CITY PARK (DIXIE ROAD) INC.

TRAFFIC IMPACT AND PARKING STUDY – REVISED

2103-2119 Primate Road, 1351 & 1357 Wealthy Place, 2116 & 2112 Dixie Road

Project No. 2017-0294

COLE ENGINEERING GROUP LTD.

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OCTOBER 2018

October 18, 2018
Reference No. 2017-0294

Giancarlo Tedesco
City of Mississauga
Transportation and Works
300 City Centre Drive
Mississauga, ON L5B 3C1

Dear Mr. Tedesco:

Re: Traffic Impact and Parking Study – Comments / Response Letter
2103-2119 Primate Road, 1351 & 1357 Wealthy Place, 2116 & 2112 Dixie Road
City of Mississauga
Application No. Draft Plan of Subdivision (21T-M 18 2)

Cole Engineering Group Ltd. (COLE) is in receipt of the City of Mississauga (the "City") Transportation Planning comments from Traffic Planning Technologist Giancarlo Tedesco, dated August 8, 2018 prepared for the above-noted project.

We have reviewed your comments and provide the following responses itemized as per your August 8, 2018, letter. For ease of reference, the City's and Region's comments have been reiterated in *italics*, with Cole Engineering's responses in **bold** below.

1. <u>City of Mississauga Transportation and Works – Traffic Review (PPP):</u>

   a. *Comment as per draft submission Section 3.4, "The report should review the intersection activity and perform a capacity analysis for the intersection of Wealthy Place and Primate Road."*

   Comment acknowledged. The intersection of Wealthy Place and Primate Road was included in the analysis. Traffic movement counts for the intersection were acquired from Ontario Traffic Inc.

   b. *Comment as per draft submission Section 3.4, "The existing synchro sheets appear to place AM peak hour volumes on the PM peak hour sheet for the eastbound movements in the existing scenario."*

   Comment acknowledged. The synchro sheets portraying existing conditions were adjusted to represent the correct traffic movement count with respect to the AM and PM study time frames.

   c. *Comment as per draft submission Section 3.4, "The report is to append the existing signal timing data sourced for the signalized intersections."*

   Comment acknowledged. The signalized intersection timing obtained from the Regional Municipality of Peel and signal timing is included in the Appendix A-3 for the October submission revision of the report.

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d. *Comment as per draft submission Section 4.0, "A four-year horizon has been selected whereas a 5-year horizon will be required."*

The data for intersection #1 and #2 was collected and draft was submitted in September 2017 but draft submission was not reviewed until early 2018 creating a confusion of horizon years. A 5 year projection was extended to 2023 horizon year.

e. *Comment as per draft submission Section 4.0, "Clarify where the future background and total signal timing plan has been derived from"*

Comment acknowledged. Since the road improvements outlined in the Transportation Environmental Study Report-Queen Elizabeth Way (QEW) - from Evans Avenue to Cawthra Road prepared by MMM Group in 2016 states that the existing Dixie Road interchange is to be re-aligned and replaced with a Parclo (Partial Cloverleaf) A2 configuration north of the QEW and a Parclo A4 configuration south of the QEW. As per the report "The existing Dixie Road alignment will be shifted to the east of the existing Dixie Road Bridge in order to maintain traffic flow on the existing Dixie Road during construction and to minimize the property impacts". Therefore; a new proposed signal timing suggested as per the new 3-leg alignment and Future Background / Future Total traffic volumes.

f. *Comment as per draft submission Section 5.0, "Paragraph 3 suggests that trip generation is calculated using the average rate as it produced a greater number of trips than the regression equation however Table 5.2 is based on the regression equation as it generates the higher trips. Please revise the statement."*

Comment acknowledged and statement is revised. Trip Generation is indeed calculated using the regression equation, as it provides the worst case scenario for the intersection analysis.

g. *Comment as per draft submission Section 5.0, "Please explore an interim and ultimate design for the site access where the driveway matches into the existing and proposed pavement configurations on Wealthy Place, respectively. Impact to the adjacent driveway of 1362 Wealthy Place shall be minimized under both scenarios"*

Comment acknowledged. It should be noted that there are no existing municipal curb and sidewalk in the vicinity of Wealthy Place and Primate Road therefore the ultimate condition has been proposed where the proposed driveway matches the existing pavement configuration, please refer to the latest site plan. In addition, as illustrated in the Figure 6-2 and Figure 6-4, adequate space is available for the service/emergency and passenger vehicles to access to/from the site without impacting the adjacent driveway of 1362 Wealthy Place.

COLE

2. *Plans shall be revised to address the following:*

Dimension the access width at the edge of pavement.	**Dimension provided on Figure 6-1**
Indicate the municipal curb and sidewalk continuous through the driveway.	**Dimension provided on Figure 6-1**
Provide a minimum 1.5m setback between the edge of the driveway mouth at the street line to the projected property line.	**Dimension provided on Figure 6-1**
Incorporate an interim and ultimate design for the site access where the driveway matches into the existing and proposed pavement configurations on Wealthy Place, respectively.	**Please refer to the Response 1.g. in the above text.**

3. *"Please provide correspondence from the MTO and Region which clearly details why access from Dixie Road will not be supported, including a rationale"*

Within the Draft Plan Commentary Matrix, it was stated by Region of Peel representative, Alex Martino, that "The proposed development abuts Regional Road #4 (Dixie Road). The Region will not permit any changes to grading within the Dixie Road ROW along the frontage of proposed development. No lots or blocks shall have direct access to Dixie Road. Any future access shall be in accordance with The Region Access Control By-Law."

Please refer to attached comment in Appendix G.

Region of Peel – Draft Submission Review Comments:

Additional comments were provided by Region of Peel representative, Alex Martino, regarding the proposed development and the draft submission. We have reviewed the comments and provide the following responses.

1. *Statement of Conditions page has to be removed or revised. Please note that The Region must be able to place reliance upon the study along with the analysis and conclusion therein. All information submitted to Regional staff in connection with any Traffic Impact Study (TIS) will be considered to be in the public domain.*

   Comment is acknowledged and Statement of Conditions page is removed from the report.

2. *Prior to the registration of this Plan, MTO's approval to the future Dixie Road alignment and design is required.*

   Comment is acknowledged. Preliminary approval has been granted by MTO. Refer to Appendix H.

We trust that this letter provides you with the additional information which you required at this time. Should you have any questions or comments, please do not hesitate to contact our office.

Yours truly,

COLE ENGINEERING GROUP LTD.

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Senior Project Manager
Traffic, ICI

DL/sm

October 18, 2018
Reference No. 2017-0294

Christopher Zeppa
City Park (Dixie) Homes Inc.
950 Nashville Road
Kleinburg, ON L0J 1C0

Dear Mr. Zeppa:

Re: Traffic Impact and Parking Study - Revised
2103-2119 Primate Road, 1351 & 1357 Wealthy Place, 2116 & 2112 Dixie Road
City of Mississauga

Cole Engineering Group Ltd. ("COLE") was retained by City Park (Dixie) Homes Inc. (the "Owner") to undertake a Revised Traffic Impact and Parking Study in support of Zoning By-Law Amendment and Plan of Subdivision applications for a proposed residential development, located on the northwest quadrant of Dixie Road and North Service Road / Sherway Drive, in the City of Mississauga (the "City"), within the Region of Peel (the "Region").

The comments received from the City of Mississauga containing the Region of Peel's and the Ministry of Transportation of Ontario's comments, dated August 08, 2018 and the new Site Plan were reviewed. This Revised Traffic Impact and Parking Study is prepared based on the comments and revisions.

This Revised Traffic Impact and Parking Study, details the existing and future traffic conditions and the anticipated impact on the surrounding road network as a result of the proposed development. The study has concluded that the proposed development will have minimal impact to the operation of study area intersections throughout the study horizon periods, and no mitigation measures will be required as a result of the traffic generated from the site. There is also adequate maneuvering space provided for garbage and fire trucks to access / egress the site.

Should you have any questions, please do not hesitate to contact the undersigned.

Yours truly,

COLE ENGINEERING GROUP LTD.

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Issues and Revisions Registry

Identification	Date	Description of Issued and/or Revision
Draft Report	December 2017	For Client Review
Draft Report	January 2018	For Client Review
Final Report	February 2018	For Submission
Revised Report	October 11, 2018	For Internal Review
Revised Report	October 2018	For Submission

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APPENDICES

1 Introduction

Cole Engineering Group Ltd. ("COLE") was retained by City Park (Dixie) Homes Inc. (the "Owner"') to undertake a Revised Traffic Impact and Parking Study in support of Zoning By-Law Amendments and Plan of Subdivision applications for a proposed residential development, located on the northwest quadrant of Dixie Road and North Service Road / Sherway Drive, in the City of Mississauga (the "City"), within the Region of Peel ("Peel"). The site location is shown in **Figure 1-1.**

This study includes the following activities:

- Focus on the intersections of:
  - Dixie Road and Primate Road (Unsignalized);
  - Dixie Road and Sherway Drive / North Service Road (Signalized); and,
  - Wealthy Place and Primate Road (Unsignalized).
- Assess the existing operations of the above-noted study area intersections during the weekday AM and PM peak hours using traffic volume counts collected in years of 2017 and 2018;
- Assess the future background traffic operations for a five-year (2023) horizon period incorporating traffic growth;
- Estimate site traffic based on information published in the *Trip Generation Manual, 9th Edition*, by the Institute of Transportation Engineers (ITE);
- Assess the future total traffic operations (including the anticipated site traffic) at the key study area intersections and accesses for the analysis period;
- Recommend improvements, if applicable, should capacity constraints be observed in the existing and future horizons;
- Review the functionality of the internal vehicular circulation to facilitate fire route / emergency services, as well as garbage collection activities related to the proposed development; and,
- Undertake a review of the proposed parking supply and loading requirements with respect to the City By-Law.

1.1 Study Approach

The study's methodology and analysis reflect the *City of Mississauga Traffic Impact Study Guidelines* and *Regional Guidelines for Using Synchro Version 7.73 Rev 8*.

Weekday morning and afternoon peak period traffic volume counts were undertaken by Accu-Traffic Inc. on September 6, 2017, at the intersection of Dixie Road / Sherway Drive, and Dixie Road / Primate Road. For the Wealthy Place / Primate Road, weekday morning and afternoon peak period traffic volume counts were undertaken by Ontario Traffic Inc. on August 28, 2018.

Future background traffic volumes for the 2023 horizon year, excluding the additional traffic volumes generated by the proposed development, consist of the traffic growth from outside the study area in the vicinity of the subject development and traffic generated from other proposed developments in the vicinity of the study area.

Site traffic was derived using information contained in the *Trip Generation, 9th Edition*, published by the Institute of Transportation Engineers (ITE), and distributed based on the existing traffic pattern and 2011 TTS data.

Future total traffic conditions were determined by the summation of the estimated traffic volumes generated by the site and the background traffic volumes for the 2023 full build-out horizon.

1.1.1 Assessment of Unsignalized Intersection Operations

The unsignalized intersection operational analysis in this report was also conducted using *Synchro 9.0* software, which employs the Highway Capacity Manual (HCM 2000) methodology. All parameters for the unsignalized intersection analysis were based on the Synchro default values. Synchro results for the unsignalized intersections are provided in HCM format.

The intersection operations are reported in two ways:

- The volume to capacity (v/c) ratio which is represented numerically for signalized and unsignalized intersections; and,
- The level of service (LOS) which is indicated by a letter and is based on the average control delay per vehicle.

1.1.2 Assessment of Signalized Intersection Operations

Traffic operations conditions at signalized and unsignalized intersections were analyzed using *Synchro Version 9.0*, which incorporates the methodology outlined in the *Highway Capacity Manual* (HCM 2000). Analysis parameters and assumptions have been adopted in accordance with the Region's Synchro guidelines (*Regional Guidelines for Using Synchro- Version 7.73 Rev 8 dated December 2010*). This includes the following assumptions:

- Peak hour factors of 1.00 for all movements on all approaches;
- Ideal saturation flow rate based on Synchro default value of 1,900 vphpl for all movements;
- Heavy vehicle percentage based on the existing traffic volume;
- Existing signal timing and phasing provided by the City; and,
- 3.7m lane width for all through lanes and 3.5m for auxiliary turn lanes on all approaches.

2 Proposed Development

The subject lands are currently occupied by single dwelling units which will be demolished. The proposed site is to consist of approximately 26 dwelling units of which 18 will be common element condominium detached dwellings and eight will be detached dwellings with frontage on Primate Road. The development has a total of 95 parking spaces including 63 parking spaces for common elements townhouses (56 for residents and seven visitor parking spaces), and 32 parking spaces (32 for residents) for the freehold single units as presented in **Figure 2-1**. The proposed Site Plan indicates that access to the common element condominium detached dwellings will be from a common element condominium road extending from the existing Wealthy Place Cul-de-Sac.

3 Existing Traffic Conditions

3.1 Existing Road Network

The existing road network, lane configuration and traffic control for the study intersections are shown in **Figure 3-1**. The details are described as follows:

- **Primate Road** is a residential two lane undivided roadway with an unposted speed limit of 50km/h. Development along the roadway consists of only residential units with no sidewalks or curbs along either side within the study area.
- **Dixie Road** also known as Peel Regional Road 4 (and also, as of 2016, Veterans Memorial Roadway) has a posted speed limit of 50km/h. There are sidewalks available on either side of Dixie Road. Development along the roadway consists of only residential units.
- **Wealthy Place** is a residential two lane undivided roadway with an unposted speed limit of 50km/h. Development along the roadway consists of only residential units with no sidewalks or curbs along either side within the study area.

3.2 Existing Transit Routes

Transit services are provided by MiWay and Go Transit. Bus services that operate within the vicinity of the site are described below:

- **MiWay Route 4** travels mostly in the east-west direction with headways of approximately 25 minutes during peak periods. This route can connect the residents to Sherway Gardens to the east and Westdale mall to the west.
- **MiWay Route 5** travels mostly in the north-south direction with headways of approximately 25 minutes during peak periods. This route can connect the residents to Long Branch GO Station to the South and to it travels north up to Cardiff Boulevard.

Existing transit routes are provided in **Appendix A-1**.

3.3 Existing Traffic Counts

The existing traffic volumes, based on recent traffic movement counts obtained at the study area intersections are illustrated in **Figure 3-2** for the weekday AM and PM peak hours.

Traffic surveys were conducted by Accu-Traffic Inc. over a four-hour period, which included the morning peak period (7:00 AM to 9:00 AM) and the evening peak period (4:00 PM to 6:00 PM). For the intersection of Wealthy Place / Primate Road (Unsignalized), traffic surveys were conducted by Ontario Traffic Inc. over a four-hour period, which included the morning peak period (7:00 AM to 9:00 AM) and the evening peak period (4:00 PM to 6:00 PM). The signal timing for the signalized intersection obtained from the Region of Peel.

Table 3.1 Intersection Turning Movement Count / Signal Timing Details

Intersection	Count Date	Count Hours	Peak Hours
Dixie Road and Sherway Drive	Wednesday, September 6, 2017	7:00 AM to 9:00 AM 4:00 PM to 6:00 PM	7:45 AM to 8:45 AM 4:00 PM to 5:00 PM
Dixie Road and Primate Road	Wednesday, September 6, 2017	7:00 AM to 9:00 AM 4:00 PM to 6:00 PM	7:45 AM to 8:45 AM 4:15 PM to 5:15 PM
Wealthy Place and Primate Road	Tuesday, August 28, 2018	7:00 AM to 9:00 AM 4:00 PM to 6:00 PM	8:00 AM to 9:00 AM 5:00 PM to 6:00 PM
Dixie Road and Sherway Drive	Signal Timing	Region of Peel	

The survey locations are summarized in **Table 3.1** and the survey data (Turning Movement Counts) is attached in **Appendix A-2.**

3.4 Existing Traffic Analysis

The existing traffic volumes for the weekday AM and PM peak hours are illustrated in **Figure 3-2**. These peak hour volumes were analyzed using the *Synchro 9.0* software which employs the 2000 Highway Capacity Methodology for the intersection analysis. The results of the existing intersection operations are summarized in **Table 3.2** with level of service (LOS) and the volume to capacity (v/c) ratios for overall and individual movements. As per the City's Traffic Impact Study Guidelines, v/c ratios for overall signalized intersection operations, through movements, or shared through / turning movements greater than 0.85, and v/c ratios for exclusive movements greater than 0.90 have been shown in bold**.** The intersection capacity analysis reports under the existing conditions are presented in **Appendix B.**

Table 3.2 Existing Weekday AM and PM Peak Hour Traffic Analysis

Intersection	Key Movement	LOS (v/c)	
		AM Peak	PM Peak
Dixie Road and Primate Road	EB Left + Through	E (0.22)	D (0.07)
	NB left	B (0.01)	B (0.00)
	NB Through	- (0.30)	- (0.21)
	SB Through + Right	- (0.50)	- (0.61)
North Service Road / Dixie Road and Dixie Road South / Sherway Drive	Overall	C (0.78)	**C (0.91)**
	EB Left	F (0.89)	F (0.86)
	EB Through	**F (0.88)**	**F (0.86)**
	EB Right	A (0.05)	A (0.08)
	WB Left + Through	F (0.77)	F (0.49)
	WB Right	E (0.19)	E (0.03)
	NB Left	C (0.30)	C (0.45)
	NB Through + Right	C (0.22)	D (0.19)
	SB Left	C (0.27)	D (0.12)
	SB Through	C (0.09)	D (0.13)
	SB Right	A (0.65)	E (0.79)
Wealthy Place & Primate Road	EB Left + Through	A (0.01)	A (<0.01)
	WB Right + Through	-	-
	SB Left + Right	A (<0.01)	A (<0.01)

Based on the analysis conducted for the existing (2018) traffic conditions in the AM and PM peak hours, the following movements operate with high LOS.

North Service Road / Dixie Road and Dixie Road South / Sherway Drive:

- The Eastbound through movements operate with a level of service F (0.88) during the AM peak period. The movements also operate close to capacity F (0.86) in the PM peak period;
- The overall intersection capacity is within allowable operating range during AM peak period with a v/c ratio of 0.78 in the AM peak period and level of service of 'C'. Intersection capacity increases in the PM peak period with a v/c ratio of 0.91 in the PM peak period.

It is important to note that the intersection of North Service Road/Dixie Road & Dixie Road South / Sherway Drive is scheduled for re-alignment as described in the *Transportation Environmental Study Report-Queen Elizabeth Way (QEW) - from Evans Avenue to Cawthra Road* prepared by the MMM Group in January 2016. Details of the re-alignment are described in **Section 4.1**

4 Future Background Traffic

It is expected that the construction of the subject development will be fully completed by 2023 and therefore, for the purpose of this assessment a horizon year of 2023 was selected to represent full build-out of the subject site.

The future background traffic volumes consist of the following components:

- Background traffic growth from outside the study area; and,
- Traffic generated from other proposed developments in the vicinity of the study area.

Based on the available Average Annual Daily Traffic (AADT) volumes along Dixie Road (600m north of South Service Road) from 1996-2013, a 4% (northbound) and -1 % (southbound) growth rate per annum year along Dixie Road was identified. To be more conservative, a 2% per annum growth rate (compounded) was being applied to the through movements along Dixie Road.

There is one active background development immediately south of the proposed site located at 1503-1565 Edencrest Drive. The site is proposed to have 13 detached condominium dwellings on a common element road. A Traffic Impact Study was conducted for this development by the UEM Consulting. A summary of UEM's calculated site generated trips can be seen in **Appendix C.**

4.1 Future Planned Roadway Improvements

The road improvements outlined in the *Transportation Environmental Study Report-Queen Elizabeth Way (QEW) - from Evans Avenue to Cawthra Road* prepared by MMM Group in 2016 states that the existing Dixie Road interchange is to be re-aligned and replaced with a Parclo (Partial Cloverleaf) A2 configuration north of the QEW and a Parclo A4 configuration south of the QEW. To accommodate the change of interchange the following geometric changes are proposed for Dixie Road:

"The existing Dixie Road alignment will be shifted to the east of the existing Dixie Road Bridge in order to maintain traffic flow on the existing Dixie Road during construction and to minimize the property impacts. The proposed Dixie Road alignment will match with existing roadway approximately 215m north of Sherway Drive north of the QEW and approximately 50m south of Londonderry Boulevard south of the QEW."

With the changes to Dixie Road, North Service Road is proposed to be reconfigured and realigned as can be seen in **Appendix D**. The Environmental Study states that "East of Dixie Road, the North Service Road will no longer exist and will be replaced with a new QEW westbound off-ramp that connects to Dixie Road. The access to the existing North Service Road from Brentano Boulevard will be closed. Access to the North Service Road east of Dixie Road will be via the local roads to Sherway Drive."

The future lane configuration schematic is shown in **Figure 4-1**. The existing traffic was also re-assigned to the future roadways in order to analyze the future scenarios. The re-assigned existing volumes are shown in **Figure 4-2.**

4.2 Future (2023) Background Traffic Analysis

The future (2023) background traffic volumes were analyzed using the *Synchro 9.0* software which employs the 2000 Highway Capacity Methodology for the intersection analysis. The results are summarized in **Table 4.1.** As per the City's Traffic Impact Study Guidelines, v/c ratios for overall signalized intersection operations, through movements, or shared through / turning movements greater than 0.85, and v/c ratios for exclusive movements greater than 0.90 have been shown in bold. The future (2023) background traffic volumes are illustrated in **Figure 4-3.** Detailed calculations are provided in **Appendix E.** It should be noted that the future background traffic assessment completed is based on the new road alignment described in **Section 4.1**. and proposed a new signal timing.

Table 4.1 Future (2023) Background Weekday AM and PM Peak Hour Traffic Analysis

Intersection	Key Movement	LOS (v/c)	
		AM Peak	PM Peak
Dixie Road and Primate Road	EB Left + Through	F (0.28)	E (0.09)
	NB left	B (0.01)	B (<0.01)
	NB Through	- (0.33)	- (0.24)
	SB Through + Right	- (0.56)	- (0.67)
Dixie Road and Dixie Road South / Sherway Drive (with the new road improvements)	Overall	B (0.47)	A (0.53)
	WB Left	B (0.51)	E (0.30)
	WB Right	B (0.31)	B (0.04)
	NB Through + Right	A (0.37)	A (0.29)
	SB Left	B (0.31)	A (0.13)
	SB Through	B (0.46)	A (0.55)
Wealthy Place & Primate Road	EB Left + Through	A (0.01)	A (0.01)
	WB Right + Through	-	-
	SB Left + Right	A (<0.01)	A (0.01)

Based on the analysis conducted for the future (2023) background traffic conditions in the AM and PM peak hours, all intersection movements are performing the good level of service and v/c ratios.

5 Future Total Traffic

5.1 Site Generated Traffic

Trip generation was undertaken using information contained in the *Trip Generation Manual, 9th Edition* published by the Institute of Transportation Engineers (ITE). Vehicle trips during the weekday AM and PM peak hours for the *Residential Condominium / Townhouse* (ITE land use code 230) for the proposed residential land uses were used.

Using the information contained in the 2011 Transportation Tomorrow Survey (TTS) for zones of households 3654 (Subject Zone), 3649, 3653, and 297 the modes of transportation within the study area are provided in **Table 5.1**. A trip reduction of 10% was used to account for public transit use and travel demand management measures

Table 5.1 Non-Auto Modal Split Calculation

Zones	Auto Driver	Auto Passenger	Taxi Passenger	Transit Excluding GO Rail	GO Rail Only	Go Rail Joint Local Transit	Cycle	Walk	Total
3649	14344	2264	102	835	152	80	60	139	17999
3654	7819	918	28	442	178	0	101	39	9525
297	7060	999	0	1371	165	22	71	0	9688
3653	14222	2350	22	1815	82	138	57	69	18755
Total	**43445**	**6531**	**152**	**4463**	**577**	**240**	289	**247**	**55944**
Percent	78%	12%	0%	8%	1%	0%	1%	0%	100%
Non-Auto Reduction									**10%**

The trip rate used to derive the gross trips is calculated using the regression equation in the Trip Generation Manual since it produced a greater number of trips than the average rate. The summary of the trip generation is shown in **Table 5.2** below.

Table 5.2 Site Trip Generation

	Land Use Code	Units	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Residential Condominium / Townhouse								
Trip Rate (per unit)	230	26	0.62			0.54		
Directional Distribution			17%	83%	100%	67%	33%	100%
Gross Trips			3	15	18	13	7	20
Non-Auto (10%)			0	2	2	2	1	3
Total New Trips			**3**	**13**	**16**	**9**	**5**	**14**

The proposed development is expected to generate 16 two-way new trips (three trips in / 13 trips out) during the weekday AM peak hour and 14 two-way new trips (nine trips in / five trips out) during the PM peak hour.

5.2 Site Trip Distribution

The trip distribution was based on existing turning movements in the vicinity of the site along with the 2011 TTS data analysis and presented in **Table 5.3**. Illustrated in **Figure 5-1** are the resulting site trip assignments.

Table 5.3 Site Trip Distribution

Direction (From / To)		Trip Distribution
North	Via Dixie Road	32%
South	Via Dixie Road	25%
West	Via North Service Road	43%
East	Via Sherway Drive	0%

5.3 Future Total Traffic Volumes

The future total traffic consists of future background traffic plus site-related traffic. The future total traffic volumes in the weekday AM and PM peak hours for the horizon year 2023 are illustrated in **Figure 5-2.**

5.4 Future (2023) Total Traffic Analysis

Intersection capacity analysis under the future (2023) total traffic conditions was completed using *Synchro 9* software which employs the 2000 Highway Capacity Methodology for the intersection analysis. The traffic analysis results for future (2023) total traffic are summarized in **Table 5.4** below. As per the City's Traffic Impact Study Guidelines, v/c ratios for overall signalized intersection operations, through movements, or shared through / turning movements greater than 0.85, and v/c ratios for exclusive movements greater than 0.90 have been shown in bold. The intersection capacity analysis under the future (2023) total traffic conditions are presented in **Appendix F**.

Table 5.4 Future (2023) Total Weekday AM and PM Peak Hour Traffic Analysis

Intersection	Key Movement	LOS (v/c)	
		AM Peak	PM Peak
Dixie Road and Primate Road	EB Left + Through	F (0.38)	E (0.15)
	NB left	B (0.02)	B (0.02)
	NB Through	- (0.33)	- (0.24)
	SB Through + Right	- (0.56)	- (0.67)
Dixie Road and Dixie Road South / Sherway Drive (with the new road improvements)	Overall	B (0.47)	A (0.60)
	WB Left	D (0.51)	E (0.30)
	WB Right	D (0.31)	B (0.04)
	NB Through + Right	A (0.37)	A (0.29)
	SB Left	A (0.32)	A (0.13)
	SB Through	A (0.47)	A (0.55)
Wealthy Place & Primate Road	EB Left + Through	A (0.01)	A (<0.01)
	WB Right + Through	- (0.01)	- (0.01)
	SB Left + Right	A (0.01)	A (0.03)

Based on the analysis conducted for the future (2023) total traffic conditions in the AM and PM peak hours, all intersections are performing at a good level of service and v/c ratios.

No road network improvements are recommended or required in these conditions in the vicinity of the subject site other than the recommended road improvements outlined in the *Transportation Environmental Study Report-Queen Elizabeth Way (QEW) - from Evans Avenue to Cawrtha Road* prepared by MMM Group in 2016.

6 Site Access and Circulation

Based on Client discussion with MTO, given that the section of Dixie Road in the vicinity of the site falls within the MTO Controlled Access Highway (CAH) area, a site access is not permitted within the vicinity. The MTO has indicated that no access shall be permitted from Dixie Road where lands may be required for future highway purposes. Refer to **Appendix G**. As such, site access is provided through Wealthy Place Cul-de-Sac. It should be noted that there are no existing municipal curb and sidewalk in the vicinity of Wealthy Place and Primate Road, therefore, the ultimate condition has been proposed, where the new driveway matches the existing pavement configuration as illustrated in the **Figure 6-1.**

To ensure heavy vehicles maneuver throughout the subject site, a typical fire truck and garbage truck were used. Access routes were assessed using *AutoTURN 10.0* analysis depicting the swept path of vehicles in relation to the proposed driveway system utilizing the Transportation Association of Canada's (TAC) design vehicles. **Figure 6-2**, **Figure 6-3, Figure 6-4, Figure 6-5, and Figure 6-6** show the assessment for the fire truck, garbage truck, and snow plower respectively. As illustrated in the figures, adequate space is available for the trucks to circulate in the site / access / egress to / from the proposed site.

7 Parking Assessments

The site statistics provided by Flanagan Beresford and Patterson Architects dated September 13, 2018, for the proposed development, shows 95 parking spaces including 63 parking spaces for the common element townhouses (56 for residents and seven visitor parking spaces), and 32 parking spaces for the freehold single units.

7.1 Zoning By-Law Parking Requirements

To determine the adequacy of the proposed parking supply to service the proposed hotel development, the existing in force City Zoning By-Law No. 0225-2007 Part 3 was reviewed and examined.

Based on the parking ratios noted above, parking for this site is required as noted in **Table 7.1** below.

Table 7.1 City of Mississauga Zoning By-Law 0225-2007 Parking Requirement

Land Use	Units	Parking Rate	Required Parking Space	Proposed Parking Space	Difference
Detached Dwellings	8	2 spaces / unit	16	32	+16
Common Element Detached Dwellings (Condominium Detached Dwellings)	18	2 spaces / unit plus 0.25 visitor spaces / unit	41	63	+22

Based on the current City Zoning By-Law, the proposed development is required to provide 16 parking spaces for detached dwellings and 41 parking spaces for Condominium common element condominium detached dwellings. The requirement is less than the proposed 95 parking spaces, which technically satisfies the City's parking requirement.

8 Transportation Demand Management Plan

Transportation Demand Management (TDM) refers to a variety of strategies to reduce congestion, minimize the number of single-occupant vehicles, encourage non-auto modes of travel, and reduce vehicle dependency to create a sustainable transportation system. In short, TDM works to change how, when, where, and why people travel.

The TDM measures have been prepared to address the following required transportation demand management objectives:

- Provision of facilities / operations to minimize single occupant vehicle (SOV) access to the study area and encourage the use of alternate transportation modes, particularly transit; and,
- Identify the operational and financial roles and responsibilities of the landowner including program development, implementation and ongoing management and operations of the travel demand management plan / program.

TDM education and promotion related strategies support mobility by making the public aware of the options available and actively encourages the use of alternative transportation. These marketing initiatives may take the form of general marketing to targeted outreach. TDM marketing and promotion approaches include:

- Area marketing campaigns – Promoting transit services, carpooling or other TDM;
- Education Programs – Campaigns to inform the public about the specifics of services; and,
- Employer-Based Outreach – Partnerships with employers to support TDM.

8.1 TDM Programs

8.1.1 Area Marketing Campaigns

Area marketing campaigns are premised on the objective of behavioral change. The methods of persuasion include conveying messages of:

- Personal benefit;
- Social benefit, and,
- Adhering to the "social norm".

It is recognized that individuals are more likely to change their current behavior or continue that behavior if it is the social norm amongst their peers.

One of the first area marketing TDM campaigns within the GTA was established by Metropolitan Toronto in 1994. The Diamond Lane Campaign was implemented in co-ordination with the expansion of the High Occupancy Lane network. The campaign included billboard, transit vehicle, radio, and newspaper ads. Transportation Management Association (TMA)'s can help facilitate TDM directives by developing promotional materials, advocate for funding, conduct transportation fairs, and many other things.

8.1.2 Education Programs and Information Services

The effectiveness of transportation systems to provide mobility to the public is only as good as the awareness of the public to the services provided. Education programs and information services (such as call-lines and internet-based route planners) can supplement marketing campaigns, increasing the commuter's understanding of their mobility options.

Miway provides http://www.mississauga.ca/portal/miway a map based navigator. Progressive trip planners including web-based trip data can add to the commuter's understanding of travel options by providing real-time information.

A Denver, Colorado TMA (Transportation Solutions) managed a program designed to improve ridership. Before-and-after surveys were to gauge the impact of the efforts. The results clearly demonstrated the direct impact of the project on improved perceptions of bus transportation in the area. The results showed an increase in awareness:

- 17% increase in those who "know which bus routes to take to work/school"; and,
- 19% increase in those who feel they have "the information I need to ride the bus".

8.1.3 Walking / Cycling

The City has a long-standing commitment to an off-road trail system, having built over 250km of pathways and trails in parks and greenspaces across the City. Pathways in the neighborhood parks provide cycling and walking friendly connections to schools, community centers, and libraries. In addition, cycling safety programs were offered such as CAN-BIKE courses and community safety workshops. The Road Safety Handbook was published and includes a chapter on cycling safety.

As identified in the Regions of Peel's Active Transportation Plan Implementation Strategy 2014 Program Update, Hanlan Feedermain Water Project and the City of Mississauga to improve walking and cycling facilities along Dixie Road, as a component of the Preferred Plan, MTO will be accommodating the Peel Region's request to extend their multi-use trail along Dixie Road from south of Kendall Road southerly through the study limits to the newly relocate Dixie Outlet Mall south entrance. As a result, a sidewalk on the east side and multi-use pedestrian / cyclist trail on the west side.

Based on the COLE's previously submitted TIS reports, a parking rate of 0.08 bicycle parking space per unit was used for short-term bicycle parking and a rate of 0.7 parking space per unit was used for long-term parking space. The long-term bicycle parking for common-element is been assumed to be covered with the provided garages. For short-term bicycle parking, two parking spots are required. It is recommended that one on-site bike rack, which can park two bicycles, be provided for the detached dwellings and common element condominium detached dwellings.

8.1.4 Carpooling

The Smart Commute program has been established in the form of 10 transportation management associations (TMAs) across the GTHA. The Smart Commute TMAs are supported by Metrolinx to coordinate and implement TDM initiatives.

Smart Commute – the City is a TMA committed to reducing traffic congestion, improving air quality and advocating for sustainable transportation within the study area. Since inception in 2001, Smart Commute has collectively reduced approximately 1.2 million single-occupant vehicles (SOV) trips, which avoided more than 61 million vehicle kilometers traveled (VKT) and prevented the emission of over 14,000 tonnes of greenhouse gases (GHG) and 88 tonnes of smog-causing air pollutants.

Smart Commute works to:

- Implement employee trip reduction programs at local workplaces;
- Decrease traffic congestion, and improve air quality and health by reducing vehicle emissions;
- Improve employee productivity and morale, and reduce employee turnover;
- Advocate for improved transit service, and increased local transportation infrastructure;
- Bus-only and cycling lanes, and a wider network of subway and light rapid transit;
- Promote the benefits of transit-supportive development and smart-growth strategies;
- Encourage legislative flexibility in support of high-value, cost-effective transportation strategies such as vanpools, telework, transit subsidies and shuttle services; and,
- Increase opportunities for TMA collaboration with business and government.

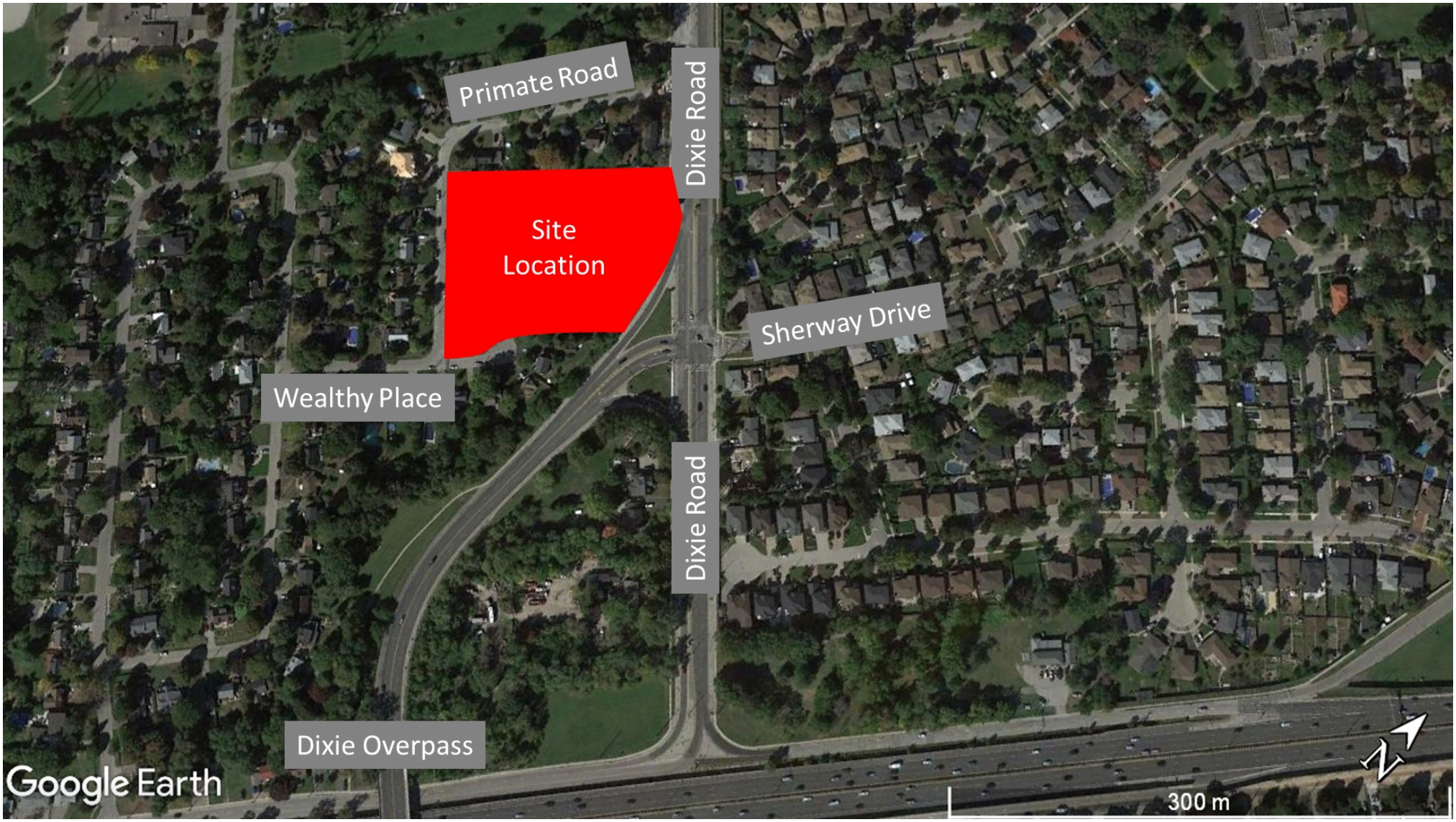
Smart Commute offers one-on-one support for staff to use sustainable modes of transportation and provides promotions and incentives on an on-going basis. A web-based car matching tool is provided to allow carpoolers to easily identify ride matching options among a large membership base and form carpooling arrangements.

9 Conclusions

The findings and conclusions of our analysis are represented as follows:

- The study area intersections are operating over capacity in the existing traffic conditions during both the AM and PM peak hours;
- With the new Dixie Road alignment, during both the AM and PM peak hours in the future background traffic conditions for the horizon year 2023, all the key intersections are expected to function below-capacity and with acceptable level of service;
- The proposed development is expected to generate 16 two-way new trips (three trips in / 13 trips out) during the weekday AM peak hour and 14 two-way new trips (nine trips in / five trips out) during the PM peak hour;
- The proposed access from the existing Wealthy Place Cul-de-Sac will function from traffic circulation, fire and garbage access perspectives and represents a suitable location for entry/exit means.
- The proposed development is expected to have a negligible impact on the surrounding road network as future total traffic is expected to operate in a similar fashion to the future background scenario (below-capacity and with acceptable level of service) in 2023 horizon years;
- The proposed development is required to provide 16 parking spaces for detached dwellings and 41 parking spaces for Condominium common element condominium detached dwellings. The demand is less than the proposed total of 95 parking spaces, which satisfies the City's parking requirement;
- Based on the *AutoTurn* assessment, adequate space is available for fire trucks, garbage trucks, and snow plowers to access / egress from / to the proposed site; and,
- For short-term bicycle parking, two parking spots are required. It is recommended that one on-site bike rack, which can park two bicycles be provided.

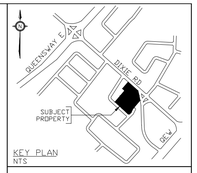
Based on the traffic analysis presented in this report, it is concluded that the existing road network has sufficient capacity to accommodate both the roadway growth and new traffic generated from the proposed development throughout the study horizon periods and no additional measures are required.



COLE

Figure 1-1
Site Location

Figure 2-1
Proposed Site Plan



SITE STATISTICS - FOR TOTAL SITE

GROSS SITE AREA	12659.20 m² / 3.128 Ac / 1.266 Ha
MTO(EXPROPRIATED LAND),	−1180.02m² / 0.292 Ac / 0.118 Ha
3m (REGION WIDENING)	− 374.05m² / 0.092 Ac / 0.037 Ha
16m EASEMENT	−296.87m² / 0.073 Ac / 0.029 Ha
NET SITE AREA (including common element condominium single lots 1−18 & freehold single lots 19−26)	10808.26 m² / 2.671 Ac / 1.081 Ha
TOTAL PROPOSED GFA (including common element condominium single lots 1−18 & freehold single lots 19−26)	6396.38 m²
TOTAL DENSITY	26 UNITS/1.081 HA = 24.05 UPH 26 UNITS/2.671 AC = 9.734 UPA
FLOOR SPACE INDEX(FSI)	Gross floor area / Gross site area = 6396.38 / 10808.27 = 0.592

SITE STATISTICS - COMMON ELEMENT CONDOMINIUM (LOTS 1-18)

ZONING : R−XX	
NET SITE AREA (LOTS 1−18)	8523.96 m² / 2.106 Ac / 0.852 Ha
BUILDING COVERAGE (including Porch)	3377.26 m² / 39.62%
LANDSCAPED OPEN SPACE	2104.26 m² / 24.68%
ROADS, DRIVEWAYS, PARKING (including Sidewalks, D/W visitor parking)	3042.44 m² / 35.70%

PARKING	REQUIRED	PROVIDED
REQUIRED PARKING @ 2 SPACES PER UNIT (18 LOTS)	36	
RESIDENT PARKING PROVIDED:		
1 PER LOT ON DRIVEWAY FOR LOTS 5−11,18		08
1 PER LOT IN ATTACHED GARAGE FOR LOTS 5−11,18		08
2 PER LOT ON DRIVEWAY FOR LOTS 1−4,12−17		20
2 PER LOT IN ATTACHED GARAGE FOR LOTS 1−4,12−17		20
VISITOR PARKING		
VISITOR PARKING REQUIRED 18 LOTS X 0.25/LOT	05	
VISITOR PARKING PROVIDED (INCLUDED 1 REQUIRED TYPE A ACCESSIBLE PARKING)		07
TOTAL	41	63

LOT#	LOT AREA (m²)	BUILDING COVERAGE (m²)	GFA (m²) (Proposed) Maximum	FRONTAGE AT 7.5 (m)	BUILDING HEIGHT Maximum (m)
1	428.98	140.63	315.87	12.94	10.20
2	304.27	124.26	288.00	10.85	10.20
3	293.68	116.11	269.42	10.85	10.20
4	284.05	108.00	246.19	10.94	10.20
5	286.35	94.03	226.75	11.95	10.20
6	249.87	98.24	236.90	10.15	10.20
7	249.87	98.24	236.90	10.15	10.20
8	325.33	98.24	236.90	14.05	10.20
9	364.87	98.49	236.90	11.21	10.20
10	252.09	94.76	228.50	9.60	10.20
11	291.53	94.76	228.50	11.40	10.20
12	345.71	114.21	255.48	12.61	10.20
13	276.00	99.80	232.26	12.00	10.20
14	276.00	99.80	232.26	12.00	10.20
15	276.00	99.80	232.26	12.00	10.20
16	276.00	99.80	232.26	12.00	10.20
17	286.60	99.80	232.26	12.00	10.20
18	387.09	104.35	241.55	12.27	10.20

ROAD WIDTH	7.00 m
CL ROAD RADIUS	13 m
DENSITY	18 UNITS / 0.852 HA = 21.127 UpHA
TOTAL GFA (Maximum) :	4409.16 m²
FLOOR SPACE INDEX (FSI)	Gross floor area / Gross site area = 4409.16 / 8523.96 = 0.517

SITE STATISTICS - FREEHOLD LOTS FRONTING ON PRIMATE ROAD (LOTS 19-26)

ZONING : R−XX	
NET SITE AREA (LOTS 19−26)	2284.30 m² / 0.564 Ac / 0.228 Ha
BUILDING COVERAGE (including Porch)	823.40 m² / 36.05%
LANDSCAPED OPEN SPACE	1170.50 m² / 51.24%
ROADS, DRIVEWAYS, PARKING (including Sidewalks)	290.40 m² / 12.71%

LOT #	LOT AREA (m²)	BUILDING COVERAGE (m²)	GFA (m²) (Proposed) Maximum	BUILDING HEIGHT Maximum (m)
19	314.32	101.12	232.26	10.20
20	276.00	99.80	232.26	10.20
21	276.00	99.80	232.26	10.20
22	276.00	99.80	232.26	10.20
23	276.00	99.80	232.26	10.20
24	276.00	99.80	232.26	10.20
25	276.00	99.80	232.26	10.20
26	313.98	123.48	278.71	10.20

LOT #	FRONTAGE AT 7.5 (m)	LANDSCAPE OPEN SPACE(m²)	FRONT LANDSCAPED AREA (m²)
19	15.86	176.90	40.82
20	12.00	139.90	23.92
21	12.00	139.90	23.92
22	12.00	139.90	23.92
23	12.00	139.90	23.92
24	12.00	139.90	23.92
25	12.00	139.90	23.92
26	13.00	154.22	26.84

DENSITY	8 UNITS / 0.228 HA = 35.09 UpHA
TOTAL GFA (Maximum) :	1904.53 m²
FLOOR SPACE INDEX (FSI)	Gross floor area / Gross site area = 1904.53 / 2284.30 = 0.834

NOTE:

The lot frontage, lot area, and lot coverage as currently shown are not certified.

The lot frontage, lot area calculations will be certified by an accredited Ontario Land Surveyor at the time of creating the parcels of land through the registration of a reference plan when the Condominium application is processed.

NOTE:

The building coverage, landscape open space & front landscaped area as currently shown are not certified.

The building coverage, landscape open space & front landscaped area are subject to change as per the actual grading & building footprint.

Date mm/DD/yyyy	Ref.	Description
08/13/2018	CZ	Added utility easement; Updated entrance & Stats Flipped house at Lot 24
08/02/2018	CZ	Updated private street layout and site stats
01/08/2018	SM	LANDSCAPE CO-ORDINATION
12/14/2017	SP	ADDED DWELLING UNIT DEPTH
12/01/2017	SM	SITE STATISTICS REVISED AS PER PLANNER
11/28/2017	SM	ENGINEERING DRAWING CO-ORDINATION
11/03/2017	SP	REVISED AS PER SURVEY
09/15/2017	SP	CHANGED C/L RADIUS TO 13.0m
08/12/2017	SP	ADDED LOT AREA STATISTICS
06/08/2017	SP	PRELIMINARY SITE PLAN W/ MTO EXPROPRIATED LANDS
04/25/2017	SP	PRELIMINARY SITE PLAN

Revisions

Drawn: SP
Date: 04/25/17
Checked:
Approved:
Printed:
CAD File: 161353-SP11.DWG

architects inc.
70 Silton Road, Unit #01,
Woodbridge, Ontario, L4L 8B9
(905) 265-2688

SP

CITY PARK (DIXIE RD.) HOMES INC.
950 Nashville Road Kleinburg, Ontario L0J 1C0
Tel: 905-552-5200
Fax: 905-552-5201

WEALTHY PLACE
PROPOSED COMMON ELEMENT CONDOMINIUM SINGLE-DETACHED DEVELOPMENT (LOTS 1-18)
& FREEHOLD SINGLE- DETACHED DEVELOPMENT (LOTS 19-26)
CITY OF MISSISSAUGA, ONTARIO

Sheet Title: SITE PLAN
Scales: 1:300
Sheet Number: 16-1353-SP1

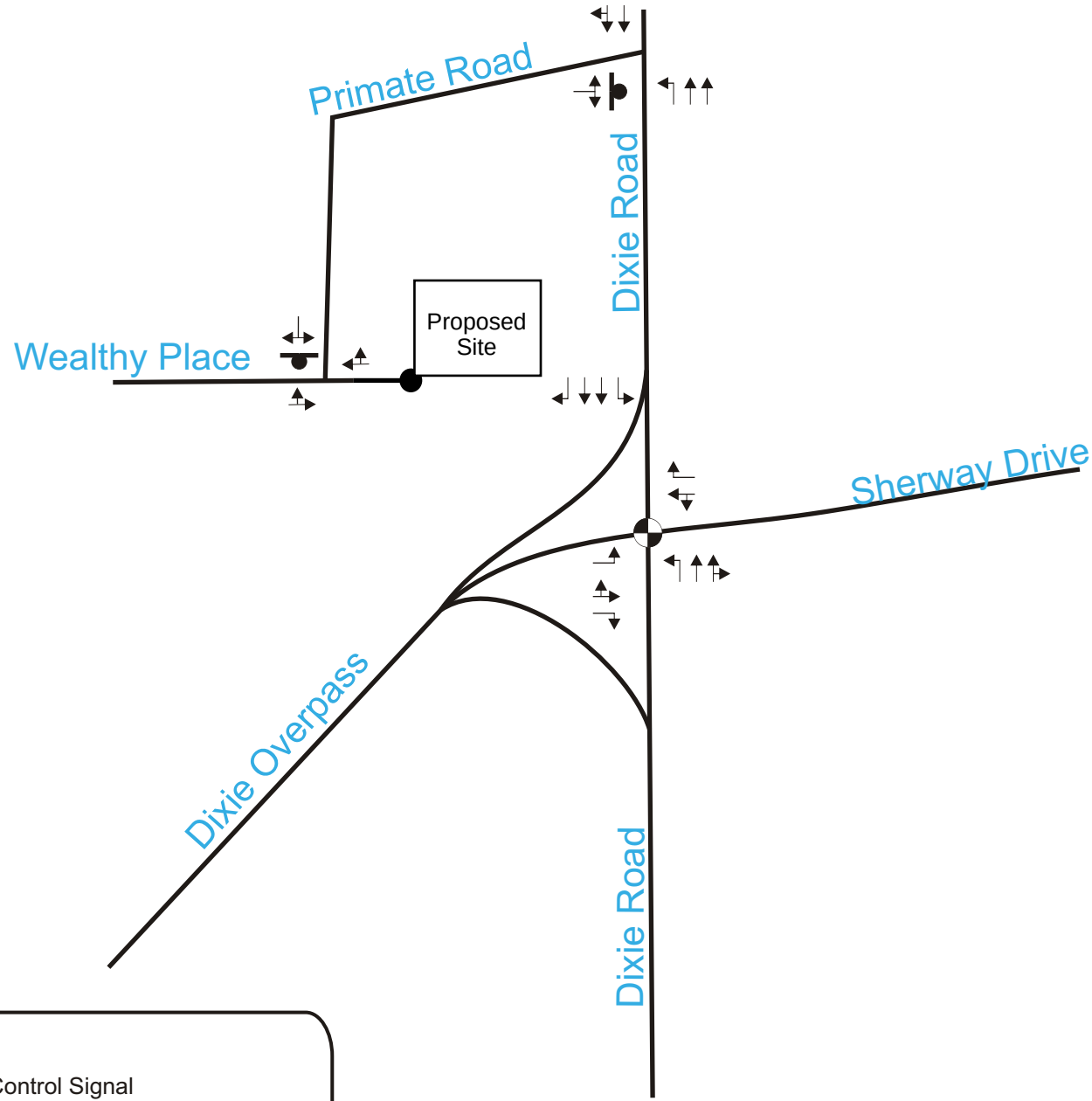


Figure 3-1
Existing Road Network

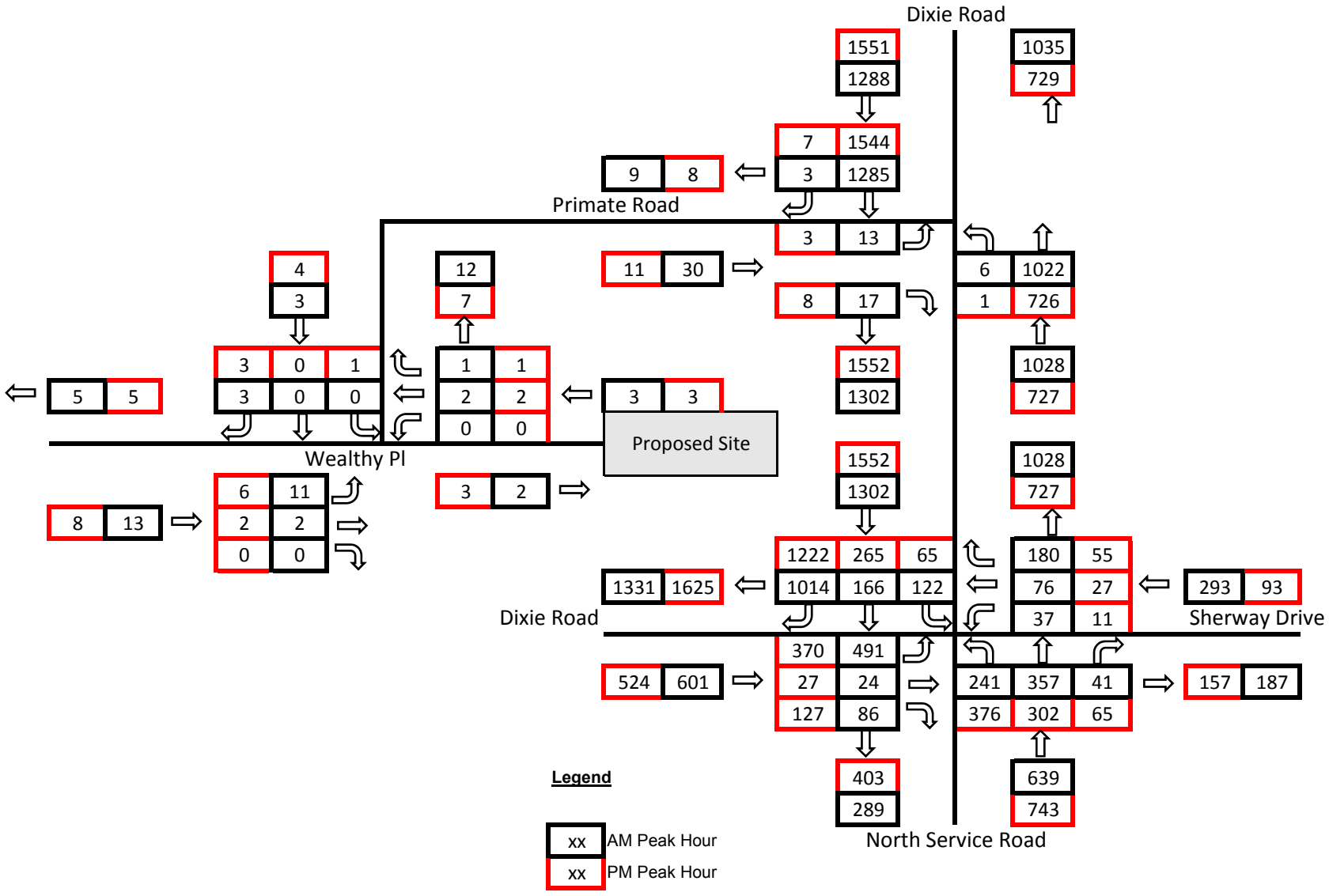


Figure 3-2
Existing (Balanced) Traffic Volumes

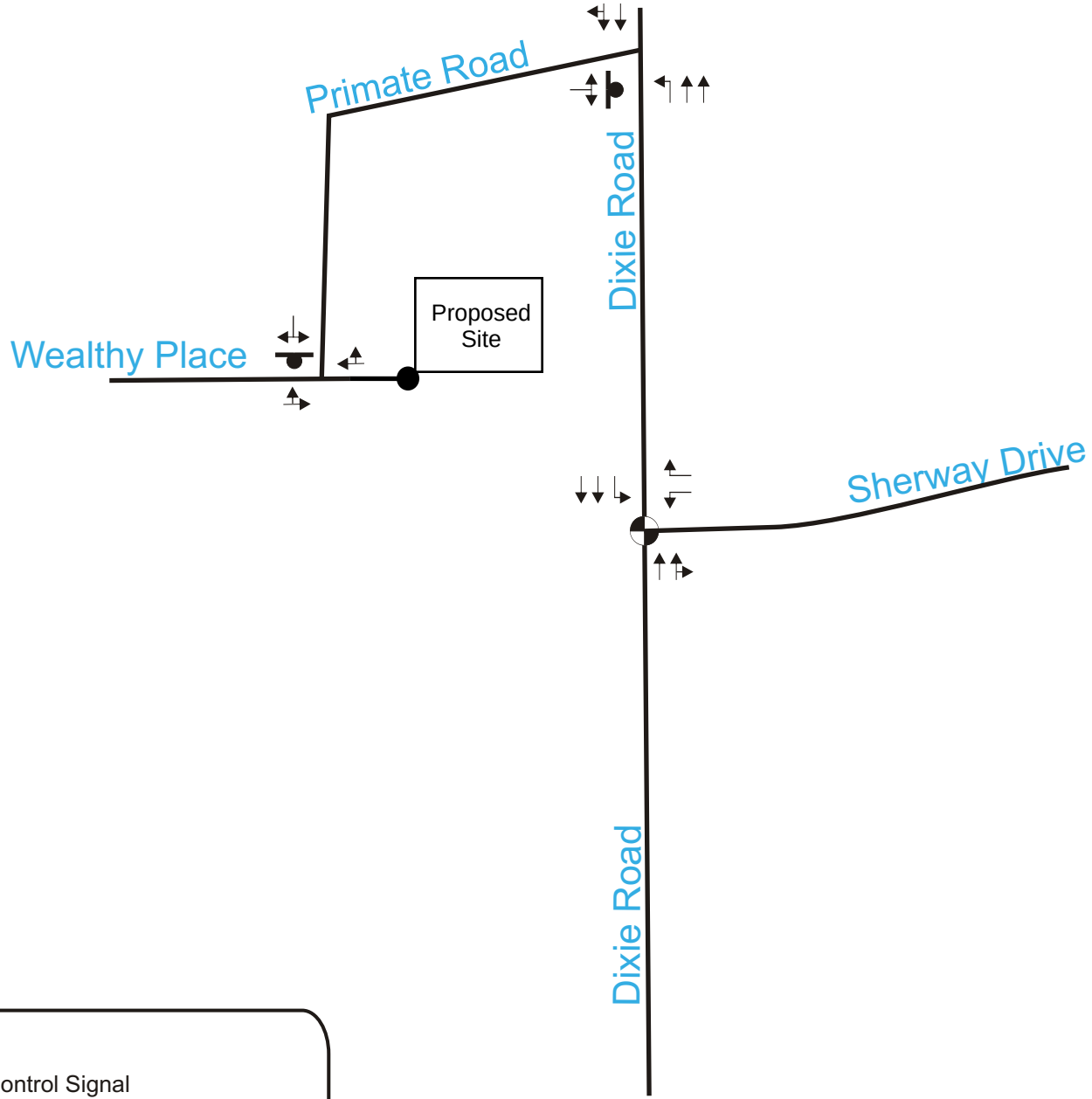
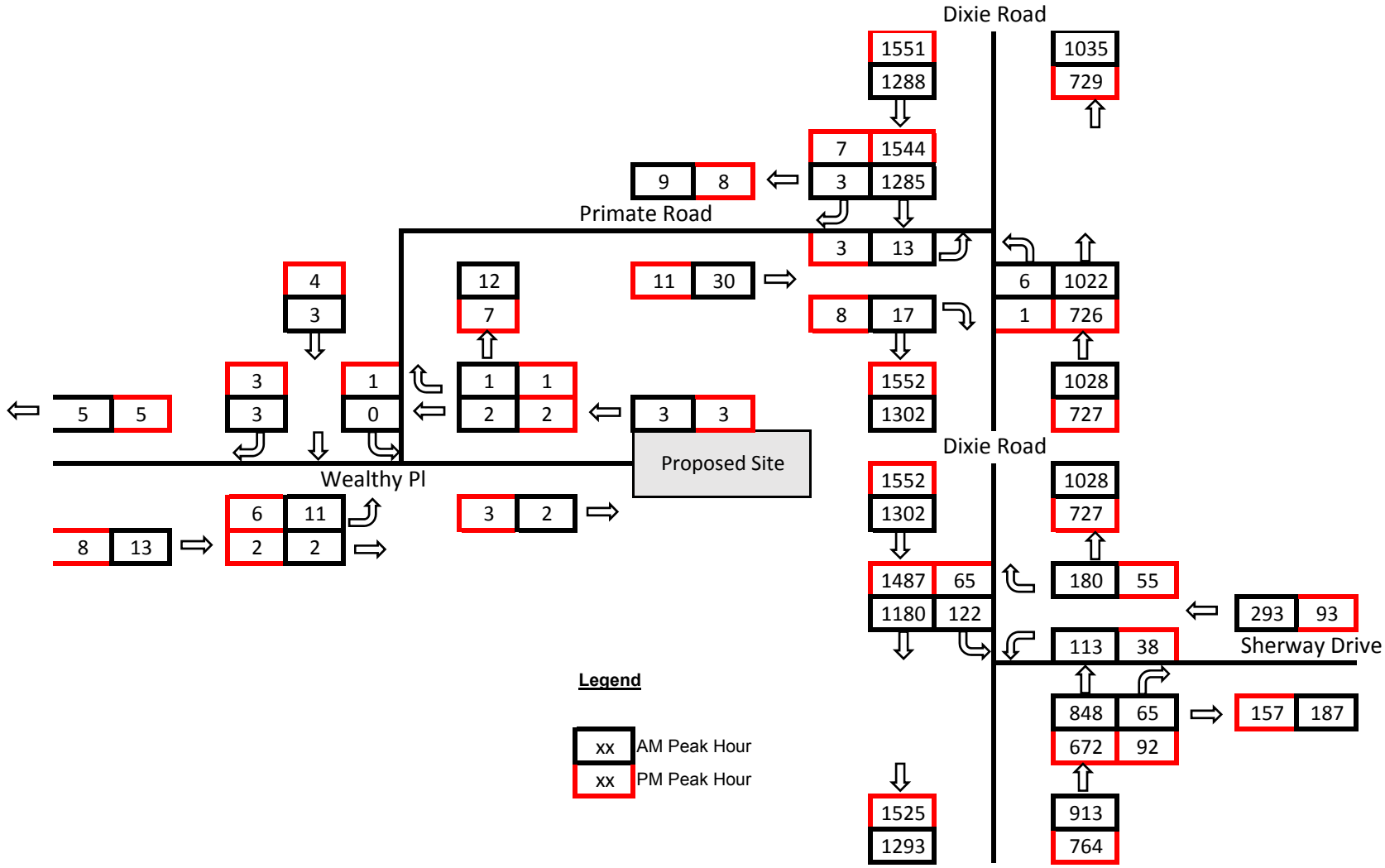


Figure 4-1
Future Road Network


Dixie Road
1551
1288
1035
729
7
1544
3
1285
9
8
Primate Road
3
13
11
30
4
3
12
7
6
1022
1
726
8
17
1552
1302
1028
727
3
3
1
0
1
1
2
2
5
5
Proposed Site
Wealthy Pl
Dixie Road
1552
1302
1028
727
1487
65
1180
122
180
55
293
93
Sherway Drive
113
38
848
65
672
92
157
187
913
764
1525
1293
6
11
2
2
8
13
3
2
Legend
xx AM Peak Hour
xx PM Peak Hour

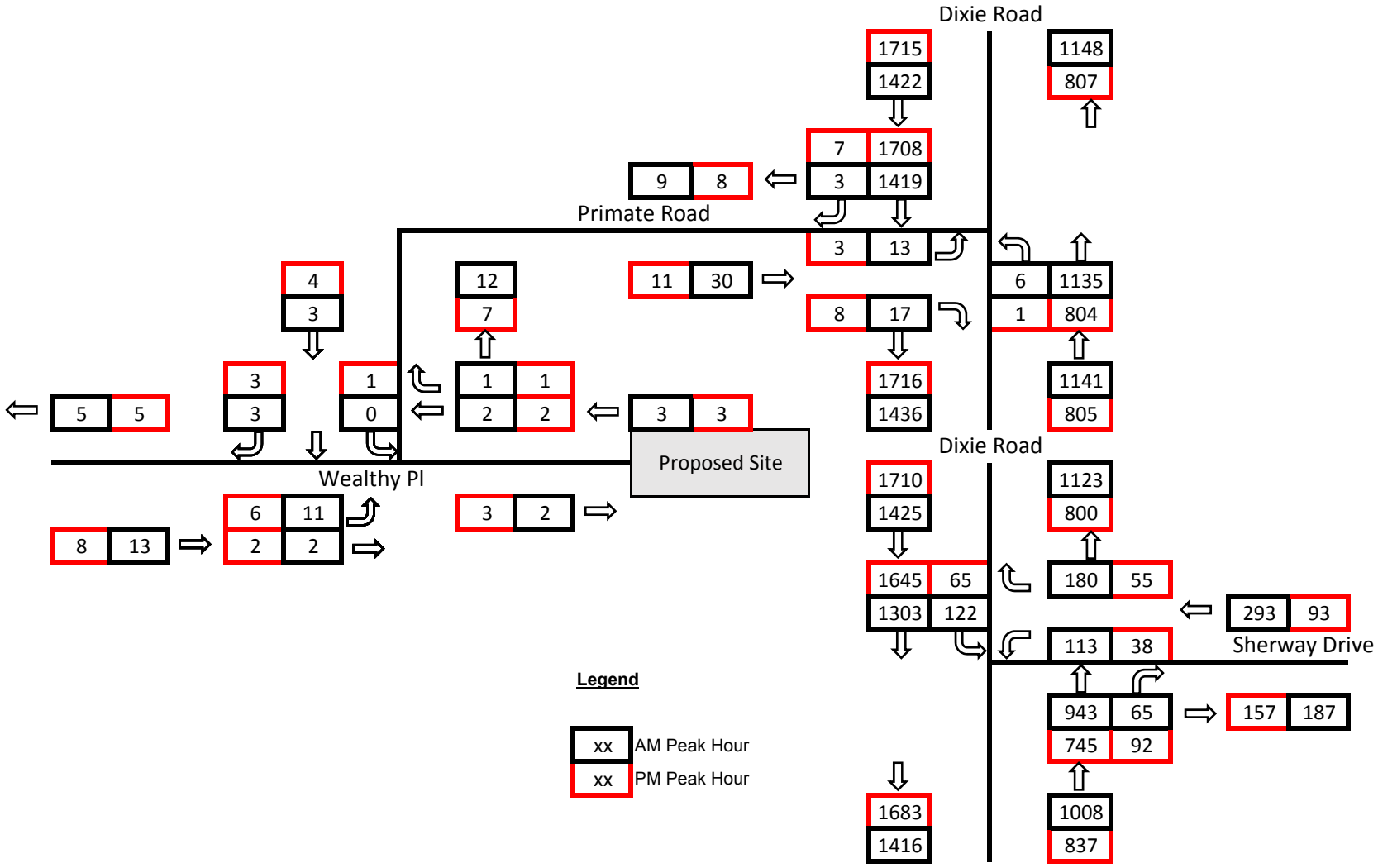


Figure 4-3
Future (2023) Background Traffic Volumes

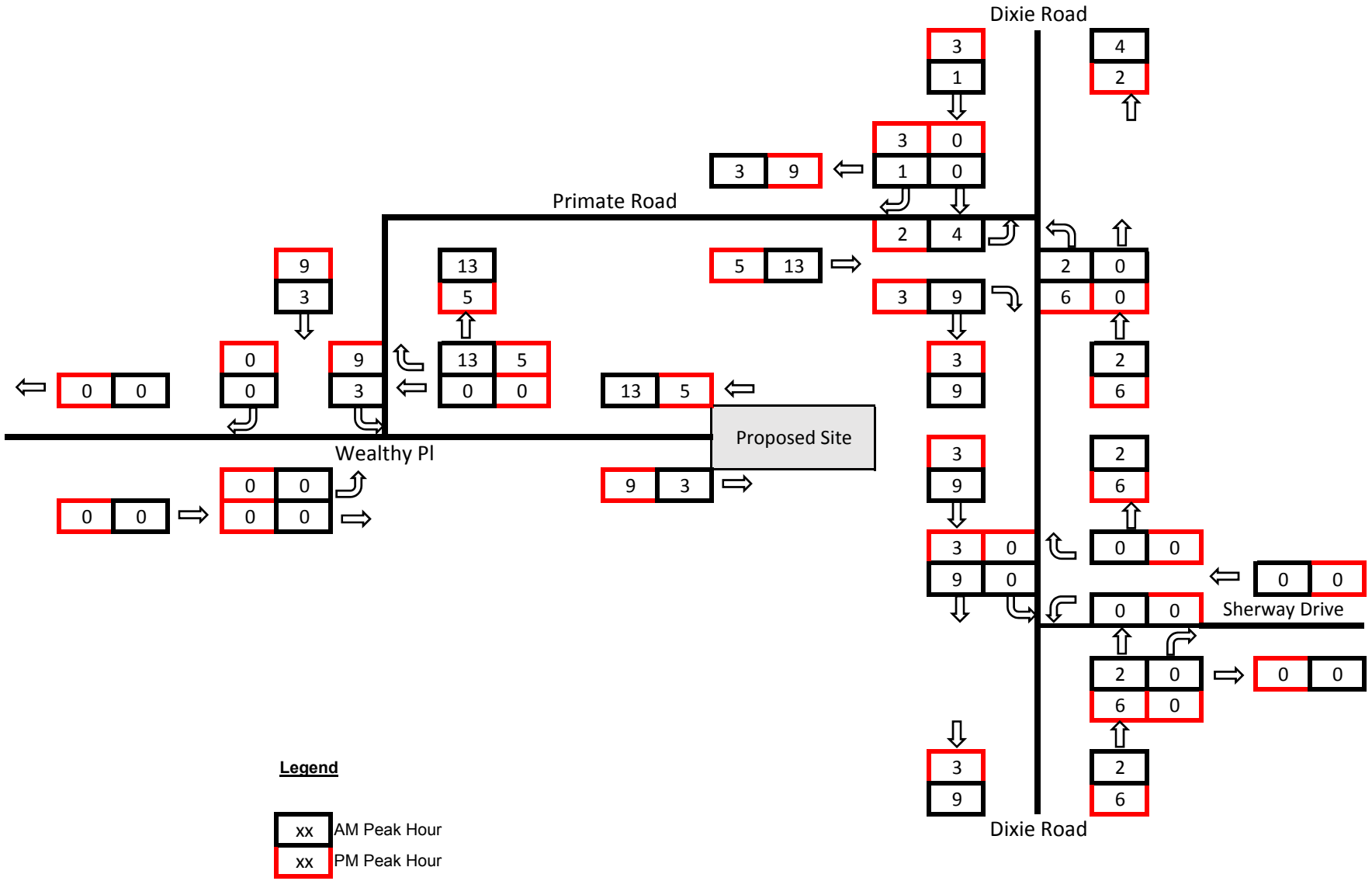
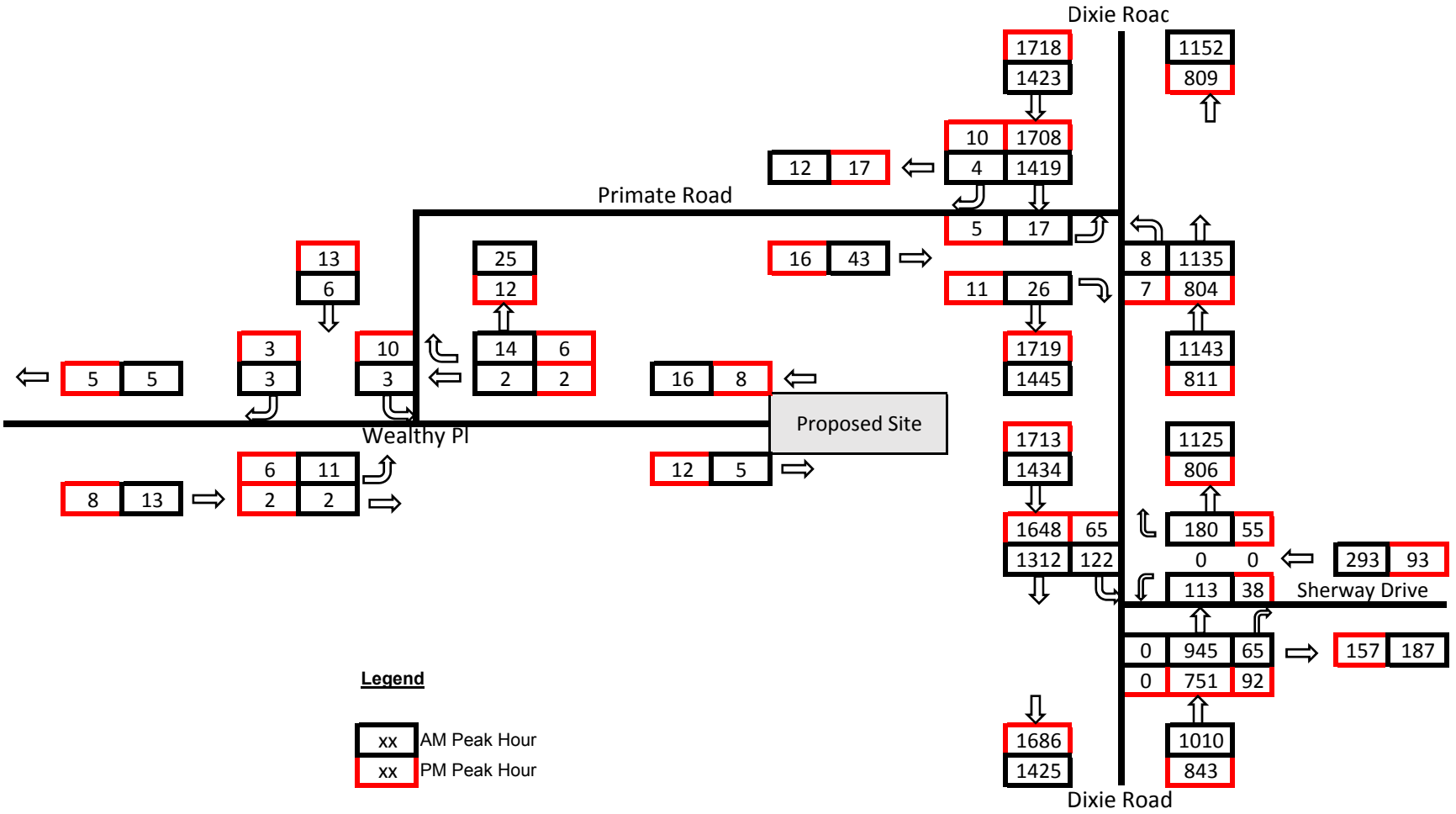


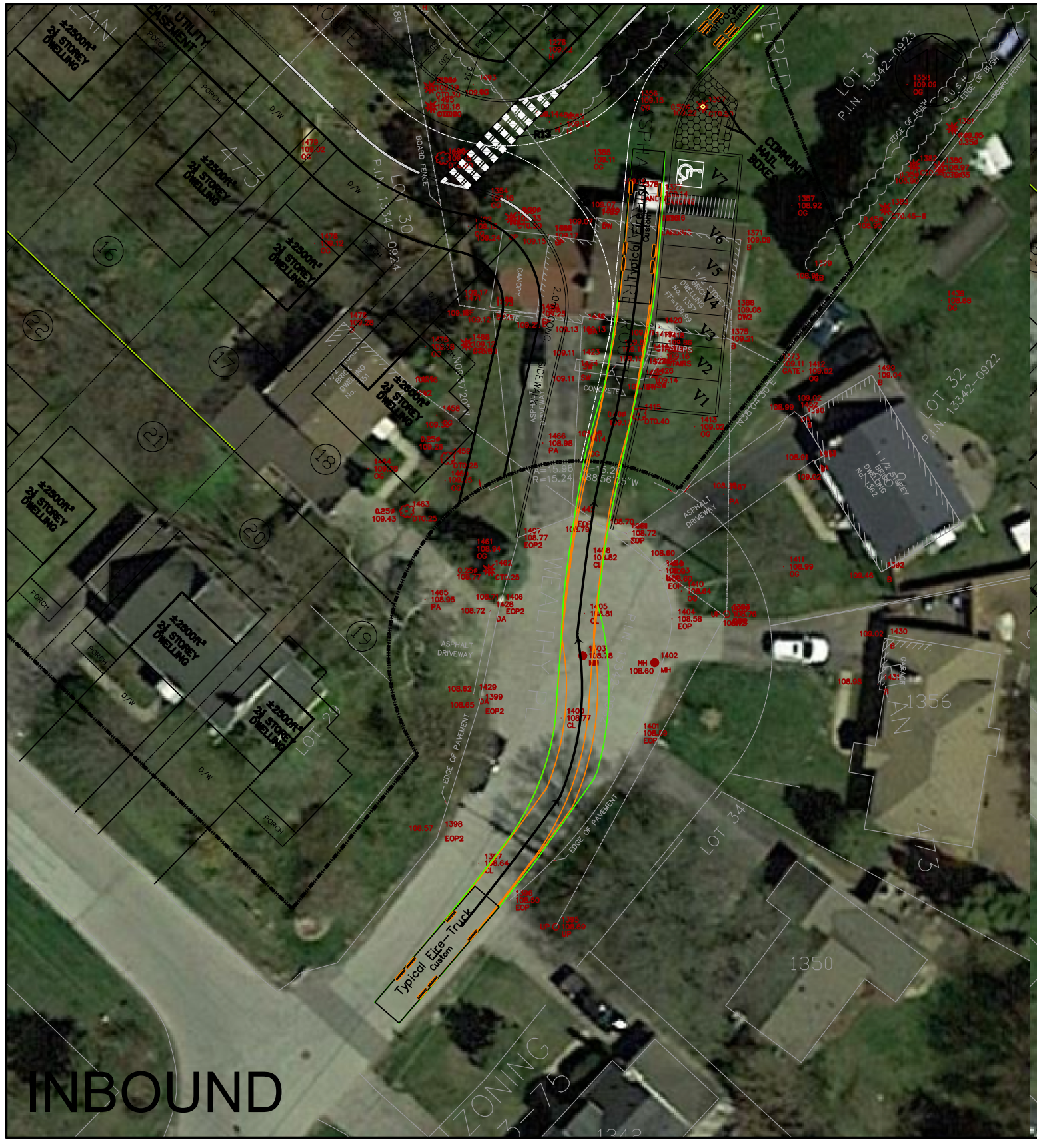
Figure 5-1
Site Generated Traffic Volumes


Dixie Roac
Primate Road
Wealthy Pl
Proposed Site
Sherway Drive
Dixie Road
Legend
xx AM Peak Hour
xx PM Peak Hour

COLE

WEALTHY PLACE CUL-DE-SAC
PROPOSED RESIDENTIAL DEVELOPMENT
CITY OF MISSISSAUGA
REGION OF PEEL

DATE:	OCTOBER 2018	PROJECT No.:	2017-0294
SCALE:	1:400	FIGURE No.:	6-1

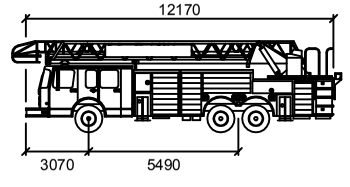


COLE

LEGEND

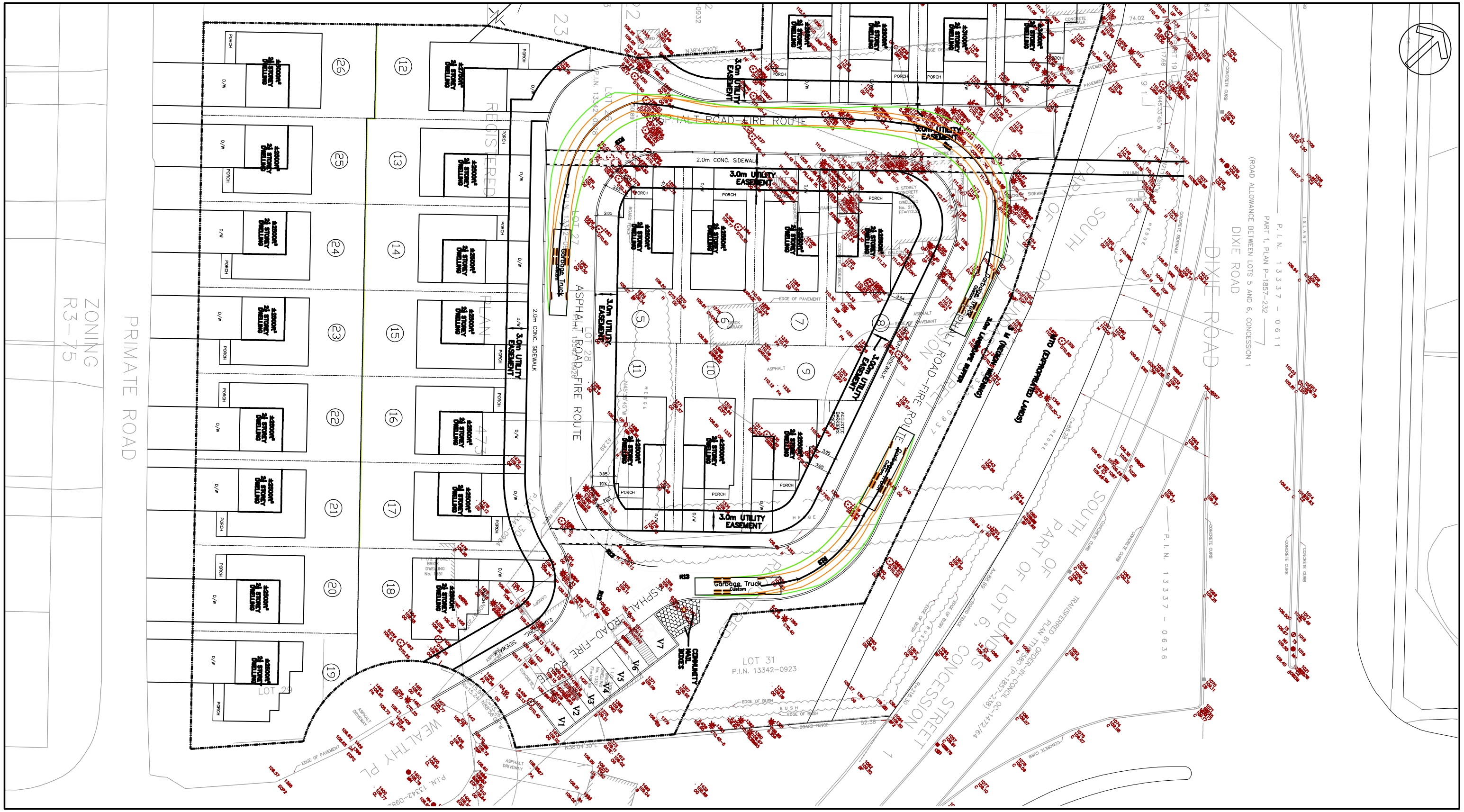
Typical Fire-Truck

	mm
Width	: 2540
Track	: 2540
Lock to Lock Time	: 6.0
Steering Angle	: 45.0



FIRE TRUCK AT THE CUL-DE-SAC
PROPOSED RESIDENTIAL DEVELOPMENT
CITY OF MISSISSAUGA
REGION OF PEEL

DATE:	OCTOBER 2018	PROJECT No.:	2017-0294
SCALE:	1:400	FIGURE No.:	6-2

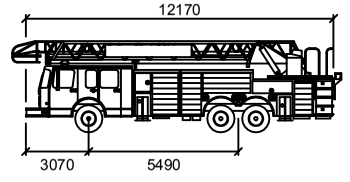


COLE

LEGEND

Typical Fire-Truck

	mm
Width	: 2540
Track	: 2540
Lock to Lock Time	: 6.0
Steering Angle	: 45.0



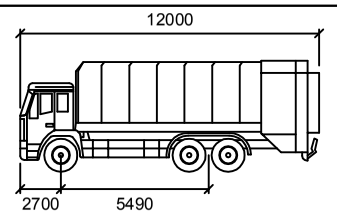
FIRE TRUCK INTERNAL CIRCULATION
PROPOSED RESIDENTIAL DEVELOPMENT
CITY OF MISSISSAUGA
REGION OF PEEL

DATE:	OCTOBER 2018	PROJECT No.:	2017-0294
SCALE:	1:500	FIGURE No.:	6-3

COLE

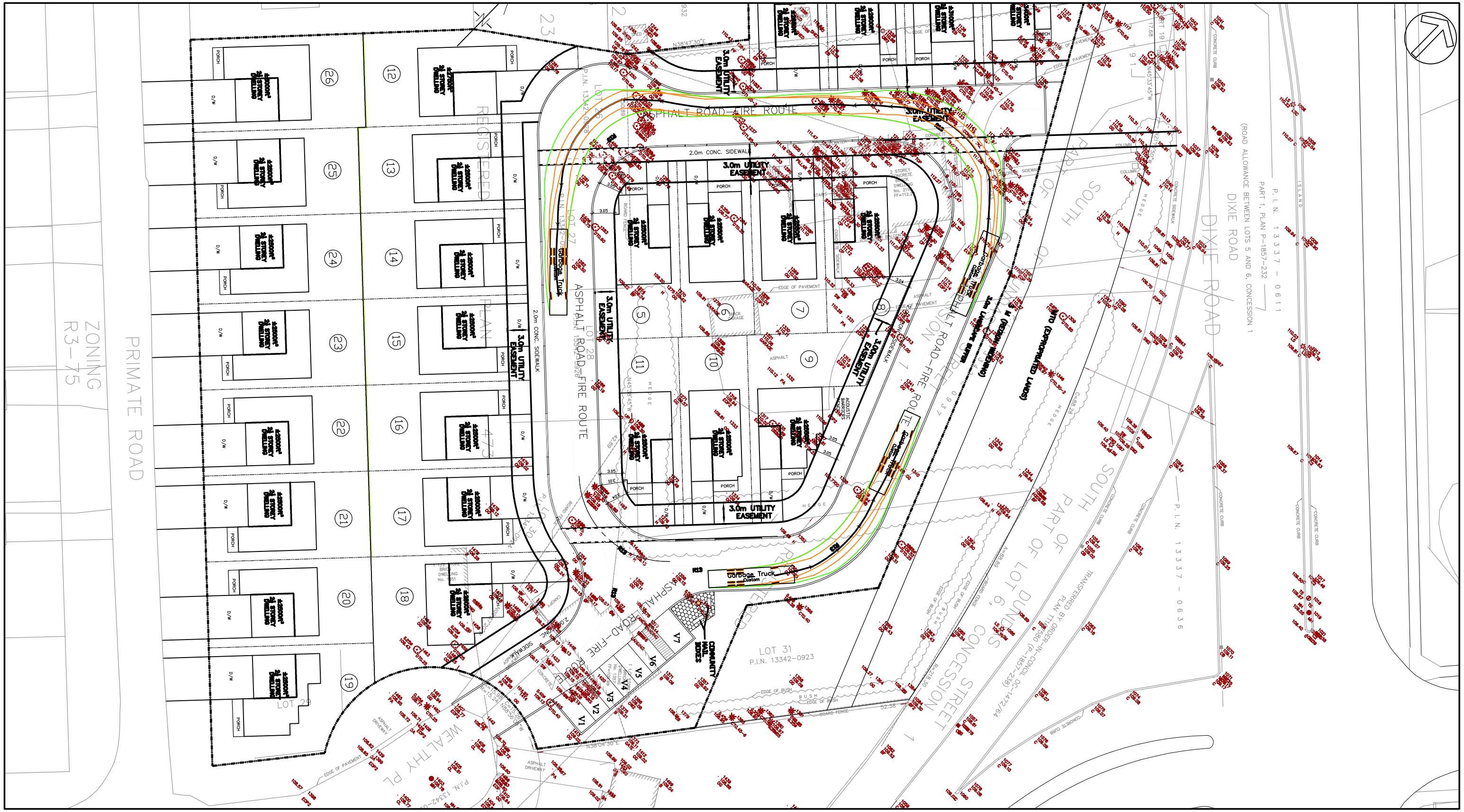
LEGEND

Garbage Truck	mm
Width	: 2400
Track	: 2400
Lock to Lock Time	: 6.0
Steering Angle	: 28.3



GARBAGE TRUCK AT THE CUL-DE-SAC
PROPOSED RESIDENTIAL DEVELOPMENT
CITY OF MISSISSAUGA
REGION OF PEEL

DATE:	OCTOBER 2018	PROJECT No.:	2017-0294
SCALE:	1:500	FIGURE No.:	6-4



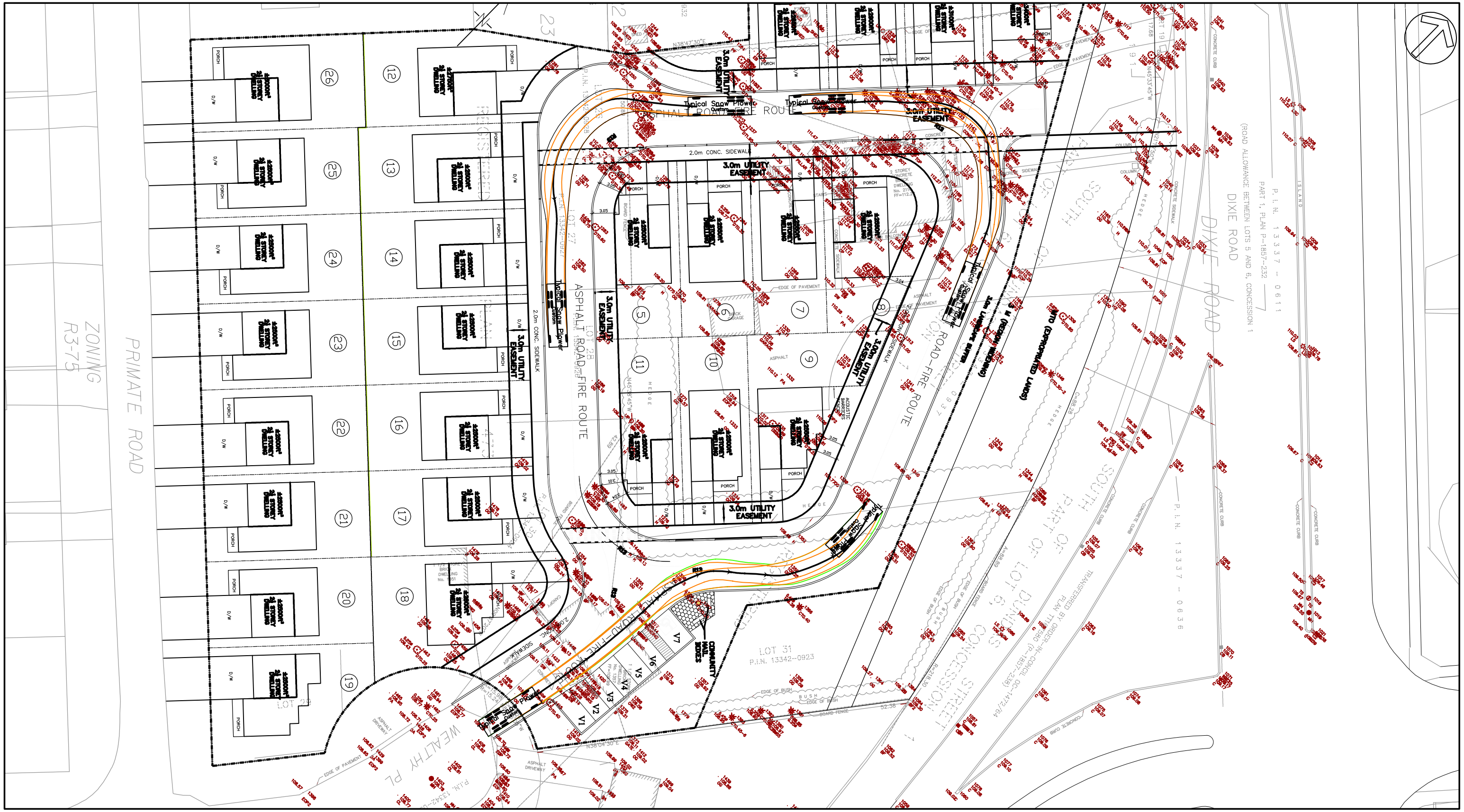
COLE

LEGEND

Garbage Truck	mm
Width	: 2400
Track	: 2400
Lock to Lock Time	: 6.0
Steering Angle	: 28.3

GARBAGE TRUCK INTERNAL CIRCULATION
PROPOSED RESIDENTIAL DEVELOPMENT
CITY OF MISSISSAUGA
REGION OF PEEL

DATE:	OCTOBER 2018	PROJECT No.:	2017-0294
SCALE:	1:500	FIGURE No.:	6-5



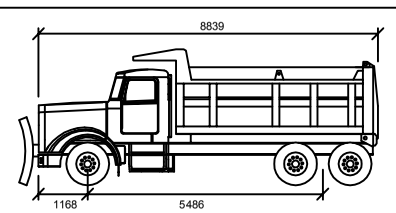
COLE

LEGEND

Typical Snow Plower

mm

Width	: 2591	Lock to Lock Time	: 6.0
Track	: 2591	Steering Angle	: 35.0
		Articulating Angle	: AA



SNOW PLOWER INTERNAL CIRCULATION
PROPOSED RESIDENTIAL DEVELOPMENT
CITY OF MISSISSAUGA
REGION OF PEEL

DATE:	OCTOBER 2018	PROJECT No.:	2017-0294
SCALE:	1:500	FIGURE No.:	6-6

APPENDIX A-1
Existing Transit Routes

4 Sherway Gardens

Monday-Sunday Service

Effective: January 2, 2017

Legend

- TTC Subway Station
- GO Train Station
- Transitway Station
- Major Transit Terminal
- Hospital
- Ice Rink
- Shopping Centre
- High School, University or College
- Recreation or Community Centre
- Public Library
- Living Arts Centre
- Civic Centre (City Hall)

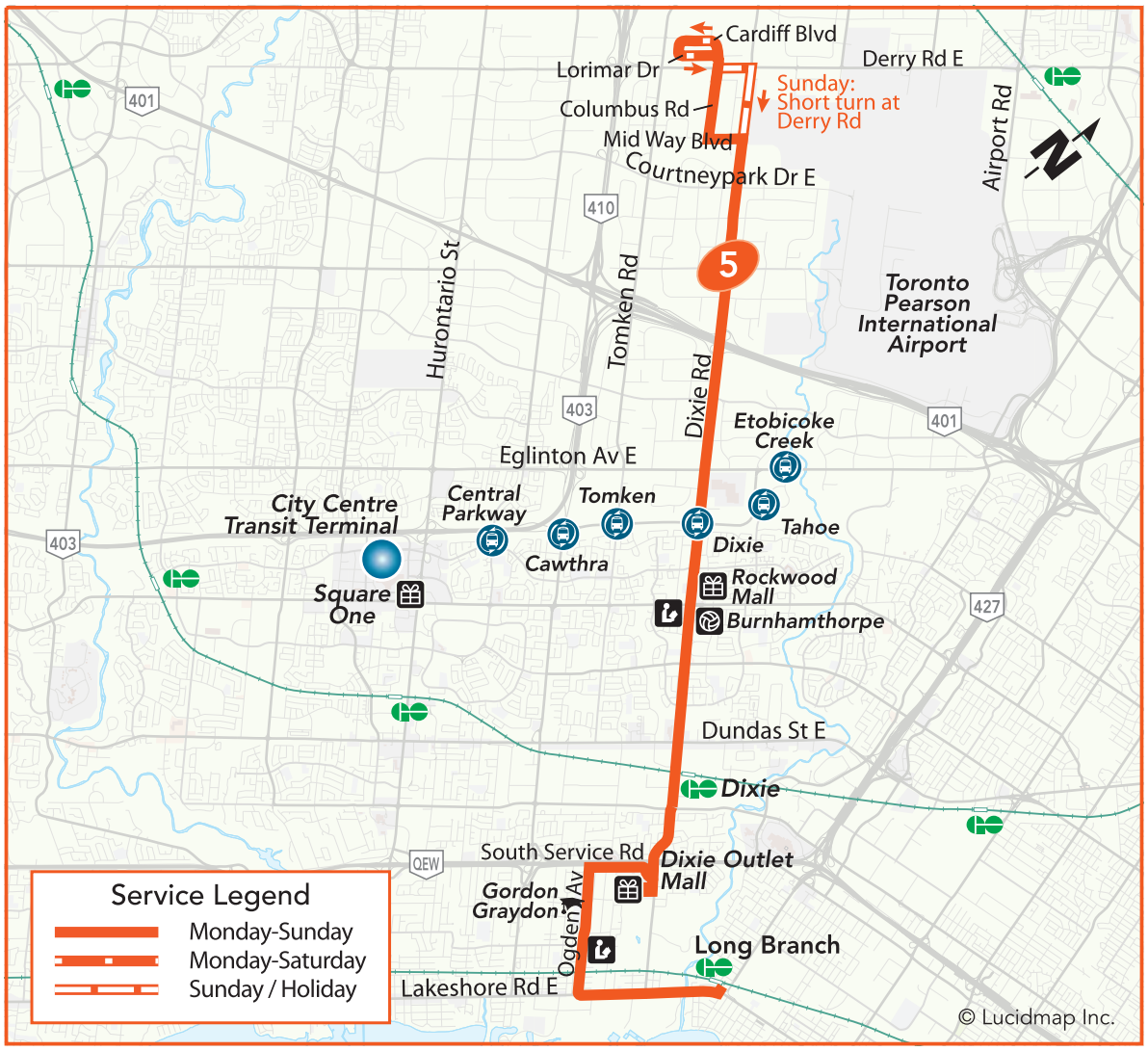
MiWay Customer Service		Trip Plans & Schedules	
@MiWayHelps	TTY: 905-615-3886	m.miway.ca Mobile Site	miway.ca/planatrip Online Trip Planner
miway.ca/feedback	miway.info@mississauga.ca		citylink 905-615-4BUS(4287) Call and enter a four-digit bus stop number.
905-615-INFO (4636)	Customer Service Ambassadors In person at various locations		

MISSISSAUGA

5 Dixie

Monday-Sunday Service

Effective: January 4, 2016



Legend

- Islington — TTC Subway Station
- Clarkson — GO Train Station
- Transitway Station
- Major Transit Terminal
- Hospital
- Ice Rink
- Shopping Centre
- High School, University or College
- Recreation or Community Centre
- Public Library
- Living Arts Centre
- Civic Centre (City Hall)

Customer Service - We're here to help

@MiWayHelps
miway.ca/feedback
905-615-INFO (4636)
miway.info@mississauga.ca
TTY: 905-615-3886

Find a schedule or trip plan

m.miway.ca
miway.ca/planatrip
citylink 905-615-4BUS(4287)
Call and enter a four-digit bus stop number.

MISSISSAUGA

APPENDIX A-2
Existing Traffic Movement Counts

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Morning Peak Diagram

Specified Period
From: 7:00:00
To: 9:00:00

One Hour Peak
From: 7:45:00
To: 8:45:00

Municipality: Mississauga
Site #: 1716900001
Intersection: Dixie Rd & Sherway Dr
TFR File #: 1
Count date: 6-Sep-17

Weather conditions:

Person counted:
Person prepared:
Person checked:

**** Signalized Intersection ****

Major Road: Dixie Rd runs N/S

North Leg Total:	2316			
North Entering:	1302			
North Peds:	0			
Peds Cross:	⋈			

Heavys	33	4	7	44
Trucks	17	3	0	20
Cars	964	159	115	1238
Totals	1014	166	122	

Heavys	32	
Trucks	8	
Cars	974	
Totals	1014	

East Leg Total:	480		
East Entering:	293		
East Peds:	0		
Peds Cross:	⧖		

Dixie Rd

Heavys	Trucks	Cars	Totals
40	19	1272	1331

Cars	Trucks	Heavys	Totals
176	0	4	180
74	0	2	76
33	0	4	37
283	0	10	

Dixie Rd

N
W E
S

Heavys	Trucks	Cars	Totals
20	2	469	491
1	0	23	24
4	0	82	86
25	2	574	

Sherway Dr

Cars	Trucks	Heavys	Totals
177	0	10	187

Dixie Rd

Peds Cross:	⧖		
West Peds:	0		
West Entering:	601		
West Leg Total:	1932		

Cars	274			
Trucks	3			
Heavys	12			
Totals	289			

Cars	234	329	39	602
Trucks	2	6	0	8
Heavys	5	8	2	15
Totals	241	343	41	

Peds Cross:	⋈		
South Peds:	0		
South Entering:	625		
South Leg Total:	914		

Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Afternoon Peak Diagram

Specified Period
From: 16:00:00
To: 18:00:00

One Hour Peak
From: 16:45:00
To: 17:45:00

Municipality: Mississauga
Site #: 1716900001
Intersection: Dixie Rd & Sherway Dr
TFR File #: 1
Count date: 6-Sep-17

Weather conditions:

Person counted:
Person prepared:
Person checked:

**** Signalized Intersection ****

Major Road: Dixie Rd runs N/S

North Leg Total:	2265
North Entering:	1552
North Peds:	2
Peds Cross:	⋈

Heavys	10	1	0	11
Trucks	7	0	0	7
Cars	1205	264	65	1534
Totals	1222	265	65	

Heavys	14
Trucks	10
Cars	689
Totals	713

East Leg Total:	250
East Entering:	93
East Peds:	1
Peds Cross:	⧖

Dixie Rd

Heavys	Trucks	Cars	Totals
14	8	1603	1625

Dixie Rd

Cars	Trucks	Heavys	Totals
55	0	0	55
27	0	0	27
11	0	0	11
93	0	0	

N
W E
S

Heavys	Trucks	Cars	Totals
6	3	361	370
0	0	27	27
4	3	120	127
10	6	508	

Sherway Dr

Cars	Trucks	Heavys	Totals
157	0	0	157

Dixie Rd

Peds Cross:	⧖
West Peds:	0
West Entering:	524
West Leg Total:	2149

Cars	395
Trucks	3
Heavys	5
Totals	403

Cars	371	273	65	709
Trucks	1	7	0	8
Heavys	4	8	0	12
Totals	376	288	65	

Peds Cross:	⋈
South Peds:	3
South Entering:	729
South Leg Total:	1132

Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Total Count Diagram

Municipality: Mississauga
Site #: 1716900001
Intersection: Dixie Rd & Sherway Dr
TFR File #: 1
Count date: 6-Sep-17

Weather conditions:

Person counted:
Person prepared:
Person checked:

**** Signalized Intersection ****

Major Road: Dixie Rd runs N/S

North Leg Total:	8572			
North Entering:	5113			
North Peds:	4			
Peds Cross:	⋈			
Heavys	86	12	9	107
Trucks	47	7	0	54
Cars	3948	733	271	4952
Totals	4081	752	280	
Heavys	104			
Trucks	42			
Cars	3313			
Totals	3459			
East Leg Total:	1197			
East Entering:	655			
East Peds:	2			
Peds Cross:	⧖			

Dixie Rd

Heavys	Trucks	Cars	Totals
113	54	5316	5483

Dixie Rd

Cars	Trucks	Heavys	Totals
382	0	7	389
178	0	4	182
79	0	5	84
639	0	16	

N
W E
S

Heavys	Trucks	Cars	Totals
62	15	1709	1786
5	2	80	87
11	3	366	380
78	20	2155	

Sherway Dr

Cars	Trucks	Heavys	Totals
524	2	16	542

Dixie Rd

Peds Cross:	⧖			
West Peds:	0			
West Entering:	2253			
West Leg Total:	7736			
Cars	1178			
Trucks	10			
Heavys	28			
Totals	1216			
Cars	1190	1222	173	2585
Trucks	7	27	0	34
Heavys	23	35	2	60
Totals	1220	1284	175	
Peds Cross:	⋈			
South Peds:	4			
South Entering:	2679			
South Leg Total:	3895			

Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Traffic Count Summary

Intersection: Dixie Rd & Sherway Dr | **Count Date:** 6-Sep-17 | **Municipality:** Mississauga

North Approach Totals

Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds	North/South Total Approaches
	Left	Thru	Right	Grand Total		
7:00:00	*0*	*0*	*0*	*0*	*0*	*0*
8:00:00	*61*	*125*	*954*	*1140*	*0*	*1728*
9:00:00	*90*	*159*	*840*	*1089*	*0*	*1737*
16:00:00	*0*	*0*	*0*	*0*	*0*	*0*
17:00:00	*62*	*220*	*1048*	*1330*	*0*	*2038*
18:00:00	*67*	*248*	*1239*	*1554*	*4*	*2289*
Totals:	280	752	4081	5113	4	7792

South Approach Totals

Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total	
7:00:00	*0*	*0*	*0*	*0*	*0*
8:00:00	*258*	*308*	*22*	*588*	*0*
9:00:00	*224*	*389*	*35*	*648*	*0*
16:00:00	*0*	*0*	*0*	*0*	*0*
17:00:00	*358*	*294*	*56*	*708*	*0*
18:00:00	*380*	*293*	*62*	*735*	*4*
S Totals:	1220	1284	175	2679	4

East Approach Totals

Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds	East/West Total Approaches
	Left	Thru	Right	Grand Total		
7:00:00	*0*	*0*	*0*	*0*	*0*	*0*
8:00:00	*17*	*60*	*93*	*170*	*1*	*525*
9:00:00	*31*	*68*	*174*	*273*	*0*	*1079*
16:00:00	*0*	*0*	*0*	*0*	*0*	*0*
17:00:00	*25*	*25*	*66*	*116*	*0*	*701*
18:00:00	*11*	*29*	*56*	*96*	*1*	*603*
Totals:	84	182	389	655	2	2908

West Approach Totals

Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total	
7:00:00	*0*	*0*	*0*	*0*	*0*
8:00:00	*338*	*10*	*7*	*355*	*0*
9:00:00	*664*	*28*	*114*	*806*	*0*
16:00:00	*0*	*0*	*0*	*0*	*0*
17:00:00	*407*	*30*	*148*	*585*	*0*
18:00:00	*377*	*19*	*111*	*507*	*0*
W Totals:	1786	87	380	2253	0

Calculated Values for Traffic Crossing Major Street

Hours Ending:	*7:00*	*8:00*	*9:00*	*16:00*	*17:00*	*18:00*	*0:00*	*0:00*
Crossing Values:	*0*	*415*	*763*	*0*	*462*	*425*	*0*	*0*

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Count Date: 6-Sep-17 Site #: 1716900001

Interval Time	Passenger Cars - North Approach						Trucks - North Approach						Heavys - North Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		North Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15:00	5	5	10	10	177	177	0	0	1	1	3	3	0	0	0	0	5	5	0	0
7:30:00	12	7	45	35	387	210	0	0	1	0	7	4	0	0	1	1	11	6	0	0
7:45:00	21	9	82	37	614	227	0	0	1	0	13	6	0	0	3	2	21	10	0	0
8:00:00	59	38	119	37	907	293	0	0	2	1	17	4	2	2	4	1	30	9	0	0
8:15:00	105	46	162	43	1147	240	0	0	3	1	20	3	3	1	5	1	38	8	0	0
8:30:00	119	14	209	47	1367	220	0	0	4	1	24	4	4	1	6	1	48	10	0	0
8:45:00	136	17	241	32	1578	211	0	0	4	0	30	6	7	3	7	1	54	6	0	0
9:00:00	144	8	269	28	1703	125	0	0	6	2	33	3	7	0	9	2	58	4	0	0
9:15:00	144	0	269	0	1703	0	0	0	6	0	33	0	7	0	9	0	58	0	0	0
16:00:00	144	0	269	0	1703	0	0	0	6	0	33	0	7	0	9	0	58	0	0	0
16:15:00	161	17	316	47	1909	206	0	0	6	0	34	1	7	0	10	1	62	4	0	0
16:30:00	176	15	360	44	2140	231	0	0	6	0	36	2	9	2	11	1	66	4	0	0
16:45:00	190	14	418	58	2441	301	0	0	6	0	38	2	9	0	11	0	71	5	0	0
17:00:00	204	14	487	69	2730	289	0	0	6	0	38	0	9	0	11	0	74	3	0	0
17:15:00	219	15	547	60	3014	284	0	0	6	0	42	4	9	0	11	0	76	2	1	1
17:30:00	238	19	630	83	3331	317	0	0	6	0	44	2	9	0	12	1	79	3	2	1
17:45:00	255	17	682	52	3646	315	0	0	6	0	45	1	9	0	12	0	81	2	2	0
18:00:00	271	16	733	51	3948	302	0	0	7	1	47	2	9	0	12	0	86	5	4	2
18:15:00	271	0	733	0	3948	0	0	0	7	0	47	0	9	0	12	0	86	0	4	0
18:15:15	271	0	733	0	3948	0	0	0	7	0	47	0	9	0	12	0	86	0	4	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Count Date: 6-Sep-17 Site #: 1716900001

Interval Time	Passenger Cars - East Approach						Trucks - East Approach						Heavys - East Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		East Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15:00	0	0	15	15	15	15	0	0	0	0	0	0	1	1	0	0	0	0	0	0
7:30:00	3	3	22	7	33	18	0	0	0	0	0	0	1	0	0	0	0	0	1	1
7:45:00	8	5	41	19	58	25	0	0	0	0	0	0	1	0	0	0	0	0	1	0
8:00:00	15	7	58	17	91	33	0	0	0	0	0	0	2	1	2	2	2	2	1	0
8:15:00	21	6	79	21	140	49	0	0	0	0	0	0	3	1	2	0	2	0	1	0
8:30:00	34	13	100	21	193	53	0	0	0	0	0	0	5	2	2	0	2	0	1	0
8:45:00	41	7	115	15	234	41	0	0	0	0	0	0	5	0	2	0	4	2	1	0
9:00:00	43	2	125	10	262	28	0	0	0	0	0	0	5	0	3	1	5	1	1	0
9:15:00	43	0	125	0	262	0	0	0	0	0	0	0	5	0	3	0	5	0	1	0
16:00:00	43	0	125	0	262	0	0	0	0	0	0	0	5	0	3	0	5	0	1	0
16:15:00	50	7	131	6	291	29	0	0	0	0	0	0	5	0	3	0	5	0	1	0
16:30:00	60	10	139	8	306	15	0	0	0	0	0	0	5	0	4	1	5	0	1	0
16:45:00	64	4	143	4	315	9	0	0	0	0	0	0	5	0	4	0	6	1	1	0
17:00:00	68	4	149	6	327	12	0	0	0	0	0	0	5	0	4	0	6	0	1	0
17:15:00	70	2	156	7	341	14	0	0	0	0	0	0	5	0	4	0	6	0	1	0
17:30:00	73	3	161	5	359	18	0	0	0	0	0	0	5	0	4	0	6	0	1	0
17:45:00	75	2	170	9	370	11	0	0	0	0	0	0	5	0	4	0	6	0	2	1
18:00:00	79	4	178	8	382	12	0	0	0	0	0	0	5	0	4	0	7	1	2	0
18:15:00	79	0	178	0	382	0	0	0	0	0	0	0	5	0	4	0	7	0	2	0
18:15:15	79	0	178	0	382	0	0	0	0	0	0	0	5	0	4	0	7	0	2	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Count Date: 6-Sep-17 Site #: 1716900001

Interval Time	Passenger Cars - South Approach						Trucks - South Approach						Heavys - South Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		South Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15:00	34	34	55	55	1	1	0	0	2	2	0	0	4	4	5	5	0	0	0	0
7:30:00	111	77	150	95	4	3	0	0	7	5	0	0	6	2	9	4	0	0	0	0
7:45:00	187	76	217	67	7	3	0	0	7	0	0	0	8	2	13	4	0	0	0	0
8:00:00	248	61	286	69	20	13	0	0	7	0	0	0	10	2	15	2	2	2	0	0
8:15:00	312	64	359	73	25	5	1	1	9	2	0	0	10	0	17	2	2	0	0	0
8:30:00	368	56	452	93	43	18	2	1	12	3	0	0	12	2	18	1	2	0	0	0
8:45:00	421	53	546	94	46	3	2	0	13	1	0	0	13	1	21	3	2	0	0	0
9:00:00	464	43	662	116	55	9	4	2	14	1	0	0	14	1	21	0	2	0	0	0
9:15:00	464	0	662	0	55	0	4	0	14	0	0	0	14	0	21	0	2	0	0	0
16:00:00	464	0	662	0	55	0	4	0	14	0	0	0	14	0	21	0	2	0	0	0
16:15:00	552	88	739	77	68	13	5	1	14	0	0	0	15	1	23	2	2	0	0	0
16:30:00	633	81	811	72	80	12	5	0	18	4	0	0	17	2	24	1	2	0	0	0
16:45:00	722	89	876	65	91	11	6	1	18	0	0	0	18	1	26	2	2	0	0	0
17:00:00	815	93	945	69	111	20	7	1	19	1	0	0	18	0	27	1	2	0	0	0
17:15:00	906	91	1010	65	121	10	7	0	20	1	0	0	20	2	28	1	2	0	2	2
17:30:00	1003	97	1082	72	139	18	7	0	24	4	0	0	21	1	33	5	2	0	2	0
17:45:00	1093	90	1149	67	156	17	7	0	25	1	0	0	22	1	34	1	2	0	3	1
18:00:00	1190	97	1222	73	173	17	7	0	27	2	0	0	23	1	35	1	2	0	4	1
18:15:00	1190	0	1222	0	173	0	7	0	27	0	0	0	23	0	35	0	2	0	4	0
18:15:15	1190	0	1222	0	173	0	7	0	27	0	0	0	23	0	35	0	2	0	4	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Count Date: 6-Sep-17 Site #: 1716900001

Interval Time	Passenger Cars - West Approach						Trucks - West Approach						Heavys - West Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		West Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15:00	47	47	1	1	3	3	1	1	0	0	0	0	4	4	2	2	1	1	0	0
7:30:00	107	60	2	1	4	1	3	2	0	0	0	0	6	2	2	0	1	0	0	0
7:45:00	216	109	3	1	4	0	3	0	0	0	0	0	15	9	2	0	1	0	0	0
8:00:00	317	101	8	5	6	2	3	0	0	0	0	0	18	3	2	0	1	0	0	0
8:15:00	414	97	15	7	12	6	4	1	0	0	0	0	25	7	2	0	1	0	0	0
8:30:00	561	147	23	8	42	30	4	0	0	0	0	0	30	5	3	1	5	4	0	0
8:45:00	685	124	26	3	86	44	5	1	0	0	0	0	35	5	3	0	5	0	0	0
9:00:00	951	266	32	6	116	30	7	2	1	1	0	0	44	9	5	2	5	0	0	0
9:15:00	951	0	32	0	116	0	7	0	1	0	0	0	44	0	5	0	5	0	0	0
16:00:00	951	0	32	0	116	0	7	0	1	0	0	0	44	0	5	0	5	0	0	0
16:15:00	1052	101	35	3	147	31	8	1	2	1	0	0	47	3	5	0	6	1	0	0
16:30:00	1174	122	43	8	180	33	11	3	2	0	0	0	52	5	5	0	7	1	0	0
16:45:00	1256	82	49	6	220	40	12	1	2	0	0	0	55	3	5	0	7	0	0	0
17:00:00	1339	83	61	12	261	41	13	1	2	0	0	0	57	2	5	0	8	1	0	0
17:15:00	1446	107	70	9	288	27	14	1	2	0	1	1	59	2	5	0	9	1	0	0
17:30:00	1528	82	72	2	319	31	15	1	2	0	3	2	60	1	5	0	10	1	0	0
17:45:00	1617	89	76	4	340	21	15	0	2	0	3	0	61	1	5	0	11	1	0	0
18:00:00	1709	92	80	4	366	26	15	0	2	0	3	0	62	1	5	0	11	0	0	0
18:15:00	1709	0	80	0	366	0	15	0	2	0	3	0	62	0	5	0	11	0	0	0
18:15:15	1709	0	80	0	366	0	15	0	2	0	3	0	62	0	5	0	11	0	0	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Morning Peak Diagram

Specified Period
From: 7:00:00
To: 9:00:00

One Hour Peak
From: 7:45:00
To: 8:45:00

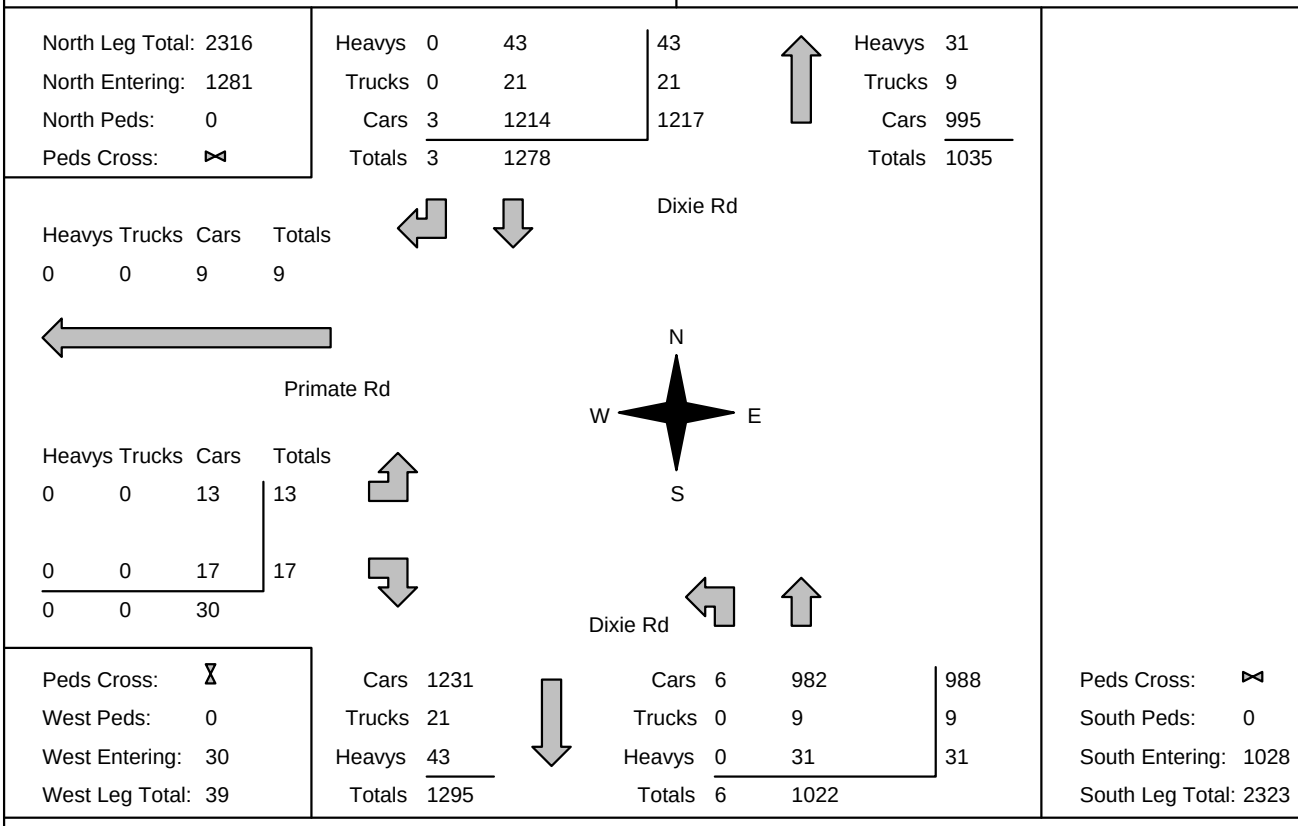
Municipality: Mississauga
Site #: 1716900002
Intersection: Dixie Rd & Primate Rd
TFR File #: 1
Count date: 6-Sep-17

Weather conditions:

Person counted:
Person prepared:
Person checked:

**** Non-Signalized Intersection ****

Major Road: Dixie Rd runs N/S



Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Afternoon Peak Diagram

Specified Period
From: 16:00:00
To: 18:00:00

One Hour Peak
From: 17:00:00
To: 18:00:00

Municipality: Mississauga
Site #: 1716900002
Intersection: Dixie Rd & Primate Rd
TFR File #: 1
Count date: 6-Sep-17

Weather conditions:

Person counted:
Person prepared:
Person checked:

**** Non-Signalized Intersection ****

Major Road: Dixie Rd runs N/S

North Leg Total: 2275
North Entering: 1546
North Peds: 0
Peds Cross: ⋈

Heavys	0	12	12
Trucks	0	9	9
Cars	7	1518	1525
Totals	7	1539	

Heavys	13
Trucks	10
Cars	706
Totals	729

Dixie Rd

Heavys	Trucks	Cars	Totals
0	0	8	8

Primate Rd

Heavys	Trucks	Cars	Totals
0	0	3	3
0	0	8	8
0	0	11	

N
W E
S

Dixie Rd

Peds Cross: ⧖
West Peds: 2
West Entering: 11
West Leg Total: 19

Cars	1526		
Trucks	9		
Heavys	12		
Totals	1547		

Cars	1	703	704
Trucks	0	10	10
Heavys	0	13	13
Totals	1	726	

Peds Cross: ⋈
South Peds: 0
South Entering: 727
South Leg Total: 2274

Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Total Count Diagram

Municipality: Mississauga
Site #: 1716900002
Intersection: Dixie Rd & Primate Rd
TFR File #: 1
Count date: 6-Sep-17

Weather conditions:

Person counted:
Person prepared:
Person checked:

**** Non-Signalized Intersection ****

Major Road: Dixie Rd runs N/S

North Leg Total: 8565
North Entering: 5071
North Peds: 0
Peds Cross: ⋈

Heavys	0	103	103
Trucks	0	54	54
Cars	19	4895	4914
Totals	19	5052	

Heavys	103		
Trucks	42		
Cars	3349		
Totals	3494		

Dixie Rd

Heavys	Trucks	Cars	Totals
0	0	35	35

Primate Rd

Heavys	Trucks	Cars	Totals
0	0	27	27
0	0	47	47
0	0	74	

N
W E
S

Dixie Rd

Peds Cross: ⧖
West Peds: 4
West Entering: 74
West Leg Total: 109

Cars	4942		
Trucks	54		
Heavys	103		
Totals	5099		

Cars	16	3322	3338
Trucks	0	42	42
Heavys	0	103	103
Totals	16	3467	

Peds Cross: ⋈
South Peds: 0
South Entering: 3483
South Leg Total: 8582

Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Traffic Count Summary

Intersection: Dixie Rd & Primate Rd | **Count Date:** 6-Sep-17 | **Municipality:** Mississauga

North Approach Totals

Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total	
7:00:00	*0*	*0*	*0*	*0*	*0*
8:00:00	*0*	*1119*	*0*	*1119*	*0*
9:00:00	*0*	*1073*	*4*	*1077*	*0*
16:00:00	*0*	*0*	*0*	*0*	*0*
17:00:00	*0*	*1321*	*8*	*1329*	*0*
18:00:00	*0*	*1539*	*7*	*1546*	*0*
Totals:	0	5052	19	5071	0

North/South Total Approaches: 8554

South Approach Totals

Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total	
7:00:00	*0*	*0*	*0*	*0*	*0*
8:00:00	*2*	*746*	*0*	*748*	*0*
9:00:00	*8*	*1225*	*0*	*1233*	*0*
16:00:00	*0*	*0*	*0*	*0*	*0*
17:00:00	*5*	*770*	*0*	*775*	*0*
18:00:00	*1*	*726*	*0*	*727*	*0*
S Totals:	16	3467	0	3483	0

East Approach Totals

Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total	
7:00:00	*0*	*0*	*0*	*0*	*0*
8:00:00	*0*	*0*	*0*	*0*	*0*
9:00:00	*0*	*0*	*0*	*0*	*0*
16:00:00	*0*	*0*	*0*	*0*	*0*
17:00:00	*0*	*0*	*0*	*0*	*0*
18:00:00	*0*	*0*	*0*	*0*	*0*
Totals:	0	0	0	0	0

East/West Total Approaches: 74

West Approach Totals

Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total	
7:00:00	*0*	*0*	*0*	*0*	*0*
8:00:00	*9*	*0*	*18*	*27*	*1*
9:00:00	*10*	*0*	*13*	*23*	*0*
16:00:00	*0*	*0*	*0*	*0*	*0*
17:00:00	*5*	*0*	*8*	*13*	*1*
18:00:00	*3*	*0*	*8*	*11*	*2*
W Totals:	27	0	47	74	4

Calculated Values for Traffic Crossing Major Street

Hours Ending:	*7:00*	*8:00*	*9:00*	*16:00*	*17:00*	*18:00*	*0:00*	*0:00*
Crossing Values:	*0*	*9*	*10*	*0*	*5*	*3*	*0*	*0*

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Count Date: 6-Sep-17 Site #: 1716900002

Interval Time	Passenger Cars - North Approach						Trucks - North Approach						Heavys - North Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		North Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15:00	0	0	187	187	0	0	0	0	2	2	0	0	0	0	6	6	0	0	0	0
7:30:00	0	0	438	251	0	0	0	0	7	5	0	0	0	0	11	5	0	0	0	0
7:45:00	0	0	708	270	0	0	0	0	14	7	0	0	0	0	22	11	0	0	0	0
8:00:00	0	0	1066	358	0	0	0	0	20	6	0	0	0	0	33	11	0	0	0	0
8:15:00	0	0	1388	322	0	0	0	0	25	5	0	0	0	0	44	11	0	0	0	0
8:30:00	0	0	1667	279	2	2	0	0	30	5	0	0	0	0	54	10	0	0	0	0
8:45:00	0	0	1922	255	3	1	0	0	35	5	0	0	0	0	65	11	0	0	0	0
9:00:00	0	0	2080	158	4	1	0	0	40	5	0	0	0	0	72	7	0	0	0	0
9:15:00	0	0	2080	0	4	0	0	0	40	0	0	0	0	0	72	0	0	0	0	0
16:00:00	0	0	2080	0	4	0	0	0	40	0	0	0	0	0	72	0	0	0	0	0
16:15:00	0	0	2347	267	6	2	0	0	41	1	0	0	0	0	77	5	0	0	0	0
16:30:00	0	0	2639	292	7	1	0	0	43	2	0	0	0	0	84	7	0	0	0	0
16:45:00	0	0	3006	367	9	2	0	0	45	2	0	0	0	0	88	4	0	0	0	0
17:00:00	0	0	3377	371	12	3	0	0	45	0	0	0	0	0	91	3	0	0	0	0
17:15:00	0	0	3731	354	14	2	0	0	49	4	0	0	0	0	93	2	0	0	0	0
17:30:00	0	0	4146	415	15	1	0	0	51	2	0	0	0	0	97	4	0	0	0	0
17:45:00	0	0	4528	382	16	1	0	0	52	1	0	0	0	0	99	2	0	0	0	0
18:00:00	0	0	4895	367	19	3	0	0	54	2	0	0	0	0	103	4	0	0	0	0
18:15:00	0	0	4895	0	19	0	0	0	54	0	0	0	0	0	103	0	0	0	0	0
18:15:15	0	0	4895	0	19	0	0	0	54	0	0	0	0	0	103	0	0	0	0	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Count Date: 6-Sep-17 **Site #: 1716900002**

Interval Time	Passenger Cars - East Approach						Trucks - East Approach						Heavys - East Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		East Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Count Date: 6-Sep-17 Site #: 1716900002

Interval Time	Passenger Cars - South Approach						Trucks - South Approach						Heavys - South Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		South Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15:00	0	0	115	115	0	0	0	0	3	3	0	0	0	0	9	9	0	0	0	0
7:30:00	0	0	292	177	0	0	0	0	8	5	0	0	0	0	16	7	0	0	0	0
7:45:00	2	2	495	203	0	0	0	0	8	0	0	0	0	0	30	14	0	0	0	0
8:00:00	2	0	700	205	0	0	0	0	9	1	0	0	0	0	37	7	0	0	0	0
8:15:00	4	2	923	223	0	0	0	0	12	3	0	0	0	0	45	8	0	0	0	0
8:30:00	8	4	1214	291	0	0	0	0	15	3	0	0	0	0	51	6	0	0	0	0
8:45:00	8	0	1477	263	0	0	0	0	17	2	0	0	0	0	61	10	0	0	0	0
9:00:00	10	2	1881	404	0	0	0	0	21	4	0	0	0	0	69	8	0	0	0	0
9:15:00	10	0	1881	0	0	0	0	0	21	0	0	0	0	0	69	0	0	0	0	0
16:00:00	10	0	1881	0	0	0	0	0	21	0	0	0	0	0	69	0	0	0	0	0
16:15:00	11	1	2091	210	0	0	0	0	22	1	0	0	0	0	75	6	0	0	0	0
16:30:00	13	2	2298	207	0	0	0	0	29	7	0	0	0	0	81	6	0	0	0	0
16:45:00	14	1	2455	157	0	0	0	0	30	1	0	0	0	0	87	6	0	0	0	0
17:00:00	15	1	2619	164	0	0	0	0	32	2	0	0	0	0	90	3	0	0	0	0
17:15:00	15	0	2807	188	0	0	0	0	34	2	0	0	0	0	93	3	0	0	0	0
17:30:00	16	1	2979	172	0	0	0	0	39	5	0	0	0	0	99	6	0	0	0	0
17:45:00	16	0	3147	168	0	0	0	0	40	1	0	0	0	0	100	1	0	0	0	0
18:00:00	16	0	3322	175	0	0	0	0	42	2	0	0	0	0	103	3	0	0	0	0
18:15:00	16	0	3322	0	0	0	0	0	42	0	0	0	0	0	103	0	0	0	0	0
18:15:15	16	0	3322	0	0	0	0	0	42	0	0	0	0	0	103	0	0	0	0	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Count Date: 6-Sep-17 Site #: 1716900002

Interval Time	Passenger Cars - West Approach						Trucks - West Approach						Heavys - West Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		West Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15:00	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30:00	2	2	0	0	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45:00	4	2	0	0	12	6	0	0	0	0	0	0	0	0	0	0	0	0	1	1
8:00:00	9	5	0	0	18	6	0	0	0	0	0	0	0	0	0	0	0	0	1	0
8:15:00	12	3	0	0	22	4	0	0	0	0	0	0	0	0	0	0	0	0	1	0
8:30:00	15	3	0	0	26	4	0	0	0	0	0	0	0	0	0	0	0	0	1	0
8:45:00	17	2	0	0	29	3	0	0	0	0	0	0	0	0	0	0	0	0	1	0
9:00:00	19	2	0	0	31	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0
9:15:00	19	0	0	0	31	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
16:00:00	19	0	0	0	31	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
16:15:00	20	1	0	0	34	3	0	0	0	0	0	0	0	0	0	0	0	0	2	1
16:30:00	22	2	0	0	35	1	0	0	0	0	0	0	0	0	0	0	0	0	2	0
16:45:00	22	0	0	0	38	3	0	0	0	0	0	0	0	0	0	0	0	0	2	0
17:00:00	24	2	0	0	39	1	0	0	0	0	0	0	0	0	0	0	0	0	2	0
17:15:00	24	0	0	0	41	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0
17:30:00	26	2	0	0	45	4	0	0	0	0	0	0	0	0	0	0	0	0	2	0
17:45:00	27	1	0	0	47	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0
18:00:00	27	0	0	0	47	0	0	0	0	0	0	0	0	0	0	0	0	0	4	2
18:15:00	27	0	0	0	47	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0
18:15:15	27	0	0	0	47	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0

Ontario Traffic Inc.

Morning Peak Diagram

Specified Period
From: 7:00:00
To: 9:00:00

One Hour Peak
From: 8:00:00
To: 9:00:00

Municipality: Mississauga
Site #: 1830000001
Intersection: Wealthy Place & Primate Rd
TFR File #: 13
Count date: 28-Aug-18

Weather conditions:

Person(s) who counted:

**** Non-Signalized Intersection ****

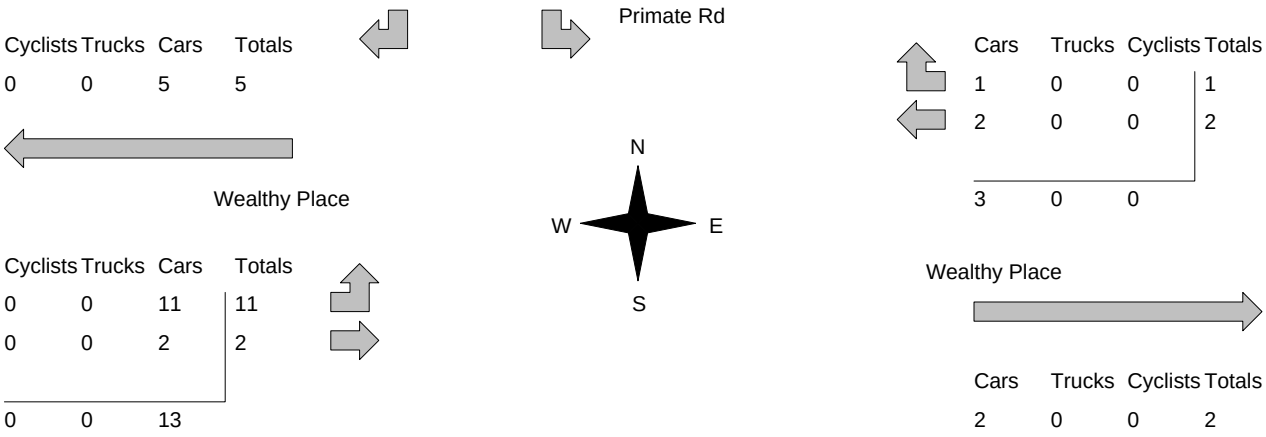
Major Road: Wealthy Place runs W/E

North Leg Total: 15
North Entering: 3
North Peds: 0
Peds Cross: ⋈

Cyclists	0	0	0
Trucks	0	0	0
Cars	3	0	3
Totals	3	0	

Cyclists	0
Trucks	0
Cars	12
Totals	12

East Leg Total: 5
East Entering: 3
East Peds: 0
Peds Cross: ⧖



Peds Cross: ⧖
West Peds: 3
West Entering: 13
West Leg Total: 18

Comments

Ontario Traffic Inc.

Count Date: 28-Aug-18 Site #: 1830000001

Interval Time	Passenger Cars - North Approach						Trucks - North Approach						Cyclists - North Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		North Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45:00	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30:00	0	0	0	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45:00	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00:00	0	0	0	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:08:34	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00:00	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15:00	1	1	0	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30:00	1	0	0	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45:00	1	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00:00	1	0	0	0	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15:00	2	1	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30:00	2	0	0	0	10	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45:00	2	0	0	0	11	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00:00	2	0	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00:17	2	0	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ontario Traffic Inc.

Count Date: 28-Aug-18 Site #: 1830000001

Interval Time	Passenger Cars - East Approach						Trucks - East Approach						Cyclists - East Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		East Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15:00	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45:00	0	0	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00:00	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15:00	0	0	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30:00	0	0	3	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45:00	0	0	3	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00:00	0	0	3	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:08:34	0	0	3	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00:00	0	0	3	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15:00	0	0	4	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30:00	0	0	4	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45:00	0	0	5	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00:00	0	0	5	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15:00	0	0	6	1	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30:00	0	0	6	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45:00	0	0	6	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00:00	0	0	7	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00:17	0	0	7	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ontario Traffic Inc.

Count Date: 28-Aug-18 Site #: 1830000001

Interval Time	Passenger Cars - South Approach						Trucks - South Approach						Cyclists - South Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		South Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:08:34	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00:17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ontario Traffic Inc.

Count Date: 28-Aug-18 Site #: 1830000001

Interval Time	Passenger Cars - West Approach						Trucks - West Approach						Cyclists - West Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		West Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30:00	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45:00	6	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
8:15:00	8	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
8:30:00	11	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1
8:45:00	15	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	1
9:00:00	17	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	1
9:08:34	17	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0
16:00:00	17	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	1
16:15:00	18	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
16:30:00	19	1	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	2
16:45:00	20	1	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0
17:00:00	20	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0
17:15:00	20	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	1
17:30:00	22	2	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	0
17:45:00	24	2	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	0
18:00:00	26	2	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	0
18:00:17	26	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	0

Ontario Traffic Inc.

Afternoon Peak Diagram

Specified Period
From: 16:00:00
To: 18:00:00

One Hour Peak
From: 17:00:00
To: 18:00:00

Municipality: Mississauga
Site #: 1830000001
Intersection: Wealthy Place & Primate Rd
TFR File #: 13
Count date: 28-Aug-18

Weather conditions:

Person(s) who counted:

**** Non-Signalized Intersection ****

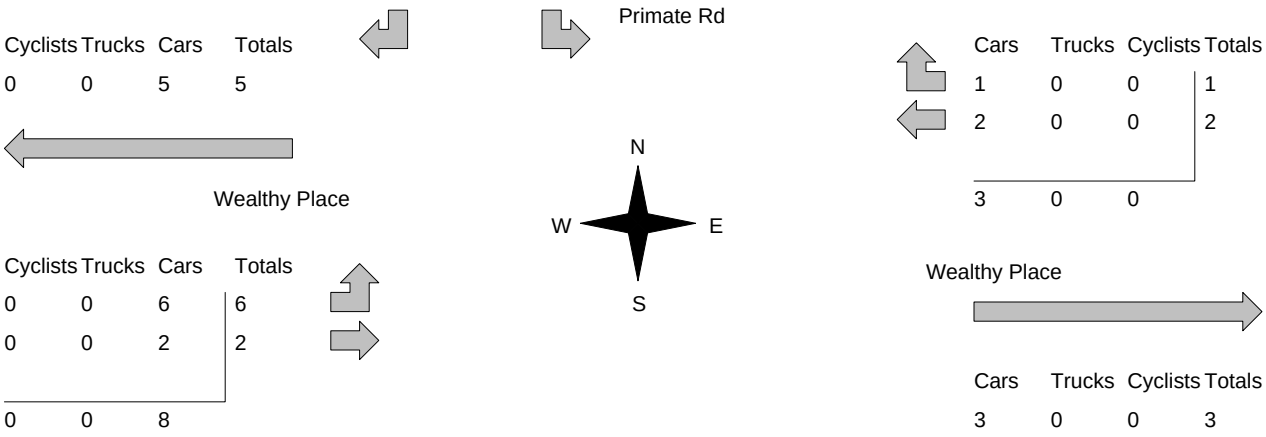
Major Road: Wealthy Place runs W/E

North Leg Total: 11
North Entering: 4
North Peds: 0
Peds Cross: ⋈

Cyclists	0	0	0
Trucks	0	0	0
Cars	3	1	4
Totals	3	1	

Cyclists	0
Trucks	0
Cars	7
Totals	7

East Leg Total: 6
East Entering: 3
East Peds: 0
Peds Cross: ⧖



Peds Cross: ⧖
West Peds: 1
West Entering: 8
West Leg Total: 13

Comments

Ontario Traffic Inc.

Total Count Diagram

Municipality: Mississauga
Site #: 1830000001
Intersection: Wealthy Place & Primate Rd
TFR File #: 13
Count date: 28-Aug-18

Weather conditions:

Person(s) who counted:

**** Non-Signalized Intersection ****

Major Road: Wealthy Place runs W/E

North Leg Total: 42
North Entering: 13
North Peds: 0
Peds Cross: ⋈

Cyclists	0	0	0
Trucks	0	0	0
Cars	11	2	13
Totals	11	2	

Cyclists	0
Trucks	0
Cars	29
Totals	29

East Leg Total: 18
East Entering: 10
East Peds: 0
Peds Cross: ⧖

Primate Rd

Cyclists	Trucks	Cars	Totals
0	0	18	18

Cars	Trucks	Cyclists	Totals
3	0	0	3
7	0	0	7
10	0	0	

Wealthy Place

N
W E
S

Cyclists	Trucks	Cars	Totals
0	0	26	26
0	0	6	6
0	0	32	

Wealthy Place

Cars	Trucks	Cyclists	Totals
8	0	0	8

Peds Cross: ⧖
West Peds: 9
West Entering: 32
West Leg Total: 50

Comments

Ontario Traffic Inc.
Traffic Count Summary

Intersection: Wealthy Place & Primate Rd | **Count Date:** 28-Aug-18 | **Municipality:** Mississauga

North Approach Totals

Hour Ending	Includes Cars, Trucks, & Cyclists: Left	Thru	Right	Grand Total	Total Peds	North/South Total Approaches
7:00:00	0	0	0	0	0	0
8:00:00	0	0	1	1	0	1
9:00:00	0	0	3	3	0	3
16:00:00	0	0	0	0	0	0
17:00:00	1	0	4	5	0	5
18:00:00	1	0	3	4	0	4
Totals:	2	0	11	13	0	13

South Approach Totals

Hour Ending	Includes Cars, Trucks, & Cyclists: Left	Thru	Right	Grand Total	Total Peds
7:00:00	0	0	0	0	0
8:00:00	0	0	0	0	0
9:00:00	0	0	0	0	0
16:00:00	0	0	0	0	0
17:00:00	0	0	0	0	0
18:00:00	0	0	0	0	0
	0	0	0	0	0

East Approach Totals

Hour Ending	Includes Cars, Trucks, & Cyclists: Left	Thru	Right	Grand Total	Total Peds	East/West Total Approaches
7:00:00	0	0	0	0	0	0
8:00:00	0	1	1	2	0	8
9:00:00	0	2	1	3	0	16
16:00:00	0	0	0	0	0	0
17:00:00	0	2	0	2	0	7
18:00:00	0	2	1	3	0	11
Totals:	0	7	3	10	0	42

West Approach Totals

Hour Ending	Includes Cars, Trucks, & Cyclists: Left	Thru	Right	Grand Total	Total Peds
7:00:00	0	0	0	0	0
8:00:00	6	0	0	6	2
9:00:00	11	2	0	13	3
16:00:00	0	0	0	0	1
17:00:00	3	2	0	5	2
18:00:00	6	2	0	8	1
	26	6	0	32	9

Calculated Values for Traffic Crossing Major Street

Hours Ending:	7:00	8:00	9:00	16:00	17:00	18:00	18:00	18:00
Crossing Values:	0	2	3	1	3	2	2	8

APPENDIX A-3

Existing Signal Timing

Dixie Road / Sherway Drive

REGIONAL MUNICIPALITY OF PEEL

Traffic Signal Timing Parameters

Database Date	**December 13, 2012**		**Prepared Date:**	**August 15, 2017**
Database Rev	**13**		**Completed By:**	**JA**
Timing Card / Field rev	**24**		**Checked By:**	**RS**

Location: **Dixie Road @ Sherway Drive**

Phase #	Direction	Vehicle Minimum (sec.)	Pedestrian Minimum (sec.)		Amber (sec.)	All Red (sec.)	TIME PERIOD (sec.) (Green+Amber+All Red) MAX		
			WALK	FDWALK			AM	OFF	PM
1	NB P.P. LT Arrow - Dixie Road	5.0			3.0		24.0	32.0	32.0
2	NS Green - Dixie Road	8.0	8.0	12.0	4.0	2.0	56.0	56.0	60.8
3	WB Green + LT Arrow - Sherway Drive	8.0	10.0	15.0	4.0	2.6	32.0	27.2	27.2
4	EB Green + LT Arrow - Sherway Drive	8.0	10.0	15.0	4.0	2.6	48.0	44.8	40.0
5									
6									
7									
8									

System Control	Yes
Local Control	No
Semi-Actuated Mode	No, Fully

TIME (M-F)	PEAK	CYCLE LENGTH (sec.)	OFFSET (sec.)
06:00 - 09:30	**AM**	**160**	**68.8**
09:30 - 15:00 **19:30 - 00:00**	**OFF**	**160**	**73.6**
15:00 - 19:30	**PM**	**160**	**67.2**

APPENDIX B

Intersection Capacity Analysis Reports

Existing Traffic Conditions

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	13	17	6	1022	1285	3
Future Volume (Veh/h)	13	17	6	1022	1285	3
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Hourly flow rate (vph)	13	17	6	1022	1285	3
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (m)				176		
pX, platoon unblocked	0.95					
vC, conflicting volume	1810	644	1288			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1747	644	1288			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	82	96	99			
cM capacity (veh/h)	74	420	545			

Direction, Lane #	EB 1	NB 1	NB 2	NB 3	SB 1	SB 2
Volume Total	30	6	511	511	857	431
Volume Left	13	6	0	0	0	0
Volume Right	17	0	0	0	0	3
cSH	139	545	1700	1700	1700	1700
Volume to Capacity	0.22	0.01	0.30	0.30	0.50	0.25
Queue Length 95th (m)	5.5	0.2	0.0	0.0	0.0	0.0
Control Delay (s)	37.9	11.7	0.0	0.0	0.0	0.0
Lane LOS	E	B				
Approach Delay (s)	37.9	0.1			0.0	
Approach LOS	E					

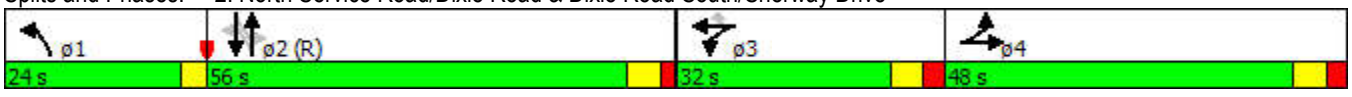
Intersection Summary			
Average Delay	0.5		
Intersection Capacity Utilization	45.6%	ICU Level of Service	A
Analysis Period (min)	15		

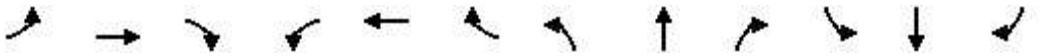
Lane Group	EBL	EBT	EBR	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	491	24	86	76	180	241	357	122	166	1014
Future Volume (vph)	491	24	86	76	180	241	357	122	166	1014
Lane Group Flow (vph)	255	260	86	113	180	241	398	122	166	1014
Turn Type	Split	NA	Free	NA	Perm	pm+pt	NA	Perm	NA	Free
Protected Phases	4	4		3		1	2		2	
Permitted Phases			Free		3	2		2		Free
Detector Phase	4	4		3	3	1	2	2	2	
Switch Phase										
Minimum Initial (s)	8.0	8.0		8.0	8.0	5.0	8.0	8.0	8.0	
Minimum Split (s)	31.6	31.6		31.6	31.6	8.0	26.0	26.0	26.0	
Total Split (s)	48.0	48.0		32.0	32.0	24.0	56.0	56.0	56.0	
Total Split (%)	30.0%	30.0%		20.0%	20.0%	15.0%	35.0%	35.0%	35.0%	
Yellow Time (s)	4.0	4.0		4.0	4.0	3.0	4.0	4.0	4.0	
All-Red Time (s)	2.6	2.6		2.6	2.6	0.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.6	6.6		6.6	6.6	3.0	6.0	6.0	6.0	
Lead/Lag	Lag	Lag		Lead	Lead	Lead	Lag	Lag	Lag	
Lead-Lag Optimize?						Yes				
Recall Mode	None	None		None	None	None	C-Max	C-Max	C-Max	
v/c Ratio	0.89	0.88	0.05	0.76	0.64	0.30	0.22	0.27	0.09	0.65
Control Delay	95.4	92.9	0.1	102.5	21.8	14.4	25.0	29.4	24.3	2.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	95.4	92.9	0.1	102.5	21.8	14.4	25.0	29.4	24.3	2.2
Queue Length 50th (m)	77.8	79.2	0.0	33.1	2.8	27.5	32.8	20.0	13.0	0.0
Queue Length 95th (m)	103.2	104.2	0.0	51.4	25.2	50.9	55.9	43.7	25.1	0.0
Internal Link Dist (m)		116.7		162.1			255.0		151.9	
Turn Bay Length (m)			30.0		21.0	171.0		56.0		30.0
Base Capacity (vph)	421	435	1597	300	393	846	1774	459	1829	1551
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.61	0.60	0.05	0.38	0.46	0.28	0.22	0.27	0.09	0.65

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 68.8 (43%), Referenced to phase 2:NBSB and 6:, Start of Green
Natural Cycle: 100
Control Type: Actuated-Coordinated

Splits and Phases: 2: North Service Road/Dixie Road & Dixie Road South/Sherway Drive

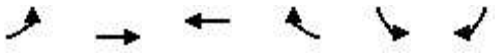




Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	491	24	86	37	76	180	241	357	41	122	166	1014
Future Volume (vph)	491	24	86	37	76	180	241	357	41	122	166	1014
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.5	3.7	3.5	3.5	3.7	3.5	3.5	3.7	3.7	3.5	3.7	3.5
Total Lost time (s)	6.6	6.6	4.0		6.6	6.6	3.0	6.0		6.0	6.0	4.0
Lane Util. Factor	0.95	0.95	1.00		1.00	1.00	1.00	0.95		1.00	0.95	1.00
Frt	1.00	1.00	0.85		1.00	0.85	1.00	0.98		1.00	1.00	0.85
Flt Protected	0.95	0.96	1.00		0.98	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1630	1685	1597		1890	1581	1767	3530		1785	3650	1551
Flt Permitted	0.95	0.96	1.00		0.98	1.00	0.65	1.00		0.49	1.00	1.00
Satd. Flow (perm)	1630	1685	1597		1890	1581	1203	3530		918	3650	1551
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	491	24	86	37	76	180	241	357	41	122	166	1014
RTOR Reduction (vph)	0	0	0	0	0	157	0	4	0	0	0	0
Lane Group Flow (vph)	255	260	86	0	113	23	241	394	0	122	166	1014
Heavy Vehicles (%)	4%	0%	0%	0%	0%	1%	1%	2%	0%	0%	0%	3%
Turn Type	Split	NA	Free	Split	NA	Perm	pm+pt	NA		Perm	NA	Free
Protected Phases	4	4		3	3		1	2			2	
Permitted Phases			Free			3	2			2		Free
Actuated Green, G (s)	28.0	28.0	160.0		12.5	12.5	97.3	80.3		80.3	80.3	160.0
Effective Green, g (s)	28.0	28.0	160.0		12.5	12.5	97.3	80.3		80.3	80.3	160.0
Actuated g/C Ratio	0.18	0.18	1.00		0.08	0.08	0.61	0.50		0.50	0.50	1.00
Clearance Time (s)	6.6	6.6			6.6	6.6	3.0	6.0		6.0	6.0	
Vehicle Extension (s)	0.2	0.2			0.2	0.2	5.0	0.2		0.2	0.2	
Lane Grp Cap (vph)	285	294	1597		147	123	791	1771		460	1831	1551
v/s Ratio Prot	c0.16	0.15			0.06		0.03	0.11			0.05	
v/s Ratio Perm			0.05			0.01	0.15			0.13		c0.65
v/c Ratio	0.89	0.88	0.05		0.77	0.19	0.30	0.22		0.27	0.09	0.65
Uniform Delay, d1	64.6	64.4	0.0		72.3	69.0	14.2	22.3		22.9	20.8	0.0
Progression Factor	1.00	1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	27.3	24.8	0.1		19.2	0.3	0.5	0.3		1.4	0.1	2.2
Delay (s)	91.9	89.3	0.1		91.6	69.3	14.7	22.6		24.3	20.9	2.2
Level of Service	F	F	A		F	E	B	C		C	C	A
Approach Delay (s)		77.6			77.9			19.6			6.6	
Approach LOS		E			E			B			A	

Intersection Summary			
HCM 2000 Control Delay	32.0	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.78		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	22.2
Intersection Capacity Utilization	54.7%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	11	2	2	1	0	3
Future Volume (Veh/h)	11	2	2	1	0	3
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	12	2	2	1	0	3
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	3				28	2
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	3				28	2
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	99				100	100
cM capacity (veh/h)	1619				979	1082

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	14	3	3
Volume Left	12	0	0
Volume Right	0	1	3
cSH	1619	1700	1082
Volume to Capacity	0.01	0.00	0.00
Queue Length 95th (m)	0.2	0.0	0.1
Control Delay (s)	6.2	0.0	8.3
Lane LOS	A		A
Approach Delay (s)	6.2	0.0	8.3
Approach LOS			A

Intersection Summary			
Average Delay	5.6		
Intersection Capacity Utilization	17.4%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	13	17	6	1022	1285	3
Future Volume (Veh/h)	13	17	6	1022	1285	3
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Hourly flow rate (vph)	13	17	6	1022	1285	3
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (m)				176		
pX, platoon unblocked	0.97					
vC, conflicting volume	1810	644	1288			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1772	644	1288			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	82	96	99			
cM capacity (veh/h)	73	420	545			

Direction, Lane #	EB 1	NB 1	NB 2	NB 3	SB 1	SB 2
Volume Total	30	6	511	511	857	431
Volume Left	13	6	0	0	0	0
Volume Right	17	0	0	0	0	3
cSH	137	545	1700	1700	1700	1700
Volume to Capacity	0.22	0.01	0.30	0.30	0.50	0.25
Queue Length 95th (m)	5.6	0.2	0.0	0.0	0.0	0.0
Control Delay (s)	38.5	11.7	0.0	0.0	0.0	0.0
Lane LOS	E	B				
Approach Delay (s)	38.5	0.1			0.0	
Approach LOS	E					

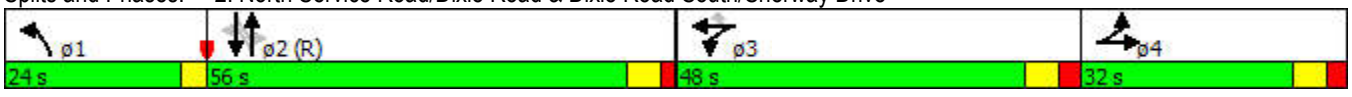
Intersection Summary			
Average Delay	0.5		
Intersection Capacity Utilization	45.6%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	EBL	EBT	EBR	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	370	27	127	27	55	376	302	65	265	1222
Future Volume (vph)	370	27	127	27	55	376	302	65	265	1222
Lane Group Flow (vph)	196	201	127	38	55	376	367	65	265	1222
Turn Type	Split	NA	Free	NA	Perm	pm+pt	NA	Perm	NA	Free
Protected Phases	4	4		3		1	2		2	
Permitted Phases			Free		3	2		2		Free
Detector Phase	4	4		3	3	1	2	2	2	
Switch Phase										
Minimum Initial (s)	8.0	8.0		8.0	8.0	5.0	8.0	8.0	8.0	
Minimum Split (s)	31.6	31.6		31.6	31.6	8.0	26.0	26.0	26.0	
Total Split (s)	32.0	32.0		48.0	48.0	24.0	56.0	56.0	56.0	
Total Split (%)	20.0%	20.0%		30.0%	30.0%	15.0%	35.0%	35.0%	35.0%	
Yellow Time (s)	4.0	4.0		4.0	4.0	3.0	4.0	4.0	4.0	
All-Red Time (s)	2.6	2.6		2.6	2.6	0.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.6	6.6		6.6	6.6	3.0	6.0	6.0	6.0	
Lead/Lag	Lag	Lag		Lead	Lead	Lead	Lag	Lag	Lag	
Lead-Lag Optimize?						Yes				
Recall Mode	None	None		None	None	None	C-Max	C-Max	C-Max	
v/c Ratio	0.86	0.85	0.08	0.40	0.34	0.44	0.19	0.12	0.13	0.79
Control Delay	99.2	96.8	0.1	85.6	9.3	10.7	19.4	22.2	19.8	4.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	99.2	96.8	0.1	85.6	9.3	10.7	19.4	22.2	19.8	4.1
Queue Length 50th (m)	60.0	61.3	0.0	11.0	0.0	37.9	26.6	9.1	19.5	0.0
Queue Length 95th (m)	84.0	85.4	0.0	22.6	4.6	62.0	44.7	21.6	34.0	0.0
Internal Link Dist (m)		116.7		162.1			255.0		151.9	
Turn Bay Length (m)			30.0		21.0	171.0		56.0		30.0
Base Capacity (vph)	268	279	1597	490	472	880	1967	545	2047	1551
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.73	0.72	0.08	0.08	0.12	0.43	0.19	0.12	0.13	0.79

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 67.2 (42%), Referenced to phase 2:NBSB and 6:, Start of Green
Natural Cycle: 100
Control Type: Actuated-Coordinated

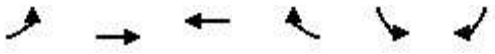
Splits and Phases: 2: North Service Road/Dixie Road & Dixie Road South/Sherway Drive



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	370	27	127	11	27	55	376	302	65	65	265	1222
Future Volume (vph)	370	27	127	11	27	55	376	302	65	65	265	1222
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.5	3.7	3.5	3.5	3.7	3.5	3.5	3.7	3.7	3.5	3.7	3.5
Total Lost time (s)	6.6	6.6	4.0		6.6	6.6	3.0	6.0		6.0	6.0	4.0
Lane Util. Factor	0.95	0.95	1.00		1.00	1.00	1.00	0.95		1.00	0.95	1.00
Frt	1.00	1.00	0.85		1.00	0.85	1.00	0.97		1.00	1.00	0.85
Flt Protected	0.95	0.96	1.00		0.99	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1630	1691	1597		1894	1581	1767	3496		1785	3650	1551
Flt Permitted	0.95	0.96	1.00		0.99	1.00	0.59	1.00		0.52	1.00	1.00
Satd. Flow (perm)	1630	1691	1597		1894	1581	1094	3496		972	3650	1551
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	370	27	127	11	27	55	376	302	65	65	265	1222
RTOR Reduction (vph)	0	0	0	0	0	53	0	8	0	0	0	0
Lane Group Flow (vph)	196	201	127	0	38	2	376	359	0	65	265	1222
Heavy Vehicles (%)	4%	0%	0%	0%	0%	1%	1%	2%	0%	0%	0%	3%
Turn Type	Split	NA	Free	Split	NA	Perm	pm+pt	NA		Perm	NA	Free
Protected Phases	4	4		3	3		1	2			2	
Permitted Phases			Free			3	2			2		Free
Actuated Green, G (s)	22.3	22.3	160.0		6.6	6.6	108.9	88.5		88.5	88.5	160.0
Effective Green, g (s)	22.3	22.3	160.0		6.6	6.6	108.9	88.5		88.5	88.5	160.0
Actuated g/C Ratio	0.14	0.14	1.00		0.04	0.04	0.68	0.55		0.55	0.55	1.00
Clearance Time (s)	6.6	6.6			6.6	6.6	3.0	6.0		6.0	6.0	
Vehicle Extension (s)	0.2	0.2			0.2	0.2	5.0	0.2		0.2	0.2	
Lane Grp Cap (vph)	227	235	1597		78	65	830	1933		537	2018	1551
v/s Ratio Prot	0.12	0.12			0.02		0.06	0.10			0.07	
v/s Ratio Perm			0.08			0.00	0.25			0.07		c0.79
v/c Ratio	0.86	0.86	0.08		0.49	0.03	0.45	0.19		0.12	0.13	0.79
Uniform Delay, d1	67.4	67.3	0.0		75.0	73.6	10.4	17.8		17.1	17.2	0.0
Progression Factor	1.00	1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	26.3	24.1	0.1		1.7	0.1	0.8	0.2		0.5	0.1	4.1
Delay (s)	93.6	91.4	0.1		76.8	73.7	11.2	18.0		17.6	17.4	4.1
Level of Service	F	F	A		E	E	B	B		B	B	A
Approach Delay (s)		70.1			75.0			14.6			7.0	
Approach LOS		E			E			B			A	

Intersection Summary			
HCM 2000 Control Delay	22.4	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.91		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	22.2
Intersection Capacity Utilization	59.6%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	11	2	2	1	0	3
Future Volume (Veh/h)	11	2	2	1	0	3
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	12	2	2	1	0	3
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	3				28	2
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	3				28	2
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	99				100	100
cM capacity (veh/h)	1619				979	1082

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	14	3	3
Volume Left	12	0	0
Volume Right	0	1	3
cSH	1619	1700	1082
Volume to Capacity	0.01	0.00	0.00
Queue Length 95th (m)	0.2	0.0	0.1
Control Delay (s)	6.2	0.0	8.3
Lane LOS	A		A
Approach Delay (s)	6.2	0.0	8.3
Approach LOS			A

Intersection Summary			
Average Delay	5.6		
Intersection Capacity Utilization	17.4%	ICU Level of Service	A
Analysis Period (min)	15		

APPENDIX C
Background Site Generated Trips

5.0 SITE TRAFFIC ANALYSIS

5.1 Trip Generation

Trip generation is the process that estimates the volume of vehicular traffic that can reasonably be expected to enter and leave a specific development. The generation analysis estimates vehicle trips for periods when traffic on the road network and/or when generation for the specific land use are at their highest daily levels. During other time periods, the estimated site traffic and/or the volume of traffic on the area roads are lower. This approach to the evaluation of development proposals allows for the traffic analysis to consider operations for more severe conditions than may be expected at other times. The process of estimating site traffic generally relies on the use of published information such as the trip generation material published by the Institute of Transportation Engineers (ITE)[7]. While the development is for condominium residential units, trip generation information for the Land Use Code 210 – Single Family Detached Housing was used since the development proposal is for detached units.

The Site Plan (reproduced herein as **Figure 2-1**) contemplates thirteen (13) units but since the existing residence at 1556 Marionville Drive will be demolished, the net effect of the proposed development is a total of 12 new residential dwelling units this residential neighbourhood. The trip generation for the proposed development is presented in **Table 5-1** and **Table 5-2**. Using the ITE trip rates, the proposed development is expected to generate an additional 21 two-way vehicle trips, or less, during the three design hours.

Table 5-1 Trip Generation – Weekday Peak Hours

		Weekday AM Peak Hour			Weekday PM Peak Hour		
		In	Out	Total	In	Out	Total
ITE Based Trip Generation							
LUC 210	Vehicles	5	14	19	10	6	16
Unit Trip Rates	**Vehicles/unit**	**0.42**	**1.17**	**1.59**	**0.83**	**0.50**	**1.32**
Unit Trip Rates derived from Locally gathered Traffic Data							
Unit Trip Rates	**Vehicles/unit**	**0.50**	**1.00**	**1.50**	**0.50**	**0.33**	**0.83**

[7] Institute of Transportation Engineers. *Trip Generation – An Informational Report*, 8th Edition, December 2008.

Table 5-2 Trip Generation – Saturday Midday Peak Hour

		Weekday AM Peak Hour		
		In	Out	Total
ITE Based Trip Generation				
LUC 210	Vehicles	11	10	21
Unit Trip Rates	**Vehicles/unit**	**0.92**	**0.83**	**1.75**

Local trip rates were derived from the weekday traffic count collected at the intersection of Primate Road and Wealthy Place. As shown in **Table 5-1**, a comparison of the ITE unit trip rates and local trip rates reveals ITE trip rates are 13%-60% higher than the locally derived trip rates. Accordingly, the estimates of site traffic for the proposed development are considered very conservative and may overstate the traffic generating characteristics of the proposed development.

5.2 Trip Distribution and Assignment

The distribution is the process that is used to estimate where traffic enters and/or leaves the more detailed study area. Basic distribution data for the analysis was obtained from the 2006 Transportation Tomorrow Survey (2006 TTS), a comprehensive travel survey of households in the Greater Toronto Area and Hamilton Area, and from existing travel patterns at the study intersections. The assignment lays out the vehicle pathways for traffic travelling through the study area and in particular to and from the proposed development. The allocation of traffic to pathways is essentially dependent on the convenience and perceived safety offered by each pathway.

The general direction of approach for the traffic generated by the proposed development is presented in **Table 5-3**.

Table 5-3 Direction of Approach

Route	Weekday Design Hours		Saturday Design Hour	
	In	Out	In	Out
Park Royale Boulevard to access QEW EB	0%	20%	0%	20%
Dixie Road North for travel to North, West and East	90%	70%	60%	50%
Dixie Road South	10%	10%	30%	10%
Rometown Drive to access Dixie Outlet Mall	0%	0%	10%	20%
Total	100%	100%	100%	100%

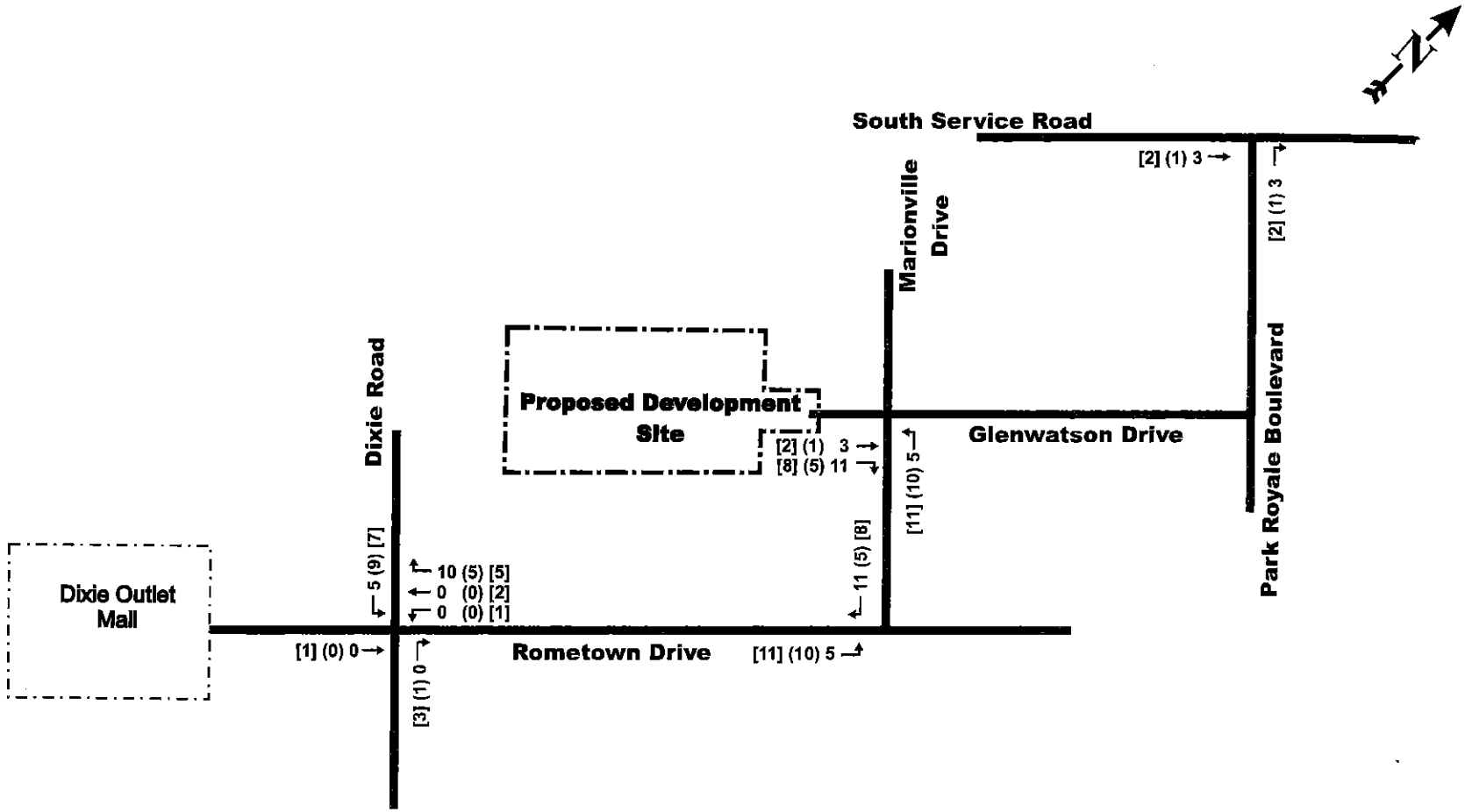
The site traffic assignment for the three design hours is illustrated in **Figure 5-1.**

5.3 Total Traffic Volumes

Estimated total traffic is that traffic expected to use the area road network at the end of the planning horizon. The estimate is created by adding together the estimates of the future background traffic and the traffic generated by the proposed development. The information is presented in the form of turning movements at the key intersection. More detailed information on the traffic forecasting is provided in **Appendix E.**

The future (2016) total traffic volumes during the three design hours are illustrated in **Figure 5-2.**

The additional site traffic entering the intersection of Dixie Road and Rometown Drive is less than 1.3% of the total traffic expected to enter the intersection by 2016. Similarly, the additional site traffic entering the intersection of South Service Road and Park Royale Boulevard is less than 0.6% of the total traffic expected to enter the intersection by 2016. The addition of site traffic to the area road network is not considered significant.



Legend

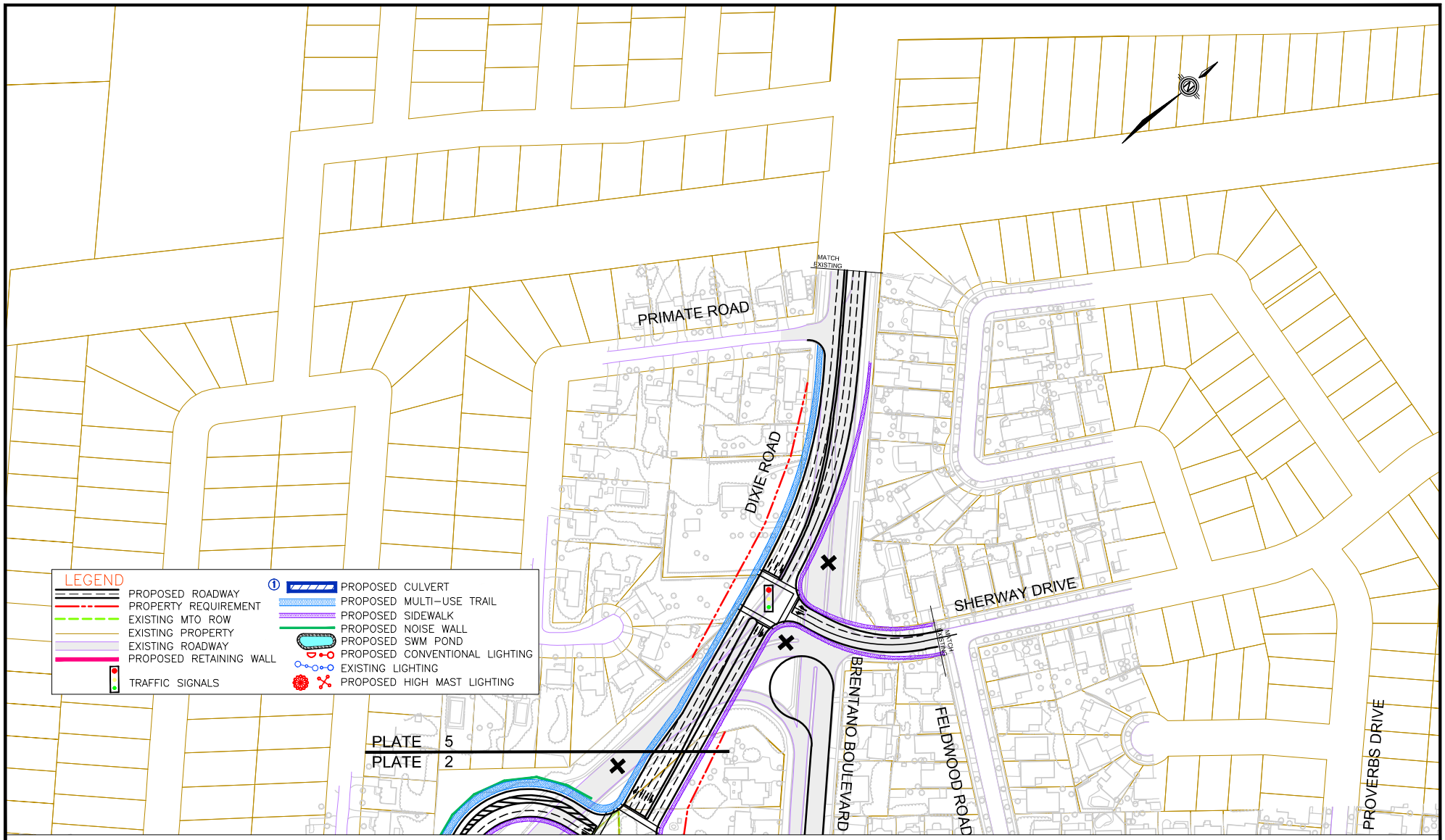
20 (40) [10]: AM (PM) [SAT] Peak Hour Traffic
(In vehicles per hour)

Not to Scale

UEM

Figure 5-1 Site Generated Traffic Volumes
Sedona Lifestyles (Rometown) Inc. Proposed Condominium Development
City of Mississauga, Ontario

APPENDIX D
Future Re-Alignment of Dixie Road



Ontario

W.O. 09-20003: Queen Elizabeth Way Improvements
From Evans Avenue to Cawthra Road
Preliminary Design and Class Environmental Assessment Study

SCALE
20m 0 40m
HOR. 1:2000

PREFERRED PLAN
PLATE 5

EXHIBIT
ES-2 f

APPENDIX E

Intersection Capacity Analysis Reports

Future (2023) Background Traffic Conditions

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	13	17	6	1135	1419	3
Future Volume (Veh/h)	13	17	6	1135	1419	3
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Hourly flow rate (vph)	13	17	6	1135	1419	3
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (m)				194		
pX, platoon unblocked	0.92					
vC, conflicting volume	2000	711	1422			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1910	711	1422			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	77	96	99			
cM capacity (veh/h)	56	380	485			

Direction, Lane #	EB 1	NB 1	NB 2	NB 3	SB 1	SB 2
Volume Total	30	6	568	568	946	476
Volume Left	13	6	0	0	0	0
Volume Right	17	0	0	0	0	3
cSH	108	485	1700	1700	1700	1700
Volume to Capacity	0.28	0.01	0.33	0.33	0.56	0.28
Queue Length 95th (m)	7.3	0.3	0.0	0.0	0.0	0.0
Control Delay (s)	50.9	12.5	0.0	0.0	0.0	0.0
Lane LOS	F	B				
Approach Delay (s)	50.9	0.1			0.0	
Approach LOS	F					

Intersection Summary			
Average Delay	0.6		
Intersection Capacity Utilization	49.3%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	WBL	WBR	NBT	SBL	SBT
Lane Configurations					
Traffic Volume (vph)	113	180	943	122	1303
Future Volume (vph)	113	180	943	122	1303
Lane Group Flow (vph)	113	180	1008	122	1303
Turn Type	Prot	Perm	NA	Perm	NA
Protected Phases	8		2		6
Permitted Phases		8		6	
Detector Phase	8	8	2	6	6
Switch Phase					
Minimum Initial (s)	8.0	8.0	8.0	8.0	8.0
Minimum Split (s)	31.6	31.6	26.0	26.0	26.0
Total Split (s)	42.0	42.0	78.0	78.0	78.0
Total Split (%)	35.0%	35.0%	65.0%	65.0%	65.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.6	2.6	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.6	6.6	6.0	6.0	6.0
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode	None	None	C-Max	C-Max	C-Max
v/c Ratio	0.51	0.57	0.37	0.31	0.46
Control Delay	56.7	21.1	5.1	7.3	5.8
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	56.7	21.1	5.1	7.3	5.8
Queue Length 50th (m)	23.3	8.5	30.4	6.7	44.4
Queue Length 95th (m)	38.5	27.7	46.4	17.1	66.2
Internal Link Dist (m)	162.1		104.3		169.8
Turn Bay Length (m)	21.0			56.0	
Base Capacity (vph)	526	562	2738	388	2815
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.21	0.32	0.37	0.31	0.46

Intersection Summary

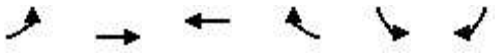
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 68.8 (57%), Referenced to phase 2:NBT and 6:SBTL, Start of Green
Natural Cycle: 65
Control Type: Actuated-Coordinated

Splits and Phases: 2: Dixie Road & Sherway Drive

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	113	180	943	65	122	1303
Future Volume (vph)	113	180	943	65	122	1303
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	3.5	3.5	3.7	3.7	3.5	3.7
Total Lost time (s)	6.6	6.6	6.0		6.0	6.0
Lane Util. Factor	1.00	1.00	0.95		1.00	0.95
Frt	1.00	0.85	0.99		1.00	1.00
Flt Protected	0.95	1.00	1.00		0.95	1.00
Satd. Flow (prot)	1785	1581	3548		1785	3650
Flt Permitted	0.95	1.00	1.00		0.27	1.00
Satd. Flow (perm)	1785	1581	3548		503	3650
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	113	180	943	65	122	1303
RTOR Reduction (vph)	0	120	2	0	0	0
Lane Group Flow (vph)	113	60	1006	0	122	1303
Heavy Vehicles (%)	0%	1%	2%	0%	0%	0%
Turn Type	Prot	Perm	NA		Perm	NA
Protected Phases	8		2			6
Permitted Phases		8			6	
Actuated Green, G (s)	14.8	14.8	92.6		92.6	92.6
Effective Green, g (s)	14.8	14.8	92.6		92.6	92.6
Actuated g/C Ratio	0.12	0.12	0.77		0.77	0.77
Clearance Time (s)	6.6	6.6	6.0		6.0	6.0
Vehicle Extension (s)	5.0	5.0	0.2		0.2	0.2
Lane Grp Cap (vph)	220	194	2737		388	2816
v/s Ratio Prot	c0.06		0.28			c0.36
v/s Ratio Perm		0.04			0.24	
v/c Ratio	0.51	0.31	0.37		0.31	0.46
Uniform Delay, d1	49.2	47.9	4.4		4.1	4.9
Progression Factor	1.00	1.00	1.00		1.00	1.00
Incremental Delay, d2	4.0	1.9	0.4		2.1	0.5
Delay (s)	53.2	49.8	4.7		6.2	5.4
Level of Service	D	D	A		A	A
Approach Delay (s)	51.1		4.7			5.5
Approach LOS	D		A			A

Intersection Summary			
HCM 2000 Control Delay	10.1	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.47		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	12.6
Intersection Capacity Utilization	57.1%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	11	2	2	1	0	3
Future Volume (Veh/h)	11	2	2	1	0	3
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	12	2	2	1	0	3
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	3				28	2
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	3				28	2
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	99				100	100
cM capacity (veh/h)	1619				979	1082

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	14	3	3
Volume Left	12	0	0
Volume Right	0	1	3
cSH	1619	1700	1082
Volume to Capacity	0.01	0.00	0.00
Queue Length 95th (m)	0.2	0.0	0.1
Control Delay (s)	6.2	0.0	8.3
Lane LOS	A		A
Approach Delay (s)	6.2	0.0	8.3
Approach LOS			A

Intersection Summary			
Average Delay	5.6		
Intersection Capacity Utilization	17.4%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	3	8	1	804	1708	7
Future Volume (Veh/h)	3	8	1	804	1708	7
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Hourly flow rate (vph)	3	8	1	804	1708	7
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (m)				194		
pX, platoon unblocked	0.97					
vC, conflicting volume	2116	858	1715			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	2087	858	1715			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	93	97	100			
cM capacity (veh/h)	45	304	375			

Direction, Lane #	EB 1	NB 1	NB 2	NB 3	SB 1	SB 2
Volume Total	11	1	402	402	1139	576
Volume Left	3	1	0	0	0	0
Volume Right	8	0	0	0	0	7
cSH	118	375	1700	1700	1700	1700
Volume to Capacity	0.09	0.00	0.24	0.24	0.67	0.34
Queue Length 95th (m)	2.1	0.1	0.0	0.0	0.0	0.0
Control Delay (s)	38.5	14.6	0.0	0.0	0.0	0.0
Lane LOS	E	B				
Approach Delay (s)	38.5	0.0			0.0	
Approach LOS	E					

Intersection Summary				
Average Delay	0.2			
Intersection Capacity Utilization	57.4%	ICU Level of Service		B
Analysis Period (min)	15			

Lane Group	WBL	WBR	NBT	SBL	SBT
Lane Configurations					
Traffic Volume (vph)	38	55	745	65	1645
Future Volume (vph)	38	55	745	65	1645
Lane Group Flow (vph)	38	55	837	65	1645
Turn Type	Prot	Perm	NA	Perm	NA
Protected Phases	8		2		6
Permitted Phases		8		6	
Detector Phase	8	8	2	6	6
Switch Phase					
Minimum Initial (s)	8.0	8.0	8.0	8.0	8.0
Minimum Split (s)	31.6	31.6	26.0	26.0	26.0
Total Split (s)	42.0	42.0	78.0	78.0	78.0
Total Split (%)	35.0%	35.0%	65.0%	65.0%	65.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.6	2.6	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.6	6.6	6.0	6.0	6.0
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode	None	None	C-Max	C-Max	C-Max
v/c Ratio	0.25	0.30	0.28	0.12	0.53
Control Delay	55.0	17.4	2.8	3.2	4.3
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	55.0	17.4	2.8	3.2	4.3
Queue Length 50th (m)	7.9	0.0	18.0	2.3	50.5
Queue Length 95th (m)	17.6	11.2	26.4	5.8	70.8
Internal Link Dist (m)	162.1		104.3		169.8
Turn Bay Length (m)	21.0			56.0	
Base Capacity (vph)	526	505	2986	530	3085
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.07	0.11	0.28	0.12	0.53

Intersection Summary

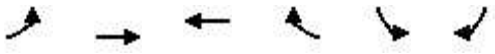
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 67.2 (56%), Referenced to phase 2:NBT and 6:SBTL, Start of Green
Natural Cycle: 70
Control Type: Actuated-Coordinated

Splits and Phases: 2: Dixie Road & Sherway Drive

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	38	55	745	92	65	1645
Future Volume (vph)	38	55	745	92	65	1645
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	3.5	3.5	3.7	3.7	3.5	3.7
Total Lost time (s)	6.6	6.6	6.0		6.0	6.0
Lane Util. Factor	1.00	1.00	0.95		1.00	0.95
Frt	1.00	0.85	0.98		1.00	1.00
Flt Protected	0.95	1.00	1.00		0.95	1.00
Satd. Flow (prot)	1785	1581	3527		1785	3650
Flt Permitted	0.95	1.00	1.00		0.33	1.00
Satd. Flow (perm)	1785	1581	3527		628	3650
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	38	55	745	92	65	1645
RTOR Reduction (vph)	0	51	4	0	0	0
Lane Group Flow (vph)	38	4	833	0	65	1645
Heavy Vehicles (%)	0%	1%	2%	0%	0%	0%
Turn Type	Prot	Perm	NA		Perm	NA
Protected Phases	8		2			6
Permitted Phases		8			6	
Actuated Green, G (s)	8.5	8.5	98.9		98.9	98.9
Effective Green, g (s)	8.5	8.5	98.9		98.9	98.9
Actuated g/C Ratio	0.07	0.07	0.82		0.82	0.82
Clearance Time (s)	6.6	6.6	6.0		6.0	6.0
Vehicle Extension (s)	5.0	5.0	0.2		0.2	0.2
Lane Grp Cap (vph)	126	111	2906		517	3008
v/s Ratio Prot	c0.02		0.24			c0.45
v/s Ratio Perm		0.00			0.10	
v/c Ratio	0.30	0.04	0.29		0.13	0.55
Uniform Delay, d1	52.9	51.9	2.4		2.1	3.4
Progression Factor	1.00	1.00	1.00		1.00	1.00
Incremental Delay, d2	2.8	0.3	0.2		0.5	0.7
Delay (s)	55.7	52.2	2.7		2.6	4.1
Level of Service	E	D	A		A	A
Approach Delay (s)	53.6		2.7			4.0
Approach LOS	D		A			A

Intersection Summary			
HCM 2000 Control Delay	5.4	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.53		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	12.6
Intersection Capacity Utilization	62.6%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	6	2	2	1	1	3
Future Volume (Veh/h)	6	2	2	1	1	3
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	7	2	2	1	1	3
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	3				18	2
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	3				18	2
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				100	100
cM capacity (veh/h)	1619				995	1082

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	9	3	4
Volume Left	7	0	1
Volume Right	0	1	3
cSH	1619	1700	1058
Volume to Capacity	0.00	0.00	0.00
Queue Length 95th (m)	0.1	0.0	0.1
Control Delay (s)	5.6	0.0	8.4
Lane LOS	A		A
Approach Delay (s)	5.6	0.0	8.4
Approach LOS			A

Intersection Summary			
Average Delay	5.3		
Intersection Capacity Utilization	15.3%	ICU Level of Service	A
Analysis Period (min)	15		

APPENDIX F

Intersection Capacity Analysis Reports

Future (2023) Total Traffic Conditions

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	17	26	8	1135	1419	4
Future Volume (Veh/h)	17	26	8	1135	1419	4
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Hourly flow rate (vph)	17	26	8	1135	1419	4
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (m)				194		
pX, platoon unblocked	0.92					
vC, conflicting volume	2004	712	1423			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1915	712	1423			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	69	93	98			
cM capacity (veh/h)	55	380	484			

Direction, Lane #	EB 1	NB 1	NB 2	NB 3	SB 1	SB 2
Volume Total	43	8	568	568	946	477
Volume Left	17	8	0	0	0	0
Volume Right	26	0	0	0	0	4
cSH	114	484	1700	1700	1700	1700
Volume to Capacity	0.38	0.02	0.33	0.33	0.56	0.28
Queue Length 95th (m)	10.9	0.4	0.0	0.0	0.0	0.0
Control Delay (s)	54.7	12.6	0.0	0.0	0.0	0.0
Lane LOS	F	B				
Approach Delay (s)	54.7	0.1			0.0	
Approach LOS	F					

Intersection Summary				
Average Delay	0.9			
Intersection Capacity Utilization	49.4%	ICU Level of Service		A
Analysis Period (min)	15			

Lane Group	WBL	WBR	NBT	SBL	SBT
Lane Configurations					
Traffic Volume (vph)	113	180	945	122	1312
Future Volume (vph)	113	180	945	122	1312
Lane Group Flow (vph)	113	180	1010	122	1312
Turn Type	Prot	Perm	NA	Perm	NA
Protected Phases	8		2		6
Permitted Phases		8		6	
Detector Phase	8	8	2	6	6
Switch Phase					
Minimum Initial (s)	8.0	8.0	8.0	8.0	8.0
Minimum Split (s)	31.6	31.6	26.0	26.0	26.0
Total Split (s)	42.0	42.0	78.0	78.0	78.0
Total Split (%)	35.0%	35.0%	65.0%	65.0%	65.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.6	2.6	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.6	6.6	6.0	6.0	6.0
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode	None	None	C-Max	C-Max	C-Max
v/c Ratio	0.51	0.57	0.37	0.32	0.47
Control Delay	56.7	21.1	5.1	7.3	5.9
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	56.7	21.1	5.1	7.3	5.9
Queue Length 50th (m)	23.3	8.5	30.5	6.7	44.8
Queue Length 95th (m)	38.5	27.7	46.5	17.1	66.8
Internal Link Dist (m)	162.1		104.3		169.8
Turn Bay Length (m)		21.0		56.0	
Base Capacity (vph)	526	562	2738	387	2815
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.21	0.32	0.37	0.32	0.47

Intersection Summary

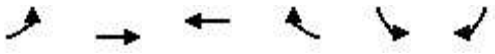
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 68.8 (57%), Referenced to phase 2:NBT and 6:SBTL, Start of Green
Natural Cycle: 65
Control Type: Actuated-Coordinated

Splits and Phases: 2: Dixie Road & Sherway Drive

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	113	180	945	65	122	1312
Future Volume (vph)	113	180	945	65	122	1312
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	3.5	3.5	3.7	3.7	3.5	3.7
Total Lost time (s)	6.6	6.6	6.0		6.0	6.0
Lane Util. Factor	1.00	1.00	0.95		1.00	0.95
Frt	1.00	0.85	0.99		1.00	1.00
Flt Protected	0.95	1.00	1.00		0.95	1.00
Satd. Flow (prot)	1785	1581	3548		1785	3650
Flt Permitted	0.95	1.00	1.00		0.27	1.00
Satd. Flow (perm)	1785	1581	3548		502	3650
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	113	180	945	65	122	1312
RTOR Reduction (vph)	0	120	2	0	0	0
Lane Group Flow (vph)	113	60	1008	0	122	1312
Heavy Vehicles (%)	0%	1%	2%	0%	0%	0%
Turn Type	Prot	Perm	NA		Perm	NA
Protected Phases	8		2			6
Permitted Phases		8			6	
Actuated Green, G (s)	14.8	14.8	92.6		92.6	92.6
Effective Green, g (s)	14.8	14.8	92.6		92.6	92.6
Actuated g/C Ratio	0.12	0.12	0.77		0.77	0.77
Clearance Time (s)	6.6	6.6	6.0		6.0	6.0
Vehicle Extension (s)	5.0	5.0	0.2		0.2	0.2
Lane Grp Cap (vph)	220	194	2737		387	2816
v/s Ratio Prot	c0.06		0.28			c0.36
v/s Ratio Perm		0.04			0.24	
v/c Ratio	0.51	0.31	0.37		0.32	0.47
Uniform Delay, d1	49.2	47.9	4.4		4.1	4.9
Progression Factor	1.00	1.00	1.00		1.00	1.00
Incremental Delay, d2	4.0	1.9	0.4		2.1	0.6
Delay (s)	53.2	49.8	4.8		6.3	5.4
Level of Service	D	D	A		A	A
Approach Delay (s)	51.1		4.8			5.5
Approach LOS	D		A			A

Intersection Summary			
HCM 2000 Control Delay	10.1	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.47		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	12.6
Intersection Capacity Utilization	57.1%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	11	2	2	14	3	3
Future Volume (Veh/h)	11	2	2	14	3	3
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	12	2	2	15	3	3
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	17				36	10
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	17				36	10
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	99				100	100
cM capacity (veh/h)	1600				970	1072

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	14	17	6
Volume Left	12	0	3
Volume Right	0	15	3
cSH	1600	1700	1018
Volume to Capacity	0.01	0.01	0.01
Queue Length 95th (m)	0.2	0.0	0.1
Control Delay (s)	6.2	0.0	8.6
Lane LOS	A		A
Approach Delay (s)	6.2	0.0	8.6
Approach LOS			A

Intersection Summary			
Average Delay	3.7		
Intersection Capacity Utilization	17.4%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	5	11	7	804	1708	10
Future Volume (Veh/h)	5	11	7	804	1708	10
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Hourly flow rate (vph)	5	11	7	804	1708	10
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (m)				194		
pX, platoon unblocked	0.97					
vC, conflicting volume	2129	859	1718			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	2101	859	1718			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	88	96	98			
cM capacity (veh/h)	43	304	374			

Direction, Lane #	EB 1	NB 1	NB 2	NB 3	SB 1	SB 2
Volume Total	16	7	402	402	1139	579
Volume Left	5	7	0	0	0	0
Volume Right	11	0	0	0	0	10
cSH	106	374	1700	1700	1700	1700
Volume to Capacity	0.15	0.02	0.24	0.24	0.67	0.34
Queue Length 95th (m)	3.6	0.4	0.0	0.0	0.0	0.0
Control Delay (s)	45.1	14.8	0.0	0.0	0.0	0.0
Lane LOS	E	B				
Approach Delay (s)	45.1	0.1			0.0	
Approach LOS	E					

Intersection Summary			
Average Delay	0.3		
Intersection Capacity Utilization	57.5%	ICU Level of Service	B
Analysis Period (min)	15		

Lane Group	WBL	WBR	NBT	SBL	SBT
Lane Configurations					
Traffic Volume (vph)	38	55	751	65	1648
Future Volume (vph)	38	55	751	65	1648
Lane Group Flow (vph)	38	55	843	65	1648
Turn Type	Prot	Perm	NA	Perm	NA
Protected Phases	8		2		6
Permitted Phases		8		6	
Detector Phase	8	8	2	6	6
Switch Phase					
Minimum Initial (s)	8.0	8.0	8.0	8.0	8.0
Minimum Split (s)	31.6	31.6	26.0	26.0	26.0
Total Split (s)	42.0	42.0	78.0	78.0	78.0
Total Split (%)	35.0%	35.0%	65.0%	65.0%	65.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.6	2.6	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.6	6.6	6.0	6.0	6.0
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode	None	None	C-Max	C-Max	C-Max
v/c Ratio	0.25	0.30	0.28	0.12	0.53
Control Delay	55.0	17.4	2.8	3.2	4.3
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	55.0	17.4	2.8	3.2	4.3
Queue Length 50th (m)	7.9	0.0	18.1	2.3	50.8
Queue Length 95th (m)	17.6	11.2	26.7	5.8	71.1
Internal Link Dist (m)	162.1		104.3		169.8
Turn Bay Length (m)		21.0		56.0	
Base Capacity (vph)	526	505	2986	527	3085
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.07	0.11	0.28	0.12	0.53

Intersection Summary

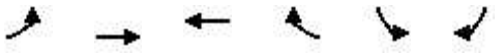
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 67.2 (56%), Referenced to phase 2:NBT and 6:SBTL, Start of Green
Natural Cycle: 70
Control Type: Actuated-Coordinated

Splits and Phases: 2: Dixie Road & Sherway Drive

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	38	55	751	92	65	1648
Future Volume (vph)	38	55	751	92	65	1648
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	3.5	3.5	3.7	3.7	3.5	3.7
Total Lost time (s)	6.6	6.6	6.0		6.0	6.0
Lane Util. Factor	1.00	1.00	0.95		1.00	0.95
Frt	1.00	0.85	0.98		1.00	1.00
Flt Protected	0.95	1.00	1.00		0.95	1.00
Satd. Flow (prot)	1785	1581	3528		1785	3650
Flt Permitted	0.95	1.00	1.00		0.33	1.00
Satd. Flow (perm)	1785	1581	3528		623	3650
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	38	55	751	92	65	1648
RTOR Reduction (vph)	0	51	4	0	0	0
Lane Group Flow (vph)	38	4	839	0	65	1648
Heavy Vehicles (%)	0%	1%	2%	0%	0%	0%
Turn Type	Prot	Perm	NA		Perm	NA
Protected Phases	8		2			6
Permitted Phases		8			6	
Actuated Green, G (s)	8.5	8.5	98.9		98.9	98.9
Effective Green, g (s)	8.5	8.5	98.9		98.9	98.9
Actuated g/C Ratio	0.07	0.07	0.82		0.82	0.82
Clearance Time (s)	6.6	6.6	6.0		6.0	6.0
Vehicle Extension (s)	5.0	5.0	0.2		0.2	0.2
Lane Grp Cap (vph)	126	111	2907		513	3008
v/s Ratio Prot	c0.02		0.24			c0.45
v/s Ratio Perm		0.00			0.10	
v/c Ratio	0.30	0.04	0.29		0.13	0.55
Uniform Delay, d1	52.9	51.9	2.4		2.1	3.4
Progression Factor	1.00	1.00	1.00		1.00	1.00
Incremental Delay, d2	2.8	0.3	0.3		0.5	0.7
Delay (s)	55.7	52.2	2.7		2.6	4.1
Level of Service	E	D	A		A	A
Approach Delay (s)	53.6		2.7			4.0
Approach LOS	D		A			A

Intersection Summary			
HCM 2000 Control Delay	5.4	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.53		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	12.6
Intersection Capacity Utilization	62.7%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	6	2	2	6	10	3
Future Volume (Veh/h)	6	2	2	6	10	3
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	7	2	2	7	11	3
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	9				22	6
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	9				22	6
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				99	100
cM capacity (veh/h)	1611				991	1077

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	9	9	14
Volume Left	7	0	11
Volume Right	0	7	3
cSH	1611	1700	1008
Volume to Capacity	0.00	0.01	0.01
Queue Length 95th (m)	0.1	0.0	0.3
Control Delay (s)	5.6	0.0	8.6
Lane LOS	A		A
Approach Delay (s)	5.6	0.0	8.6
Approach LOS			A

Intersection Summary			
Average Delay	5.4		
Intersection Capacity Utilization	15.3%	ICU Level of Service	A
Analysis Period (min)	15		

APPENDIX G

Region's and City's Comments

First (1st) Submission

Print This Page

PLANNING APPLICATION STATUS REPORT

Planning and Building Department
Planning Division
City of Mississauga
300 City Centre Drive
MISSISSAUGA ON L5B 3C1

File: 21T-M 18 2 **WEBID ACCESS NUMBER: HFPQ5796**
Applicant: GLEN SCHNARR & ASSOCIATES INC
Proposal: 26 single-detached dwellings (8 freehold units and 18 POTLs on a CEC road)
Address:
General Location: W/S OF DIXIE RD, N OF QUEEN ELIZABETH WAY

Dear Applicant,

The following conditions represent the CURRENT status of your application as of the date printed below and is being provided as a convenience. This is NOT an official correspondence as to the status of your application. The Planning Division may not have fully completed the review of the application at this time. Further comments may be forthcoming.

No resubmissions either in whole or in part, of any revised drawings are to be made until such time as the planner requests in writing such drawings and related information.

This report MAY contain conditions/comments from other Commenting Agencies outside the City of Mississauga. We are providing this service as a convenience to the applicant. You may still may receive these same conditions/comments under separate cover from the specific agency.

In the event that the applicant chooses to make changes to the site plan drawings, initates studies and/or responds to comments provided, prior to the confirmation by the planner, such changes and/or actions are being made at the sole risk of the applicant.

MILESTONE DESCRIPTION

Milestone	Description
2ND SERVICING SUB	Required prior to making second servicing servicing submission
DRAFT APPR	Required prior to draft approval.
INFO REPORT	Required prior to planner preparing Information Report to PDC.
NOTE:	Note for applicant's information only - no action required.
PLAN REGISTRATION (SCHEDULE B)	Clause to be included into Schedule 'B' of the Development Agreement
PLAN REGISTRATION (SCHEDULE C)	Condition to be included into Schedule 'C' of the Development Agreement
RECOMMENDATION REPORT	Required prior to planner preparing Recommendation Report to PDC
REGISTRATION	Required prior to registration of M-Plan
SERV AGRT	Before finalization of Servicing Agreement.
SERV AND/OR DEV. AGT	Required prior to finalization of Servicing and/or Development Agreement

PLANNING AND BUILDING

PLANNER - DEV DESIGN Contact: David Breveglieri Tel.: (905) 615-3200 x5551

No.	Milestone	Condition
1	NOTE:	Subdivision file 21T-18002 is being reveiwed concurently with Rezoning file OZ 18/003 W1. Accordingly all planner comments for the propsoal can be found in the Status Report for OZ 18/003 W1. **Created :** 2018-08-07 17:49:16 **Last Modified :** -

LANDSCAPE ARCH - DEV DESIGN Contact: Kate Allan Tel.: (905) 615-3200 x5728

1	NOTE:	An application has been filed for a Zoning By-law amendment under file OZ-18003 W1 concurrently with an application for a draft plan of subdivision T-18002. Refer to T-18002 for additional detailed comments and conditions. **Created :** 2018-05-04 14:06:34 **Last Modified :** -
2	INFO REPORT	Prior to a Public Meeting and/or Draft Plan Approval, a copy of the Preliminary Tree Preservation Plan as outlined by the Community Services Department must be submitted to the Development and Design Division. Additional comments regarding the layout and/or impact of the proposed development may follow upon review of this information. **Created :** 2018-05-04 14:07:10 **Last Modified :** 2018-07-23 16:02:10

3	SERV AND/OR DEV. AGT	Prior to plan registration, screen fencing plans for the side and/or rear property lines of all residential lots .shall be submitted to and approved by the Transportation and Works Department and the Planning and Building Department. All fencing adjacent to public lands must be located 0.3 m within the property line. These works shall be coordinated with any required noise abatement measures and shall be carried out by the developer at his own cost. **Created :** 2018-05-04 14:07:10 **Last Modified :** 2018-07-23 16:02:10
4	SERV AND/OR DEV. AGT	As part of the first engineering submission, a master streetscape plan illustrating: (a) a minimum 4.5 m buffer block adjacent to a 6 m sideyard setback, fencing and proposed treatment; (b) a minimum 3.0 m buffer block between any service road right-of-way and a major road, fencing and the proposed treatment; (c) a minimum 3.0 m buffer block between cul-de-sacs and major roads, fencing, and the proposed treatment; (d) a buffer block between reverse frontage lots and a public right-of-way, fencing and the proposed treatment; (e) any dedicated blocks for subdivision entry features; (f) existing trees within the streetscape to be preserved; Prior to registration, detailed working drawings will be reviewed and coordinated with the Transportation and works, and the Community Services Departments. These works will be carried out by the developer at his cost. **Created :** 2018-05-04 14:07:10 **Last Modified :** 2018-07-23 16:02:11
6	RECOMMENDATION REPORT	Noise attenuation walls are shown along .....(street name). A report entitled "Alternatives to Noise Attenuation Walls was adopted by Council in January, 1996 (Recommendation PDC-1-96). The Development and Design Division requests that the applicant review the alternative design standards contained in this report and propose other alternatives to reduce or eliminate the need for noise attenuation walls in this application. A copy of the report has been included, highlighting Section(s) .....which may be most appropriate for this application. **Created :** 2018-05-04 14:07:10 **Last Modified :** 2018-07-23 16:02:11

URBAN DESIGNER Contact: Yang Huang Tel.: (905) 615-3200 x5540

1	NOTE:	An application has been filed for a Zoning By-law amendment under file OZ-18003 W1 concurrently with an application for a draft plan of subdivision T-18002. Refer to OZ-18003 W1 for detailed comments and conditions. **Created :** 2018-05-29 14:31:26 **Last Modified :** -

DEVELOPMENT SERVICES Contact: Allison Morris Tel.: (905) 615-3200 x5523

1	DRAFT APPR	Prior to the registration of the above-noted plan of subdivision, the following item is to be complied with by the applicant to the satisfaction of the Development Services Section, Business Services Division, Planning and Building Department: 1. The applicant is required to register restrictions on title to all the lots/blocks prohibiting the transfer of the lots/blocks until such time as the common element condominum road is registered. A copy of the Registered Restriction is to be submitted to Development Services. **Created :** 2018-04-20 14:26:33 **Last Modified :** 2018-04-20 14:28:58
2	SERV AGRT	Prior to the execution of the Development and/or Servicing Agreeement(s), The applicant will be required to pay the storm water development charge to the Development Charges By-law that is in effect at the time of payment. **Created :** 2018-04-20 14:26:33 **Last Modified :** 2018-04-20 14:28:58
3	INFO REPORT	Please ensure that the public meeting notice and all planning reports clearly indicate that the proposal is to create 8 freehold lots and 18 POTLs on a common elements road condominium. **Created :** 2018-04-20 14:26:33 **Last Modified :** 2018-04-20 14:28:58
4	DRAFT APPR	The applicant will be required to pay in full, all assessments levied against the property, as well as the current year's taxes and/or local improvement charges. **Created :** 2018-04-20 14:26:33 **Last Modified :** 2018-04-20 14:28:58
5	DRAFT APPR	The applicant will be required to enter into the City's standard Development Agreement. In this regard, the applicant should contact Development Services, Planning and Building Department, directly. **Created :** 2018-04-20 14:26:33 **Last Modified :** 2018-04-20 14:28:58
6	SERV AGRT	The applicant will be required to pay the Legal Services processing fee as set out in the City's current Fees and Charges By-law. Contact 905-615-3200 x 5523 for the current rate. In the event that other agreements are necessary, the applicant will be required to pay the applicable Legal Services processing fees, as set out in the City of Mississauga Fees and Charges By-law. **Created :** 2018-04-20 14:26:33 **Last Modified :** 2018-04-20 14:28:58

TRANSPORTATION AND WORKS

DEVELOPMENT ENGINEERING REVIEW Contact: Tony Rocco Tel.: (905) 615-3200 x5174

1	RECOMMENDATION REPORT	An application has been filed for a Zoning By-law amendment under file OZ 18/003 Ward 1 concurrently with the subject draft plan application. Please note that this Department's detailed comments and conditions for the rezoning application will be addressed as part of the subject draft plan of subdivision application T-M18002. We have reviewed a Draft Plan of Subdivision, consisting of 26 units (8 freehold lots and 18 common element units) and right-of-way widening prepared by Glen Schnarr & Associates Inc. dated Feb 20, 2018, along with supporting materials received to date. The Draft Plan is to identifiy the requried road widenings as Blocks. **Created :** 2018-04-09 13:53:21 **Last Modified :** 2018-07-04 09:28:38
2	RECOMMENDATION REPORT	Initial Circulation. We have received and reviewed Grading and Servicing plans prepared by Condeland Engineering Ltd. dated January 9, 2018 and a Site Plan prepared by Flanagan Beresford and Patteson Architects dated Jan 8, 2018. We provide the following comments below; Grading plan - proposed rear yard drainage on freehold lots fronting Primate Road is not acceptable and must be self-contained. These lots cannot drain externally across and onto the proposed Condominium Corporation lands at rear. Revise grading/servicing accordingly. - proposed surface drainage pattern along the southerly limit of the proposed subdivision (adjacent dwelling #1362) appears to drain externally. Note that proposed surface drainage is to be self contained. Revise grading accordingly. - include a CB for rear yard drainage for CEC lots 1-4 and for CEC lots 5-11, - indicate all proposed culvert invert elevations on Primate Road - label with note where "matching existing grades" along all property limits of proposed subdivision. - show/label all proposed driveway slopes - clearly show streetline limit of Wealthy Place (on all plans). Revise plan to show entire Wealthy Place pavement surface to be replaced with 40mm HL3 overlay. - label limit of pavement around entire Wealthy Place cul-de-sac. - include dimension from property limit to edge of pavement. - dimension all radius roundings - label all existing/proposed easement information on plans. Identify purpose of easement(s) - dimension all legs of private roadway (all plans) - dimension all unit frontages. - Private condo road to be 7.4m (including curbs), crowned road with minimum 2% crossfall. - show/label all acoustic barriers indicated in the Noise Feasibility Study by HGC Engineering. **Created :** 2018-04-10 08:02:31 **Last Modified :** 2018-07-04 09:28:38
3	RECOMMENDATION REPORT	The Draft Plan of Subdivision and the supporting Site Plan are to be revised to address the following concerns and illustrate the feasibility of the proposed Common Element Condominium development: i) include the minimum 3.0 m (10 ft.) utility corridor within the minimum 4.5 m (14.8 ft.) front yard setback, ensuring that steps and/or any landing/porch area does not encroach within this area, ii) include the City's standard road cross-section detail for a Common Element Condominium, iii) revise all private condominium roads to the standard crowned centreline of pavement, iv) indicate the means whereby adequate waste collection and snow ploughing will be provided to all POTLs, v) provide functional grading details for a typical POTL block and clearly illustrate all POTL boundaries, vi) include preliminary fencing and buffering details to common element features such as curbing, sidewalks, parking areas and outdoor amenity areas. vii) show location of accoustical barriers where required as per noise report. Note: Should these lands or any portion thereof be developed as a condominium, the applicant is advised that internal roads and services are to be constructed to meet the City's minimum condominium standards, (Section 6, Development Requirements Manual, Transportation and Works Department, City of Mississauga). Note: The Region is to confirm the means whereby adequate waste collection will be provided to all POTLs. **Created :** 2018-04-09 13:53:21 **Last Modified :** 2018-07-04 09:28:38
4	SERV AGRT	From our review of the plans and supporting documentation provided to date, it is noted that the submitted draft plan of subdivision proposes no new municipal roads within the limits of the property. However, in the event of Council approval, this Department will require that the Owner enter into a Subdivision Agreement with the City and the Region for the construction and installation of the appropriate municipal works including, but not limited to: - construction of the appropriate STORM sewer works, catch basin installations and connection; (see Storm Drainage section for additional details); - any necessary municipal works required to service these lands; ie. Primate Road and Wealthy Place - detailed site grading and drainage plan; - asphalt overlay on along the municipal frontages of the site along Primate Road and Wealthy Place made necessary by the installation of the required municipal facilities, services and utilities; - unshrinkable backfill for all underground installations within the municipal road allowance; - boulevard works/ reinstatement along Primate Road and Wealthy Place cul-de-sac; - maintaining the municipal roads and boulevards in a state satisfactory to the City, until all construction and building activity is complete; - acoustical fence construction (if applicable); - land dedication and easements; - any cash contributions, securities, fees and insurance. Please note that an administration fee (plus HST) is required at the time of processing any refundable security deposit. Any underground and aboveground municipal services are to be constructed in accordance with the latest O.P.S. and/or City standards and requirements, as applicable. Development of the lands shall be staged to the satisfaction of the City. The developer will be required to provide the City with comprehensive insurance coverage, a financial guarantee for the installation of municipal works and maintain the municipal works in accordance with the requirements of the applicable agreement(s). Please be advised that the City will NOT accept a First Engineering Submission in support of the required Agreement until such time as the Recommendation Meeting / Draft Approval for the associated application has been adopted by City Council. **Created :** 2018-04-09 13:53:21 **Last Modified :** 2018-07-04 09:28:38
5	2ND SERVICING SUB	Not later than second engineering submission, the developer is to submit a Noise Report prepared by an Acoustical Consultant. The report is to address methods of dealing with acoustical aspects evolving from all the noise sources. The report should also detail the type of noise attenuation that will be implemented for all noise sources as identified in the Preliminary Noise Control Feasibility Study. **Created :** 2018-04-09 13:53:21 **Last Modified :** 2018-07-04 09:28:38
6	REGISTRATION	initial Circulation. We have received and reviewed a Noise Feasibility Study prepared by HGC Engineering dated January 24, 2018 and have the following comments; Noise mitigation measures, ie, noise barriers, mandatory air conditioning, warning clauses will be required for this development as identified in the Study. The applicant is to contact the Development and Design Division of the Planning and Building department with respect to their requirements for barrier heights to mitigate noise levels to 55 dBA. It should be noted that the report is a preliminary assessment only and that a detailed noise report by an Acoustical Consultant will be required prior to Site Plan approval to the satisfaction of the Planning and Building Department as and when final detailed architectural, mechanical and grading plans are available. The applicant is to contact the Development and Design Division of the Planning and Building department with respect to their requirements for barrier heights to mitigate noise levels to 55 dBA, specifically the proposed 2.8m high acoustical barrier. The appropriate warning clauses and implementation requirements to address all noise impacts are to be included in Schedules `B' and `C' of the Subdivision Agreement and are provided below. **Created :** 2018-04-10 09:54:44 **Last Modified :** 2018-07-04 09:28:38
7	NOTE:	Please be advised that the City will NOT accept a First Engineering Submission in support of the required Agreement for Municipal Infrastructure works until such time as the Recommendation Report recommending Draft Plan Approval and the associated rezoning/OPA application has been approved in principle by City Council. THE FOLLOWING ONLINE LINK IS PROVIDED TO ASSIST THE DEVELOPER IN THE PREPARATION OF THE SUBDIVISION AGREEMENT AND RELATED DRAWINGS. T&W Development Requirements Manual, Section 3 - Engineering Submission http://www7.mississauga.ca/documents/business/business_developers/development_requirements/Development_Requirements_Manual_-_Revised_December_2013.pdf **Created :** 2018-04-09 13:53:21 **Last Modified :** 2018-07-04 09:28:38

8	PLAN REGISTRATION (SCHEDULE B)	The City of Mississauga does not require off-site snow removal, however, in the case of heavy snow falls, the limited snow storage space available on the property may make it necessary to truck the snow off the site with all associated costs being borne by the registered property owner. **Created :** 2018-04-09 13:53:21 **Last Modified :** 2018-07-04 09:28:38
9	PLAN REGISTRATION (SCHEDULE B)	Warning clauses are to be included in the Agreements of Purchase and Sale and registered on the title of all affected lots and blocks noting: (a) any noise control features required to meet the noise level objectives of the City, to the satisfaction of the City, with respect to all noise sources. (b) any walkways that may evolve on the plan. (c) the location of any Stormwater Management Facility. (d) the possibility of future transit routes, including the installation of bus stop platforms and/or shelters. **Created :** 2018-04-09 13:53:21 **Last Modified :** 2018-07-04 09:28:38
10	PLAN REGISTRATION (SCHEDULE B)	Lots/Blocks/Units: Purchasers/tenants are advised and hereby put on notice that a noise attenuation fence is located within the Condominium Corporation lands and that the said noise attenuation fence shall not be altered or removed. It shall be the obligation of the respective property owner(s) to maintain and keep in repair the noise attenuation fence situated within their lands. **Created :** 2018-04-09 13:53:21 **Last Modified :** 2018-07-04 09:28:38
11	PLAN REGISTRATION (SCHEDULE B)	The following Warning clause/restriction is to be included the Development Agreement, Purchase and Sales Agreement and future Condominium Declaration: The Owner is advised and obligated to maintain, repair and replace, at their sole expense, any privacy fence in strict compliance with the approved location. The Owner shall not alter and/or change the aforementioned privacy fence and any required future replacement of any privacy fence is to be installed in the same location in strict compliance with the approved location ensuring that appropriate buffering is provided between any fencing and common element features such as curbing, vehicle overhang, sidewalks, parking areas and outdoor amenity areas. **Created :** 2018-05-04 15:20:12 **Last Modified :** 2018-07-04 09:28:38
12	PLAN REGISTRATION (SCHEDULE B)	Purchasers/tenants are advised that despite the inclusion of noise control features in this development area and within building units, noise levels from increasing road traffic from Dixie Road may continue to be of concern occasionally interfering with some activities of the dwelling occupants, as the noise exposure level may exceed the noise criteria of the Municipality and the Ministry of the Environment and Climate Change. **Created :** 2018-04-09 13:53:21 **Last Modified :** 2018-07-04 09:28:38
13	PLAN REGISTRATION (SCHEDULE B)	Lots/Blocks/Units: Purchasers/tenants are advised that in order to achieve an acceptable indoor living environment, building plans for the unit must include a central air conditioning system. The forced air heating system and its ducting are to be sized to accommodate a central air conditioning unit. The air cooler/condenser unit must be located with due regard to the noise created by the unit itself and its effect on the outdoor recreational activities. **Created :** 2018-04-09 13:53:21 **Last Modified :** 2018-07-04 09:28:38
14	PLAN REGISTRATION (SCHEDULE B)	Purchasers/tenants are also advised that the outdoor air cooled condenser unit itself can produce sufficient noise to interfere with outdoor recreational activities. Due consideration should be given to this noise factor when selecting the air cooled condenser unit location or an alternate quieter unit could be selected. **Created :** 2018-04-09 13:53:21 **Last Modified :** 2018-07-04 09:28:38
15	PLAN REGISTRATION (SCHEDULE B)	Purchasers/tenants are further advised that in order to achieve an acceptable indoor living environment, they may find it necessary to equip the unit with a central air conditioning system. Provision has been made to the heating system to facilitate such an installation. Purchasers/tenants are also advised that the outdoor air cooled condenser unit itself can produce sufficient noise to interfere with outdoor recreational activities. Due consideration should be given to this noise factor when selecting the air cooled condenser unit location or an alternate quieter unit could be selected. **Created :** 2018-04-09 13:53:21 **Last Modified :** 2018-07-04 09:28:38
16	PLAN REGISTRATION (SCHEDULE C)	Prior to and as a condition of Site Plan Approval, on all development blocks within the plan of subdivision, the owner shall provide an acoustical report to the satisfaction of the City Planning and Building Department. The report shall address the impact of the stationary noise from the operations of the proposed land use for each block and determine the mitigation measures necessary to ensure that the resultant noise levels for all adjoining sensitive land uses/receptor locations are in compliance with the MOECC guidelines for stationary noise. Should any mitigative measures be required, satisfactory securities shall be retained to guarantee their installation. **Created :** 2018-04-09 13:53:21 **Last Modified :** 2018-07-04 09:28:38
17	PLAN REGISTRATION (SCHEDULE C)	Prior to Site Plan approval, the Owner shall make satisfactory arrangements for the erection and maintenance of hoarding adjacent to all adjoining properties throughout all phases of construction. **Created :** 2018-05-04 15:29:47 **Last Modified :** 2018-07-04 09:28:38
18	PLAN REGISTRATION (SCHEDULE C)	In accordance with the City's current policy, the private roadways within this development shall be named. The applicant shall contact the Development Engineering Section, Transportation and Works Department with respect to the procedure for the assignment of Private Street names (IF APPLICABLE). Confirmation from our Geomatics section with respect to assignment of addresses will also be required. The applicant is to contact the City's Geomatics section (905-615-3200 ext. 3215 or 3088) to with respect to assignment of addresses and contact the Development Engineering Section (905-615-3200 ext. 5149) with respect to the procedure for the assignment of Private Street names. **Created :** 2018-04-10 10:40:37 **Last Modified :** 2018-07-04 09:28:38
19	NOTE:	All matters pertaining to Dixie Road (ie. access, road widenings, sight triangles etc.) shall be addressed by the Region of Peel as this road is under their jurisdiction. **Created :** 2018-04-09 13:53:21 **Last Modified :** 2018-07-04 09:28:38
20	NOTE:	The cost of any boulevard improvements/reinstatement, sidewalk, municipal service and/or utility relocations as necessary to accommodate this development shall be borne by the developer. **Created :** 2018-04-09 13:53:21 **Last Modified :** 2018-07-04 09:28:38

21 NOTE: Should these lands or any portion thereof be developed as a condominium, the applicant is advised that internal roads and services are to be constructed to meet the City's minimum condominium standards, (Section 6, Development Requirements Manual, Transportation and Works Department, City of Mississauga). http://www.mississauga.ca/business/developmentrequirements
Created : 2018-04-09 13:53:21 **Last Modified :** 2018-07-04 09:28:38

22 NOTE: In the event that placement of any shoring and tie-backs systems are to be proposed within the municipal road allowances, the applicant is to contact the Building Division and apply for a Permit for the required shoring on site. Please see the following link for more information: http://www.mississauga.ca/portal/residents/planexamination#PES7 Prior to any work being carried out within the municipal right-of-way, the applicant is to have their Road Occupancy Permit in place. For further information related to the Road Occupancy Permit, please contact the PUCC/ Permit Technologist, located at 3185 Mavis Road.
Created : 2018-04-09 13:53:21 **Last Modified :** 2018-07-04 09:28:38

ENVIRONMENTAL ENG REVIEWER Contact: Valeriya Danylova Tel.: (905) 615-3200 x5930

1 NOTE: Based upon the review of the: - Environmental Site Screening Questionnaire and Declaration (ESSQD) dated February 13, 2018; - Phase I Environmental Site Assessment (ESA) (project 08*3368), dated February 13, 2018 and prepared by Brown associates Limited, the following comments are provided:
Created : 2018-04-26 13:48:29 **Last Modified :** 2018-07-04 09:29:55

2 NOTE: The consultant has indicated that buildings of this age occasionally have former buried underground storage tanks (USTs). If a copper feeder pipe or a filler and vent pipe are found in course of removing the foundations, they should be followed to check for possible residual USTs which would require removal in accordance with MOECC protocols which may include sampling and chemical characterization of soil and groundwater. Should any USTs discovered during the demolishing stage, the completion of a varication of soil and groundwater sampling program, signed and dated by a qualified person must be submitted to the City for review.
Created : 2018-04-26 13:48:29 **Last Modified :** 2018-07-04 09:29:55

3 NOTE: If a well or a septic system is found, it should be decommissioned in accordance with all applicable regulations.
Created : 2018-04-26 13:48:29 **Last Modified :** 2018-07-04 09:29:55

ENVIRONMENTAL ENG REV STORM Contact: Ghazwan Yousif Tel.: (905) 615-3200 x3526

1 RECOMMENDATION REPORT: The storm sewer outlet for these lands is the proposed 250mm diameter storm sewer system located Primate Rd.. A downstream analysis is required to verify the sewer have enough capacity and the feasibility of the proposal. In order to minimize the impact to existing drainage systems, it will be necessary to implement on-site storm water management techniques into the design and construction of the site works and services as necessary, to limit the 100 year post development storm water discharge to the 2 year pre-development levels.
Created : 2018-05-04 12:07:02 **Last Modified :** 2018-07-04 09:29:55

2 RECOMMENDATION REPORT: Based on Functional Servicing and Stormwater Management Report dated January 31 , 2018 prepared by Condeland Engineering LTD., the following comments are provided: i) As noted in item above, a downstream analysis is required to verify if the sewer on Wealthy Place has enough capacity to accept the proposed 40.93 LPS flow from this site; ii) Groundwater level information is require to determine the 5mm water balance, as well as the basement weeping tile; iii) Add a rear lot catchbasin between lots 5-11 and lots 1-4, also relocated the proposed rear lot-catchbasin between lots 12-26 to have a better drainage pattern; iv) More details and cross section for the proposed underground chamber is required; v) Verify that no impact on the neighbouring properties for the proposed storm water chamber location; vi) On servicing/ grading plan, please show the location of the external flow and verify how the external flow will be dealt within the site; vii) For lots facing Primate Rd, please clarify where the uncontrolled flow from these lots will be going to, Also please provide us with more details and location for the proposed uncontrolled flow area; viii) For the uncontrolled flow, please note that based on the City of Mississauga development requirement 2016, maxim runoff coefficient can be used for the pre development condition is 0.5, so please revise your report to reflect that; ix) For the storm design sheet, make sure to have the actual sewer capacity column and the sewer design capacity. Also try to include the sewer on Wealthy Pl.
Created : 2018-05-04 12:07:02 **Last Modified :** 2018-07-04 09:29:55

3 RECOMMENDATION REPORT: External areas have not been addressed properly in the FSR . This information is required to determine the if an easement may be required to accommodate the drainage from adjacent lands. An overall drainage plan is to be provided to ensure that all external areas are being accommodated by this development, including any required easements, storm sewers, erosion protection, etc.
Created : 2018-05-04 12:07:02 **Last Modified :** 2018-07-04 09:29:55

4 PLAN REGISTRATION (SCHEDULE B): The owner acknowledges that The Corporation of the City of Mississauga has implemented stormwater management policies intended to minimize the impact of development; and that it will be necessary to implement on-site stormwater management techniques in the design and construction of the site works and services, including but not limited to, rooftop storage and detention ponding in car parked and/or landscaped areas. The owner acknowledges that they will maintain the on-site stormwater management facilities and that they will not alter or remove these facilities without the prior written consent of The Corporation of the City of Mississauga. The owner hereby agrees to indemnify and save harmless The Corporation of the City of Mississauga from any and all claims, demands, suits, actions or causes of action as a result of, arising out of, or connected with any flooding of the lands subject to this agreement, with respect to the implementation of on-site stormwater management techniques incorporated into the design and construction of the site works and services. This indemnification and save harmless undertaking shall be binding upon the owner's successors and assigns. The owner acknowledges and agrees that all future purchase and sale agreements and all future lease agreements in connection with the subject lands, or any lot, part lot or other segment of the subject lands or of any residential development constructed on the subject lands, shall contain notice of the constraints on development of these lands described in this agreement, as well as notice of the indemnification and save harmless clause.
Created : 2018-05-04 12:07:02 **Last Modified :** 2018-07-04 09:29:55

5 PLAN REGISTRATION (SCHEDULE C): Prior to Site Plan approval for any building permit clearance, the Owner's consulting engineer shall certify, to the satisfaction of the Transportation and Works Department, that the weeping tiles are situated at least 1.0 m above the seasonally high water table to ensure that the sump pumps do not operate continually.
Created : 2018-05-04 12:07:02 **Last Modified :** 2018-07-04 09:29:55

6 REGISTRATION: The applicant will be required to enter into a Subdivision Agreement with the City and the Region of Peel for the construction of municipal

works and services required in support of this development. The agreement shall include but not be limited to: - construction of the storm sewer and any sanitary sewer outlet works as required by the Region of Peel; - boulevard restoration works, - land dedication and easements, - securities and insurance.
Created : 2018-05-04 12:07:02 **Last Modified :** 2018-07-04 09:29:55

7 NOTE: The City of Mississauga has adopted the Green Development Strategy and the corresponding Stage One Green Development Standards. As such, Applicants are required to implement sustainable technologies to manage stormwater on-site. In this regard, for an application of this nature, suitable techniques could includes rainwater harvesting or green roofs.
Created : 2018-05-04 12:07:02 **Last Modified :** 2018-07-04 09:29:55

8 NOTE: Please be advised that the Stormwater Charge has come into effect as of January 2016. Credits of up to 50% are available for on-site stormwater management on non-residential and multi-residential properties. Learn more at www.stormwatercharge.ca.
Created : 2018-05-04 12:07:02 **Last Modified :** 2018-07-04 09:29:55

TRAFFIC REVIEW (PPP) Contact: Giancarlo Tedesco Tel.: (905) 615-3200 x5798

1 RECOMMENDATION REPORT This department is in receipt of a Transportation Impact Study (dated February 2, 2018), prepared by Cole Engineering Group Ltd.. Upon review, this section is pleased to provide the following comments, please review and revise accordingly: Comments are being coordinated with the Region of Peel. In this regard, further feedback may be forthcoming. 3.4 - The report should review the intersection activity and perform a capacity analysis for the intersection of Wealthy Place and Primate Road. - The existing synchro sheets appear to place AM peak hour volumes on the PM peak hour sheet for the Eastbound movements in the existing scenario. - The report is to append the existing signal timing data sourced for the signalized intersections. 4.0 - A four year horizon has been selected whereas a 5 year horizon will be required. - Clarify where the future background and total signal timing plan has been derived from 5.0 Paragraph 3 suggests that trip generation is calculated using the average rate as it produced a greater number of trips than the regression equation however Table 5.2 is based on the regression equation as it generates the higher trips. Please revise the statement. 6.0 Please explore an interim and ultimate design for the site access where the driveway matches into the existing and proposed pavement configurations on Wealthy Place, respectively. Impact to the adjacent driveway of 1362 Wealthy Place shall be minimized under both scenarios.
Created : 2018-06-28 11:41:29 **Last Modified :** 2018-07-04 09:30:50

2 RECOMMENDATION REPORT The plans shall be revised to address the following: - dimension the access width at the edge of pavement - indicate the municipal curb and sidewalk continuous through the driveway. - provide a minimum 1.5m setback between the edge of the driveway mouth at the streetline to the projected property line. - incorporate an interim and ultimate design for the site access where the driveway matches into the existing and proposed pavement configurations on Wealthy Place, respectively. Impact to the adjacent driveway of 1362 Wealthy Place shall be minimized under both scenarios. Once established through the TIS, this design is to be identified on the engineer's plan, bearing their stamp and signature.
Created : 2018-06-28 11:41:29 **Last Modified :** 2018-07-04 09:30:50

3 RECOMMENDATION REPORT Please provide correspondence from the MTO and Region which clearly details why access from Dixie Road will not be supported, including a rationale.
Created : 2018-06-28 11:41:29 **Last Modified :** 2018-07-04 09:30:50

4 DRAFT APPR This application will require approval from the Ministry of Transportation of Ontario as it's within their corridor control area and proximity of their interchange.
Created : 2018-06-28 11:41:29 **Last Modified :** 2018-07-04 09:30:50

5 DRAFT APPR Comment with regard to Dixie Road and any potential access to the same will be provided by the Region of Peel as it falls under their jurisdiction.
Created : 2018-06-28 11:41:29 **Last Modified :** 2018-07-04 09:30:50

6 SERV AND/OR DEV. AGT The applicant is responsible for the right-of-way improvements to the Wealthy Place cul-de-sac in order to accommodate turning movements in support of this development. The applicant will be responsible for all costs involved. Be advised that additional lands may be required as a dedication to accommodate this request. This comment is to be read in conjunction with the requirements of Development Engineering Condition No.: 4 regarding the required Subdivision Agreement.
Created : 2018-06-28 11:41:29 **Last Modified :** 2018-07-04 09:30:50

7 NOTE: The following is a summary of the various classifications of roads associated with these lands per Mississauga's Official Plan: Name (Right of Way) Classification - Juristiction Dixie Road (45.0m) Arterial , Region of Peel Primate Road (20.0m) Local, City of Mississauga Wealthy Place (20.0m) Local, City of Mississauga
Created : 2018-06-28 11:41:29 **Last Modified :** 2018-07-04 09:30:50

8 NOTE: The cost for any/all road improvements required in support of this development application will be borne by the owner. The applicant shall make satisfactory arrangements with the Transportation and Works Department for the design, construction and payment of all costs associated with works necessary in support access to this site.
Created : 2018-06-28 11:41:29 **Last Modified :** 2018-07-04 09:30:50

COMMUNITY SERVICES

PLANNER - COMM SERVICES Contact: Ibrahim Dia Tel.: (905) 615-3200 x3108

2 SERV AND/OR DEV. AGT Tree Preservation Plan Clause to be Included Under Schedule C of the Agreement Prior to Site Plan Approval, arrangements shall be made for the preservation of as many of the existing trees on the public boulevard as possible. The plan shall be stamped by a certified Landscape Architect or Arborist. The plan shall also include any existing street trees that may be impacted. Three copies of the tree preservation plan are required by the Community Services Department. It is the landowner's responsibility to ensure that no trees are removed

or damaged prior to plan registration or during any phase of the servicing and construction of the site, without prior approval from the Community Services Department - Park Planning Section.
Created : 2018-05-08 11:03:42 **Last Modified :** 2018-06-06 15:13:40

3	REGISTRATION	STREET TREE PAYMENT Payment in cash or certified cheque will be required to cover the cost of planting street trees, up to 60 mm caliper, on Primate Road and Wealthy Place in accordance with current City standards. The current rate is $535.82 per tree for every 10 metres of frontage. The rate is subject to change pursuant to the City's most recent Fees and Charges By-law. **Created :** 2018-05-08 11:03:42 **Last Modified :** 2018-06-04 09:43:54
4	DRAFT APPR	CASH IN LIEU OF PARKLAND - DRAFT PLAN CONDITION The following shall not be listed as a draft plan condition but included under the NOTE section. NOTE: The City has not required either the dedication of land for park or other public recreational purposes, or a payment of money in lieu of such conveyance as a condition of subdivision draft approval authorized by Section 51.1 of the Planning Act, R.S.O. 1990, c.P.13 as amended. The City will require payment of cash-in-lieu for park or other public recreational purposes as a condition of development for each lot and block, prior to the issuance of building permits pursuant to Section 42(6) of the Planning Act, R.S.O. 1990, c.P.13, as amended, and in accordance with the City's policies and by-laws. **Created :** 2018-05-08 11:03:42 **Last Modified :** 2018-06-06 09:13:33
5	NOTE:	TREE PRESERVATION Arrangements will be made for the preservation of as many existing trees as possible on the public boulevard as a condition of Site Plan Approval. **Created :** 2018-05-08 11:03:42 **Last Modified :** 2018-06-06 15:11:50
6	NOTE:	PAYMENT OF CIL The applicant is advised that the City of Mississauga will not require either the conveyance of land for park or other public recreational purposes, or a payment of money in lieu of such a conveyance as a condition of subdivision draft approval for T-M18/002 authorized by Section 51.1 of the Planning Act R.S.O. 1990, c.P. 13 as amended. The applicant is put on notice that City By-laws and policies require the payment of cash-in-lieu for park or other public recreational purposes for this application pursuant to Section 42(6) of the Planning Act, as a condition of development for all lots or block prior to the issuance of building permits. **Created :** 2018-05-08 11:03:42 **Last Modified :** 2018-05-08 14:37:51
7	NOTE:	Additional comments may be provided upon review of any new information **Created :** 2018-06-06 15:30:33 **Last Modified :** -

LANDSCAPE ARCH - COMM SERVICES Contact: Tel.:

1	SERV AND/OR DEV. AGT	WARNING CLAUSE - STREET TREES The following warning clauses are to be included in the Development Agreement - Schedule B for plans of subdivision and subsequently in the Agreements of Purchase and Sale for new homes, as applicable: PLANTING BY THE CITY a. "Purchasers are advised that, despite the payment of monies by the developer to the City of Mississauga for street tree planting, site conditions may prevent the planting of a street tree within the public right-of-way in front of this lot. Purchasers are further advised that the City will not reimburse purchasers for any payments made by the purchaser to the vendor for street tree planting should a tree not be planted within the public right-of-way in front of this lot." b. "Purchasers are advised that the City of Mississauga has no jurisdiction over the monies charged by the vendor to the purchaser for street tree planting." c. "Purchasers are advised that site conditions may require that a street tree is planted within the private lot rather than within the public right-of-way." d. "Purchasers are advised that the current Fee Charges By-Law permits the charge of $535.82 per street tree, up to 60mm caliper." **Created :** 2018-06-04 09:44:30 **Last Modified :** 2018-06-04 09:46:34

PUBLIC ART COORDINATOR Contact: Tel.:

1	NOTE:	There are no comments or concerns from a public art perspective. **Created :** 2018-04-12 15:52:04 **Last Modified :** -

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CANADA POST CORPORATION

CANADA POST CORPORATION Contact: Jenifer Giles Tel.: (905) 206-1247 x2023

1	DRAFT APPR	Canada Post Corporation appreciates the opportunity to comment on the above noted plan and it is requested that the developer be notified of the following: In order to provide mail service to the development, Canada Post requests that the owner/developer comply with the following conditions: ?? The owner/developer will consult with Canada Post to determine suitable locations for the placement of Community Mailboxes and to indicate these locations on appropriate servicing plans. ?? The owner/developer agrees, prior to offering any of the residential units for sale, to place a "Display Map" on the wall of the sales office in a place readily available to the public which indicates the location of all Canada Post Community Mailbox site locations, as approved by Canada Post and the City of Mississauga. ?? The owner/developer agrees to include in all offers of purchase and sale a statement, which advises the prospective new home purchaser that mail delivery will be from a designated Community Mailbox, and to include the exact locations (list of lot #s) of each of these Community Mailbox locations; and further, advise any affected homeowners of any

established easements granted to Canada Post. ?? The owner/developer will be responsible for officially notifying the purchasers of the exact Community Mailbox locations prior to the closing of any home sales with specific clauses in the Purchase offer, on which the homeowners do a sign off. The owner/developer agrees to provide the following for each Community Mailbox site and include these requirements on appropriate servicing plans: 1. A Community Mailbox concrete base pad per Canada Post specifications. 2. Any required walkway across the boulevard, as per municipal standards 3. Any required curb depressions for wheelchair access The owner/developer further agrees to determine, provide and fit up a suitable gravel area 30 to 60 days prior to the first occupancy to act as a Temporary Community Mailbox location(s) which may be utilized by Canada Post until the permanent mailbox pads, curbs, sidewalks and final grading have been completed at the permanent CMB site locations. This is will enable Canada Post to provide mail service to new residences as soon as homes are occupied. Specifications for this gravel area will be provided at the time the developer notifies Canada Post of the first occupancy date. (The developer should provide evidence of how they intend to co-ordinate this activity in a timely manner to a safe and clean usable area) **If Applicable, Canada Post Corporation's Multi Unit Policy will be in effect for any blocks designated to have Multi Unit Buildings. It will be the Owner's responsibility to purchase and maintain Centralized Mail Boxes for this development type. **The Developer will be required to provide signature for a License to Occupy Land agreement for any Condominiums and provide winter snow clearance ** Enhanced Community Mailbox Sites with roof structures will require additional documentation as per Canada Post Policy
Created : 2018-06-06 15:49:34 **Last Modified :** -

ENDBRIDGE/CONSUMERS GAS

ENBRIDGE Contact: Municipal Planning Tel.: (416) 495-5763

7	NOTE:	Enbridge Gas Distribution does not object to the proposed application(s). This response does not constitute a pipe locate or clearance for construction. The applicant shall contact Enbridge Gas Distribution?s Customer Connections department by emailing SalesArea20@enbridge.com for service and meter installation details and to ensure all gas piping is installed prior to the commencement of site landscaping (including, but not limited to: tree planting, silva cells, and/or soil trenches) and/or asphalt paving. If the gas main needs to be relocated as a result of changes in the alignment or grade of the future road allowances or for temporary gas pipe installations pertaining to phase construction, all costs are the responsibility of the applicant. Easement(s) are required to service this development and any future adjacent developments. The applicant will provide all easement(s) to Enbridge Gas Distribution at no cost. In the event a pressure reducing regulator station is required, the applicant is to provide a 3 metre by 3 metre exclusive use location that cannot project into the municipal road allowance. The final size and location of the regulator station will be confirmed by Enbridge Gas Distribution?s Customer Connections department. For more details contact SalesArea20@enbridge.com. Enbridge Gas Distribution reserves the right to amend or remove development conditions. **Created :** 2018-04-05 09:18:07 **Last Modified :** -

ROGERS CABLE

ROGERS CABLE Contact: Tel.:

1	NOTE:	Rogers Communications Canada Inc. has a buried coaxial plant in this area. Caution is advised. Hand dig when crossing or within 1 m of Rogers Plant. Note: Plant in shown to approximation. Locates are still required. Call for locates at 1-800-738-7839. NO CONFLICT: Rogers Communications currently has existing plant as marked on your drawing. Our standard offset in this municipality is: 1.75m P/L on regional rds & 2.3m P/L on town rds. Please ensure you maintain clearances of 0.3 m vertically and 0.6m horizontally. NOTES: Please inform Rogers Communications well in advance of the proposed construction schedule in order to coordinate our plant relocation. Locates are still required. Call for locates at 1-800-738-7893 Hand dig when crossing, or within 1.0m of existing Rogers plant. Plant is to Approximation. **Created :** 2018-07-31 11:57:01 **Last Modified :** 2018-07-31 15:05:01

DUFFERIN-PEEL CATHOLIC SB

DUFFERIN PEEL CD SCHOOL BOARD Contact: Joanne Rogers Tel.: (905) 890-0708 x4299

1	PLAN REGISTRATION (SCHEDULE B)	With respect to the schools currently accommodating students from this area, the above noted application is located in the elementary catchment area of St. Edmund and proposes a total of 26 additional units, yielding approximately 2 Junior Kindergarten to Grade 8 separate school students. St. Edmund has a capacity of 237 pupil places with a current enrolment of 334 students and 3 portables on site. The application will yield approximately 2 Grade 9 to 12 separate school students. This application is located in the secondary catchment area of St Paul Secondary School which has a capacity of 807 pupil places with a current enrolment of 424 students, and 0 portables on site. **Created :** 2018-04-20 14:20:11 **Last Modified :** -
2	NOTE:	Based on the Dufferin-Peel Catholic District School Board's School Accommodation Criteria, the Board is satisfied with the current provision of educational facilities for the catchment area in which the subject application is located. The City of Mississauga school accommodation

condition need not be applied.
Created : 2018-04-20 14:20:11 **Last Modified :** -

3	DRAFT APPR	The Board requests that the following conditions be incorporated into the conditions of draft approval: 1. That the applicant shall agree in the Servicing and/or Subdivision Agreement to include the following warning clauses in all offers of purchase and sale of residential lots until the permanent school for the area has been completed. (a) "Whereas, despite the best efforts of the Dufferin-Peel Catholic District School Board, sufficient accommodation may not be available for all anticipated students from the area, you are hereby notified that students may be accommodated in temporary facilities and/or bussed to a school outside of the neighbourhood, and further, that students may later be transferred to the neighbourhood school." (b) "That the purchasers agree that for the purpose of transportation to school, the residents of the subdivision shall agree that children will meet the bus on roads presently in existence or at another place designated by the Board." **Created :** 2018-04-20 14:20:11 **Last Modified :** -

GREATER TORONTO AIRPORT AUTH

GREATER TORONTO AIRPORT AUTH Contact: Greg Straatsma Tel.: (416) 776-3536

1	NOTE:	2018-May-24; OZ 18-003/TM 18002; Primate Road, Wealthy Place & Dixie Road; Airport Zoning Restrictions: According to the Airport Zoning Regulations for Toronto Pearson International Airport, development elevations on the subject property are not affected by any airport restrictions related to obstacle zoning. GTAA, 416-776-3635, Greg.Straatsma@GTAA.com **Created :** 2018-05-24 16:05:41 **Last Modified :** -

HYDRO ONE NETWORK

HYDRO ONE NETWORK Contact: Tel.:

1	NOTE:	We are in receipt of your Plan of Subdivision application, T-M 18002 W1 dated March 26,2018. We have reviewed the documents concerning the noted Plan and have no comments or concerns at this time. Our preliminary review considers issues affecting Hydro One?s 'High Voltage Facilities and Corridor Lands' only. For proposals affecting 'Low Voltage Distribution Facilities? the Owner/Applicant should consult their local area Distribution Supplier. Where Hydro One is the local supplier the Owner/Applicant must contact the Hydro subdivision group at subdivision@Hydroone.com or 1-866-272-3330. To confirm if Hydro One is your local distributor please follow the following link: http://www.hydroone.com/StormCenter3/ If you have any further questions or inquiries, please contact Customer Service at 1-888-664-9376 or e-mail CustomerCommunications@HydroOne.com to be connected to your Local Operations Centre If you have any questions please feel free to contact: Dennis De Rango Specialized Services Team Lead, Real Estate Department Hydro One Networks Inc. Tel: (905)946-6237 Email: Dennis.DeRango@HydroOne.com **Created :** 2018-06-15 14:18:03 **Last Modified :** -

MIN OF TRANSPORTATION

MIN OF TRANSPORTATION Contact: Tel.:

1	NOTE:	We have no objection in principle with the proposed plan of subdivision and rezoning. All above and below ground structures (including but not limited to, frontage roads, fire routes, stormwater management facilities [ponds/drainage channels], retaining walls and servicing/utilities) must be setback a minimum of 14.0m from all ministry property limits. Please ensure that the ministry's setback requirements are stipulated in the zoning by-law. Noise Attenuation features (e.g. earth berms) must be contained within the subject lands and setback a minimum of 0.3m from all ministry property limits. Encroachment onto the highway right-of-way will not be permitted. **Created :** 2018-05-08 10:18:59 **Last Modified :** 2018-06-15 14:19:58
2	INFO REPORT	Draft Plan should show the ministry's 14.0m setback limit from our future property right-of - way (see general comments). Applicant should be made aware that anything within this limit cannot be vital to the operations of the site should these lands be required by MTO in the future for highway purposes. No direct access to Dixie Road will be permitted. **Created :** 2018-05-08 10:18:59 **Last Modified :** 2018-05-09 15:05:41
3	INFO REPORT	1. That prior to final approval, the owner shall submit to the Ministry of Transportation for their review and approval, a traffic impact study to assess the impacts on Highways 410/10 and identify any related highway improvements. 2. That prior to final approval, the owner shall submit to the Ministry of Transportation for their review and approval, a stormwater management report indicating the intended treatment of the calculated runoff. 3. That prior to final approval, the owner shall submit to the Ministry of Transportation for their review and approval, detailed grading, servicing and internal road construction plans. **Created :** 2018-05-08 10:18:59 **Last Modified :** 2018-05-09 15:05:41

4	NOTE:	General Notes 1. Traffic Impact Studies must adhere to accepted Ministry practices/standards and must encompass the full build-out of the entire development (e.g. all phases if any). 2. Stormwater Management Reports must adhere to accepted Ministry policies/standards and must be signed and stamped by the Drainage Engineer. All drainage submissions must be provided electronically. 3. Any identified highway improvements will require the owner to enter into a legal agreement with Ministry of Transportation whereby the owner agrees to assume financial responsibility for all necessary associated highway improvements. **Created :** 2018-05-08 13:05:37 **Last Modified :** 2018-06-15 14:19:58
5	NOTE:	Clearance of Conditions: The contact for all Ministry conditions of approval, including the submission and approval of all required reports, plans and agreements, etc. is: Mr. Ted Lagakos Senior Project Manager Highway Corridor Management Section ? Central Region Ministry of Transportation 7th Floor, Building D, 159 Sir William Hearst Downsview, ON, M3M 0B7 Phone No: (416) 235-3593 Email: ted.lagakos@ontario.ca All submissions to the ministry must be provided in copies of four (4). Please be aware that the Ministry does not clear individual conditions. The ministry issues a single clearance letter once all plan conditions have been addressed to our satisfaction. **Created :** 2018-05-08 13:05:37 **Last Modified :** 2018-06-15 14:19:58
6	NOTE:	MTO Permits: Ministry Building and Land Use permits will be required for individual building lots within 395m from the centre point of QEW and Dixie Road and 45 m from all ministry property limits. Ministry permits are required prior to any on site grading being undertaken. Sign permits are required for signing within 400 m of the QEW. Permit inquiries may be directed to Mr. Chris Singh, Senior Project Manager, at (416) 235-4276 or christian.singh@ontario.ca **Created :** 2018-05-08 13:05:37 **Last Modified :** 2018-06-15 14:19:58

PEEL DIST SCHOOL BOARD

PEEL DIST SCHOOL BOARD Contact: Amar Singh Tel.: (905) 890-1010 x2217

1	NOTE:	The Peel District School Board has reviewed the above noted application based on its School Accommodation Criteria and has the following comments: The anticipated yield is as follows: K-5 = 3; 6-8 = 1; 9-12 = 2. The students generated are presently within the following attendance areas: Westacres PS (Enrolment = 286; Capacity = 248; # of Portables = 2) Allan A. Martin Sr. PS. (Enrolment = 478; Capacity = 538; # of Portables = 0) Cawthra Park S.S. (Enrolment = 1,295; Capacity = 1,044; # of Portables = 5). **Created :** 2018-04-19 14:08:44 **Last Modified :** -
2	NOTE:	Mississauga Council Resolution 152-98 does not apply to this application. **Created :** 2018-04-19 14:08:44 **Last Modified :** -
3	SERV AND/OR DEV. AGT	The Peel District School Board requires the following clause be placed in any agreement of purchase and sale entered into with respect to any units on this plan, within a period of five years from the date of registration of the development agreement: (a) "Whereas, despite the efforts of the Peel District School Board, sufficient accommodation may not be available for all anticipated students in the neighbourhood schools, you are hereby notified that some students may be accommodated in temporary facilities or bused to schools outside of the area, according to the Board's Transportation Policy. You are advised to contact the School Accommodation department of the Peel District School Board to determine the exact schools." (b) "The purchaser agrees that for the purposes of transportation to school the residents of the development shall agree that the children will meet the school bus on roads presently in existence or at another designated place convenient to the Board." **Created :** 2018-04-19 14:08:44 **Last Modified :** -

REGION OF PEEL

REGION OF PEEL Contact: Alex Martino Tel.: (905) 791-7800 x4645

1	INFO REPORT	Municipal sanitary sewer facilities consist of a 250mm diameter sewer on Primate Road Wealthy Place and Dixie Road. Existing infrastructure consist of a 400mm diameter watermain on Dixie Road, 150mm diameter watermain on Wealthy Place and 150mm diameter watermain on Primate Road. External easements and construction will be required **Created :** 2018-04-24 10:16:43 **Last Modified :** -
2	NOTE:	The Region requires a Condominium Water Servicing Agreement and a draft Declaration and Description with completed Schedule A for the future Common Elements Condominium. **Created :** 2018-04-24 10:16:43 **Last Modified :** -
3	NOTE:	The proposed development abuts Regional Road #4 (Dixie Road). The Region will not permit any changes to grading within the Dixie Road ROW along the frontage of proposed development. No lots or blocks shall have direct access to Dixie Road. Any future access shall be in accordance with The Region Access Control By-law. **Created :** 2018-04-24 10:16:43 **Last Modified :** -

4	INFO REPORT	The Region is in receipt of the previously submitted Traffic Impact Study. A revised TIS will be required addressing the following: 1. Statement of Conditions page has to be removed or revised. 2. Please note that The Region must be able to place reliance upon the study along with the analysis and conclusion therein. All information submitted to Regional staff in connection with any Traffic Impact Study (TIS) will be considered to be in the public domain. 3.There are some editing errors in the report. For example, the study area is in Peel Region, but on page 3, it talks about Durham Region. **Created :** 2018-04-24 10:16:43 **Last Modified :** -
5	NOTE:	The Developer acknowledges that the lands are subject to the current Region?s Development Charges By-law. The applicable development charges shall be paid in the manner and at the times provided by this By-law. **Created :** 2018-04-24 10:16:45 **Last Modified :** -
6	SERV AND/OR DEV. AGT	Prior to execution of the Subdivision Agreement by the Region, the Developer shall: a) Obtain and submit to the Region a Residential Development Charges Payment Form completed to the best of the Developer?s knowledge at the time of the submission and to the satisfaction of the Region in accordance with the engineering drawings and final draft M-plan; and b) Pay to the Region the appropriate hard service residential development charges (water, wastewater and road service components), pursuant to the Region's Development Charges By-law, as amended from time to time, calculated based on the information provided in the Residential Development Charges Payment Form. **Created :** 2018-04-24 10:16:45 **Last Modified :** -
7	SERV AND/OR DEV. AGT	Provision shall be made in the Subdivision Agreement with respect to: a) Payment to the Region of appropriate soft service development charges and any outstanding hard service development charges; and b) Collection of development charges for future residential development blocks (non-freehold townhouses or apartment blocks); Pursuant to the Region's Development Charges By-law, as amended from time to time. **Created :** 2018-04-24 10:16:46 **Last Modified :** -
8	SERV AND/OR DEV. AGT	With respect to water meter fees: a) Prior to registration of the plan of subdivision, the Developer shall pay to the Region the appropriate water meter fees, in accordance with the Region?s Fees By-law, as amended from time to time for residential building lots (singles, semi-detached and freehold townhomes) to the satisfaction of the Region in accordance with the engineering drawings and final draft M-plan for the Lands; b) A clause shall be included in the Subdivision Agreement that water meter fees for future residential development (non? freehold townhouses or apartment blocks) and commercial blocks shall be payable to the Region prior to issuance of building permits, in accordance with the Region?s Fees By-law, as amended from time to time; and c) A clause shall be included in the Subdivision Agreement that in the event of an underpayment of water meter fees, the Developer shall be responsible for payment thereof forthwith upon request. **Created :** 2018-04-24 10:16:46 **Last Modified :** -
9	REGISTRATION	Prior to the registration of this Plan, MTO?s approval to the future Dixie Road alignment and design is required. **Created :** 2018-04-24 10:16:45 **Last Modified :** -
10	REGISTRATION	Prior to the registration of this Plan or any phase thereof, the Developer shall gratuitously dedicate, free and clear of all encumbrances and to the satisfaction of the Region: a) A road widening pursuant to the Region?s Official Plan along Dixie Road (Regional Road #4). The Region?s Official Plan road widening requirement for mid-block along Dixie Road is 45 metres right-of-way (22.5 metres from the centerline). Additional property over and above 45 metres right-of-way will be required as a result of design requirements to protect for the provision of but not limited to; utilities, sidewalks, multiuse pathways and transit bay/shelters: 50.5 metres for a single left turn lane intersection configuration (25.25 metres from the centerline of Dixie Road) and 54.0 metres for a dual left turn lane intersection configuration (27.00 metres from the centerline of Dixie Road); b) A 0.3 metre reserve along the frontage of Dixie Road behind the property line; and c) 4.5m buffer block along the frontage of Dixie Road, **Created :** 2018-04-24 10:16:45 **Last Modified :** -
11	SERV AND/OR DEV. AGT	Clauses shall be included in the Subdivision Agreement stating that: a) The Developer shall remove any existing driveway/accesses along the frontage of Dixie Road that do not conform to the approved plans at its sole cost. b) No lots or blocks shall have direct access to Dixie Road. **Created :** 2018-04-24 10:16:44 **Last Modified :** -
12	SERV AND/OR DEV. AGT	Clauses shall be included in the Subdivision Agreement stating that: a) The Developer shall gratuitously transfer to the Region free and clear of all encumbrances and to the satisfaction of the Region: i. All necessary easements for proposed and existing Regional infrastructures as required by the Region to service the proposed plan and external lands. b) All costs associated with land transfers and easements shall be 100% the responsibility of the Developer. **Created :** 2018-04-24 10:16:45 **Last Modified :** -
13	SERV AND/OR DEV. AGT	Clauses shall be included in the Subdivision Agreement stating that: a) The location, design and implementation of the construction access for the subdivision work must be acceptable to

the Region and interim road works may be required to that effect. All costs associated with the construction access works to facilitate the development shall be 100% borne by the Developer. A Letter of Credit for 100% of the estimated cost of construction access works shall be required by the Region prior to any approvals.
Created : 2018-04-24 10:16:44 **Last Modified :** -

14	SERV AND/OR DEV. AGT	Prior to any grading, servicing and construction, the Developer shall obtains from the Region?s Public Works Department a road occupancy permit and construction access permit for all works within the Region?s road right-of-way, including access works, and obtains such permit at least 48 hours prior to the commencement of work. Additional documentation, fees and securities shall be required with respect to the works for which the permit was obtained. All costs associated with the access and road works within the Region?s right-of-way shall be borne entirely by the Developer. The location, design and implementation of the construction access must be acceptable to the Region. A clause shall be included in the Subdivision Agreement in respect of same. **Created :** 2018-04-24 10:16:44 **Last Modified :** -
15	SERV AND/OR DEV. AGT	Clauses shall be included in the Subdivision Agreement stating that: a) The Developer acknowledges and agrees that landscaping, signs, fences, gateway features, and any other encroachments shall not be permitted within the Region?s easements and right-of-way; b) Noise walls adjacent to Regional roads shall be installed at the property line and be to the City of Mississauga?s Noise Wall specifications with steel posts. Region?s requirements to be referenced in the noise abatement report and on all applicable drawings. c) The Region shall not permit any alteration to grading within Dixie Road right-of-way along the frontage of the Lands. **Created :** 2018-04-24 10:16:43 **Last Modified :** -
16	SERV AND/OR DEV. AGT	Clauses shall be included in the Subdivision Agreement stating that: a) The Developer acknowledges and agrees that existing 250mm sanitary sewer on Dixie Road servicing 2112 and 2116 Dixie Road is no longer required and has to be removed or abandoned at his sole expense as per Region?s Standards up to the manhole on Primate Road. b) The Developer acknowledges and agrees that existing water services and sanitary services not utilized have to be abandoned as per Region?s Standards at the Developer?s expense. **Created :** 2018-04-24 10:16:43 **Last Modified :** -
17	NOTE:	Prior to servicing, the Developer?s engineer shall submit all engineering drawings in the digital format to the latest Region?s Digital Format Guidelines. **Created :** 2018-04-24 10:16:43 **Last Modified :** -
18	SERV AND/OR DEV. AGT	A clause shall be included in the Subdivision Agreement that within (60) days of preliminary acceptance of the underground services, the Developer?s engineer shall submit ?As-Constructed? drawings in digital format, pursuant to the latest Region?s Digital Format Guidelines. The Developer?s engineer shall also provide ties to all main line valves, ties to individual water service boxes, linear ties to sanitary sewer services and GPS coordinates of all watermain and sanitary sewer appurtenances in accordance with the latest requirements of the Region ?Development Procedure Manual?. **Created :** 2018-04-24 10:16:42 **Last Modified :** -
19	REGISTRATION	Prior to registration of the subdivision, the Developer shall execute a Subdivision Agreement with the local municipality and Region for the construction of municipal sanitary sewer and water associated with the lands. The Developer shall construct and design these services in accordance with the latest Region standards and requirements. **Created :** 2018-04-24 10:16:44 **Last Modified :** -
20	INFO REPORT	Prior to servicing, the Developer shall submit a satisfactory engineering submission to the Region to review and approval. **Created :** 2018-04-24 10:16:44 **Last Modified :** -
21	REGISTRATION	Prior to registration of the plan of subdivision, the Developer shall pay the Region?s costs for updating its electronic ?As Constructed? information for the infrastructure installed by the Developer. The cost shall be based on a ?per kilometre? basis for combined watermains and sanitary sewers installed pursuant to the Region?s latest User Fees By-law. **Created :** 2018-04-24 10:16:44 **Last Modified :** -
22	NOTE:	Prior to servicing the Region may require the Developer to construct a sampling hydrant (at the Developers cost) within the proposed Plan. Location and the requirement for sampling hydrant will be determined at the engineering review stage. **Created :** 2018-04-24 10:16:44 **Last Modified :** -
23	SERV AND/OR DEV. AGT	A clause shall be included in the Subdivision Agreement that the Developer agrees that the Region shall hold back a portion of the Letter of Credit to cover the costs of services completed by the Region on a time and material basis pursuant to the current Region?s User Fee by-Law. **Created :** 2018-04-24 10:16:43 **Last Modified :** -
24	SERV AND/OR DEV. AGT	A clause shall be included in the Subdivision Agreement that the Developer shall maintain

adequate chlorine residuals in the watermains within the plan from the time the watermains are connected to the municipal system until such time as the Region issues Final Acceptance. To maintain adequate chlorine residuals, the Developer shall either install automatic flushing devices or retain Regional staff to carry out manual flushing. Regional staff shall conduct the monitoring and testing for chlorine residuals. All costs associated with the monitoring and flushing shall be the responsibility of the Developer pursuant to the current Region?s User Fee by-Law.
Created : 2018-04-24 10:16:45 **Last Modified :** -

25	SERV AND/OR DEV. AGT	A clause shall be included in the Subdivision Agreement as follows: a) In respect of servicing existing properties within the zone of influence in the event that existing private services (wells) deteriorate due to the servicing of the proposed plan of subdivision; b) Until the issuance of Final Acceptance a portion of the Letter of Credit shall be held back to serve as protection for the private wells in the zone of influence of the plan of subdivision. This amount shall be based on the anticipated cost of replacing water supplies within the zone of influence as shown in the schedules of the agreement. The minimum amount shall be $20,000.00. If the private well systems in the zone of influence deteriorate due to the servicing of the plan of subdivision the Developer shall provide temporary water supply to the residents upon notice by the Region and the Developer shall continue supplying the water to th e effected residents until the issue is resolved to the satisfaction of involved parties. If the quantity of water in the existing wells is not restored to its original condition within a month after first identification of the problem, the Developer shall engage the services of a recognized hydrogeologist to evaluate the wells and recommend solutions including deepening the wells or providing a permanent water service connection from the watermain to the dwelling unit. c) The Developer shall inspect, evaluate and monitor all wells within the zone of influence prior to, during and after the construction has been completed. Progress Reports should be submitted to the Region as follows: i. Base line well condition and monitoring report shall be submitted to the Region prior to the pre-servicing or registration of the plan (whichever occurs first) and shall include as a minimum requirement the following tests: a) Bacteriological Analysis - Total coliform and E-coli counts b) Chemical Analysis - Nitrate Test c) Water level measurement below existing grade d) In the event that the test results are not within the Ontario Drinking Water Standards, the Developer shall notify in writing the Homeowner, the Region of Peel?s Health Department (Manager - Environmental Health) and Public Works Department (Development Supervisor) within 24 Hours of the test results. e) Well monitoring shall continue during construction and an interim report shall be submitted to the Region for records. Well monitoring shall continue for one year after the completion of construction and a summary report shall be submitted to the Region prior to Final Acceptance. **Created :** 2018-04-24 10:16:44 **Last Modified :** -
26	SERV AND/OR DEV. AGT	A clause shall be included in the Subdivision Agreement that the Developer agrees that neither the Developer nor any Builder shall apply for building permits for any lots or blocks within the plan of subdivision until the Region?s Public Works Department has issued Preliminary Acceptance and provided notice to the local municipality stating that internal and external sanitary sewers and watermains, including fire protection, have been completed to the Region?s satisfaction. The Developer?s Consulting Engineer shall certify in writing that the internal and external sanitary sewers and watermains, including fire protection, have been constructed, inspected and shall function in accordance with the detailed design as approved by the Region. **Created :** 2018-04-24 10:16:44 **Last Modified :** -
27	REGISTRATION	Prior to registration of the plan of subdivision, the Developer shall submit draft reference plan(s) for the Region?s review and approval prior to such plans being deposited. All costs associated with preparation and depositing of the plans and transfer of lands shall be at the sole expense of the Developer. **Created :** 2018-04-24 10:16:45 **Last Modified :** -
29	DRAFT APPR	The site is eligible for curbside collection of garbage, recyclable materials, household organics and yard waste from the internal condominium roadways provided by the Region of Peel, subject to the following conditions: Curbside Collection Area: The waste set out location is to be as close as possible to the traveled portion of the roadway, directly adjacent to the private property of the unit occupier/owner, directly accessible to the waste collection vehicle and free of obstructions (i.e. parked cars). For units 5-8 and 13-18, the sidewalk will need to be set-back to provide frontage for set out area for waste collection. The waste collection vehicle is not permitted to collect across sidewalks. Please consult Page 37 in the Waste Collection Design Standards Manual. The set out area along the curb, adjacent to the driveway must be at least 3 square metres per unit in order to provide sufficient space for the placement of two carts: maximum 1 large garbage or recycling cart (360 litres) and 1 organics cart (100 litres), overflow waste (i.e. additional bags), yard waste receptacles and bulky items. Each unit within a development must have its own identifiable waste collection point (distinct set out area along the curb or the sod that cannot be shared with neighbouring units) as approved by Public Works Commissioner or Delegate. For more information, please consult the Waste Collection Design Standards Manual available at: http://peelregion.ca/pw/standards/design/waste-collection-design-manual-2016.pdf **Created :** 2018-04-24 10:16:45 **Last Modified :** 2018-05-24 07:55:48

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PLANNING APPLICATION STATUS REPORT

Planning and Building Department
Planning Division
City of Mississauga
300 City Centre Drive
MISSISSAUGA ON L5B 3C1

File: OZ 18 3 **WEBID ACCESS NUMBER: HHYBXGTG**
Applicant:
Proposal: 26 detached dwellings (8 freehold units and 18 POTLs on a CEC road)
Address:
General Location: W/S OF DIXIE RD, N OF QUEEN ELIZABETH WAY

Dear Applicant,

The following comments represent the CURRENT status of your application as the date printed below and identify what information is required prior to proceeding to the next stage or milestone in the Official Plan Amendment / Zoning By-Law Amendment process. The comments may also identify anticipated development requirements should the application(a) be approved.

Please note that the following comments do not represent endorsement of your application and are provided for your assistance ands convenience.

The Planning Division and other circulated departments and agencies may not have fully completed the review of this application at this time, Further comments may be forthcoming. The items noted on the following pages are required to be fulfilled to the satisfaction of the respective departments and/or agency, in order that your application(s) can be advance to the next steps in the Development Approval Process.

Any conditions that have been previously cleared will not be displayed in this report.

Please do not provide any re submissions either in whole or in part until such time as the comments from the Planner / Application Coordinator requests such a submission. This request will be indicated in the comments provided by the Planner / Application Coordinator - "Request for Re submission."

MILESTONE DESCRIPTION

Milestone	Description
BYLAW ENACTMENT	Required prior to enactment of a re-zoning bylaw.
INFO REPORT	Required prior to planner preparing Information Report to PDC
NOTE:	Note for applicant's information only - no action required.
PASSAGE OF BY-LAW (SCHEDULE B)	Clause to be included in Schedule 'B' of the Development Agreement
RECOMMENDATION REPORT	Required prior to planner preparing Recommendation Report to PDC

PLANNING AND BUILDING

PLANNER - DEV DESIGN Contact: David Breveglieri Tel.: (905) 615-3200 x5551

No.	Milestone	Condition
1	NOTE:	RESUBMISSIONS MUST BE ACCOMPANIED BY A COVERING LETTER BY THE APPLICANT/AGENT ADDRESSING HOW THE CITY DEPARTMENTS AND EXTERNAL AGENCIES COMMENTS HAVE BEEN ADDRESSED **Created :** 2018-08-07 17:23:40 **Last Modified :** 2018-08-07 17:38:52
2	INFO REPORT	The applicant is responsible for updating all notice signs posted on the property with the details of the statutory Public Meeting. The signs are to be updated upon receiving confirmation from the Development Planner or Project Coordinator that the Public Meeting has been scheduled. **Created :** 2018-08-07 16:31:43 **Last Modified :** 2018-08-07 17:38:52
3	INFO REPORT	Planning staff met with the applicant at the Development Application Review Committee. At this early time it was indicated to the applicant that this area of Lakeview is a stable residential neighbourhood that was not intended for increases in density or changes to built form through any policy document. As

such any new development must demonstrate a sensitive integration into the surrounding context. Of particular concern with this proposal is the location of the access on the cul-de-sac on Wealthy Place. The cul-de-sac character is unique, with residents often paying a premium to purchase those lots and it should be preserved for the existing residents on it. This has long been an issue even with previous proposals. The applicant is aware of the history. The access point should be relocated to Primate Road. There have been no significant modifications to the proposal since the DARC meeting.
Created : 2018-08-07 17:23:40 **Last Modified :** 2018-08-07 17:39:24

4	INFO REPORT	The existing R3-75 zone permits maximum heights of 9.5 m to the top of a peaked roof. This infill regulation was recently added to particular areas after much consultation as a recognition of the need to better integrate new development into the existing character of areas. This recognition should not be dismissed by virtue of a request to change the zone. The proposal illustrate buildings with 3 storeys. The applicant should reduce the height of the dwellings to better reflect the character of the existing community. This is particularly important for the lots facing onto Primate Road. **Created :** 2018-08-07 17:23:40 **Last Modified :** 2018-08-07 17:39:24
5	INFO REPORT	The properties along Primate Road are characterized by lots with 19m frontages. This lot configuration is a major contributor to the character of the street. The existing zone permits minimum lot frontages of 15m for interior lots. New lots should be in keeping with the character of the street they are on. The applicant should given serious consideration to providing lots with increased frontages. This is particularly important for the lots fronting onto Primate Road. Additionally, the side yard setbacks proposed are very tight. They should be increased to allow for more comfortable separation between units and better reflect the lotting/building form of the immediate area. **Created :** 2018-08-07 17:23:40 **Last Modified :** 2018-08-07 17:39:24
6	NOTE:	It should be noted that the applicant is responsible for the requested exceptions to accommodate any future development plans for the site. The plans will not be reviewed by a Zoning Examiner until the site plan process, at which time any variances required from the Zoning By-law will be identified. **Created :** 2018-08-07 17:23:40 **Last Modified :** 2018-08-07 17:39:24
7	INFO REPORT	A $200 fee for the placement of a mobile sign to advise residents of the upcoming public meeting, is due prior to the public meeting. Please make cheque payable to the City of Mississauga and remit payment to the 6th Floor, Planning and Building Department. **Created :** 2018-08-07 16:31:43 **Last Modified :** 2018-08-07 17:39:24
8	RECOMMENDATION REPORT	The City of Mississauga Fees and Charges By-law 0429-2008 includes an advertising fee for costs associated with providing Public Meeting Notice by newspaper advertisement. A minimum charge of $2,000.00 is payable at time of application submission. If costs exceed $2,000.00, the balance is to be paid prior to the Supplementary Report being considered by Council. The cost of the newspaper advertisement for this application was $_____, therefore, the balance payable to the City of Mississauga is $_____. **Created :** 2018-08-07 16:31:43 **Last Modified :** 2018-08-07 17:39:24
9	BYLAW ENACTMENT	In the event the supplementary report is not considered by Planning and Development Committee or Council within 9 months of the public meeting, the applicant is responsible for the cost of the mailing of the supplementary meeting notices. The current fee is $0.57 per mailing notice. The applicable fee is to be paid prior to the enactment of the by-law or OPA if a stand alone OPA application. **Created :** 2018-08-07 16:31:43 **Last Modified :** 2018-08-07 17:39:24
10	NOTE:	On September 26, 2012, Council adopted Corporate Policy and Procedure 07-03-01 - Bonus Zoning. In accordance with Section 37 of the Planning Act and policies contained in the Official Plan, this policy enables the City to secure community benefits when increases in permitted height and/or density are deemed to be good planning by Council through the approval of a development application. Should this application be approved in principle by Council, the City may require the provision of community benefits as a condition of approval. **Created :** 2018-08-07 16:31:43 **Last Modified :** 2018-08-07 17:39:24

LANDSCAPE ARCH - DEV DESIGN Contact: Kate Allan Tel.: (905) 615-3200 x5728

1	INFO REPORT	An application has been filed for a Zoning By-law amendment under file OZ-18003 W1 concurrently with an application for a draft plan of subdivision T-18002. Refer to T-18002 for additional detailed comments and conditions. **Created :** 2018-05-04 09:46:58 **Last Modified :** 2018-06-13 15:45:49
2	RECOMMENDATION REPORT	Mississauga encourages sustainable stormwater management, or maximizing the natural infiltration and retention of rainwater through site development. Consider a pervious stable surface for parking areas and driveways, rainwater harvesting, bioretention systems, green roofs and other technologies. Indicate in your covering letter how sustainable stormwater management has been addressed through the current proposal. Note that the term "pervious stable surface" is to be used to identify areas on the site plan for permeable interlocking concrete pavement, pervious concrete or porous asphalt. Refer to www.sustainabletechnologies.ca for further information. **Created :** 2018-05-04 09:47:16 **Last Modified :** 2018-06-13 15:45:49

3	NOTE:	The proposed private playground is not a requirement as the built form is single detatched homes with rear yards **Created :** 2018-05-04 09:47:54 **Last Modified :** 2018-06-13 15:45:49
4	RECOMMENDATION REPORT	Show proposed perimeter fencing on Site Plan & Landscape Plan. **Created :** 2018-06-13 15:45:49 **Last Modified :** -
5	NOTE:	Framed and solid hoarding are temporary fencing placed around existing trees to be preserved for the duration of construction activity. Solid hoarding shall be installed within the private site and framed within the public boulevard. Refer to the attached link and include the hoarding detail on the site plan. http://www6.mississauga.ca/onlinemaps/planbldg/Forms/Planning/DD_ConstructHd_June%202014.pdf Hoarding must be installed and approved by D&D prior to the issuance of a conditional servicing permit. **Created :** 2018-05-04 09:47:54 **Last Modified :** 2018-06-13 15:45:49

URBAN DESIGNER Contact: Yang Huang Tel.: (905) 615-3200 x5540

1	RECOMMENDATION REPORT	OVERALL May 2018 The applicant shall meet the requirements in the Zoning By-lay for R3-75, such as but not limited to frontage, front yard, side yard, and building height, particularly for the units facing on to Primate Road so the proposed development can better fit in the existing context. **Created :** 2018-05-29 12:18:40 **Last Modified :** 2018-05-29 15:08:07
2	RECOMMENDATION REPORT	Built Form - Height May 2018 If the third floor is proposed, it shall be within the roof form to de-emphasis its height. **Created :** 2018-05-29 12:18:40 **Last Modified :** -
3	RECOMMENDATION REPORT	Built Form ? Entrance/porch elevation May 2018 The entrance/porch shall be lower so it is closer to the grade to reduce the amount of stairs at the front. The entrance shall be more approachable and the porch landing shall not be above eye level from the grade. **Created :** 2018-05-29 12:18:40 **Last Modified :** -
4	RECOMMENDATION REPORT	Built Form ? Porch Roof May 2018 The whole porch including its roof shall be lowered together. Extra tall supporting columns at the front exaggerate the building height and are disproportional in term of human scale. **Created :** 2018-05-29 12:18:40 **Last Modified :** -
5	INFO REPORT	Noise Wall May 2018 The recommended noise walls by the Noise Feasibility Study shall be clearly identified on the plans. **Created :** 2018-05-29 12:18:40 **Last Modified :** -
6	RECOMMENDATION REPORT	Noise Wall ? Unit 1 May 2018 The proposed 2.8 m noise wall for Unit 1 shall be a berm and wall combination. The wall portion shall not be higher than 2 m. **Created :** 2018-05-29 12:18:40 **Last Modified :** -
7	RECOMMENDATION REPORT	Noise Wall - Tot Lot May 2018 The proposed 2 m noise wall around the tot lot area create some safety and CPTED issues as the space is boxed in with limited visibility from outside. Alternative layout shall be provided to address this issue. **Created :** 2018-05-29 12:18:40 **Last Modified :** -

DEVELOPMENT SERVICES Contact: Allison Morris Tel.: (905) 615-3200 x5523

1	BYLAW ENACTMENT	The applicant may be required to enter into a Development Agreement if warning clauses and/or conditions of building permit are required to be registered on title. **Created :** 2018-04-20 15:03:16 **Last Modified :** 2018-04-20 15:03:40
2	BYLAW ENACTMENT	Please ensure that the public meeting notice and all reports clearly indicate that the proposal is to develop dwellings on a common element road condominium. **Created :** 2018-04-20 15:03:16 **Last Modified :** 2018-04-20 15:03:40
3	BYLAW ENACTMENT	The applicant will be required to pay development charges pursuant to the City of Mississauga's, the Region of Peel's, and the Boards of Education's development charge by-laws that are in effect at the time that a payment is required in connection with a building permit application. **Created :** 2018-04-20 15:03:16 **Last Modified :** 2018-04-20 15:03:40
4	BYLAW ENACTMENT	A clearance is required from Legal Services in connection with all legal matters, including required documentation. The applicant will be required to pay the Legal Services processing fee as set out in the City's current Fees and Charges By-law, in connection with the rezoning Development Agreement,

if applicable. Call 905-615-3200 x5523 for the current rate.
Created : 2018-04-20 15:03:16 **Last Modified :** 2018-04-20 15:03:40

TRANSPORTATION AND WORKS

TRANSIT REVIEWER Contact: Alana Tyers Tel.: (905) 615-3200 x3812

1	NOTE:	This site is currently serviced by MiWay Routes 5 and 4 on Dixie Road. **Created :** 2018-06-29 12:42:02 **Last Modified :** -
2	NOTE:	Please ensure that convenient and accessible pedestrian linkages are provided between the site, the existing sidewalk network, and MiWay service. **Created :** 2018-06-29 12:42:02 **Last Modified :** -

COMMUNITY SERVICES

PLANNER - COMM SERVICES Contact: Ibrahim Dia Tel.: (905) 615-3200 x3108

1	NOTE:	Please refer to T-18002 for Park Planning's comments and conditions. **Created :** 2018-05-08 10:59:42 **Last Modified :** 2018-05-31 16:32:53

HERITAGE PLANNER Contact: Tel.:

1	RECOMMENDATION REPORT	2018-04-27 Heritage Planning comments OZ 08/003, T-M18002 The subject assembled parcel of properties is within approximately 150 metres of a now-urbanized watercourse to the west, indicated in 1942 national topographic survey mapping, and is adjacent to a historic transportation route. Early post-war Victory housing with deep rear-yards along Primate Road and Wealthy Place, and a pre-war structure along Dixie Road, indicate potential for undisturbed soil using Ministry Tourism, Culture and Sport criteria, thereby warranting archaeological assessment. **Created :** 2018-04-27 15:39:55 **Last Modified :** -

ARBORIST - CITY PROPERTY Contact: Aaron Schmidt Tel.: (905) 615-3200 x5870

1	NOTE:	Several City trees will be impacted by the proposed development/rezoning. Compensation payment will be required for the removal of City trees to accomidate approved development. City tree removal/compensation, protection, securities etc. will be addressed post rezoning during the Site Plan process. **Created :** 2018-04-13 10:51:54 **Last Modified :** 2018-04-13 10:56:24

ARBORIST - PRIVATE PROPERTY Contact: Aaron Schmidt Tel.: (905) 615-3200 x5870

1	NOTE:	Significant canopy loss will be the result of the proposed rezoning/development application. The applicant is advised that Tree Removal Permission is required to injure or remove trees on private property depending on the size and number of trees and the location of the property. The applicant is to submit a Tree Removal application for the proposed injury and removal of trees on site. The Tree Removal application will be reviewed in conjunction with the site plan application. The approval of the Tree Permission application is required prior to the earliest of the Demolition Permit/the Erosion and Sediment Control Permit/Site Plan approval. The Tree Removal application is to be submitted to Urban Forestry, and will be issued when the drawings are approved, securities provided and the protective hoarding is installed, inspected and approved by an Urban Forestry representative. Further information is available at: www.mississauga.ca/portal/residents/urbanforestry or by calling the department at (905)615-3200 ext. 4100. NOTE: Do not apply for a tree permit untill post rezoning during the Site Plan Stage. **Created :** 2018-04-13 10:57:05 **Last Modified :** 2018-04-13 11:01:40

PUBLIC ART COORDINATOR Contact: Tel.:

1	NOTE:	There are no comments or concerns from a public art perspective. **Created :** 2018-04-12 15:22:34 **Last Modified :** -

FIRE PREVENTION

FIRE PREV PLAN EXAMINATION Contact: Greg Phelps Tel.: (905) 615-3200 x5629

1	NOTE:	Fire has reviewed the rezoning application from an emergency response perspective and has no concerns; emergency response time to the site and watersupply available are acceptable. **Created :** 2018-04-10 14:19:45 **Last Modified :** 2018-04-10 14:19:51

CANADA POST CORPORATION

CANADA POST CORPORATION Contact: Jenifer Giles Tel.: (905) 206-1247 x2023

1	NOTE:	Mail delivery to all dwellings on this application will be centralized , freehold and POTLs. Mail delivery will be to Community Mailbox. Note, new postal codes will be issued, confirm with Canada Post. **Created :** 2018-06-06 15:46:45 **Last Modified :** -

ENDBRIDGE/CONSUMERS GAS

ENBRIDGE Contact: Municipal Planning Tel.: (416) 495-5763

2	NOTE:	Enbridge Gas Distribution does not object to the proposed application(s). Enbridge Gas Distribution reserves the right to amend or remove development conditions. **Created :** 2018-04-05 09:21:40 **Last Modified :** -

ROGERS CABLE

ROGERS CABLE Contact: Tel.:

1	NOTE:	see comments under T-M18002 **Created :** 2018-07-31 11:59:33 **Last Modified :** -

DUFFERIN-PEEL CATHOLIC SB

DUFFERIN PEEL CD SCHOOL BOARD Contact: Joanne Rogers Tel.: (905) 890-0708 x4299

1	PASSAGE OF BY-LAW (SCHEDULE B)	With respect to the schools currently accommodating students from this area, the above noted application is located in the elementary catchment area of St. Edmund and proposes a total of 26 additional units, yielding approximately 2 Junior Kindergarten to Grade 8 separate school students. St. Edmund has a capacity of 237 pupil places with a current enrolment of 334 students and 3 portables on site. The application will yield approximately 2 Grade 9 to 12 separate school students. This application is located in the secondary catchment area of St Paul Secondary School which has a capacity of 807 pupil places with a current enrolment of 424 students, and 0 portables on site. **Created :** 2018-04-20 14:31:14 **Last Modified :** -
2	NOTE:	Based on the Dufferin-Peel Catholic District School Board's School Accommodation Criteria, the Board is satisfied with the current provision of educational facilities for the catchment area in which the subject application is located. The City of Mississauga school accommodation condition need not be applied. **Created :** 2018-04-20 14:31:14 **Last Modified :** -
3	PASSAGE OF BY-LAW (SCHEDULE B)	The Board requests that the following conditions be fulfilled prior to the final approval of the zoning by-law: 1. That the applicant shall agree in the Servicing and/or Subdivision Agreement to include the following warning clauses in all offers of purchase and sale of residential lots until the permanent school for the area has been completed. (a) "Whereas, despite the best efforts of the Dufferin-Peel Catholic District School Board, sufficient accommodation may not be available for all anticipated students from the area, you are hereby notified that students may be accommodated in temporary facilities and/or bussed to a school outside of the neighbourhood, and further, that students may later be transferred to the neighbourhood school." (b) "That the purchasers agree that for the purpose of transportation to school, the residents of the subdivision shall agree that children will meet the bus on roads presently in existence or at another place designated by the Board." **Created :** 2018-04-20 14:31:15 **Last Modified :** -

GREATER TORONTO AIRPORT AUTH

GREATER TORONTO AIRPORT AUTH Contact: Greg Straatsma Tel.: (416) 776-3536

1	NOTE:	2018-May-24; OZ 18-003/TM 18002; Primate Road, Wealthy Place & Dixie Road; Airport Zoning Restrictions: According to the Airport Zoning Regulations for Toronto Pearson International Airport, development elevations on the subject property are not affected by any airport restrictions related to obstacle zoning. GTAA, 416-776-3635, Greg.Straatsma@GTAA.com **Created :** 2018-05-24 16:04:10 **Last Modified :** -

HYDRO ONE NETWORK

HYDRO ONE NETWORK Contact: Tel.:

1 NOTE: see T-18002
Created : 2018-06-15 14:13:49 **Last Modified :** 2018-06-15 14:18:25

MIN OF TRANSPORTATION

MIN OF TRANSPORTATION Contact: Tel.:

1 NOTE: See MTO comments dated April 11, 2018 under T-M18002
Created : 2018-06-14 11:50:09 **Last Modified :** -

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APPENDIX H
Region's Letter of Acknowledgement

From:	Lawrence, Morgan (MTO)
To:	Evan Perlman
Cc:	Christopher Zeppa; Jim Levac; Bruce McCall-Richmond; Merriam, Sarah (MTO); Khan, Moin (MTO); Ma, WanChi (MTO)
Subject:	RE: 2116 Dixie rd
Date:	November-30-17 8:21:29 AM
Attachments:	image001.png 16-1353_Site Plan_7 (FOR MTO SUBMISSION ONLY).dwg 16-1353_Site Plan_7 (FOR.PDF

Good Morning Evan,

MTO has reviewed the site plan submitted. Planning and Design has added the layover of MTO's new property line on the site plan along with the ministry's 14m setback from the CAH and municipal 6m setback from what would be MTO owned land but not designated, (please find attached). It appears that there is nothing within the setback and the entrance to the development is off a municipal road. A full submission can be made to the City of Mississauga for distribution and review. At this time, there is no need to have a meeting as you have addressed MTO's concerns of setback and access.

Should you have any further questions, please do not hesitate to ask.

Regards,

Morgan Lawrence, P.Eng. | **Corridor Management Engineer**
Corridor Management Section | Central Region | Ontario Ministry of Transportation
7th Floor, Building D | 159 William Hearst Ave | Toronto, Ontario | M3M 0B7
Telephone: 416-235-5181 | Email: morgan.lawrence@ontario.ca

From: Evan Perlman [mailto:Evanp@gsai.ca]
Sent: November 22, 2017 3:40 PM
To: Lawrence, Morgan (MTO)
Cc: Christopher Zeppa; Jim Levac; Bruce McCall-Richmond; Merriam, Sarah (MTO); Khan, Moin (MTO); Ma, WanChi (MTO)
Subject: RE: 2116 Dixie rd

Hi Morgan,

Please find attached a revised dwg file with the proposed development concept.

Thanks,

Evan Perlman, MCIP, RPP | Associate
700 - 10 Kingsbridge Garden Circle
Mississauga, ON L5R 3K6
T: 905-568-8888 x260 | F: 905-568-8894
www.gsai.ca