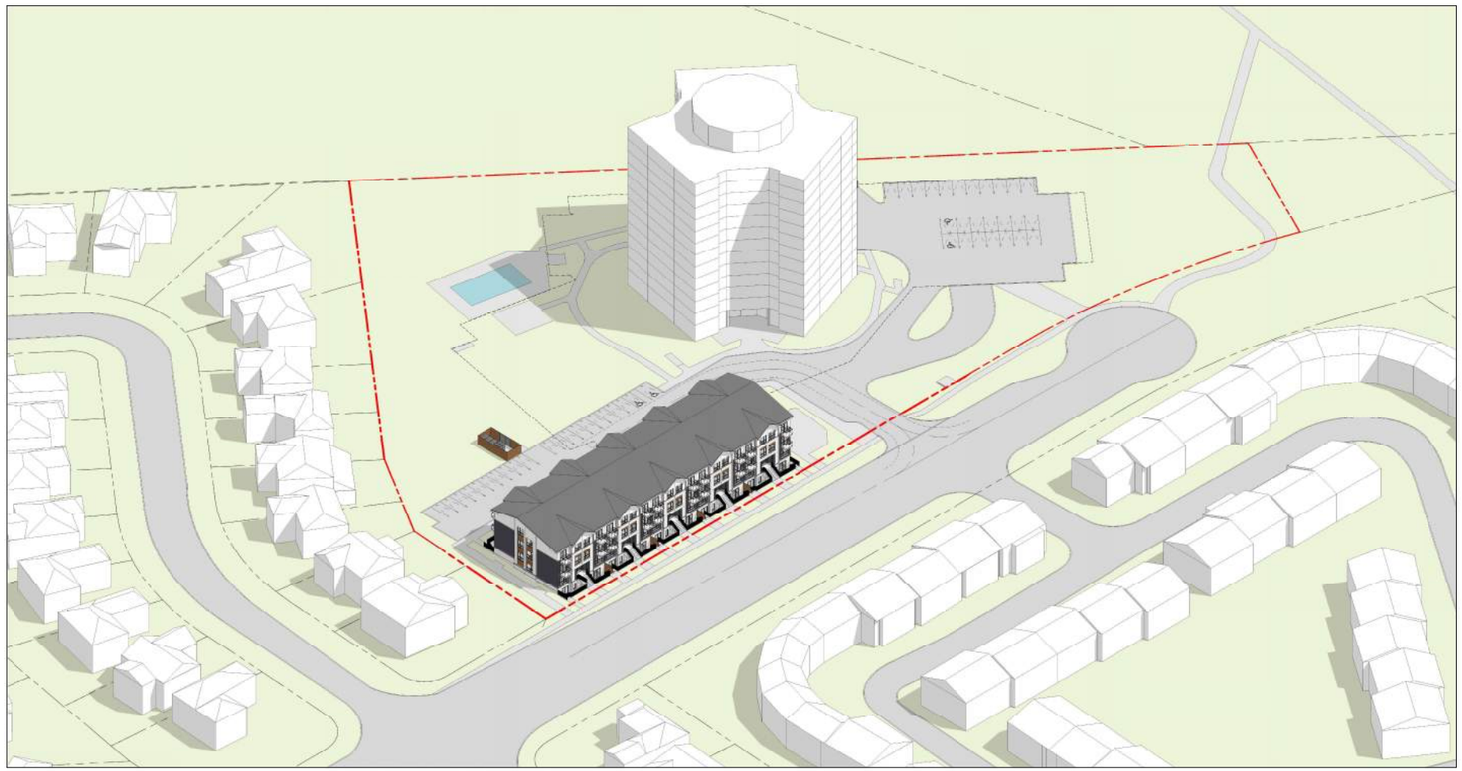
This Community Impact section has been prepared to evaluate if and how the proposal may affect transportation conditions in the local area.

Traffic analysis indicates that new vehicle trips generated by the development will be predominantly directed to and from the nearby road network, minimizing any substantial effects on the immediate residential area. The existing road network is designed to handle such demand. The proposed development's additional vehicle trips will not alter the character of the existing local street network, and incremental impact to the local neighborhood will likely not be noticeable.

The site is served by local surface transit which provides users the ability to connect to the surrounding area like Mississauga City Centre, higher-order transit services (such as the Erindale and Kipling GO stations) and the greater transit network via Rathburn Road East /. Ponytrail Drive. Bicycle facilities will also be provided on site to ensure that sustainable modes of transportation are encouraged where possible.

In summary, the proposed development aims to provide a net positive impact to the community, through encouragement of sustainable transportation. Modest increases in peak hour vehicle activity as a result of the proposed development will not change the character of the surrounding road network.

Appendix A:
Reduced Scale Architectural Plans



2121 RATHBURN RD E

(REISSUED FOR SPA)

DEVELOPER / OWNER:
CANADIAN APARTMENT PROPERTIES REIT
11 CHURCH STREET
TORONTO, ONTARIO
M5E 1W1
T: 416-861-9404

ARCHITECTURAL CONSULTANT:
KOHN PARTNERSHIP ARCHITECTS INC.
116 SPADINA AVENUE, SUITE 501
TORONTO, ONTARIO
M5V 2K6
T: 416-703-6700

CIVIL CONSULTANT:
ENVISION CONSULTANTS LTD.
6415 NORTHWEST DRIVE
MISSISSAUGA, ONTARIO
L4V 1X1
T: 905-677-0202

LANDSCAPE CONSULTANT:
THE MBTW GROUP
255 WICKSTEED AVENUE, UNIT 1A
TORONTO, ONTARIO
M4H 1G8
T: 416-449-7767

PLANNING CONSULTANT:
SAJECKI PLANNING
227 PAPE AVENUE
TORONTO, ONTARIO
M4M 2W3
T: 416-448-2280

TRAFFIC CONSULTANT:
BA CONSULTING GROUP LTD.
95 ST. CLAIR AVENUE WEST, SUITE 1000
TORONTO, ONTARIO
M4V 1N6
T: 416-961-7110

STRUCTURAL CONSULTANT:
JABLONSKY, AST AND PARTNERS
400-3 CONCORDE GATE
TORONTO, ONTARIO
M3C 3N7
T: 416-447-7405

MECH & ELEC CONSULTANT:
PINCHIN
2360 MEADOWPINE BLVD, UNIT 2
TORONTO, ONTARIO
L5N 6S2
T: 905-363-0678

DRAWING LIST (SPA SET)

SHEET NUMBER	SHEET NAME	Issued for SPA (25/09/05)	Reissued for SPA (26/03/04)	Issued#1 (Add Date)	Issued#2 (Add Date)	Issued#3 (Add Date)
20-Site Plan Approval						
Site Plan Submission						
A0 00	COVER SHEET	■	■			
A1 00	SITE PLAN AND SITE STATISTICS	■	■			
A2 01	WASTE MANAGEMENT PLANS	■	■			
A2 10	FLOOR PLAN LEVEL P1	■	■			
A2 11	FLOOR PLANS - BASEMENT & LEVEL 1	■	■			
A2 12	FLOOR PLANS - LEVEL 2 & LEVEL 3	■	■			
A2 13	ROOF PLAN	■	■			
A4 10	ELEVATIONS	■	■			
A4 11	OVERALL BUILDING SECTIONS	■	■			
A5 00	3D VIEWS	■	■			
A6 00	SHADOW STUDIES		■			
A6 01	SHADOW STUDIES		■			
A6 02	SHADOW STUDIES		■			
A6 03	SHADOW STUDIES		■			
A6 04	SHADOW STUDIES		■			

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ISSUE DATES AND DISTRIBUTION LOG

No.	Date	Note
1	25/09/05	ISSUED FOR SPA
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SITE PLAN APPLICATION #: SP 25-49 W3

CANADIAN APARTMENT PROPERTIES • REIT

ONTARIO ASSOCIATION of ARCHITECTS — ARCHITECTURE ARCHITECTE — LICENCE 9557

SEAL

Project:
2121 RATHBURN RD
STACKED TOWNHOUSES

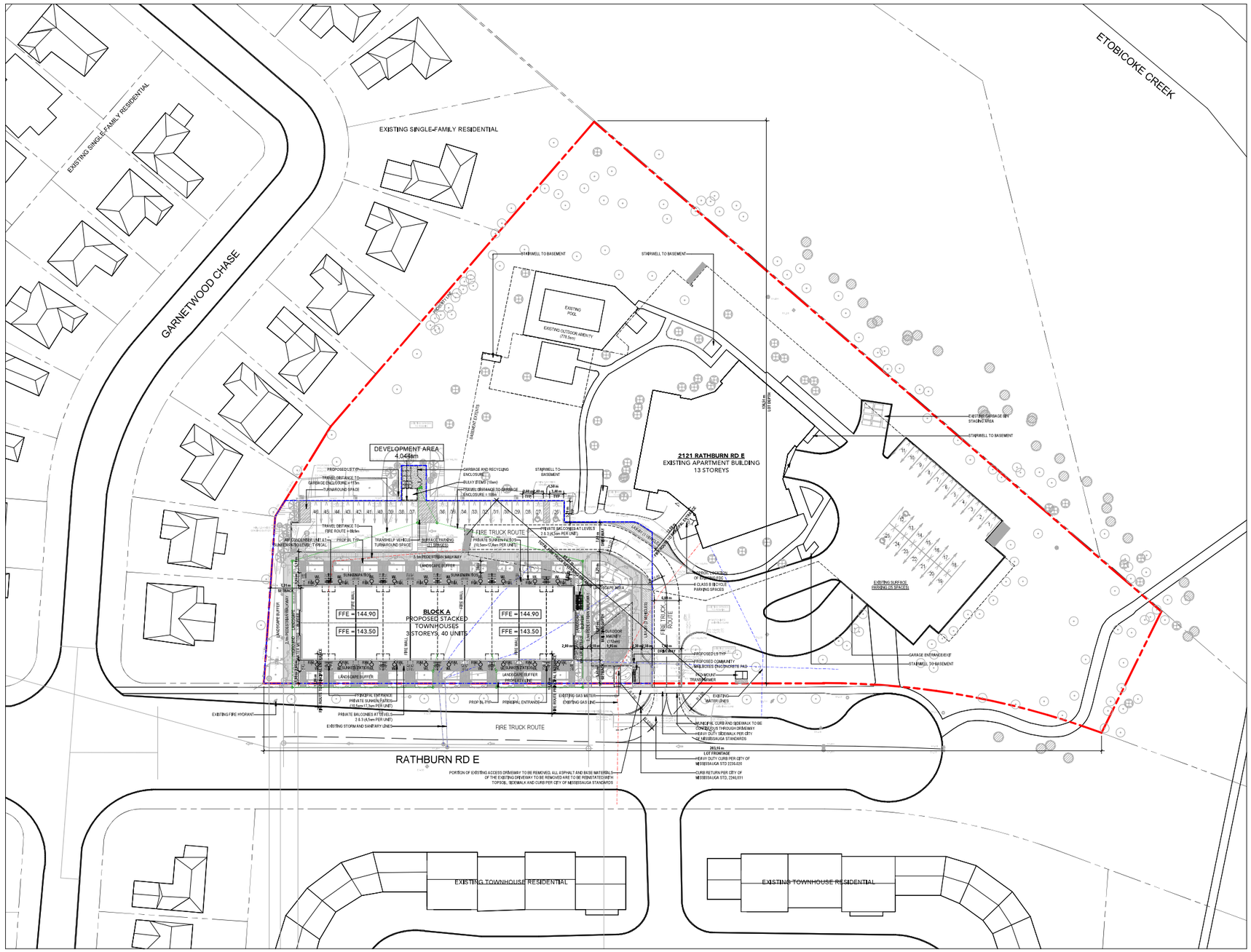
CAPREIT APARTMENTS INC.

11 CHURCH STREET, TORONTO, ON M5E 1W1
Tel 416 861 9404 hello@capreit.net

Drawing Title:
COVER SHEET

Project Manager Team:	Project No.
AN	25-107
Date Plotted:	Scale:
2026-03-04 5:56:58 PM	

Drawing No.:
A0 00


EXISTING SINGLE-FAMILY RESIDENTIAL
EXISTING SINGLE-FAMILY RESIDENTIAL
GARNETWOOD CHASE
ETOBICOKE CREEK
DEVELOPMENT AREA
4,046m²
2121 RATHBURN RD E
EXISTING APARTMENT BUILDING
13 STOREYS
BLOCK A
PROPOSED STACKED
TOWNHOUSES
3 STOREYS, 40 UNITS
FFE = 144.90
FFE = 143.50
FFE = 144.90
FFE = 143.50
EXISTING POOL
EXISTING OUTDOOR AMENITY
278.5m²
STAIRWELL TO BASEMENT
STAIRWELL TO BASEMENT
EXISTING GARAGE RAMP
STAGING AREA
STAIRWELL TO BASEMENT
GARBAGE AND RECYCLING ENCLOSURE
BULKY ITEMS (10m²)
STAIRWELL TO BASEMENT
TRANSFORMER
PROPOSED 6 CLASS B BICYCLE PARKING SPACES
EXISTING SURFACE PARKING (24 SPACES)
GARAGE ENTRANCE/EXIT
STAIRWELL TO BASEMENT
PROPOSED COMMUNITY MAILBOXES ON CONCRETE PAD
PAD-MOUNT TRANSFORMER
EXISTING WATER LINES
EXISTING GAS METER
EXISTING GAS LINE
EXISTING FIRE HYDRANT
EXISTING STORM AND SANITARY LINES
FIRE TRUCK ROUTE
FIRE TRUCK ROUTE
FIRE TRUCK ROUTE
RATHBURN RD E
PORTION OF EXISTING ACCESS DRIVEWAY TO BE REMOVED. ALL ASPHALT AND BASE MATERIALS OF THE EXISTING DRIVEWAY TO BE REMOVED ARE TO BE REINSTATED WITH TOPSOIL, SIDEWALK AND CURB PER CITY OF MISSISSAUGA STANDARDS
EXISTING TOWNHOUSE RESIDENTIAL
EXISTING TOWNHOUSE RESIDENTIAL
LANDSCAPE BUFFER
PRIVATE ENTRANCE
PRIVATE SUNKEN PATIO
PRIVATE BALCONIES AT LEVEL 2
PROP SL TYP
PRINCIPAL ENTRANCE
PROPOSED LS TYP
MUNICIPAL CURB AND SIDEWALK TO BE CONSTRUCTED THROUGH DRIVEWAY
HEAVY DUTY SIDEWALK PER CITY OF MISSISSAUGA STANDARDS
HEAVY DUTY CURB PER CITY OF MISSISSAUGA STD 2230.020
CURB RETURN PER CITY OF MISSISSAUGA STD. 2240.011
263.54 m
LOT FRONTAGE
104.0 m
LOT DEPTH
EXISTING LOT LINE
EXISTING EASEMENT
EXISTING SURFACE PARKING (24 SPACES)
GARAGE ENTRANCE/EXIT
STAIRWELL TO BASEMENT
TRAVEL DISTANCE TO FIRE ROUTE = 59.5m
TRAVEL DISTANCE TO GARBAGE ENCLOSURE = 115m
TRAVEL DISTANCE TO GARBAGE ENCLOSURE = 109m
TRANSHELP VEHICLE TURNAROUND SPACE
SURFACE PARKING (11 SPACES)
2.5m PEDESTRIAN WALKWAY
LANDSCAPE BUFFER
SUNKEN PATIO
PRIVATE BALCONIES AT LEVEL 2
PRIVATE SUNKEN PATIOS (4.5sm PER UNIT)
PRIVATE BALCONIES AT LEVEL 2 (7.5sm PER UNIT)
OUTDOOR AMENITY (170sm)
7.5m
7.5m
4.5m
2.5m
2.5m
7.5m
7.5m
4.5m
4.5m
4

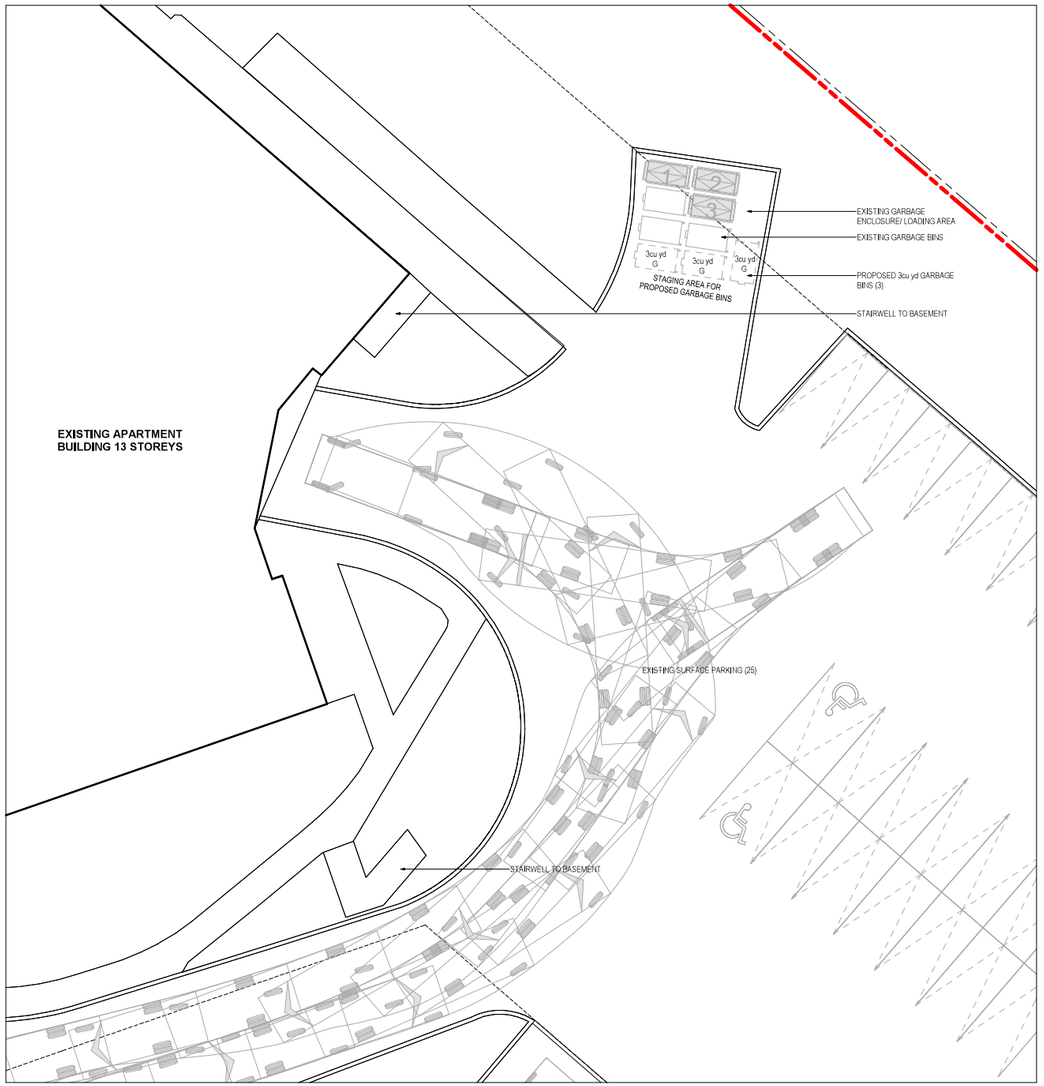
NOTES FOR WASTE MANAGEMENT PLAN:

1. THE BINS SHOULD BE PROPERLY POSITIONED IN THE COLLECTION AREA ON THE DAY OF COLLECTION BEFORE 7 AM.
2. THE DRIVER IS NOT REQUIRED TO EXIT THE COLLECTION VEHICLE TO FACILITATE COLLECTION.
3. PROPERTY MANAGEMENT IS RESPONSIBLE FOR MOVING BINS DURING COLLECTION.
4. THE REGION WILL NOT BE RESPONSIBLE FOR EMPTYING BINS THAT ARE INACCESSIBLE TO THE COLLECTION VEHICLE.

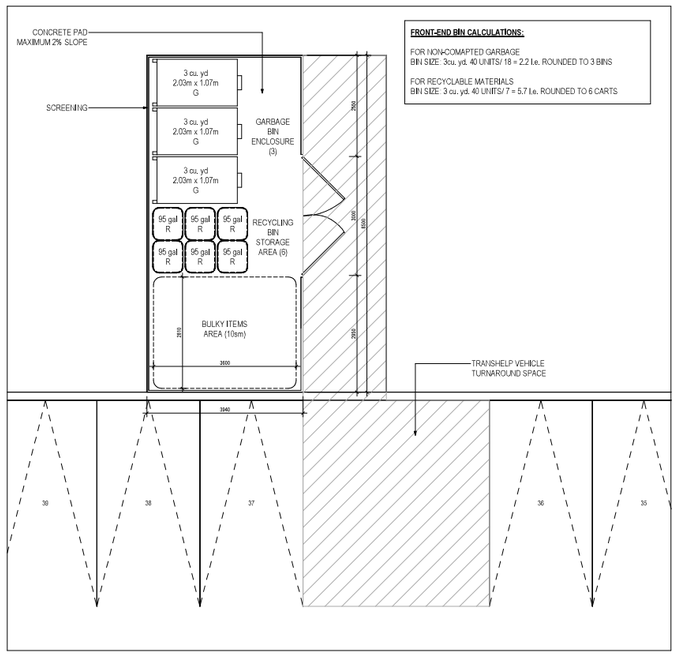
NOTES FOR PROPERTY MANAGEMENT STAFF REGARDING WASTE MANAGEMENT

1. THE BINS SHOULD BE PROPERLY POSITIONED IN THE COLLECTION AREA ON THE DAY OF COLLECTION BEFORE 7 AM.
2. THE DRIVER IS NOT REQUIRED TO EXIT THE COLLECTION VEHICLE TO FACILITATE COLLECTION.
3. PROPERTY MANAGEMENT IS RESPONSIBLE FOR MOVING BINS DURING COLLECTION.
4. THE REGION WILL NOT BE RESPONSIBLE FOR EMPTYING BINS THAT ARE INACCESSIBLE TO THE COLLECTION VEHICLE.
5. PROPERTY MANAGEMENT MUST BE VISIBLE TO WASTE COLLECTION VEHICLE ON APPROACH TO SITE, OTHERWISE THE WASTE COLLECTION VEHICLE WILL NOT ENTER THE SITE.
6. PROPERTY MANAGEMENT WILL BE RESPONSIBLE FOR SAFELY MANEUVERING WASTE COLLECTION VEHICLES INTO AND/OR OUT OF, AS WELL AS AROUND, THE SITE.
7. PROPERTY MANAGEMENT STAFF WILL BE RESPONSIBLE FOR MOVING BINS TO THE STAGING AREA AT THE TIME OF COLLECTION AND RETURNING TO STORAGE ROOM FOLLOWING COLLECTION.

GENERAL WASTE MANAGEMENT NOTES
SCALE: 1 : 10



EXISTING LOADING AREA
SCALE: 1 : 100 (1 / A2 01)



FRONT-END BIN CALCULATIONS:

FOR NON-COMPACTED GARBAGE
BIN SIZE: 3cu. yd. 40 UNITS/ 18 = 2.2 i.e. ROUNDED TO 3 BINS

FOR RECYCLABLE MATERIALS
BIN SIZE: 3 cu. yd. 40 UNITS/ 7 = 5.7 i.e. ROUNDED TO 6 CARTS

GARBAGE AND RECYCLING ENCLOSURE PLAN
SCALE: 1 : 50 (3 / A2 01)

Kohn

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Tel 416.703.6700 www.kohnarchitects.com

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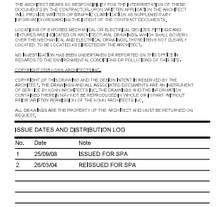
2	26/03/04	REISSUED FOR SPA

FLOOR PLAN (ABOVE GRADE) LEGEND:

- AREA DRAIN (REFER TO MECH. DWGS.)
- FLOOR DRAIN (REFER TO MECH. DWGS.)
- ROOF DRAIN (REFER TO MECH. DWGS.)
- TRENCH DRAIN (REFER TO CIVIL DWGS.)
- WALL MOUNTED EXTERIOR LIGHT FIXTURE
- WARNING SYSTEM FOR MOTORISTS
- AO — AUTO OPERATORS
- EP — ELECTRICAL PANEL
- CONVEX MIRROR
- PAINTED YELLOW LINES (PEDESTRAIN PATHWAYS)
- SIAMESE (STANDPIPE) CONNECTION
- FHC — FIRE HOSE CABINET
- FHV — STANDPIPE HOSE VALVE CABINET
- FEC — FIRE EXTINGUISHER CABINET
- EXTENTS OF BUILDING ABOVE
- BARRIER FREE TURNING RADIUS

KEY PLAN



SITE PLAN APPLICATION #: SP 25-64 W3

CANADIAN APARTMENT PROPERTIES • REIT

PROJECT NORTH | TRUE NORTH | SEAL

ONTARIO ASSOCIATION OF ARCHITECTS — ANDREW C. MURPHY — LICENCE 9757

Project:

2121 RATHBURN RD STACKED TOWNHOUSES

CAPREIT APARTMENTS INC.

11 CHURCH STREET, TORONTO, ON M5E 1W1
Tel 416.861.9404 hello@capreit.net

Drawing Title:

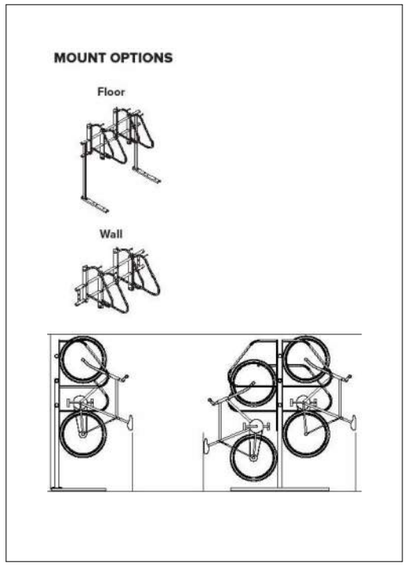
WASTE MANAGEMENT PLANS

Project Manager Team:	Project No.
AN	25-107
Date Plotted:	Scale:
2026-03-04 5:59:37 PM	As indicated

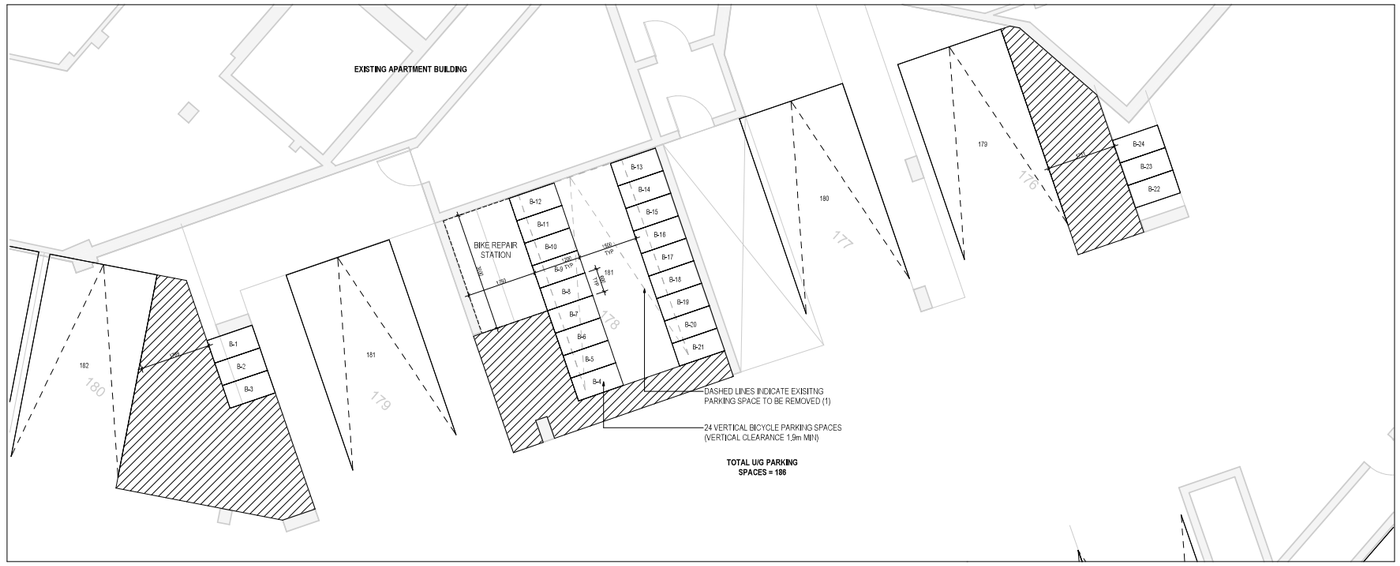
Drawing No.:

A2 01

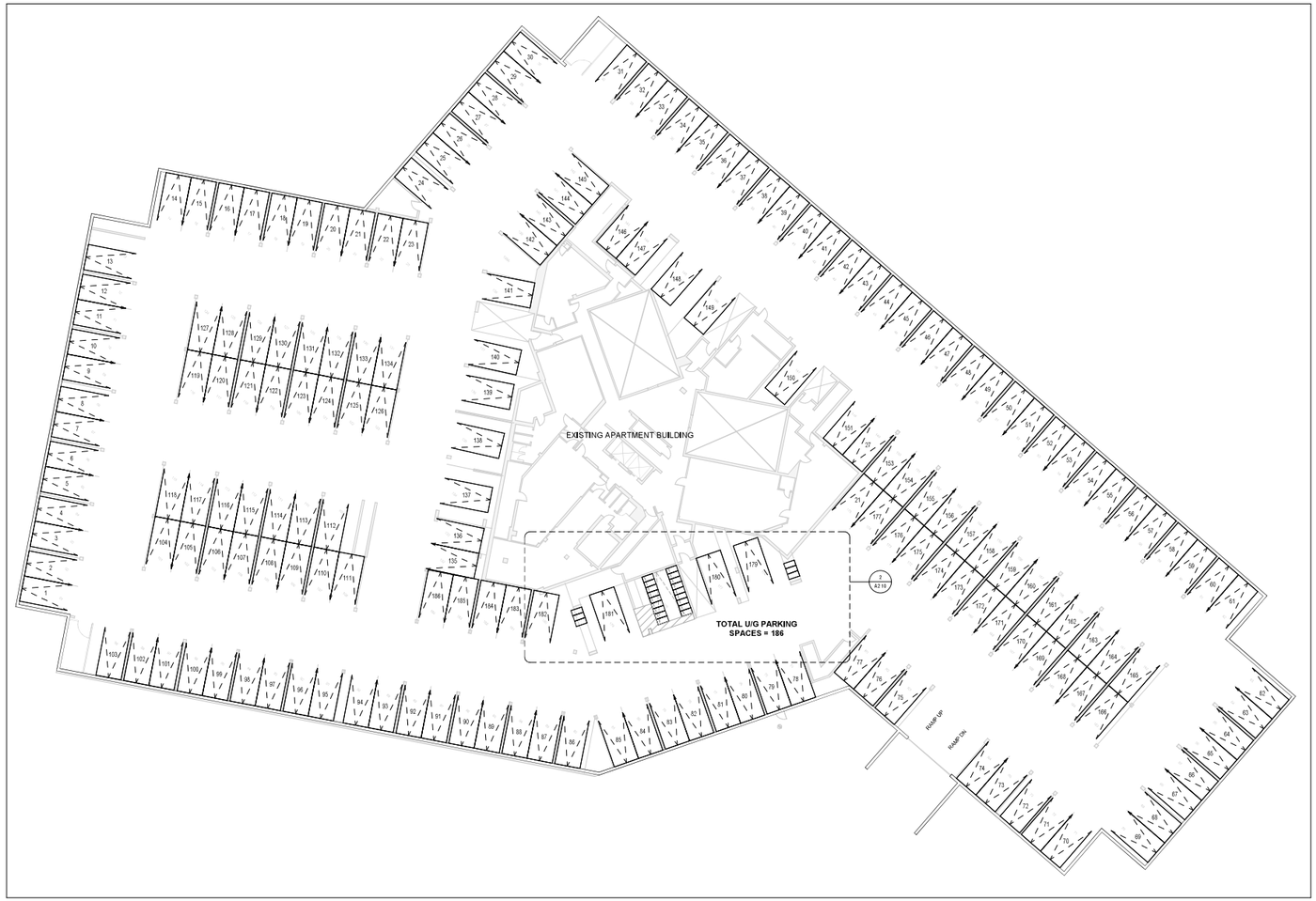
FILE NAME:\Autodesk Docs\25-107_2121 Rathburn_ACC\25-107_2121Rathburn_C[pct].rvt



BICYCLE PARKING RACK SYSTEMS
SCALE: 1 : 10



LONG-TERM RESIDENTIAL BICYCLE PARKING
SCALE: 1 : 50
2 / A2 10



EXISTING P1 LEVEL
SCALE: 1 : 200
1 / A2 10

A0

FILE NAME:Autodesk Docs://21-107_2121 Rathburn_ACC20151107_2121RathBurn_CNHT.rvt

Kohn

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Tel 416.703.6700 www.kohnarchitects.com

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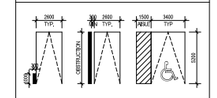
2	26/03/04	REISSUED FOR SPA

TYPICAL VEHICULAR PARKING SPACE:	
AS PER CITY OF MISSISSAUGA BY-LAW	
DRIVE ABLE: MIN. 7.0m	
TYPICAL PARKING SPACE DIMENSIONS:	
WIDTH: MIN. 2.6m VERTICAL CLEARANCE: 2.0m	LENGTH: 5.2m
TYPICAL ACCESSIBLE PARKING SPACE DIMENSIONS:	
WIDTH: MIN. 3.4m VERTICAL CLEARANCE: 2.1m	LENGTH: 5.2m



TYPICAL BICYCLE PARKING SPACE:	
WIDTH: LENGTH: VERTICAL CLEARANCE:	0.6m (MIN) 1.8m 1.9m



TYPICAL PROPOSED VERTICAL BICYCLE PARKING SPACE:	
WIDTH: LENGTH: VERTICAL CLEARANCE:	0.6m (MIN) 1.2m 1.9m

SITE PLAN APPLICATION #: SP 25-54 W3

CANADIAN APARTMENT PROPERTIES • REIT

PROJECT NORTH | TRUE NORTH | SEAL

ONTARIO ASSOCIATION OF ARCHITECTS
ANDREW C. MUFFITT
LICENCE
0757

Project:
2121 RATHBURN RD STACKED TOWNHOUSES

CAPREIT APARTMENTS INC.

11 CHURCH STREET, TORONTO, ON M5E 1W1
Tel 416.861.9404 hello@capreit.net

Drawing Title:
FLOOR PLAN LEVEL P1

Project Manager Team:	Project No.
DRW	25-107
Date Plotted:	Scale:
2026-03-04 5:57:15 PM	As indicated

Drawing No.:
A2 10

Appendix B:
Certification Form & Terms of Reference (approved by the City of Mississauga)

Appendix A

Certification Form

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

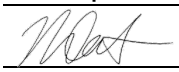
By submitting the attached report (and any associated documents) and signing this document, I acknowledge that:

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

Dated at Toronto (City) this 12 (Day) day of September (Month), 2025 (Year).

Name: Madeleine Catz

Professional Title: Transportation Engineer

Signature: 

Office Contact Information (Please Print)

Address: 95 St. Clair Avenue West, Suite 1000

City/Postal Code: Toronto / M4V 1N7

Telephone/Extension: 416-961-7110 x159

E-mail Address: madeleine.catz@bagroup.com

Appendix B

APPROVED
By James Emerson at 11:12 am, Aug 13, 2025

Pre-Study Consultation Checklist

Description	Information	Section Reference
Development Information		
Development Description (land use, size, and number of phases of development)	• BA Group has been retained by Capreit to provide transportation consulting services for a proposed stacked back-to-back townhouse addition to the existing site, which is municipally known as 2121 Rathburn Road East in Mississauga (herein referred to as the "site" or "proposed development"). A Site Plan Application is being made to the City of Mississauga. A pre-application meeting has occurred (PAM 25-83 W3). • The site is located on the northwest side of Rathburn Road East approximately where the road terminates in a cul-de-sac. The site is generally bound by low-rise residential houses on Garnetwood Chase to the south, Etobicoke Creek to the north and west, and Rathburn Road East to the east and south. • The site is currently occupied by an existing residential apartment building with 139 dwelling units that will be retained and will remain operational. • The proposed development plan includes the addition of approximately 54 dwelling units – stacked back-to-back townhouses – and will be located along the Rathburn Road East frontage. • A surface parking lot is proposed west of the existing pick-up and drop-off facility and at the rear of the proposed development blocks. The on-site parking supply (a parking garage with a surface level at the east end of the site and which generally wraps around the existing apartment building, one-level underground) will be retained. • The existing pick-up and drop-off facility will be reconfigured with the addition of the townhouse blocks. A review of the new facility design and functionality will be undertaken by the project team. • It is likely that the overall proposed parking supply to support both the existing apartment building and proposed new townhouse blocks will not meet the minimum parking requirements of Zoning By-law 0225-2007. As a result, a Minor Variance Application will be	2.3.6

	made to the City, concurrent to the Site Plan Application, to approve the proposed parking supply as planned.
	• The site currently has two access driveways.
	  • There is one driveway at the north end of the site which facilitates – when needed – fire route access directly from Rathburn Road East directly into the existing building. This driveway is currently closed and is not utilized by residents or visitors.
	  • There is a full-movement driveway on Rathburn Road East located near the south end of the site, which facilitates access to the site's parking facilities, loading facility, and the on-site pick-up and drop-off loop at the apartment building front entrance.
	• The existing northerly emergency access conditions will be maintained and unaltered. The southerly driveway on Rathburn Road East will be maintained; the project team will investigate interior alterations to this driveway in the redesign of the existing pick-up and drop-off loop. No changes will be made to the access points at Rathburn Road East.
	• Given that the proposed development includes 54 units, it will generate fewer than 100 new trips. As a result, it is our view that as per the City of Mississauga Transportation Impact Study Guidelines (December 2022, Version 5.1), the proposed type of Transportation Impact Assessment type should be the reduced scope "Access Review."
	
	Date: August 6, 2025, BA Consulting Group Ltd.	

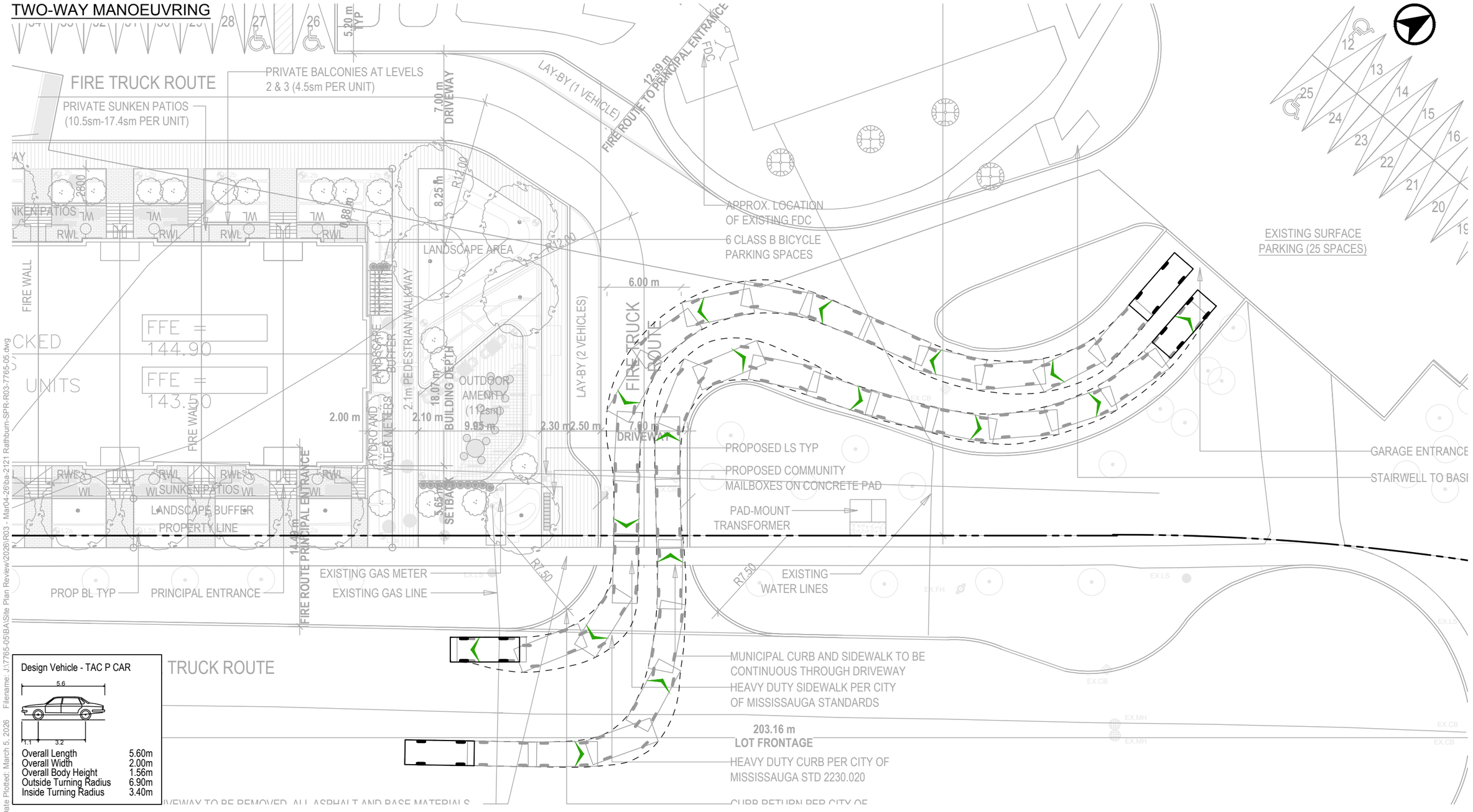
Transportation Impact Assessment		
Step 1 – Screening		
Type of Application (attach a drawing)	☐Official Plan Amendment ☐ Zoning Amendment ☒ Site Plan Control Application ☐ Plan of Subdivision ☐ Other_____	2.3.5
Screening Criteria	☐ Trip Generation Trigger Satisfied ☐ Location Trigger Satisfied ☐ Operational/Safety 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.	• Rathburn Road East / Existing Site Driveway • North fire route driveway will not be assessed as it is closed.	2.3.8

Description	Information	Section Reference
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)	• N/A (not doing Transportation Impact Study)	2.3.13
Existing Transportation Conditions	☐ City data sources ☒ New data collection_____ ☐ Other _____	2.3.14
Planned Network Improvements (with timing)	• N/A	2.3.16
Other Planned Developments (per City's Website)	• N/A	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 ☒ Other Peel Waste Collection Vehicle_____	2.3.26
Impacts During Construction (any special issues)	•	2.3.27

Description	Information	Section Reference
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 for similar developments in area ☒ Other To be adjusted by overall reduction in parking supply.	2.3.19
Trip Reductions	☐ Internal capture reductions for mixed-use developments ☐ Pass-by reductions ☒ Other N/A	2.3.19
Trip Distribution	☐ Local traffic patterns ☐ TTS ☐ Travel demand model ☐ Population and employment distribution ☐ Market analysis of catchment area ☒ Other N/A	2.3.20
Trip Assignment	☐ Local traffic patterns ☐ Shortest distance ☒ Site layout, access design and logical routing ☐ Existing turning movements ☐ Other N/A	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		
• **- Community Impacts: Any transportation related impacts on the existing community and comments from the public through the planning approvals process shall be addressed in the report.** • **- Access Review: Ensure that the proposed site accesses conform to all TAC standards (e.g. comer clearances, clear throat lengths, veh & ped sight line distances for ingress/egress, proximity/alignment to other driveways/roads, etc.); Provide confirmation and technical justification of whether the site access locations and designs are safe for all roadway users and why.** • **- Recommendations: Detailed Recommendations regarding on-site/off-site roadway improvements, site access, site circulation, and TDM measures shall be made.** • **Proposed reconfiguration of the existing pick-up and drop-off facility and addition of surface parking area at the rear of the proposed development blocks.**		

Appendix C:
Vehicular Manoeuvring Diagrams

TWO-WAY MANOEUVRING



Date Plotted: March 5, 2026 Filename: J:\7765-05\BA\Site Plan Review\2026\R03 - Mar04-26\ba-2121 Rathburn-SPR-R03-7765-05.dwg

BA Group

2121 RATHBURN ROAD EAST

VEHICULAR MANOEUVRING DIAGRAM

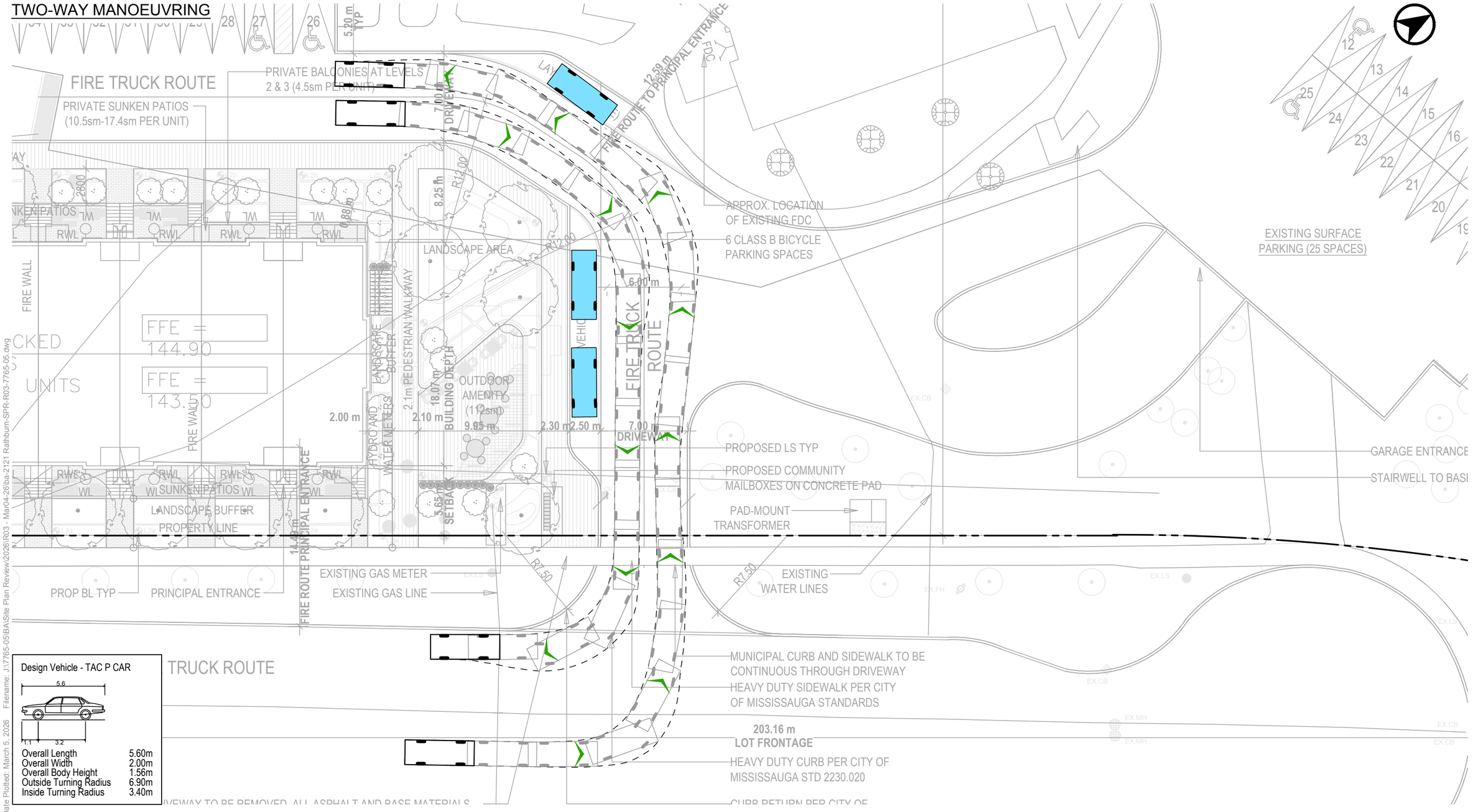
EXISTING PARKING RAMP - TAC PASSENGER (P) CAR

Project:	2121 RATHBURN ROAD
Project No.	7765-05
Date:	September 12, 2025
Revised:	March 5, 2026

Scale 1:300 (0, 5, 10m)

Drawing No. VMD-01

TWO-WAY MANOEUVRING



Date Plotted: March 5, 2026 Filename: J:\7765-05\BA\Site Plan Review\2026\R03 - Mar04-26\ba-2121 Rathburn-SPR-R03-7765-05.dwg

BA Group

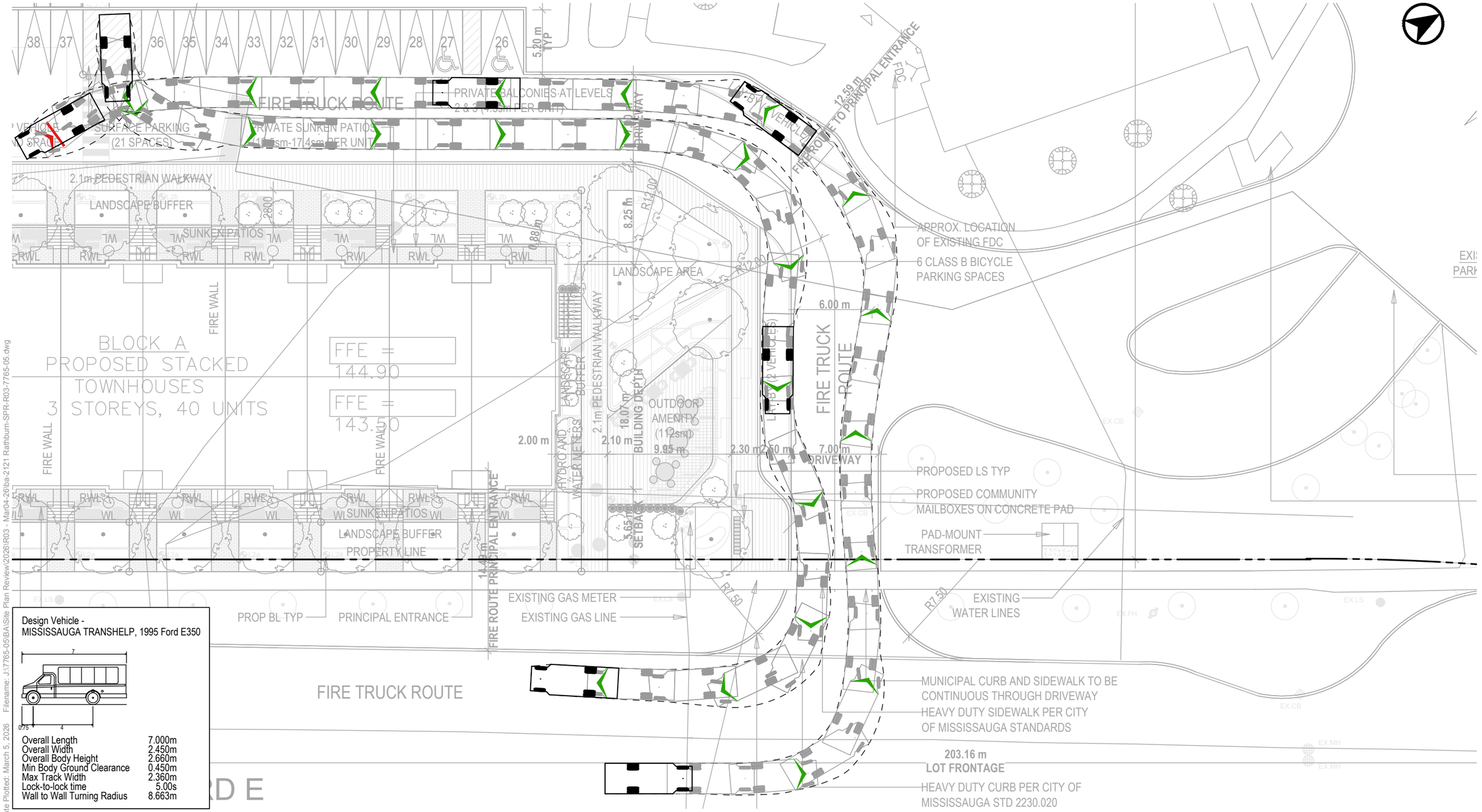
2121 RATHBURN ROAD EAST

VEHICULAR MANOEUVRING DIAGRAM
LAY-BY - TAC PASSENGER (P) CAR

Project:	2121 RATHBURN ROAD
Project No.	7765-05
Date:	September 12, 2025
Revised:	March 5, 2026

Scale 1:300 (0, 5, 10m)

Drawing No. VMD-02



Design Vehicle -
MISSISSAUGA TRANSHELP, 1995 Ford E350

Overall Length	7.000m
Overall Width	2.450m
Overall Body Height	2.660m
Min Body Ground Clearance	0.450m
Max Track Width	2.360m
Lock-to-lock time	5.00s
Wall to Wall Turning Radius	8.663m

Date Plotted: March 5, 2026 Filename: J:\7765-05\BA\Site Plan Review\2026\R03 - Mar04-26\ba-2121 Rathburn-SPR-R03-7765-05.dwg

BA Group

2121 RATHBURN ROAD EAST

VEHICULAR MANOEUVRING DIAGRAM

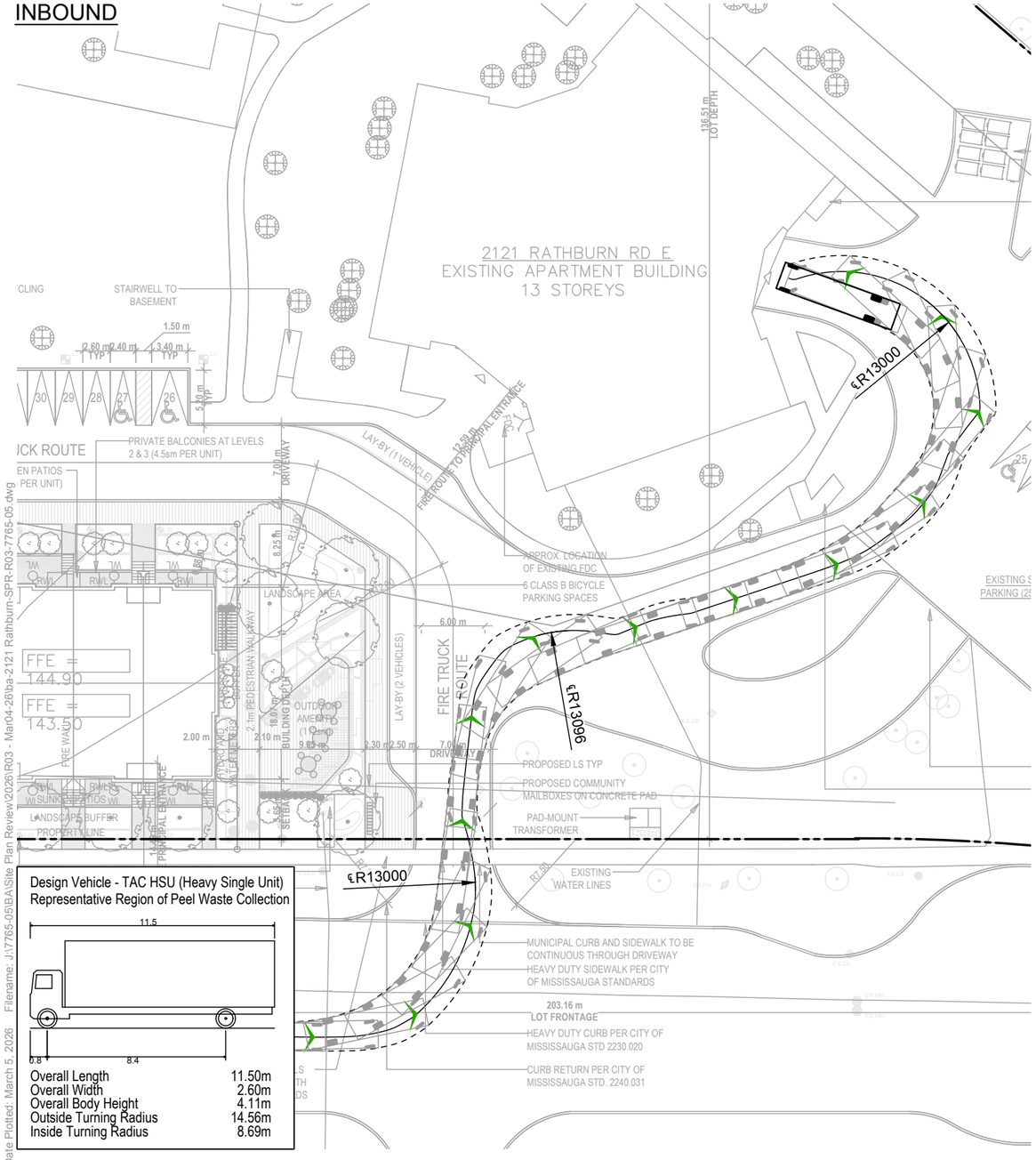
LAY-BY - REGION OF PEEL TRANSHELP (ACCESSIBLE) VEHICLE

Project:	2121 RATHBURN ROAD
Project No.	7765-05
Date:	September 12, 2025
Revised:	March 5, 2026

Scale 1:300 (0, 5, 10m)

Drawing No. VMD-03

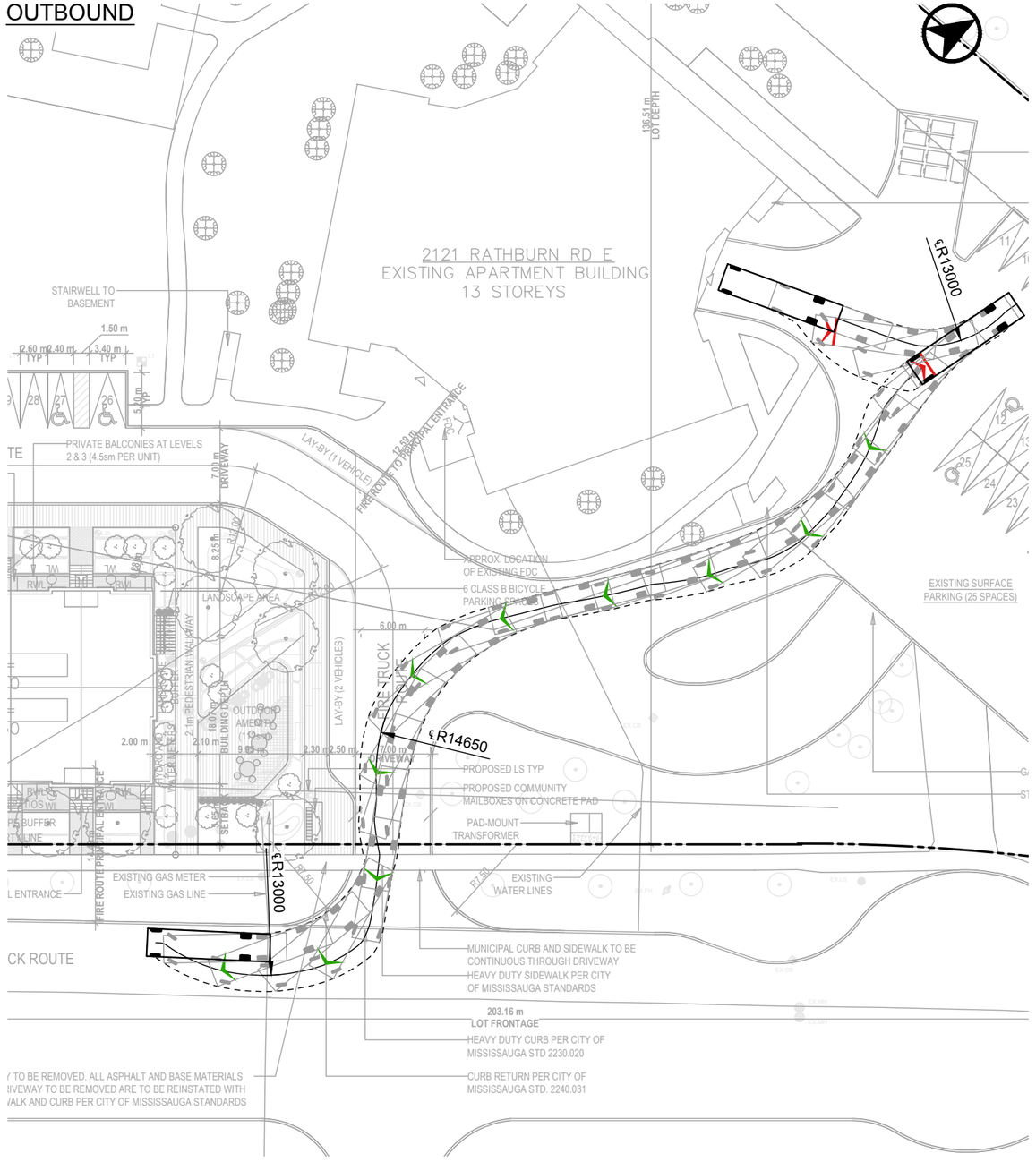
INBOUND



Design Vehicle - TAC HSU (Heavy Single Unit)
Representative Region of Peel Waste Collection

Overall Length	11.50m
Overall Width	2.60m
Overall Body Height	4.11m
Outside Turning Radius	14.56m
Inside Turning Radius	8.69m

OUTBOUND



Date Plotted: March 5, 2026 Filename: J:\7765-05\BA\Site Plan Review\2026\R03 - Mar04-26\ba-2121 Rathburn-SPR-R03-7765-05.dwg

BA Group

2121 RATHBURN ROAD EAST

VEHICULAR MANOEUVRING DIAGRAM

LOADING - REGION OF PEEL FRONT-END WASTE COLLECTION VEHICLE

Project:	2121 RATHBURN ROAD
Project No.	7765-05
Date:	September 12, 2025
Revised:	March 5, 2026

Scale 1:300 (0 – 5 – 10m)

Drawing No. VMD-04

Appendix D:
Turning Movement Counts

Spectrum

Turning Movement Count
Location Name: RATHBURN RD E & 2121 RATHBURN ST ACCESS / 2120 RATHBURN ST ACCESS
Date: Thu, Jun 19, 2025 Deployment Lead: Rey Fernandez

BA Group
1000 95 ST. CLAIR AVE W
TORONTO ONTARIO, M4V 1N6
CANADA

Turning Movement Count (2 . RATHBURN RD E & 2121 RATHBURN ST ACCESS / 2120 RATHBURN ST ACCESS)

Start Time	N Approach 2121 RATHBURN ST ACCESS						E Approach RATHBURN RD E						S Approach 2120 RATHBURN ST ACCESS						W Approach RATHBURN RD E						Int. Total (15 min)	Int. Total (1 hr)
	Right N:W	Thru N:S	Left N:E	UTurn N:N	Peds N:	Approach Total	Right E:N	Thru E:W	Left E:S	UTurn E:E	Peds E:	Approach Total	Right S:E	Thru S:N	Left S:W	UTurn S:S	Peds S:	Approach Total	Right W:S	Thru W:E	Left W:N	UTurn W:W	Peds W:	Approach Total		
2025-06-19 07:00:00	7	0	0	0	0	7	0	0	0	0	0	0	0	0	9	0	4	9	5	0	0	0	0	5	21	
2025-06-19 07:15:00	8	0	0	0	0	8	0	1	0	0	0	1	0	0	14	0	1	14	4	0	0	0	0	4	27	
2025-06-19 07:30:00	10	0	0	0	1	10	0	0	0	0	0	0	0	0	16	0	1	16	2	0	1	0	0	3	29	
2025-06-19 07:45:00	7	0	0	0	2	7	0	0	0	0	0	0	0	0	9	0	1	9	6	0	0	0	0	6	22	99
2025-06-19 08:00:00	3	0	0	0	1	3	0	1	0	0	0	1	0	0	9	0	1	9	7	0	0	0	0	7	20	98
2025-06-19 08:15:00	11	0	0	0	3	11	0	0	0	0	1	0	0	0	19	0	2	19	4	0	6	0	1	10	40	111
2025-06-19 08:30:00	4	0	0	0	0	4	1	0	0	0	0	1	0	0	21	0	11	21	10	1	3	0	4	14	40	122
2025-06-19 08:45:00	5	0	0	0	0	5	0	1	0	0	0	1	0	0	16	0	2	16	9	1	3	1	2	14	36	136
BREAK																										
2025-06-19 16:00:00	6	0	0	0	6	6	0	0	0	0	0	0	0	0	9	0	4	9	14	0	7	1	1	22	37	
2025-06-19 16:15:00	5	0	0	0	1	5	0	0	0	0	0	0	0	0	9	0	5	9	11	0	3	1	3	15	29	
2025-06-19 16:30:00	2	0	0	0	2	2	0	0	0	0	0	0	0	0	10	0	3	10	12	0	6	1	1	19	31	
2025-06-19 16:45:00	4	0	0	1	0	5	0	0	0	0	0	0	0	0	5	0	5	5	15	0	8	0	0	23	33	130
2025-06-19 17:00:00	1	0	0	0	1	1	0	0	0	0	2	0	0	0	16	0	5	16	13	0	5	1	0	19	36	129
2025-06-19 17:15:00	3	0	0	0	2	3	0	0	0	0	0	0	0	0	7	0	4	7	15	1	9	3	0	28	38	138
2025-06-19 17:30:00	2	0	0	0	1	2	0	1	0	0	2	1	0	0	16	0	0	16	14	1	5	0	0	20	39	146
2025-06-19 17:45:00	4	0	0	0	0	4	0	1	0	0	0	1	0	0	5	0	1	5	20	0	9	0	0	29	39	152
Grand Total	82	0	0	1	20	83	1	5	0	0	5	6	0	0	190	0	50	190	161	4	65	8	12	238	**517**	-
Approach%	98.8%	0%	0%	1.2%		-	16.7%	83.3%	0%	0%		-	0%	0%	100%	0%		-	67.6%	1.7%	27.3%	3.4%		-	**-**	-
Totals %	15.9%	0%	0%	0.2%		16.1%	0.2%	1%	0%	0%		1.2%	0%	0%	36.8%	0%		36.8%	31.1%	0.8%	12.6%	1.5%		46%	**-**	-
Heavy	1	0	0	0		-	0	0	0	0		-	0	0	3	0		-	3	0	2	0		-	**-**	-
Heavy %	1.2%	0%	0%	0%		-	0%	0%	0%	0%		-	0%	0%	1.6%	0%		-	1.9%	0%	3.1%	0%		-	**-**	-
Bicycles	1	0	0	0		-	0	1	1	0		-	0	0	6	0		-	6	0	2	1		-	**-**	-
Bicycle %	1.2%	0%	0%	0%		-	0%	20%	0%	0%		-	0%	0%	3.2%	0%		-	3.7%	0%	3.1%	12.5%		-	**-**	-

BA Group
1000 95 ST. CLAIR AVE W
TORONTO ONTARIO, M4V 1N6
CANADA

Peak Hour: 08:00 AM - 09:00 AM **Weather: Broken Clouds (19 °C)**

Start Time	N Approach 2121 RATHBURN ST ACCESS						E Approach RATHBURN RD E						S Approach 2120 RATHBURN ST ACCESS						W Approach RATHBURN RD E						Int. Total (15 min)
	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	
2025-06-19 08:00:00	3	0	0	0	1	3	0	1	0	0	0	1	0	0	9	0	1	9	7	0	0	0	0	7	20
2025-06-19 08:15:00	11	0	0	0	3	11	0	0	0	0	1	0	0	0	19	0	2	19	4	0	6	0	1	10	40
2025-06-19 08:30:00	4	0	0	0	0	4	1	0	0	0	0	1	0	0	21	0	11	21	10	1	3	0	4	14	40
2025-06-19 08:45:00	5	0	0	0	0	5	0	1	0	0	0	1	0	0	16	0	2	16	9	1	3	1	2	14	36
Grand Total	23	0	0	0	4	23	1	2	0	0	1	3	0	0	65	0	16	65	30	2	12	1	7	45	**136**
Approach%	100%	0%	0%	0%		-	33.3%	66.7%	0%	0%		-	0%	0%	100%	0%		-	66.7%	4.4%	26.7%	2.2%		-	**-**
Totals %	16.9%	0%	0%	0%		16.9%	0.7%	1.5%	0%	0%		2.2%	0%	0%	47.8%	0%		47.8%	22.1%	1.5%	8.8%	0.7%		33.1%	**-**
PHF	0.52	0	0	0		0.52	0.25	0.5	0	0		0.75	0	0	0.77	0		0.77	0.75	0.5	0.5	0.25		0.8	0.85
Heavy	1	0	0	0		1	0	0	0	0		0	0	0	1	0		1	0	0	2	0		2	4
Heavy %	4.3%	0%	0%	0%		4.3%	0%	0%	0%	0%		0%	0%	0%	1.5%	0%		1.5%	0%	0%	16.7%	0%		4.4%	2.9%
Lights	22	0	0	0		22	1	2	0	0		3	0	0	64	0		64	30	2	10	1		43	132
Lights %	95.7%	0%	0%	0%		95.7%	100%	100%	0%	0%		100%	0%	0%	98.5%	0%		98.5%	100%	100%	83.3%	100%		95.6%	97.1%
Single-Unit Trucks	0	0	0	0		0	0	0	0	0		0	0	0	1	0		1	0	0	1	0		1	2
Single-Unit Trucks %	0%	0%	0%	0%		0%	0%	0%	0%	0%		0%	0%	0%	1.5%	0%		1.5%	0%	0%	8.3%	0%		2.2%	1.5%
Buses	1	0	0	0		1	0	0	0	0		0	0	0	0	0		0	0	0	1	0		1	2
Buses %	4.3%	0%	0%	0%		4.3%	0%	0%	0%	0%		0%	0%	0%	0%	0%		0%	0%	0%	8.3%	0%		2.2%	1.5%
Pedestrians	-	-	-	-	4	-	-	-	-	-	1	-	-	-	-	-	16	-	-	-	-	-	7	-	**-**
Pedestrians%	-	-	-	-	14.3%		-	-	-	-	3.6%		-	-	-	-	57.1%		-	-	-	-	25%		**-**
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	**-**
Bicycles on Crosswalk%	-	-	-	-	0%		-	-	-	-	0%		-	-	-	-	0%		-	-	-	-	0%		**-**
Bicycles on Road	1	0	0	0		-	0	0	0	0		-	0	0	2	0		-	0	0	0	0		-	**-**
Bicycles on Road%	100%	0%	0%	0%			0%	0%	0%	0%			0%	0%	100%	0%			0%	0%	0%	0%			**-**

Spectrum

Turning Movement Count
Location Name: RATHBURN RD E & 2121 RATHBURN ST ACCESS / 2120 RATHBURN ST ACCESS
Date: Thu, Jun 19, 2025 Deployment Lead: Rey Fernandez

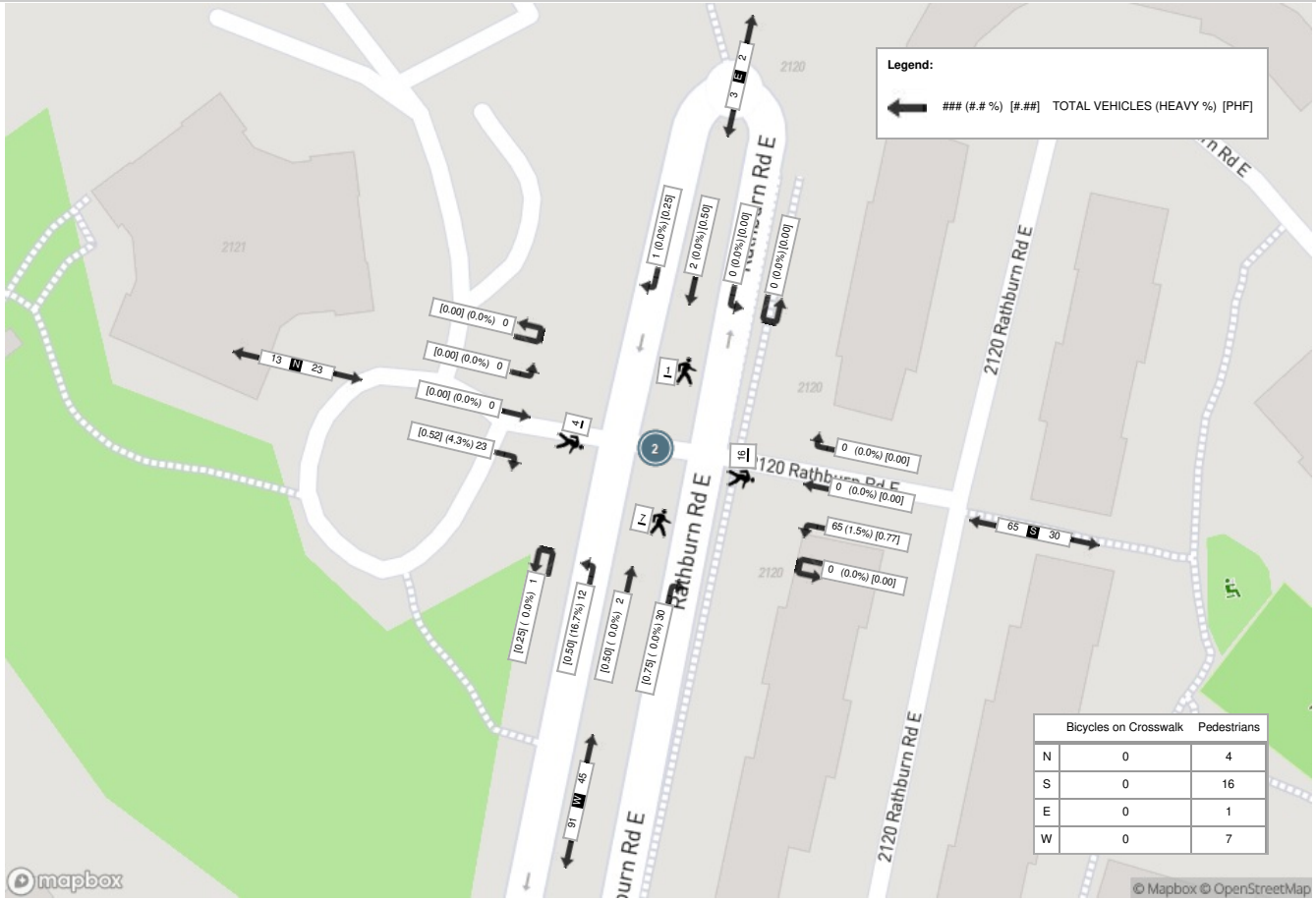
BA Group
1000 95 ST. CLAIR AVE W
TORONTO ONTARIO, M4V 1N6
CANADA

Peak Hour: 05:00 PM - 06:00 PM Weather: Broken Clouds (22 °C)

Start Time	N Approach 2121 RATHBURN ST ACCESS						E Approach RATHBURN RD E						S Approach 2120 RATHBURN ST ACCESS						W Approach RATHBURN RD E						Int. Total (15 min)
	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	
2025-06-19 17:00:00	1	0	0	0	1	1	0	0	0	0	2	0	0	0	16	0	5	16	13	0	5	1	0	19	36
2025-06-19 17:15:00	3	0	0	0	2	3	0	0	0	0	0	0	0	0	7	0	4	7	15	1	9	3	0	28	38
2025-06-19 17:30:00	2	0	0	0	1	2	0	1	0	0	2	1	0	0	16	0	0	16	14	1	5	0	0	20	39
2025-06-19 17:45:00	4	0	0	0	0	4	0	1	0	0	0	1	0	0	5	0	1	5	20	0	9	0	0	29	39
Grand Total	10	0	0	0	4	10	0	2	0	0	4	2	0	0	44	0	10	44	62	2	28	4	0	96	**152**
Approach%	100%	0%	0%	0%		-	0%	100%	0%	0%		-	0%	0%	100%	0%		-	64.6%	2.1%	29.2%	4.2%		-	**-**
Totals %	6.6%	0%	0%	0%		6.6%	0%	1.3%	0%	0%		1.3%	0%	0%	28.9%	0%		28.9%	40.8%	1.3%	18.4%	2.6%		63.2%	**-**
PHF	0.63	0	0	0		0.63	0	0.5	0	0		0.5	0	0	0.69	0		0.69	0.78	0.5	0.78	0.33		0.83	0.97
Heavy	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0
Heavy %	0%	0%	0%	0%		0%	0%	0%	0%	0%		0%	0%	0%	0%	0%		0%	0%	0%	0%	0%		0%	0%
Lights	10	0	0	0		10	0	2	0	0		2	0	0	44	0		44	62	2	28	4		96	152
Lights %	100%	0%	0%	0%		100%	0%	100%	0%	0%		100%	0%	0%	100%	0%		100%	100%	100%	100%	100%		100%	100%
Single-Unit Trucks	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0
Single-Unit Trucks %	0%	0%	0%	0%		0%	0%	0%	0%	0%		0%	0%	0%	0%	0%		0%	0%	0%	0%	0%		0%	0%
Buses	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0
Buses %	0%	0%	0%	0%		0%	0%	0%	0%	0%		0%	0%	0%	0%	0%		0%	0%	0%	0%	0%		0%	0%
Pedestrians	-	-	-	-	4	-	-	-	-	-	4	-	-	-	-	-	10	-	-	-	-	-	0	-	**-**
Pedestrians%	-	-	-	-	22.2%		-	-	-	-	22.2%		-	-	-	-	55.6%		-	-	-	-	0%		**-**
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	**-**
Bicycles on Crosswalk%	-	-	-	-	0%		-	-	-	-	0%		-	-	-	-	0%		-	-	-	-	0%		**-**
Bicycles on Road	0	0	0	0		-	0	1	0	0		-	0	0	1	0		-	2	0	0	0		-	**-**
Bicycles on Road%	0%	0%	0%	0%			0%	100%	0%	0%			0%	0%	100%	0%			100%	0%	0%	0%			**-**

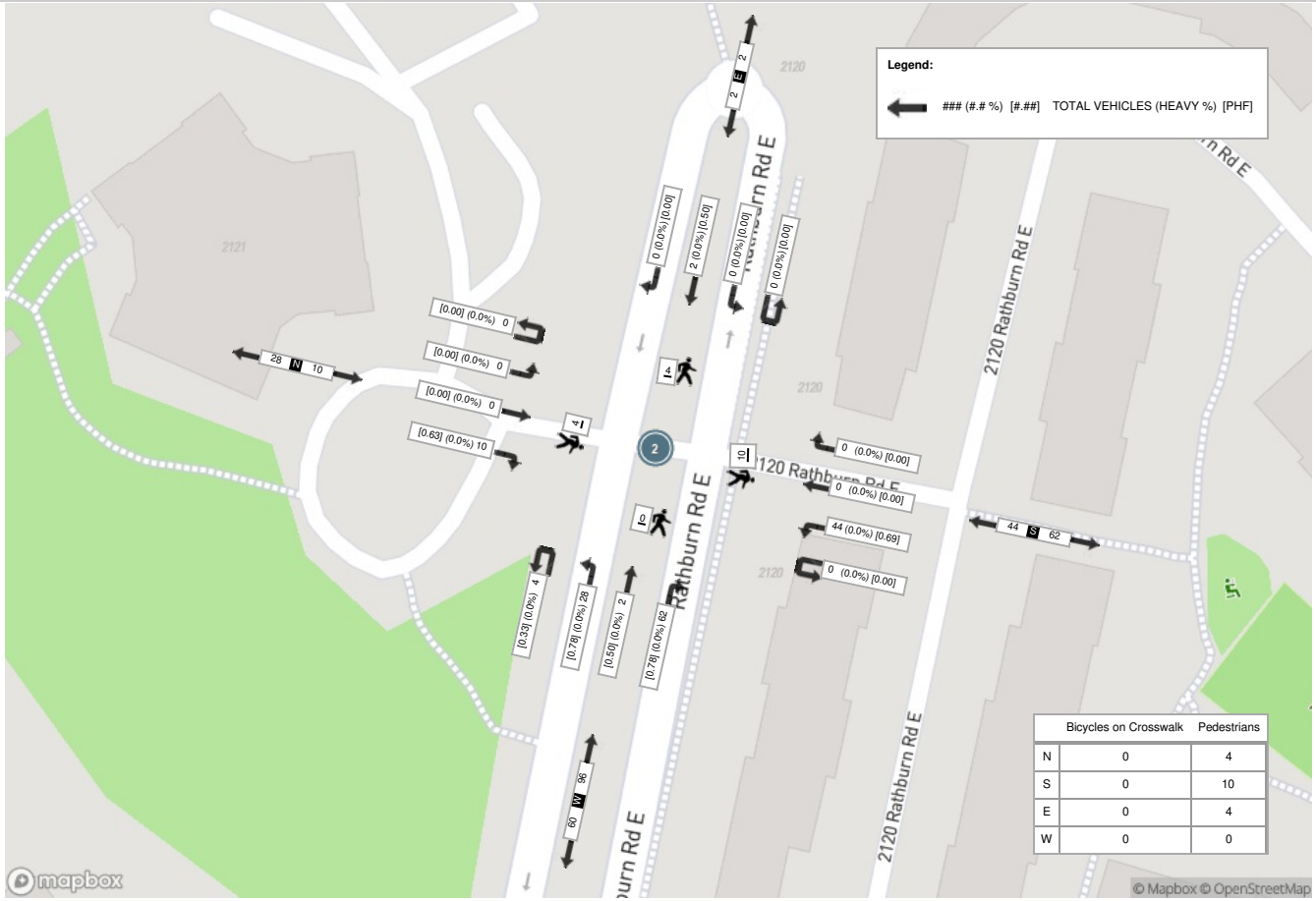
BA Group
1000 95 ST. CLAIR AVE W
TORONTO ONTARIO, M4V 1N6
CANADA

Peak Hour: 08:00 AM - 09:00 AM **Weather: Broken Clouds (19 °C)**

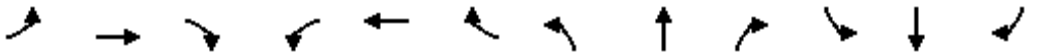


BA Group
1000 95 ST. CLAIR AVE W
TORONTO ONTARIO, M4V 1N6
CANADA

Peak Hour: 05:00 PM - 06:00 PM **Weather: Broken Clouds (22 °C)**



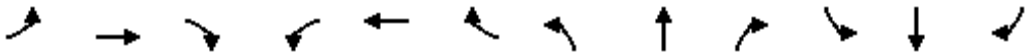
Appendix E:
Synchro Capacity Analysis Worksheets



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	12	2	30	0	2	1	65	0	0	0	0	23
Future Volume (Veh/h)	12	2	30	0	2	1	65	0	0	0	0	23
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Hourly flow rate (vph)	14	2	35	0	2	1	76	0	0	0	0	27
Pedestrians		7			1			16			4	
Lane Width (m)		3.6			3.6			3.6			3.6	
Walking Speed (m/s)		1.2			1.2			1.2			1.2	
Percent Blockage		1			0			1			0	
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	7			53			98	70	36	36	88	12
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	7			53			98	70	36	36	88	12
tC, single (s)	4.4			4.1			7.5	6.5	6.9	7.5	6.5	7.0
tC, 2 stage (s)												
tF (s)	2.4			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			100			91	100	100	100	100	97
cM capacity (veh/h)	1504			1545			820	803	1021	947	786	1048

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	NB 1	SB 1
Volume Total	14	1	36	1	2	76	27
Volume Left	14	0	0	0	0	76	0
Volume Right	0	0	35	0	1	0	27
cSH	1504	1700	1700	1545	1700	820	1048
Volume to Capacity	0.01	0.00	0.02	0.00	0.00	0.09	0.03
Queue Length 95th (m)	0.2	0.0	0.0	0.0	0.0	2.4	0.6
Control Delay (s)	7.4	0.0	0.0	0.0	0.0	9.8	8.5
Lane LOS	A					A	A
Approach Delay (s)	2.0			0.0		9.8	8.5
Approach LOS						A	A

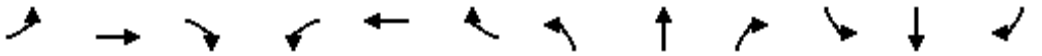
Intersection Summary				
Average Delay	6.9			
Intersection Capacity Utilization	26.8%	ICU Level of Service		A
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	28	2	62	0	2	0	44	0	0	0	0	10
Future Volume (Veh/h)	28	2	62	0	2	0	44	0	0	0	0	10
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Hourly flow rate (vph)	29	2	64	0	2	0	45	0	0	0	0	10
Pedestrians					4			10			4	
Lane Width (m)					3.6			3.6			3.6	
Walking Speed (m/s)					1.2			1.2			1.2	
Percent Blockage					0			1			0	
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	6			76			113	108	47	69	140	5
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	6			76			113	108	47	69	140	5
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	98			100			95	100	100	100	100	99
cM capacity (veh/h)	1623			1523			824	763	1007	894	733	1079

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	NB 1	SB 1
Volume Total	29	1	65	1	1	45	10
Volume Left	29	0	0	0	0	45	0
Volume Right	0	0	64	0	0	0	10
cSH	1623	1700	1700	1523	1700	824	1079
Volume to Capacity	0.02	0.00	0.04	0.00	0.00	0.05	0.01
Queue Length 95th (m)	0.4	0.0	0.0	0.0	0.0	1.4	0.2
Control Delay (s)	7.3	0.0	0.0	0.0	0.0	9.6	8.4
Lane LOS	A					A	A
Approach Delay (s)	2.2			0.0		9.6	8.4
Approach LOS						A	A

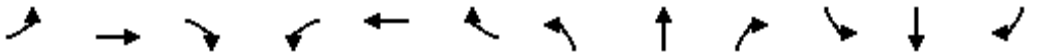
Intersection Summary				
Average Delay	4.8			
Intersection Capacity Utilization	26.0%	ICU Level of Service		A
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	17	2	30	0	2	1	65	0	0	0	0	37
Future Volume (Veh/h)	17	2	30	0	2	1	65	0	0	0	0	37
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Hourly flow rate (vph)	20	2	35	0	2	1	76	0	0	0	0	44
Pedestrians		7			1			16			4	
Lane Width (m)		3.6			3.6			3.6			3.6	
Walking Speed (m/s)		1.2			1.2			1.2			1.2	
Percent Blockage		1			0			1			0	
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	7			53			128	82	36	48	100	12
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	7			53			128	82	36	48	100	12
tC, single (s)	4.4			4.1			7.5	6.5	6.9	7.5	6.5	7.0
tC, 2 stage (s)												
tF (s)	2.4			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			100			90	100	100	100	100	96
cM capacity (veh/h)	1504			1545			768	787	1021	926	771	1048

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	NB 1	SB 1
Volume Total	20	1	36	1	2	76	44
Volume Left	20	0	0	0	0	76	0
Volume Right	0	0	35	0	1	0	44
cSH	1504	1700	1700	1545	1700	768	1048
Volume to Capacity	0.01	0.00	0.02	0.00	0.00	0.10	0.04
Queue Length 95th (m)	0.3	0.0	0.0	0.0	0.0	2.6	1.1
Control Delay (s)	7.4	0.0	0.0	0.0	0.0	10.2	8.6
Lane LOS	A					B	A
Approach Delay (s)	2.6			0.0		10.2	8.6
Approach LOS						B	A

Intersection Summary				
Average Delay	7.2			
Intersection Capacity Utilization	27.0%	ICU Level of Service		A
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	41	2	62	0	2	0	44	0	0	0	0	19
Future Volume (Veh/h)	41	2	62	0	2	0	44	0	0	0	0	19
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Hourly flow rate (vph)	42	2	64	0	2	0	45	0	0	0	0	20
Pedestrians					4			10			4	
Lane Width (m)					3.6			3.6			3.6	
Walking Speed (m/s)					1.2			1.2			1.2	
Percent Blockage					0			1			0	
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	6			76			149	134	47	95	166	5
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	6			76			149	134	47	95	166	5
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	97			100			94	100	100	100	100	98
cM capacity (veh/h)	1623			1523			766	732	1007	853	703	1079

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	NB 1	SB 1
Volume Total	42	1	65	1	1	45	20
Volume Left	42	0	0	0	0	45	0
Volume Right	0	0	64	0	0	0	20
cSH	1623	1700	1700	1523	1700	766	1079
Volume to Capacity	0.03	0.00	0.04	0.00	0.00	0.06	0.02
Queue Length 95th (m)	0.6	0.0	0.0	0.0	0.0	1.5	0.5
Control Delay (s)	7.3	0.0	0.0	0.0	0.0	10.0	8.4
Lane LOS	A					A	A
Approach Delay (s)	2.8			0.0		10.0	8.4
Approach LOS						A	A

Intersection Summary				
Average Delay	5.3			
Intersection Capacity Utilization	26.5%	ICU Level of Service		A
Analysis Period (min)	15			