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August 11, 2020

Reference Number: 18031

Mr. Tim Jessop
NYX Capital Corp.
201-1131 Leslie Street
Toronto, Ontario
M3C 3L8

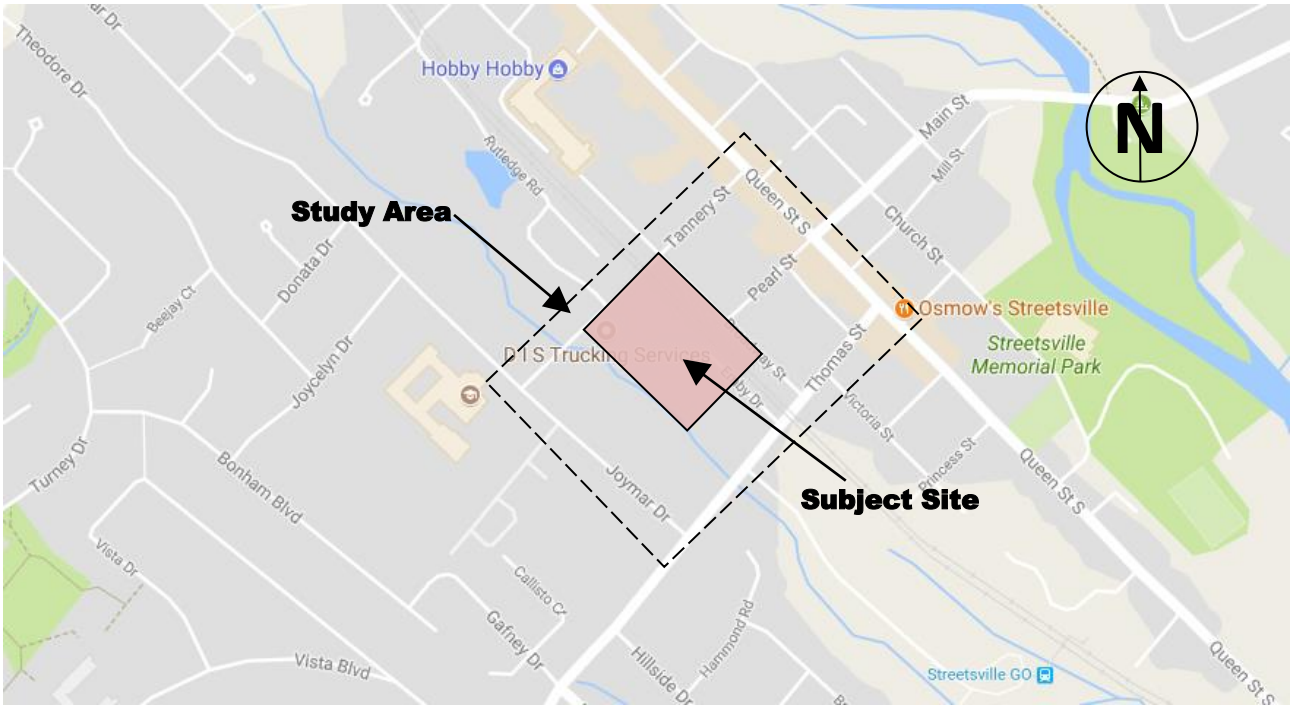
RE: Transportation Impact Study (TIS) Update – Tannery Street Townhouse Development, Mississauga Ontario

Dear Mr. Jessop,

LEA Consulting Ltd. (LEA) was retained by NYX Capital Corp. to prepare a Transportation Impact Study (TIS) for the proposed townhouse residential development located at 51, 57 Tannery Street and 208 Emby Drive, in the City of Mississauga (herein referred to as the "subject site"). LEA previously prepared a Transportation Impact Study for the proposed development, dated June 2018. A TIS Update was prepared in response to comments received from City staff, dated June 2019.

Since the completion of the TIS Update in June 2019, the proposed site plan has changed with revised site statistics. This update letter has been prepared to review the changes and refinements to the proposed site plan and statistics from a transportation perspective. The subject site is located between Tannery Street and Thomas Street, west of Broadway Street, as illustrated in **Figure 1**.

Figure 1: Subject Site Location



PROPOSED DEVELOPMENT

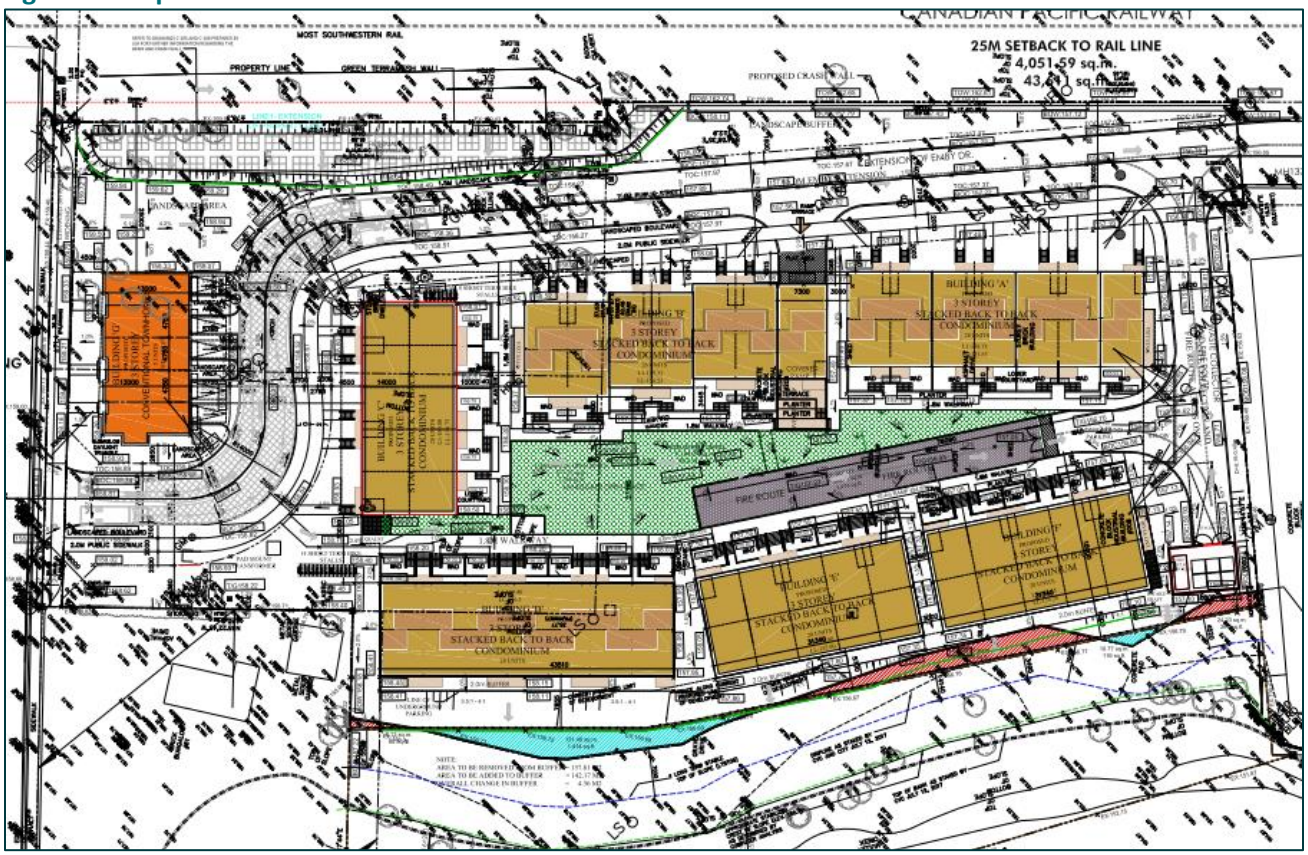
The original development proposal included 155 stacked townhouse units and 233 parking spaces. Since the June 2019 application, modest changes have been incorporated into the proposal. The proposed development will introduce a total of 147 townhouse units consisting of 142 stacked townhouse units and five (5) stand-alone street townhouse units. The proposed development will provide a total of 210 parking spaces, consisting of 181 resident spaces and 29 visitor spaces. The revised proposal results in a decrease of eight (8) residential units and 23 parking spaces from the previous TIS Update.

A summary of the changes to the proposal since the June 2019 TIS Update is presented in **Table 1**, with the updated site plan illustrated in **Figure 2**.

Table 1: Statistics Comparison

Type	June 2019 submission	Current Submissions	Net Change
Townhouse	155 stacked townhouse units	142 stacked townhouse units; 5 street townhouse units	**-8 units**
Resident Parking	202 residential spaces	181 residential spaces	-21 spaces
Visitor Parking	31 visitor spaces	29 visitor spaces	-2 spaces

Figure 2: Proposed Site Plan



Source: Kirkor Architects + Planners (August 2020)

FUTURE TRIP GENERATION

For the purpose of this review, trip generation for the proposed development is consistent with the methodology applied in the TIS Update, dated June 2019. Trip generation based on ITE Trip Generation Manual 9th Edition equation rates (LUC 230 – Residential Condominium / Townhouse) are shown in **Table 2** below. Trip reductions were applied to the generated vehicular trips given the site's proximity to the Streetsville GO Station. ITE auto mode splits were taken from the ITE Trip Generation Handbook, 3rd edition for residential land use. More applicable mode splits for the area was derived from 2011 Transportation Tomorrow Survey (TTS) data and applied to the auto trip generation to account for higher transit use to/from the site.

Table 2: Trip Generation Summary

Use		GFA	Weekday AM Peak			Weekday PM Peak		
			In	Out	Total	In	Out	Total
Previous TIS Update (June 2019)								
Trip Rate / Unit		155	0.17	0.83	1.00	0.67	0.33	1.00
Trip Generation			12	61	73	58	28	86
ITE Auto Mode Split			89%	97%	-	96%	95%	-
TTS 2011 Mode Splits	Auto Mode		85%	84%		76%	92%	
	Transit Mode		10%	12%		24%	7%	
	Active Mode		5%	4%		0%	1%	
Total Trips (Reduced)			**11**	**53**	**64**	**46**	**27**	**73**
Current Proposal								
Trip Rate / Unit		147	0.17	0.83	1.00	0.67	0.33	1.00
Trip Generation			12	58	70	55	27	82
ITE Auto Mode Split			89%	97%	-	96%	95%	-
TTS 2011 Mode Splits	Auto Mode		85%	84%		76%	92%	
	Transit Mode		10%	12%		24%	7%	
	Active Mode		5%	4%		0%	1%	
Total Trips (Reduced)			**11**	**50**	**61**	**44**	**26**	**70**
Net Change			**0**	**-3**	**-3**	**-2**	**-1**	**-3**

The proposed development is expected to generate 61 two-way trips (11 inbound, 50 outbound) during the weekday AM peak hour and 70 two-way trips (44 inbound, 26 outbound) during the weekday PM peak hour. This is a decrease of three (3) trips during both peak hours, compared to the June 2019 assessment.

Since the forecasted trips are slightly lower than the estimates in the previous assessment, it is expected that the circulation and traffic operation with the proposed development would be consistent with the findings in the previous study. Therefore, detailed intersection capacity analysis has not been conducted for the decrease in units.

EMBY DRIVE EXTENSION

The site plan shows an extension of Emby Drive through the subject site. This extension provides a public connection between Tannery Street and Thomas Street adjacent to the railway tracks. Currently, Emby Drive terminates just south of the subject site. To ensure Emby Drive would intersect Rutledge Road and the existing Emby Drive, the proposed roadway alignment consist of a modified pavement width to ensure an MSU and a passenger vehicle can pass each other concurrently through the reverse curve area. It is our understanding the City of Mississauga has agreed the proposed pavement width of 7.4m boulevard within the proposed 15m right-of-way. A detailed functional review of the proposed Emby Drive extension and proposed pavement marking, and signage plan are enclosed in **Appendix B**.

The roadway will have a cross-section of 15.0m, with a pavement of 7.40m and a 2.10m sidewalk. The connection of Emby Drive with Tannery Street is aligned to create a right-angle intersection. The sightline analysis confirms that the extension meets the minimum stopping sight distance (SSD) requirements from Tannery Street and the existing Emby Drive, as outlined in the Transportation Association of Canada (TAC) Geometric Design Guide for Canadian Roads. The sightline analysis is enclosed in **Appendix B**.

VEHICULAR PARKING REVIEW

The City of Mississauga Zoning By-law 0225-2007 parking requirements were considered for the proposed development. The Zoning By-law has a rate of 2.0 residential spaces per unit and 0.25 visitor parking spaces per unit. Of note, no visitor parking is required for street townhouses. The parking requirements and proposed supply for the subject site is summarized in **Table 3**.

Table 3: Vehicle Parking Summary

Type	Units	By-law 0225-2007		Proposed Parking Supply
		Parking Rate	Parking Spaces	
Street Townhouse	5	2 spaces / unit	10	10
Stacked back-to-back Townhouse	142	2 spaces / unit	284	171
		Resident Sub-Total	**294**	**181**
Visitor	142	0.25 spaces/ unit	36	29
		Total	**330**	**210**

According to the Zoning By-law, the proposed development is required to provide a total of 330 parking spaces consisting of 294 resident parking spaces and 36 visitor parking spaces. As noted, no visitor parking is required for street townhouses. The development is proposing a total of 210 parking spaces, which is 120 spaces deficient from the by-law requirement; however, the parking supply of 10 parking spaces meets the minimum requirements for street townhouses according to By-law 0225-2007.

FUTURE PARKING DEMAND

In support of reduce parking rates, the subject site is located approximately 800m from the Streetsville GO Station, which is a higher order transit station and a significant commuter trip attractor. All townhouses are within a 10-15 minute walk to the platform. Furthermore, a variety of MiWay transit service routes are available to the subject site, providing convenient access to a robust transit network. Given this location, a reduced demand for parking is considered reasonable for the subject site.

Furthermore, parking utilization data at 2929 Aquitaine Avenue was reviewed to verify the parking demand and to determine if the proposed reduce parking supply is appropriate for the proposed development. 2929 Aquitaine Avenue has 175 residential units and provides 388 parking spaces (348 underground for residents and 40 surface spaces for visitors). 2929 Aquitaine Avenue is a residential apartment building located within a 20-minute walk of the Meadowvale GO station. In comparison, the subject site is within a 15-minute walk to Streetsville GO station. The parking supply for the proxy study's building is 2.0 spaces per unit, which is consistent with the Zoning By-law 0225-2007 minimum requirements. Therefore, this survey represents a relatively unconstrained supply for a development within walking and cycling distance of a GO station.

The proxy surveys were conducted on Friday, August 25th, and Saturday, August 26th, 2017 from 5:00 p.m. to 9:00 p.m. and Saturday, August 26th from 11:00 a.m. to 9:00 p.m. at 30-minute intervals. A summary of peak resident and visitor demand rates for the study period is in **Table 4** below. Detailed results of the proxy parking demand surveys are enclosed in **Appendix A**.

Table 4: Resident and Visitor Parking Demand of Proxy Survey (2929 Aquitaine Avenue)

Date	Units	Peak Residential Demand	Peak Residential Demand Rate	Peak Visitor Demand	Peak Visitor Demand Rate
Friday, August 25	175	117	0.67	32	0.18
Saturday, August 26		167	0.95	11	0.06

The proxy parking survey results show a peak resident demand of 167 spaces (0.95 spaces per unit) and a peak visitor demand of 32 spaces (0.18 spaces per unit). The data from the proxy surveys reveal that the typical parking demand rate is significantly lower than the building provisions, and lower than the By-law 0225-2007 demand rate of 2.0 resident spaces per unit and 0.25 visitor spaces per unit that applies to the given site. Given this difference in demand between the observed and By-law rates, it is recommended that a comparable reduced demand rate be applied to the proposed development.

PROPOSED PARKING SUPPLY

The total proposed parking supply for the development is 210 parking spaces. A breakdown of parking by type is outlined in **Table 5**.

Table 5: Proposed Vehicle Parking

Type	Units	By-law 0225-2007 Parking Rate	Number of Parking Spaces
Street Townhouse	5	2 spaces / unit	10
Stacked back-to-back Townhouse	142	1.2 spaces / unit	171
Visitor Parking		0.20 space /unit	29
		Total	**210**

As previously noted, the street townhouse parking rates of 2.0 spaces per unit satisfies the Zoning By-law requirement. A resident parking rate of 1.20 spaces per stacked townhouse unit and a visitor parking rate of 0.20 spaces per unit are proposed for the subject site. These rates are higher than the maximum observed resident and visitor parking rate the proxy site. Therefore, given the proxy data collected from 2929 Aquitaine Avenue, the proximity of the development to Streetsville GO Station, as well as the site's accessibility to a variety of Miway transit routes, the development's proposed supply is expected to accommodate the anticipated parking demand.

BICYCLE PARKING REVIEW

While the City of Mississauga Zoning By-law does not require bicycle parking, the City of Mississauga Cycling Master Plan recommends 0.08 and 0.70 spaces per residential unit for short-term and long-term bicycle parking, respectively. The City's recommended bicycle parking provisions and the proposed bicycle parking supply is detailed in **Table 6**.

Table 6: Bicycle Parking Summary

Type	Units	Minimum Rates Parking Rate	Minimum Requirement	Proposed Supply
Residential Short-Term	142	0.08 spaces / unit	11	22
Residential Long-Term		0.70 spaces / unit	99	107
		TOTAL	**110**	**129**

According to the City of Mississauga recommended rates, the subject site requires a minimum of 110 bicycle parking spaces, consisting of 11 short-term and 99 long-term bicycle parking spaces. The subject site is proposing a total of 129 bicycle parking spaces which will meet the City's requirement.

LOADING REVIEW

Although the applicable zoning by-law does not require any loading spaces for the proposed uses on site, one (1) loading space is provided for the proposed development. Swept path diagrams demonstrating loading functionality are enclosed in **Appendix B**.

CONCLUSION

- The proposed development will introduce a total of 147 townhouse units and 210 parking spaces, resulting in a decrease of eight (8) residential units and 23 parking spaces from the previous June 2019 TIS update.
- The proposed development is expected to generate 61 two-way trips (11 inbound, 50 outbound) during the weekday AM peak hour and 70 two-way trips (44 inbound, 26 outbound) during the weekday PM peak hour. The trip forecasts are slightly lower than the previous assessment. As such, the conclusions and finding of the June 2019 study remain valid.
- Based on the Zoning By-law parking standards, the proposed development is required to provide 294 residential parking spaces and 36 visitor parking spaces. Considering the proximity of the site to Streetsville GO Station and a proxy parking utilization study at 2929 Aquitaine Avenue, a reduced supply of 210 total parking spaces (181 residential, 29 visitor) is reasonable for the subject site.
- The bicycle parking provisions exceed the City of Mississauga's recommended bicycle parking rates.
- Although no loading spaces are required for the proposed development, one (1) loading is proposed.

Should you have any questions or concerns with regards to this letter, please do not hesitate to contact us.

Yours truly,

LEA CONSULTING LTD.

Kenneth Chan, P.Eng., PTOE, PMP

Vice President, Transportation Planning & Engineering

:cl

Encl. Appendix A – Proxy Survey Results
Appendix B –Swept Path Diagrams, Pavement Marking & Signage Plan, & Sightline Analysis

APPENDIX A

Proxy Survey Results

2929 AQUITAINE AVE PARKING SUMMARY

PROJECT NO: 18031.200
SURVEYOR: Anthony Li, Henry Li

DATE: Friday, August 25, 2017
WEATHER:

		Time																				
	Supply	11:00	11:30	12:00	12:30	13:00	13:30	14:00	14:30	15:00	15:30	16:00	16:30	17:00	17:30	18:00	18:30	19:00	19:30	20:00	20:30	21:00
Surface - Visitors	40													32	31	28	25	18	21	18	14	12
Underground - Resident	348													86	85	90	96	101	102	106	112	117

2929 AQUITAINE AVE PARKING SUMMARY

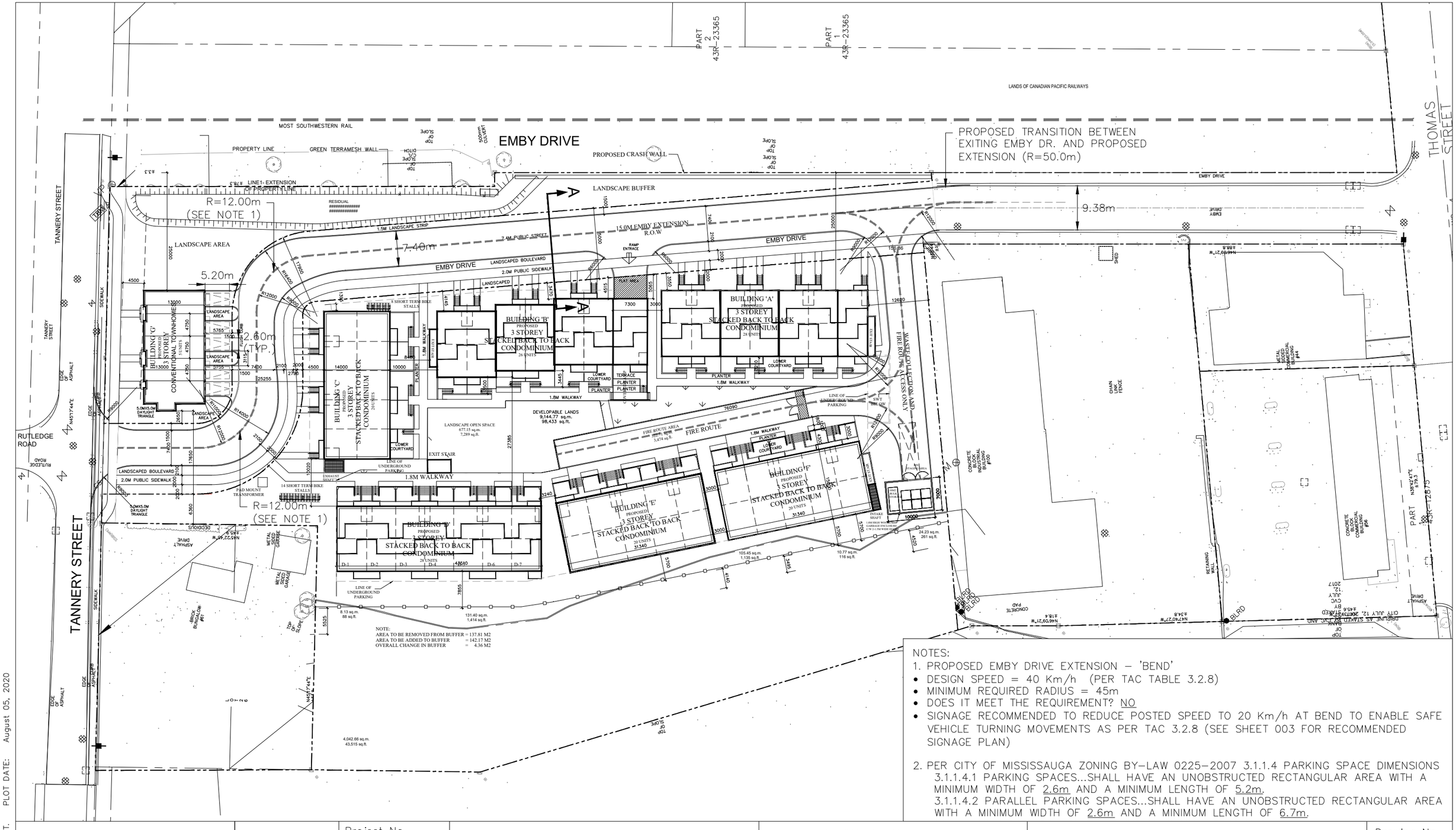
PROJECT NO: 18031.200
SURVEYOR: Ashok Panda, Ujwal Panda

DATE: Saturday, August 26, 2017
WEATHER:

		Time																				
	Supply	11:00	11:30	12:00	12:30	13:00	13:30	14:00	14:30	15:00	15:30	16:00	16:30	17:00	17:30	18:00	18:30	19:00	19:30	20:00	20:30	21:00
Surface - Visitors	40	7	8	8	11	4	5	6	6	6	5	7	8	9	7	8	9	8	8	7	7	7
Underground - Resident	348	159	157	140	141	139	137	140	137	142	143	139	147	149	154	153	153	153	158	163	165	167

APPENDIX B

Swept Path Diagrams, Pavement Marking & Signage Plan, & Sightline Analysis



NOTES:

1. PROPOSED EMBY DRIVE EXTENSION – 'BEND'
   - DESIGN SPEED = 40 Km/h (PER TAC TABLE 3.2.8)
   - MINIMUM REQUIRED RADIUS = 45m
   - DOES IT MEET THE REQUIREMENT? NO
   - SIGNAGE RECOMMENDED TO REDUCE POSTED SPEED TO 20 Km/h AT BEND TO ENABLE SAFE VEHICLE TURNING MOVEMENTS AS PER TAC 3.2.8 (SEE SHEET 003 FOR RECOMMENDED SIGNAGE PLAN)

2. PER CITY OF MISSISSAUGA ZONING BY-LAW 0225-2007 3.1.1.4 PARKING SPACE DIMENSIONS
   3.1.1.4.1 PARKING SPACES...SHALL HAVE AN UNOBSTRUCTED RECTANGULAR AREA WITH A MINIMUM WIDTH OF 2.6m AND A MINIMUM LENGTH OF 5.2m.
   3.1.1.4.2 PARALLEL PARKING SPACES...SHALL HAVE AN UNOBSTRUCTED RECTANGULAR AREA WITH A MINIMUM WIDTH OF 2.6m AND A MINIMUM LENGTH OF 6.7m.

DRAWN BY: A.T. PLOT DATE: August 05, 2020

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Project No. 18031-240

Date AUG. 05, 2020

TANNERY TOWNHOMES (208 EMBY DR.)
MISSISSAUGA ONTARIO

7.5 0 7.5 15 22.5m
1:750

EMBY DRIVE EXTENSION
GENERAL REVIEW AND NOTES

Drawing No. 001

DRAWING NAME: F:\18031\Drafting\18031 WF002.dwg

TANNERY STREET

TBM

LINE1- EXTENSION OF PROPERTY LINE

RESIDUAL
##########
##########

1.5M LANDSCAPE STRIP

REQUIRED SSD = 50 m

7.4M PUBLIC STREET

CLEAR SIGHT LINE

EMBY DRIVE

LANDSCAPED BOULEVARD

2.0M PUBLIC SIDEWALK

LANDSCAPED

LANDSCAPE AREA

SIDEWALK

TANNERY STREET

EDGE OF ASPHALT

N45°17'44"E

RUTLEDGE ROAD

EDGE OF ASPHALT

CURB

R9000

R16400

17900

R12000

R9000

4500

13000

2500

1396

4145

3470

8 SHORT TERM BIKE STALLS

BUILDING 'G'
PROPOSED
3 STOREY
CONVENTIONAL TOWNHOMES
5 UNITS

4750

4750

4750

LANDSCAPE AREA

5755

1500

FLUSH CURB

3115

LANDSCAPE AREA

5755

7420

2100

2000

4500

14000

10000

8400

1.8M WALKWAY

EXIT STAIR

PLANTER

BUILDING 'B'
PROPOSED
3 STOREY
STACKED BACK TO BACK
CONDOMINIUM
26 UNITS

1500

25255

2790

OBJECT HEIGHT MUST NOT EXCEED 1.30m FOR MIN. VISIBILITY CRITERA

5.0MX5.0M DAYLIGHT TRIANGLE

2650

LANDSCAPE AREA

R14000

R12000

BUILDING 'C'
PROPOSED
3 STOREY
STACKED BACK TO BACK
CONDOMINIUM
20 UNITS

3445

1500

1.8M WALKWAY

DEVELOPABLE LANDS
9,144.77 sq.m.
98,433 sq.ft.

LANDSCAPE OPEN SPACE

CLEAR SIGHT LINE

2100

2000

1500

7400

2650

SSD = 30m (SEE NOTE 1)

LANDSCAPED BOULEVARD

2.0M PUBLIC SIDEWALK

2100

2000

500

R9000

10020

EXHAUST SHAFT

PAD MOUNT TRANSFORMER

14 SHORT TERM BIKE STALLS

STOPPING SIGHT DISTANCE:
- DESIGN SPEED = 40 Km/h (PER TAC TABLE 9.9.6)
- REQUIRED STOPPING SIGHT DISTANCE = 50m

1. FROM TANNERY STREET: SSD => 30m
   VEHICLES TRAVELING EASTBOUND, NORTHBOUND, AND SOUTHBOUND APPROACHING THE INTERSECTION AT TANNERY STREET AND THE EMBY DRIVE EXTENSION WILL DECELERATE WHEN TURNING ONTO THE EMBY DRIVE EXTENSION, AT WHICH POINT THE VEHICLE IS TRAVELING AT A LOWER SPEED TOWARDS THE DECISION POINT. THIS SSD REQUIREMENT IS ACCEPTABLE DUE TO THE EXPECTED REDUCTION IN THE LOWER TRAVELING SPEED.

2. FROM EXISTING EMBY DRIVE: SSD => 50m
   DOES IT MEET THE REQUIREMENT? YES

PLOT DATE: August 05, 2020

DRAWN BY: A.T.

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N

Project No.
18031–240

Date
AUG. 05, 2020

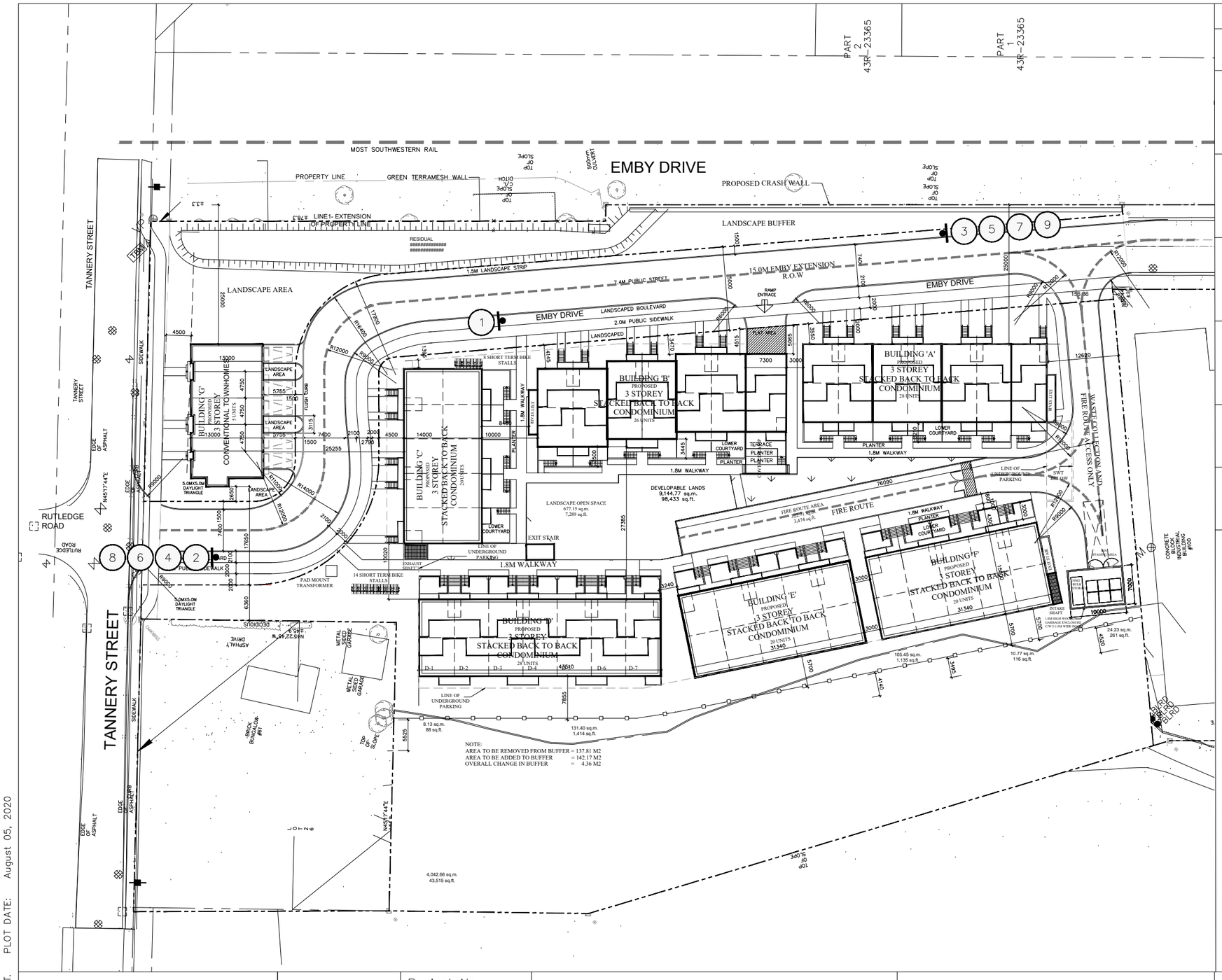
TANNERY TOWNHOMES (208 EMBY DR.)
MISSISSAUGA ONTARIO

3 0 3 6 9m
1: 300

EMBY DRIVE EXTENSION SIGHTLINE ANALYSIS STOPPING SIGHT DISTANCE

Drawing No.
002

DRAWING NAME: F:\18031\Drafting\18031 WF002.dwg



TRAFFIC SIGNS SCHEDULE

SIGN/ID	LOCATION	NEW QUANTITY REQUIRED	COLOUR
MAXIMUM 50	1	1	Rb-1 MAXIMUM SPEED (60X75cm) LEGEND & BORDER – BLACK BACKGROUND – WHITE REFL.
	2–3	2	Wa-4L SHARP REVERSE CURVE (60X60cm) LEGEND & BORDER – BLACK BACKGROUND – YELLOW REFL.
20 km/h	4–5	2	Wa-7t ADVISORY SPEED (45X45cm) LEGEND & BORDER – BLACK BACKGROUND – YELLOW REFL.
HIDDEN DRIVEWAY	6–7	2	Wa-11 MOD. HIDDEN DRIVEWAY (60X60cm) LEGEND & BORDER – BLACK BACKGROUND – YELLOW REFL.
30 m	8	1	Wa-23t DISTANCE (30X60cm) LEGEND & BORDER – BLACK BACKGROUND – YELLOW REFL.
100 m	9	1	Wa-23t DISTANCE (30X60cm) LEGEND & BORDER – BLACK BACKGROUND – YELLOW REFL.

SIGNAGE LEGEND:

- POLE MOUNTED SIGN
- (X) SIGN NUMBER

DRAWN BY: A.T. PLOT DATE: August 05, 2020

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Project No. 18031–240

Date AUG. 05, 2020

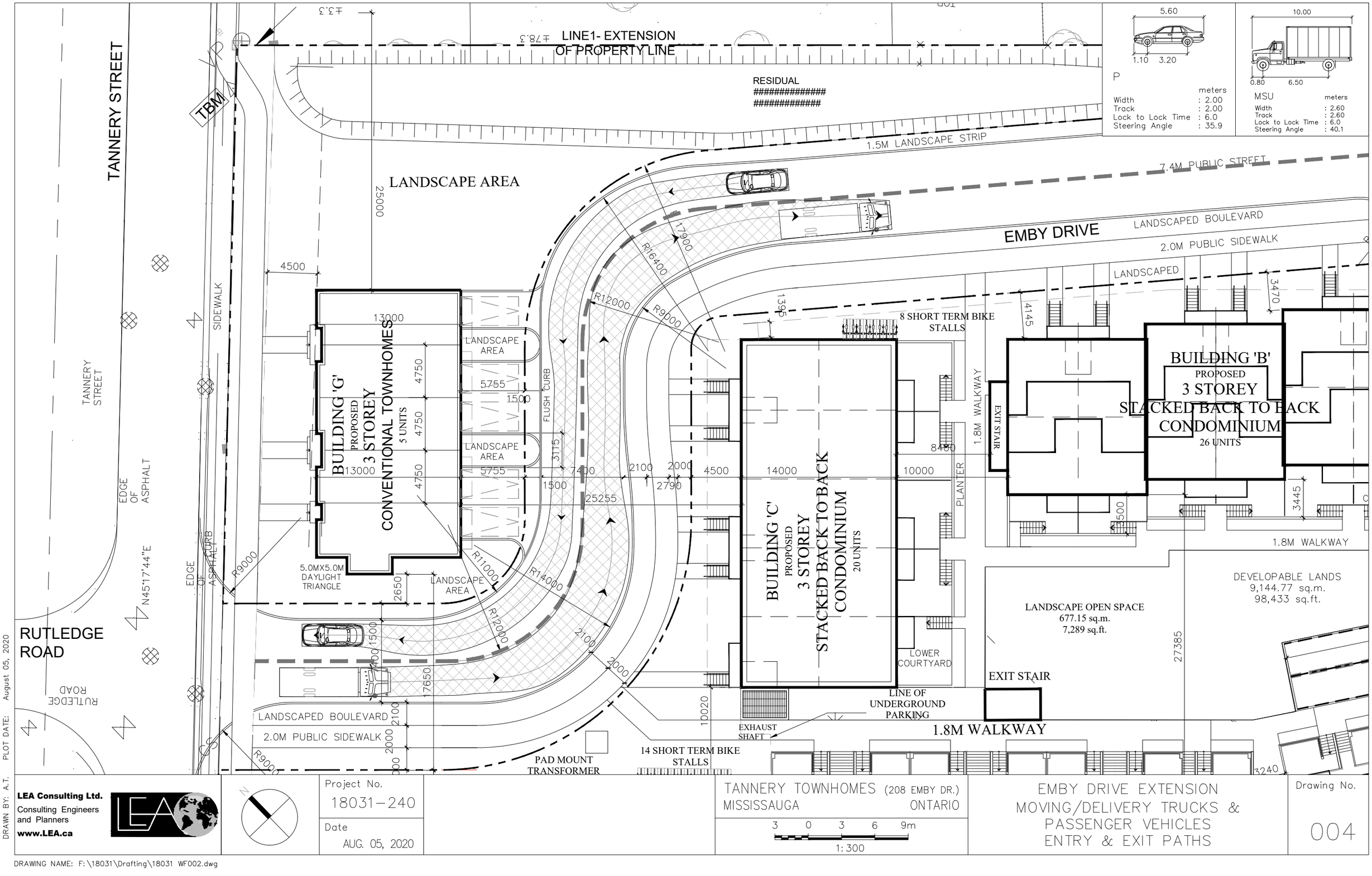
TANNERY TOWNHOMES (208 EMBY DR.)
MISSISSAUGA ONTARIO

7 0 7 14 21m
1:700

EMBY DRIVE EXTENSION
PAVEMENT MARKINGS
AND SIGNAGE PLAN

Drawing No. 003

DRAWING NAME: F:\18031\Drafting\18031 WF002.dwg



PLOT DATE: August 05, 2020

DRAWN BY: A.T.

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Project No. 18031–240

Date AUG. 05, 2020

TANNERY TOWNHOMES (208 EMBY DR.)
MISSISSAUGA ONTARIO

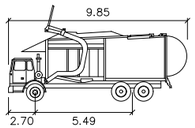
3 0 3 6 9m
1:300

EMBY DRIVE EXTENSION
MOVING/DELIVERY TRUCKS & PASSENGER VEHICLES
ENTRY & EXIT PATHS

Drawing No. 004

DRAWING NAME: F:\18031\Drafting\18031 WF002.dwg

NOTES:
1. REGION OF PEEL WASTE COLLECTION DESIGN STANDARDS MANUAL
   WASTE COLLECTION DESIGN STANDARDS MANUAL CHECKLIST
   (i) ADEQUATE TURNING RADIUS – TURNS MUST HAVE A MINIMUM OF 13 METRES TURNING RADIUS FOR WASTE COLLECTION VEHICLE.
   (ii) IN A SITUATION WHERE A WASTE COLLECTION VEHICLE MUST REVERSE, THE MAXIMUM BACK–UP DISTANCE IS 15m.

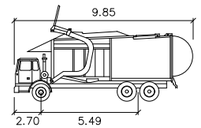


GARBAGE PEEL (F)

meters

Width	: 2.77
Track	: 2.77
Lock to Lock Time	: 6.0
Steering Angle	: 25.0

FORWARD IN

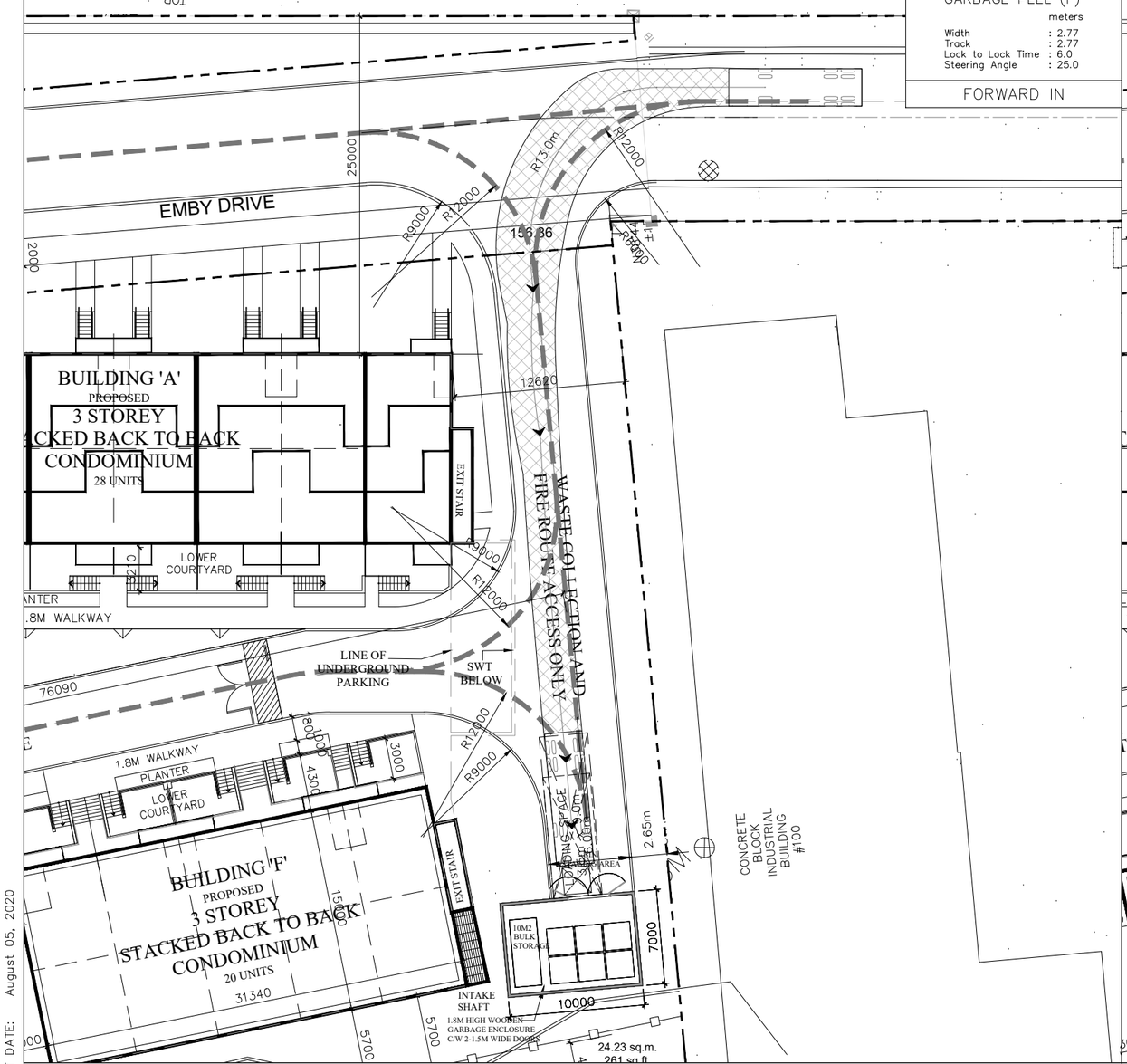


GARBAGE PEEL (F)

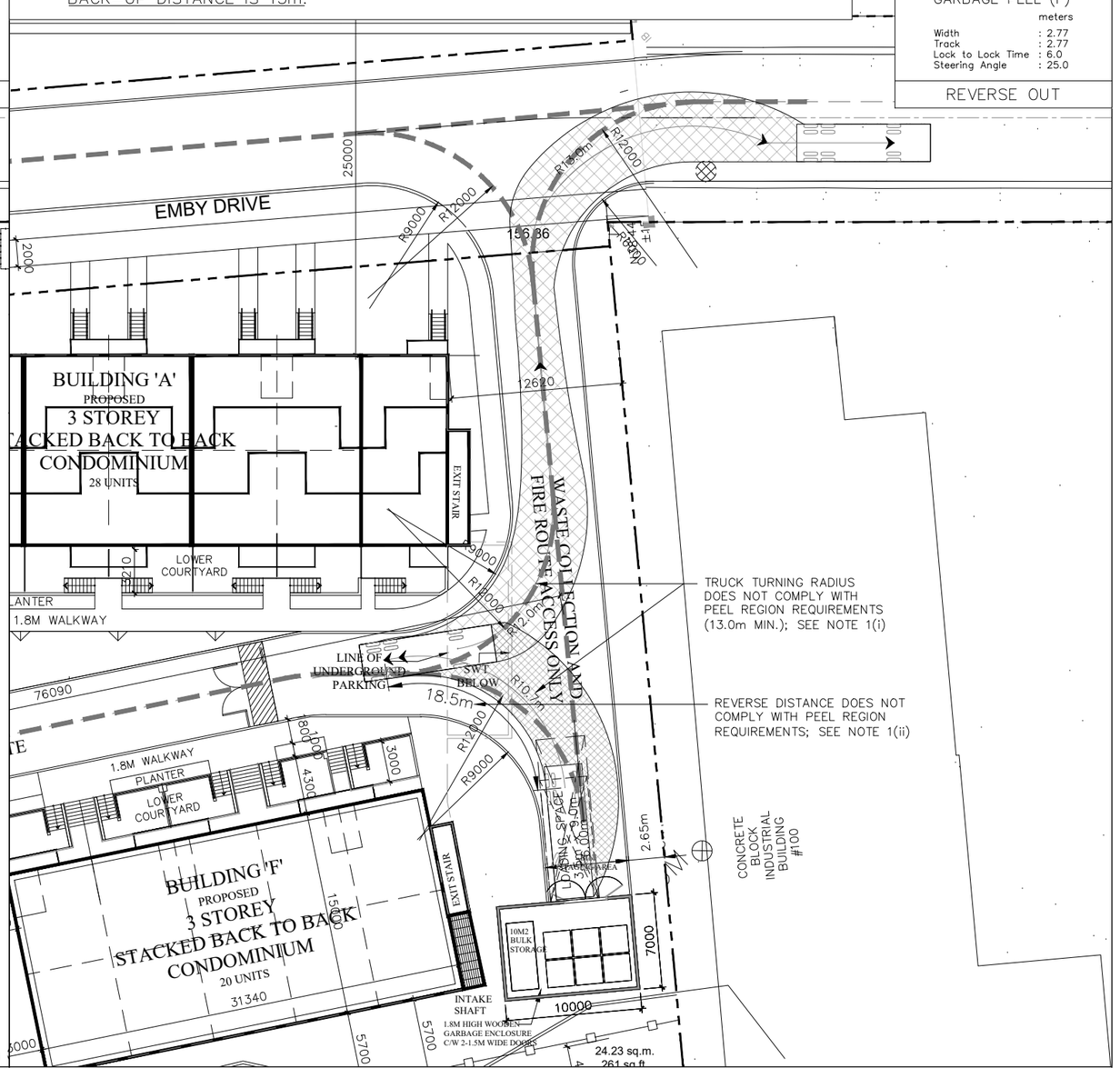
meters

Width	: 2.77
Track	: 2.77
Lock to Lock Time	: 6.0
Steering Angle	: 25.0

REVERSE OUT



ENTRY PATH



EXIT PATH

DRAWN BY: A.T. PLOT DATE: August 05, 2020

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Project No.
18031–240

Date
AUG. 05, 2020

TANNERY TOWNHOMES (208 EMBY DR.)
MISSISSAUGA ONTARIO

4 0 4 8 12m
1:400

SITE PLAN – LOADING REVIEW
GARBAGE TRUCK (FRONT END LOADING)
ENTRY & EXIT PATHS

Drawing No.
005

DRAWING NAME: F:\18031\Drafting\18031 WF002.dwg

LANDSCAPE BUFFER

15.0M EMBY EXTENSION
R.O.W

EMBY DRIVE

RAMP
ENTRANCE

FLAT AREA

BUILDING 'A'
PROPOSED
3 STOREY
STACKED BACK TO BACK
CONDOMINIUM
28 UNITS

LOWER
COURTYARD

PLANTER

1.8M WALKWAY

LOWER
COURTYARD

TERRACE

PLANTER

PLANTER

PLANTER

COVERED RAMP

EXIT STAIR

6.00m

7.40m

EX.
9.38m

R12.0m

R9000

156.36

SHED

126.20

WASTE COLLECTION AND
FIRE ROUTE ACCESS ONLY

CHAIN
LINK
FENCE

LINE OF
UNDERGROUND
PARKING

SWT
BELOW

R12.0m

76090

6.00m

FIRE ROUTE AREA
322.71 sq.m.
3,474 sq.ft.

FIRE ROUTE

1.8M WALKWAY

PLANTER

LOWER
COURTYARD

BUILDING 'F'
PROPOSED
3 STOREY
STACKED BACK TO BACK
CONDOMINIUM
20 UNITS

EXIT STAIR

6.00m

MIN
STAGING AREA

10M2
BULK
STORAGE

CONCRETE
BLOCK
DUSTRIAL
BUILDING
#100

BUILDING 'E'

NOTES:
CITY OF MISSISSAUGA FIRE ROUTE BY-LAW 1036-81 SCHEDULE "A"
1. BE LOCATED NOT LESS THAN 3m AND NOT MORE THAN 15m, MEASURED HORIZONTALLY AND AT RIGHT ANGLES FROM THE FACE OF THE BUILDING.
2. HAVE A CENTRELINE RADIUS OF NOT LESS THAN 12m.
3. HAVE TURNAROUND FACILITIES FOR ANY DEAD END PORTION OF THE ACCESS ROUTE EXCEEDING 90m. SUCH TURNAROUND SHALL BE EITHER A 27m DIAMETER CUL-DE-SAC OR A 35m x 6m HAMMERHEAD

DRAWN BY: A.T. PLOT DATE: August 05, 2020

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18031-240

Date
AUG. 05, 2020

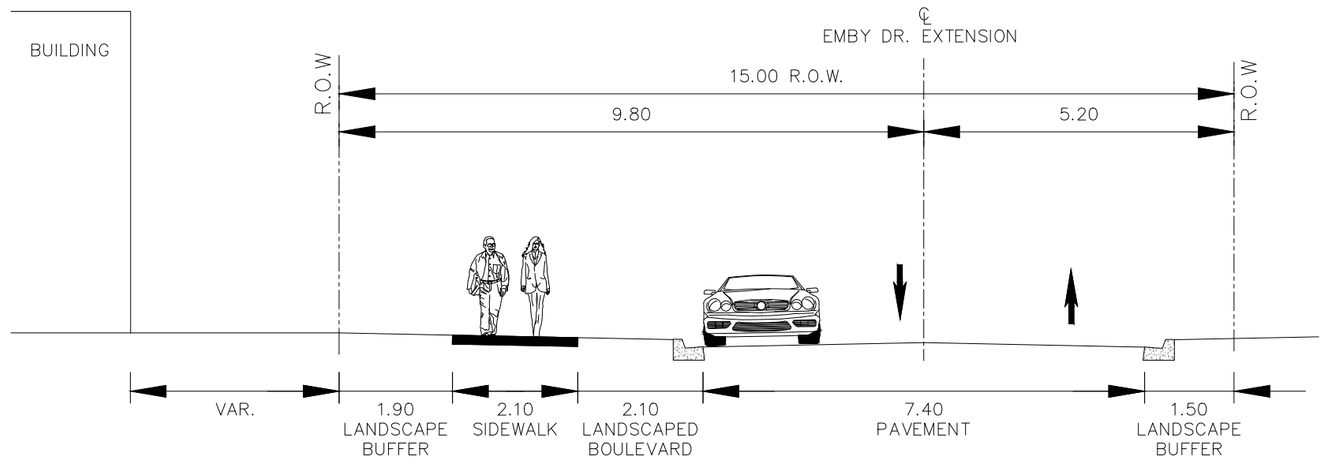
TANNERY TOWNHOMES (208 EMBY DR.)
MISSISSAUGA ONTARIO

3 0 3 6 9m
1:300

SITE PLAN
FIRE ROUTE REVIEW

Drawing No.
006

DRAWING NAME: F:\18031\Drafting\18031 WF002.dwg



SECTION A–A
EMBY DRIVE EXTENSION
SCALE: 1:100

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TANNERY TOWNHOMES (208 EMBY DR.)
MISSISSAUGA ONTARIO

1 0 1 2 3m
1:100

EMBY DRIVE EXTENSION
ROAD CROSS–SECTION

Drawing No.
007

DRAWING NAME: F:\18031\Drafting\18031 WF002.dwg