The Municipality of Mississippi Mills

Mississippi Mills Childcare Centre Development, 34 Victoria Street, Almonte

Traffic Impact Assessment

June 27, 2025

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Traffic Impact Assessment

The Municipality of Mississippi Mills

DRAFT

Project No.: CA0054341.9407
Date: June 27, 2025

WSP

2611 Queensview Dr 200, 300, 400, Ottawa, ON K2B 6B7

wsp.com

June 27, 2025

The Municipality of Mississippi Mills
3131 Old Perth Road
Almonte, ON K0A 1A0

Attention: Mr. Bryson Collins

Subject: Mississippi Mills Childcare Centre, 34 Victoria Street, Almonte – Traffic Impact Assessment

Dear Mr. Collins,

WSP is pleased to submit this Traffic Impact Assessment supporting the proposed childcare centre development at 34 Victoria Street in the Municipality of Mississippi Mills. This report includes the following key components as per municipal requirements:

- Site access and on-site vehicle circulation; and
- Parking review

Should you have any questions or require further information, please contact Thomas You by phone at 289-982-4762 or by e-mail at thomas.you@wsp.com.

Yours sincerely,

Thomas You, M.A.Sc., P.Eng., PMP
Project Manager

WSP ref.:CA0054341.9407

SIGNATURE

Prepared by

Bahar Vaezi, Transportation Planner Date

Approved[1] by

Thomas You, M.A.Sc., P.Eng., PMP
Project Manager Date

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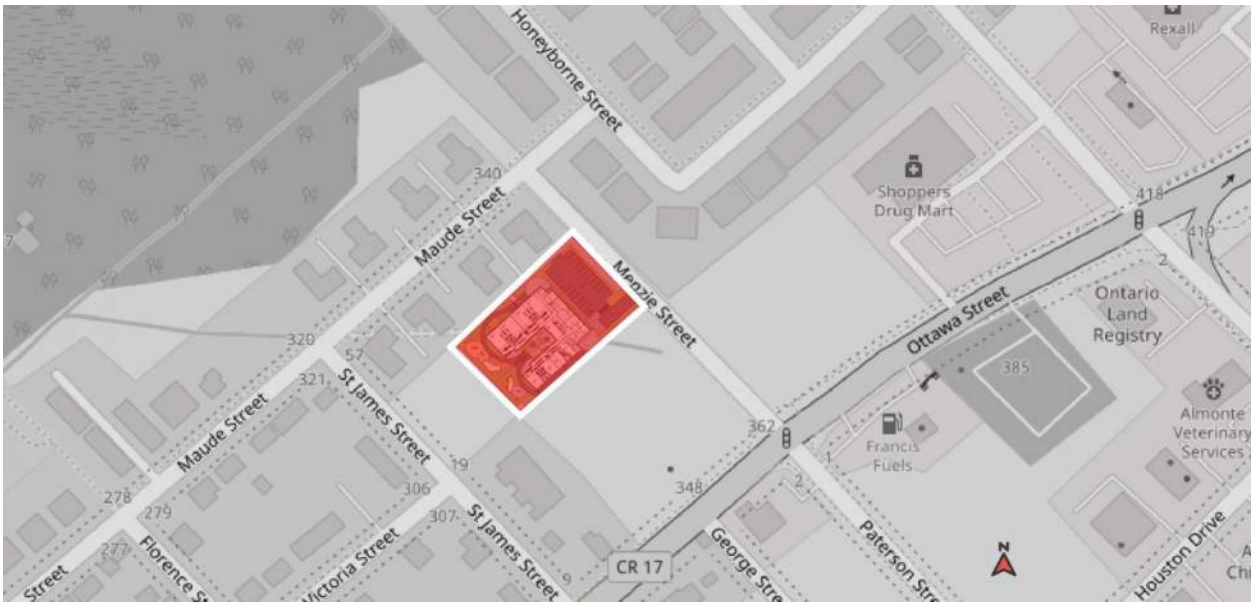
1 Introduction & Proposed Development

The Municipality of Mississippi Mills retained WSP to undertake a Traffic Impact Assessment (TIA) for the proposed childcare centre development located at 34 Victoria Street in Mississippi Mills, Ontario. The site location, shown Figure 1-1**,** is currently a municipally owned vacant lot. The proposed development features a new childcare centre designed to provide a total of 151 licensed childcare spaces, supporting the growing needs of families in the community. This includes staffing levels appropriate to operate the facility, as summarized in Table 1-1.

Figure 1-1 Site Location



Background Source: OpenStreetMap.

Table 1-1 Projected Childcare Centre Population

User	Opening Year
Staff	30
Children	151

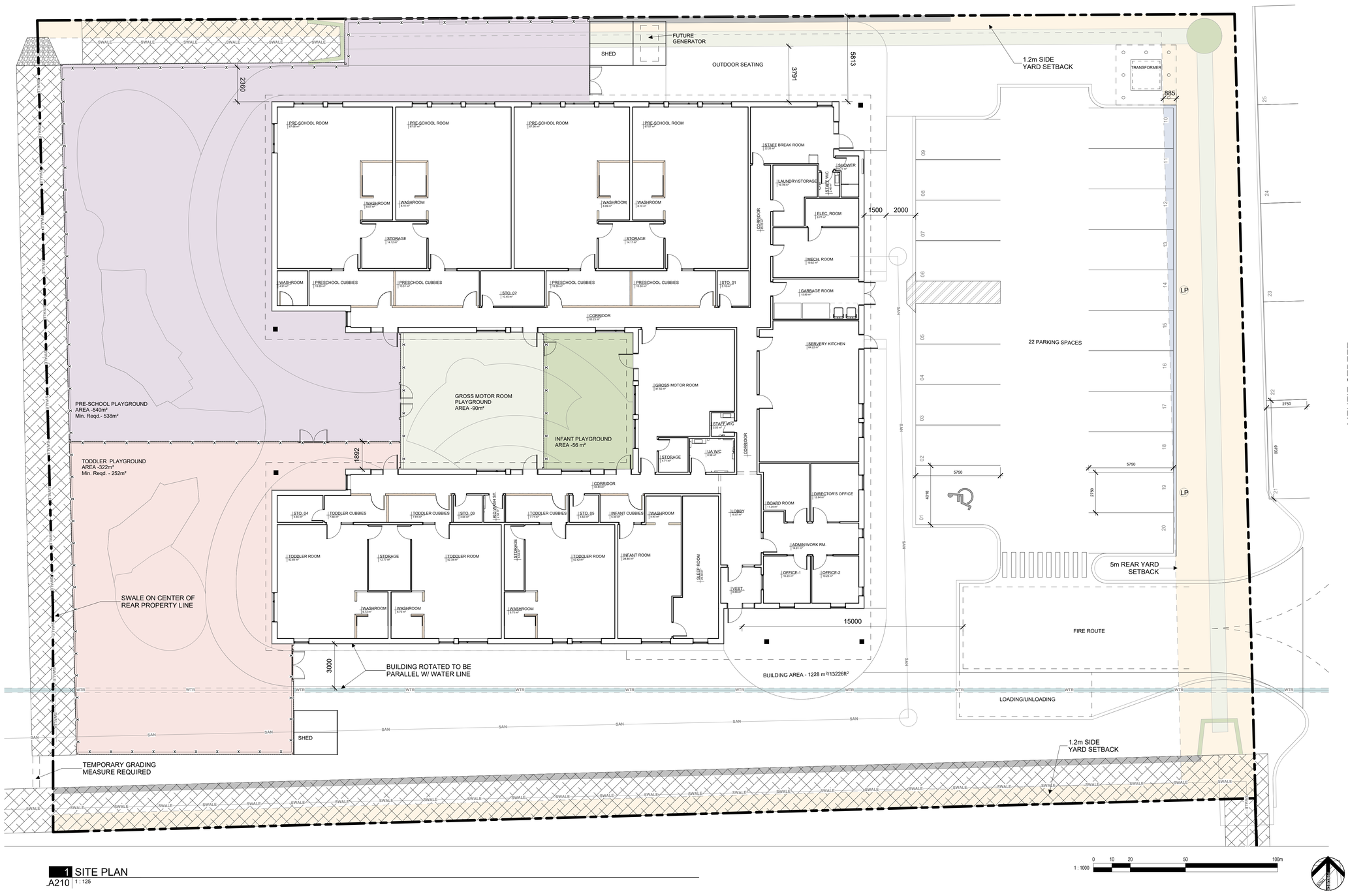
This project is part of the Municipality's Childcare Expansion initiative and is expected to commence construction in 2025, with an anticipated opening in 2026. The proposed site plan is presented in Figure 1-2.

Prior to the study, the scope of work was established and confirmed through correspondence between the project team and the Municipality staff. Appendix A provides the submitted study Terms of Reference and comments received.

The Report includes the following required components:

- site access and on-site vehicle circulation; and
- parking review

Figure 1-2 Proposed Site Plan



1 SITE PLAN
.A210 | 1 : 125

1 : 1000 0 10 20 50 100m

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CSV ARCHITECTS

sustainable design · conception écologique

613.564.8118
www.csv.ca

190 O'Connor Street, Suite 100
Ottawa, Ontario,K2P 2R3

BUILDER

CHANDOS
500-301 LAURIER AVE W
Ottawa, ON K1P6M6
613-383-1097

STRUCTURAL ENGINEER

BPA
580 Terry Fox Dr,
Kanata, ON K2L 4B9
514-383-3747

MECHANICAL + ELECTRICAL ENGINEER

QUASAR CONSULTING GROUP
150 Isabella St Suite 400
Ottawa, ON K1S 5H3
613-518-8344

CIVIL ENGINEER

WSP
2611 Queensview Dr
Ottawa, ON K2B 6B7
613-829-2800

LANDSCAPE ARCHITECT

URBANTYPOLOGY INC.
499 Preston Street
Ottawa, ON K1S 4N7
437-700-5446

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REV DATE ISSUE

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PROJECT

MISSISSIPPI MILLS CHILDCARE CENTRE

34 VICTORIA STREET, ALMONTE ONTARIO

TITLE

SITE PLAN - LEVEL 01 - SKETCH

PROJECT NO: 250100
DRAWN:
APPROVED:
SCALE: 1 : 125
DATE REVISED:
DATE ISSUED: 2025/06/20

REV DRAWING NO.

.A210

2 Traffic Operation Impacts

2.1 Boundary Road Network

The following streets form the existing boundary road network within the vicinity of the site:

Ottawa Street is situated to the east of the site and acts as a key local corridor in the area. The posted speed is 50 km/h, and it connects to Manzie Street. Sidewalks are available along Ottawa Street, further enhancing pedestrian connectivity.

Maude Street is a local municipal road running along the north and west sides of the site. It is a two-lane roadway that provides access to adjacent residential properties. Sidewalks are present on both sides of the street, supporting pedestrian movement.

Manzie Street runs along the east side of the site and is a local two-lane road connecting Maude Street to Ottawa Street. It serves both residential and nearby commercial areas, with sidewalks present on one side.

St. James Street is situated to the south and serves as a local two-lane collector road, offering connections to Victoria Street and George Street. The road does not have sidewalks on either side.

2.2 Site Trip Generation

The site auto trip generation was developed using the ITE Trip Generation Manual, 11th Edition, average rates for Land Use 565, Day Care Center, which are suitable for this type of facility. The resulting trip generation is summarised in Table 2-1.

Table 2-1 Site Trip Generation

Peak Hour	ITE Code	Size	Unit	Avg. Rate	% In	% Out	Total Trips	Trips In	Trips Out
AM Peak	565	151	Students	0.78	53%	47%	118	62	55
PM Peak	565	151	Students	0.79	47%	53%	119	56	63

As shown in Table 2-1, the proposed childcare centre is forecast to generate 118 and 119 two-way auto trips during the weekday AM and PM peak hours, respectively.

2.3 Mode Share

The ITE Trip Generation methodology used here considers only vehicle trips, excluding adjustments for walking, cycling, or transit. With no public transportation available, it is assumed that all site-generated trips will be made by private vehicle. Although pedestrian infrastructure exists, the nature of childcare drop-off and pick-up suggests walking and cycling will be minimal. This method prevents underestimating the impacts of vehicular traffic and provides a thorough assessment of traffic operations for the proposed development.

2.4 Trip Distribution

To identify the likely origins and destinations of site-generated trips, two primary benchmarks were used:

- Location of the site within the Town (refer to Figure 2-1): The proposed childcare centre is situated in the eastern or northern part of the community. As a result, a greater share of trips is expected to originate from the south and west, where residential population density is higher.
- Location of other daycare centres (refer to Figure 2-2): The distribution and proximity of other daycare centres within the Town were reviewed to identify service gaps and areas with limited existing childcare options. The review helped determine which parts of the Town are more likely to use the new facility based on convenience and accessibility.

Figure 2-1 Indicative Origins of Site-Generated Trips based on Development Location within the Town

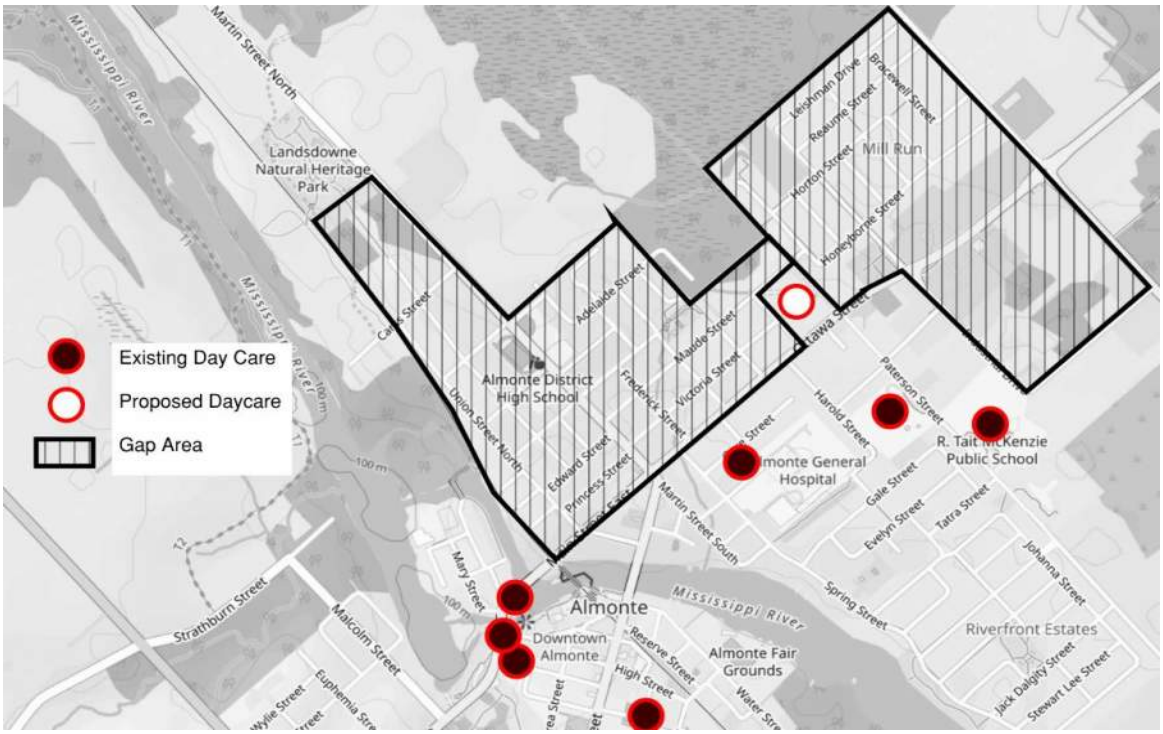


Figure 2-2 Distribution of Existing Daycare Centres and Service Gap Areas within the Town

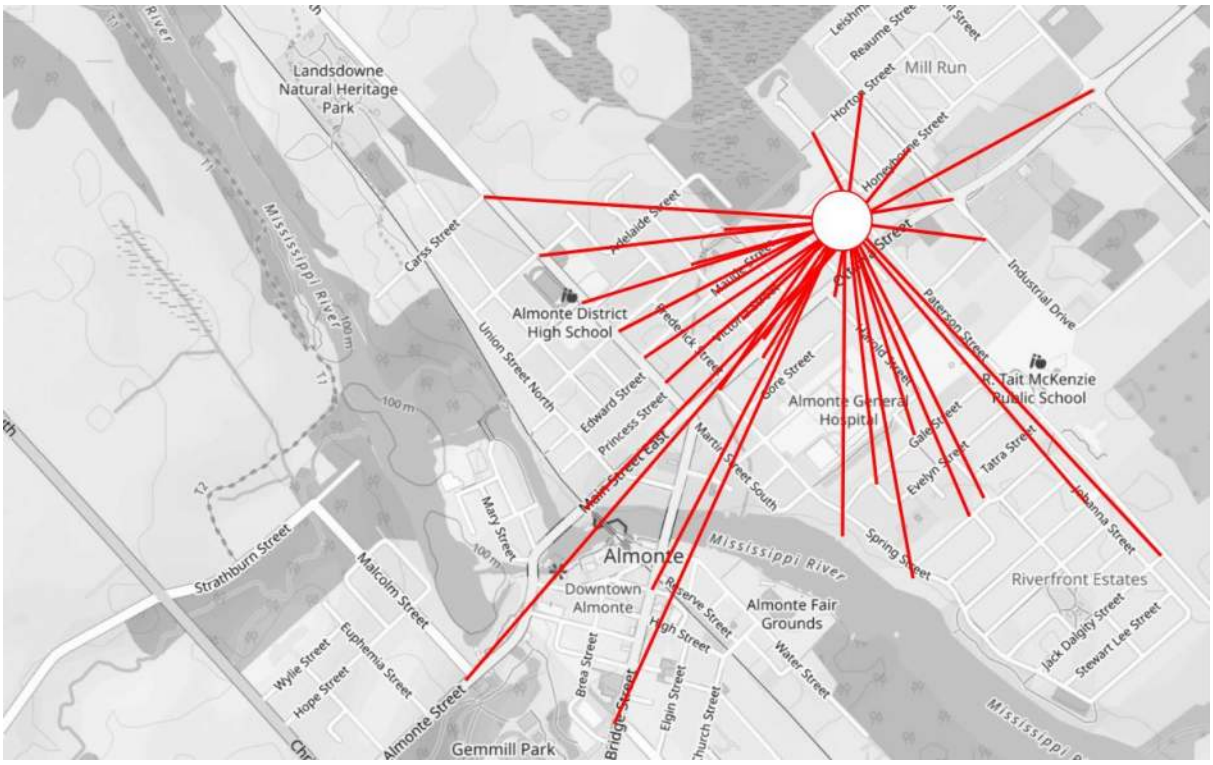


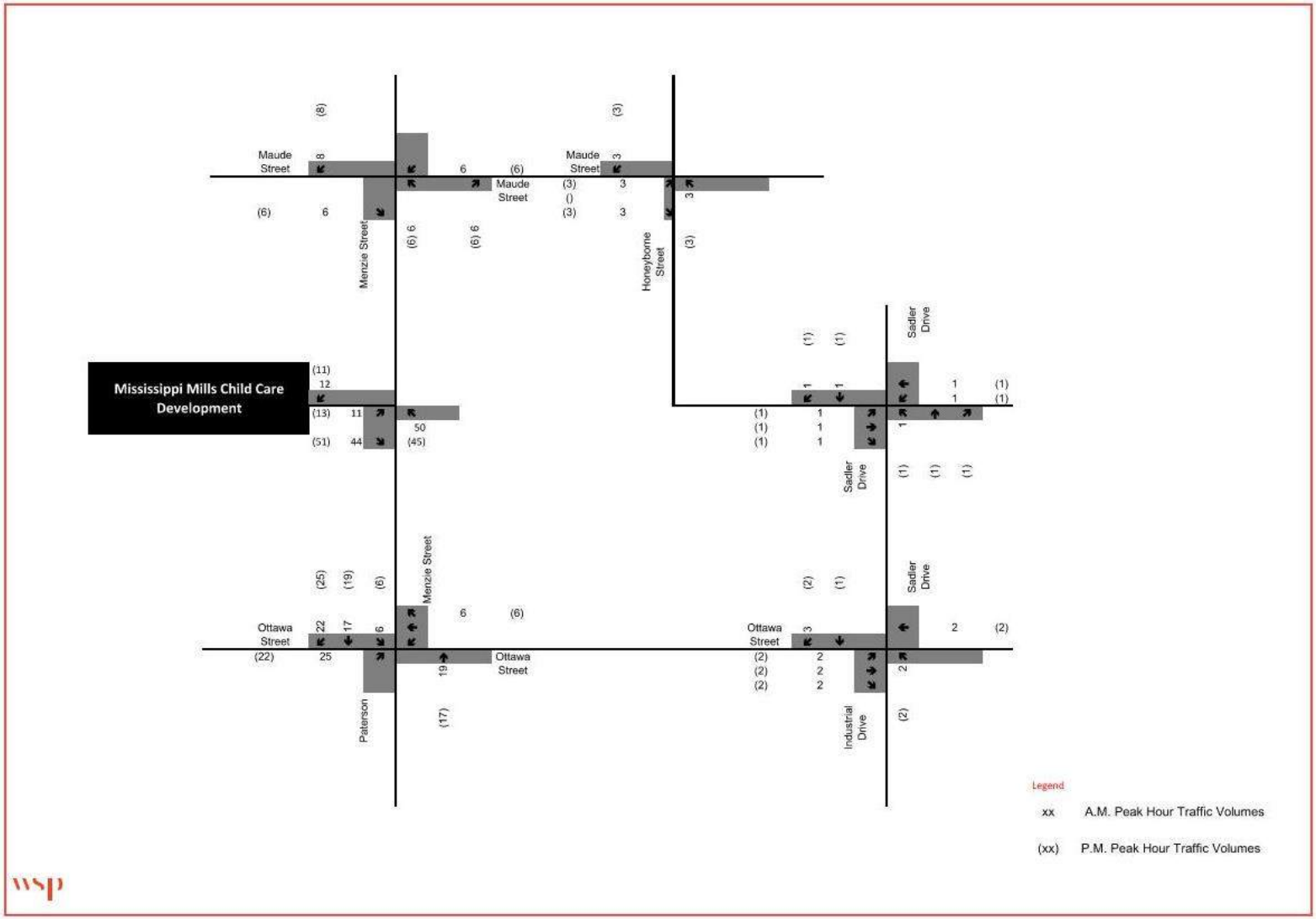
Figure 2-3 illustrates the assumed trip distribution percentage for the proposed development based on the above reviews.

Figure 2-3 Trip Distribution Assumptions

2.5 Trip Assignment

Based on the trip distribution methodology explained in the previous section, the resulting trip assignment is illustrated in Figure 2-4.

Figure 2-4 Site Traffic Assignment



Traffic Operation Impacts

The site-generated traffic assignment results shown in Figure 2-4 for the Mississippi Mills childcare development are summarized in Table 2-2.

Table 2-2 Site-Generated Trip Assignment by Street and Direction During AM and PM Peak

Street	Direction	AM Peak Hour Trips	PM Peak Hour Trips
Menzie Street	Northbound	50 (Inbound to Development) and 11 (Outbound from the development)	45 (Inbound to Development) and 13 (Outbound from the development)
	Southbound	12 (Inbound to Development) and 44 (Outbound from the development)	11 (Inbound to Development) and 51 (Outbound from the development)
Ottawa Street	Westbound	6	6
	Eastbound	25	22
Madue Street	Northbound	6	6
	Southbound	6	6
Honeyborne Street	Northbound	3	3
	Southbound	3	3
Sadler Drive	Northbound	1	1
	Southbound	1	1

The site-generated traffic assignment has the following findings:

- Menzie Street will experience the highest increase in site-generated traffic, with up to 50 northbound and 12 southbound trips during the AM peak hour, and 45 northbound and 11 southbound trips during the PM peak hour.
- Ottawa Street will see a maximum of 25 eastbound and six westbound trips in the AM peak, and 22 eastbound and six westbound trips in the PM peak hour.
- Madue Street will have six trips in each direction (northbound and southbound) during both AM and PM peak hours.
- Honeyborne Street will experience a minor increase, with three trips in each direction during both AM and PM peak hours.
- Sadler Drive will see only one trip in each direction (northbound and southbound) during both peak hours.

These additional volumes are minor compared to the existing capacity of the surrounding road network and are not expected to impact local traffic operations significantly.

The Municipality staff confirmed that no intersection assessments would be required. See Appendix A.

3 Site Access and On-Site Circulation Review

3.1 Site Access Review

The following section is based on the most recent site plan provided to WSP. We have identified and communicated site plan issues to the client, and these will be addressed as the project moves forward. In the meantime, the information below is offered as a preliminary site plan review for your consideration and feedback

The vehicular site access will be provided via a new driveway connecting to Menzie Street, as shown in Figure 3-1.

3.1.1 Design Dimensions

According to the Municipality of Mississippi Mills Comprehensive Zoning By-Law #11-83, driveways must be at least three metres wide and not more than nine metres wide, excluding curb ramps. The planned driveway for the childcare centre is six metres wide and has a corner radius of 4.5 metres. The driveway width complies with the municipal By-law requirements. The 4.5-metre curb radius is consistent with the Ontario Provincial Standard Drawing (OPSD) 350.010, a common engineering standard for institutional entrances in Ontario.

AutoTurn swept path analysis confirms that the proposed design can accommodate the turning movements of service vehicles, including fire and garbage trucks.

3.1.2 Sight Distance Review

A sight distance review was conducted for the proposed driveway location on Menzie Street, a local municipal road with an assumed speed limit of 40 km/h. Refer to Figure 3-2.

According to the Transportation Association of Canada (TAC) Geometric Design Guide for Canadian Roads, the minimum stopping sight distance required for a design speed of 40 km/h is 50 metres. Field measurements indicate that the available distance from the driveway to the next intersection is approximately 95 metres northbound and 75 metres southbound. The proposed driveway is on the straight section of Menzie Street. Under existing conditions, there are no obstacles within these sight lines, and both distances exceed the minimum required stopping sight distance, confirming compliance with TAC standards for safe vehicular egress.

However, as shown in Figure 3-2 Five parallel on-street parking spaces are proposed on Menzie Street. If a vehicle is parked in the space closest to the driveway, it could partially obstruct the available sight line in that direction. During the final design, a detailed sight distance review will be required to assess potential obstructions caused by on-street parking, which may necessitate adjustments to the on-street parking layout.

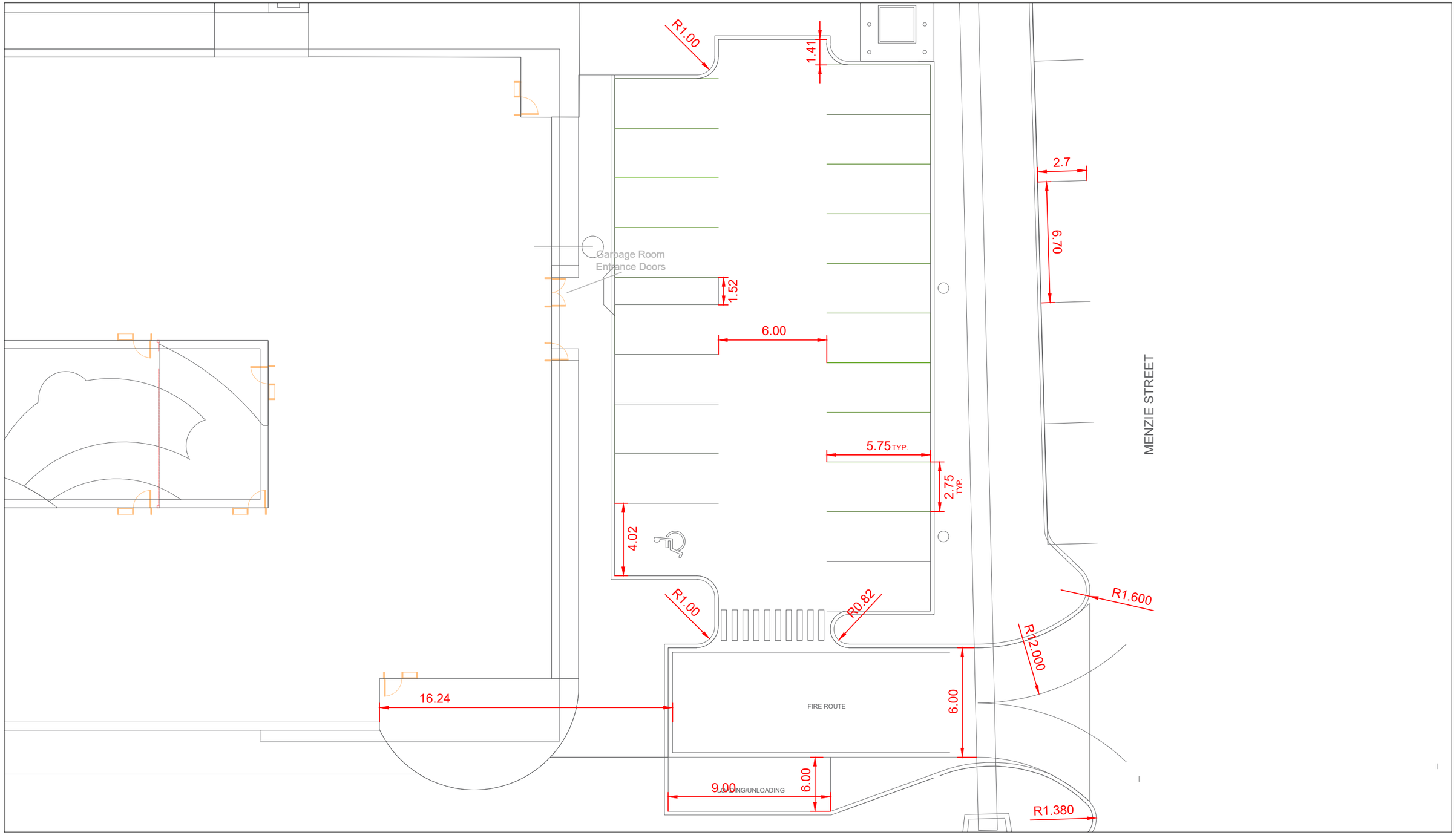


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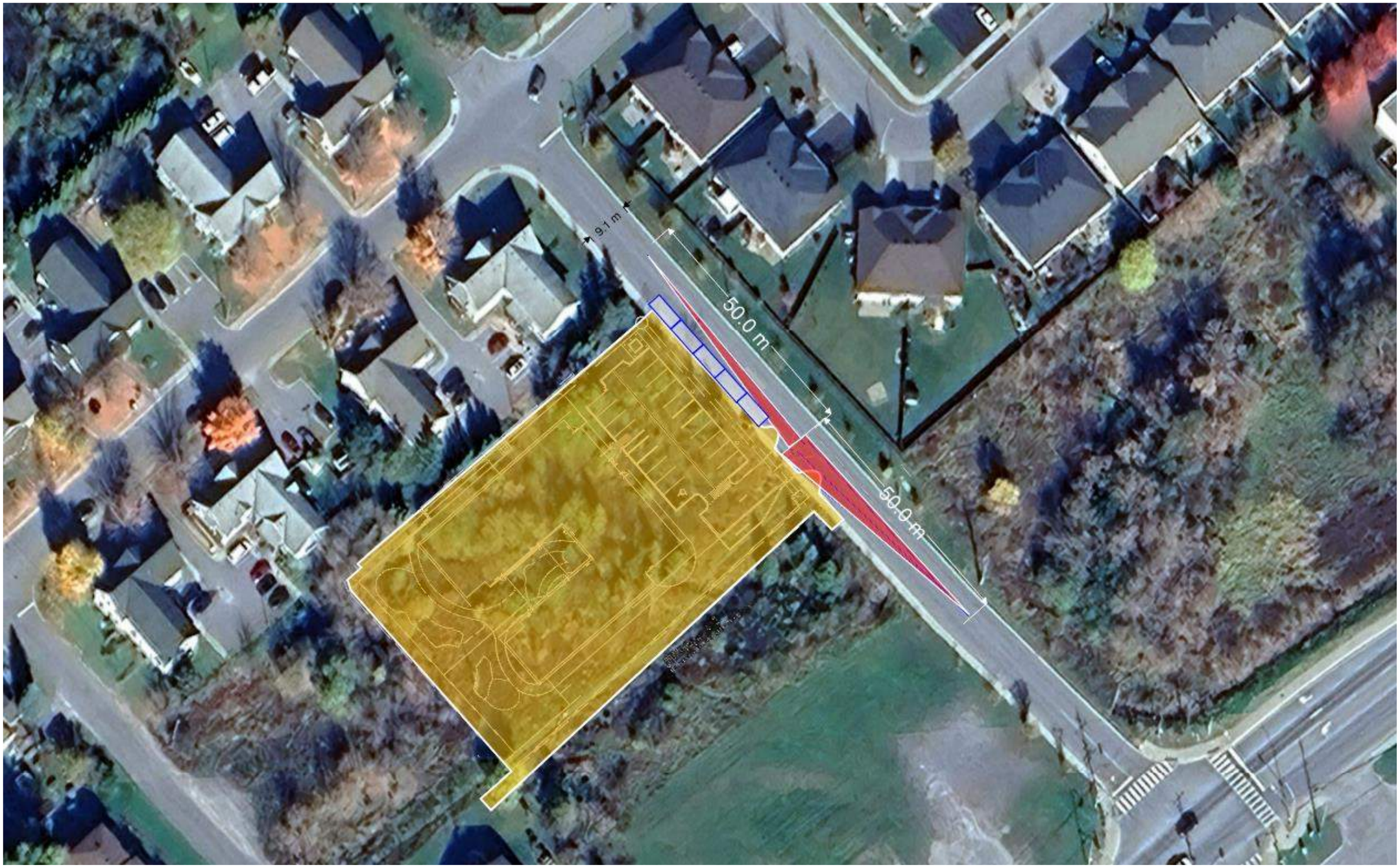
Figure 3-1
Site Dimensions and Specification
Mississippi Mills - Childcare Centre

Figure 3-2 Site Driveway Stopping Sight Distance Sightline Review



3.2 Design Dimensions

3.2.1 Driving Aisle / Laneway and Fire Route:

Under the Ontario Building Code (OBC) Division B, Section 3.2.5.6, fire department access routes must have a minimum clear width of 6.0 metres and a centreline turning radius of at least 12.0 metres to accommodate firefighting apparatus. These routes must connect to a public thoroughfare to ensure adequate emergency response.

Fire routes are required to be located between three and 15 metres, measured horizontally from the building face they serve to the closest portion of the access route, providing direct access to principal entrances. The proposed fire route slightly exceeds this requirement, as shown in Figure 3-1 and this will be addressed and changed for the final draft.

The proposed design includes a 6.0-metre driving aisle, meeting the Ontario Building Code's minimum fire route access requirement. The turning radius is 12 metres, in line with the code's specifications. A swept path analysis shows that a fire truck can enter and exit the site using the opposite lane, as shown in Figure 3-3.

3.2.2 Parking Spaces:

Per Section 9.3.6 of the Municipality of Mississippi Mills Zoning By-Law #11-83, parking spaces must meet specific minimum size and accessibility criteria. Table 3-1 summarizes the required dimensions for various types of parking spaces, including private garages, regular, angled, parallel, and accessible parking spaces. These standards ensure compliance with municipal regulations and provincial accessibility requirements. The proposed design meets these requirements, as shown in Figure 3-1.

Table 3-1 Parking Spaces Dimension as per Mississippi Mills Zoning By-Law #11-83

Parking Space Type	Minimum Width (m)	Minimum Length (m)
Regular / Angled Parking	2.75	5.75
Parallel Parking	2.75	6.7
Accessible Parking (single)	3.9	Not specified

3.3 On-Site Circulation Assessment

An on-site circulation assessment was completed using AutoTURN 11.0 software to ensure adequate vehicle maneuverability throughout the site. The simulation analyzed the access and circulation of fire trucks, garbage trucks, and passenger vehicles within the site. The results are summarized below.

3.3.1 Fire Truck Maneuvers

A standard municipal fire truck was used to test emergency vehicle access. As per Ontario Building Code Section 3.2.5.5, fire trucks must be able to park within 15 metres of the principal entrance to the building. As shown in Figure 3-3, the AutoTURN analysis confirms that the fire truck can enter, circulate, and exit the site without conflict, and can access the building entrance as required.

3.3.2 Garbage Truck Maneuvers

Garbage collection was assessed using a 12.0-metre-long garbage truck. The truck can enter the site from Menzie Street, circulate to the designated collection points, and exit without issues, as illustrated in Figure 3-4**.**

3.3.3 Passenger Vehicle Circulation

A TAC-standard passenger vehicle was tested for driveway entry and circulation within the parking area. The maneuvers can be completed without issue, as shown in Figure 3-5

3.3.4 Critical Parking Spaces Review

Critical parking spaces were tested using a passenger vehicle template. Vehicles can enter and exit all parking spaces without conflict, as demonstrated in Figure 3-6 and Figure 3-7.

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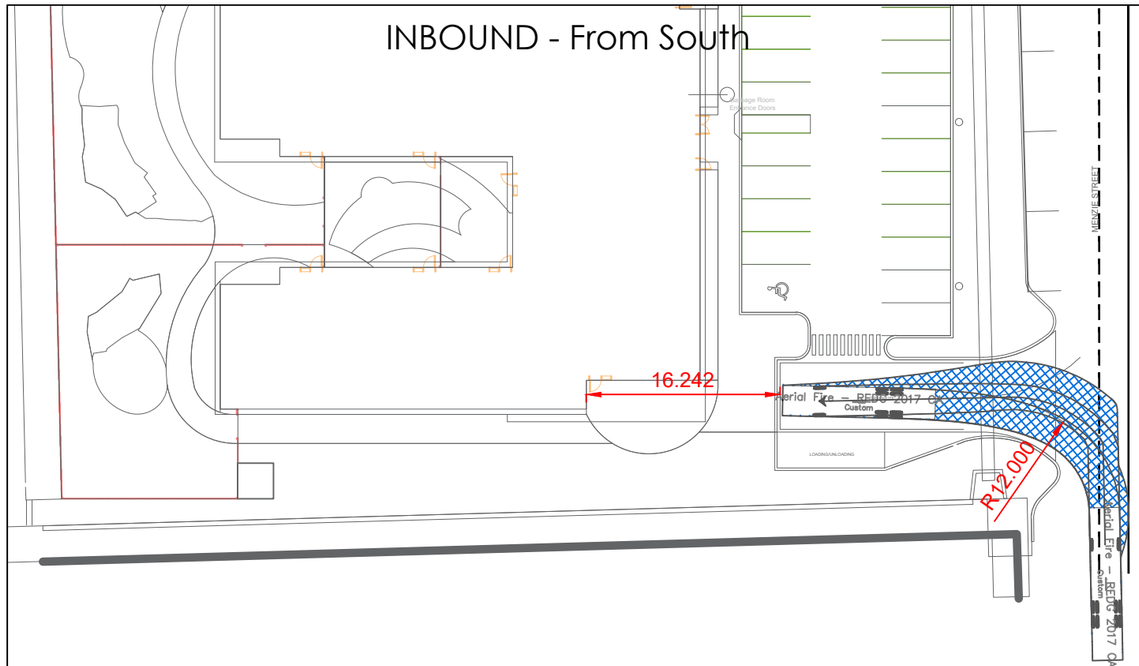

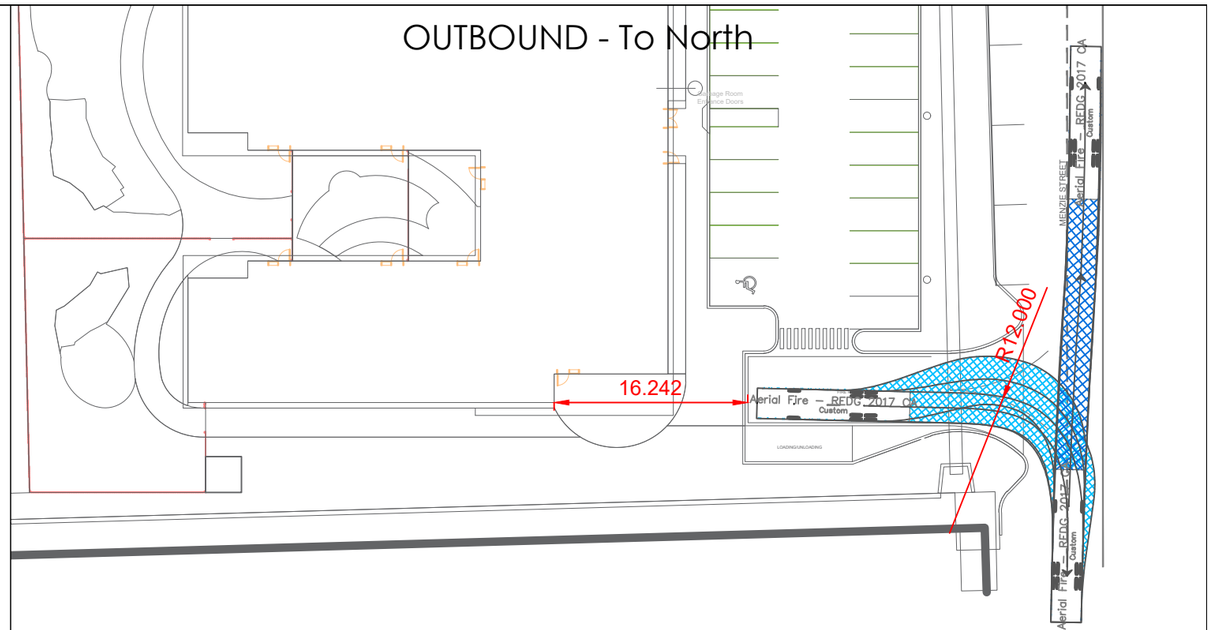

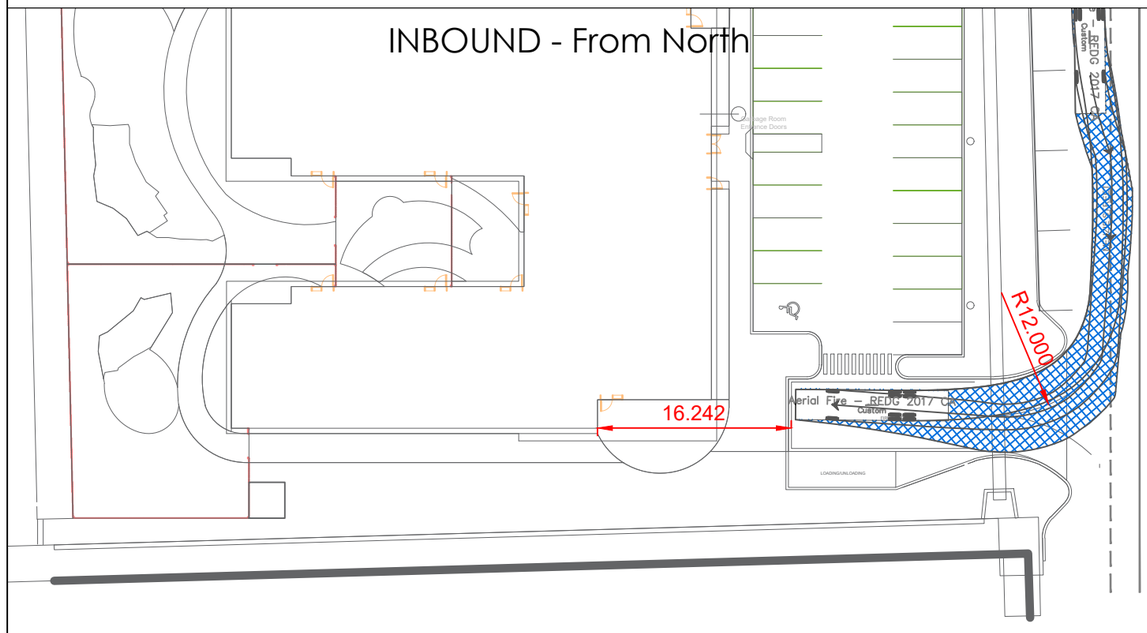

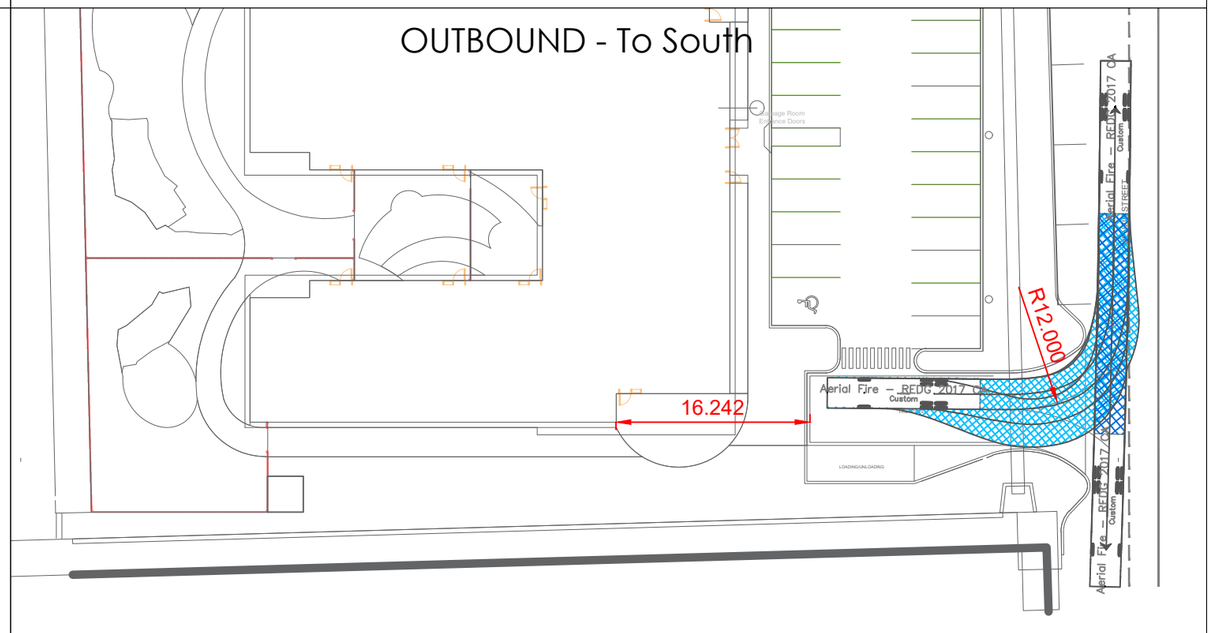

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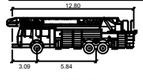

Aerial Fire - REDG 2017 CA

	meters
Width	: 2.54
Track	: 2.54
Lock to Lock Time	: 6.0
Steering Angle	: 37.0

Figure 3-3
Fire Truck Circulation Review
Mississippi Mills - Childcare Centre

Mississippi Mills AutoTURN Site Plan RR.dwg_Fire Truck Forward

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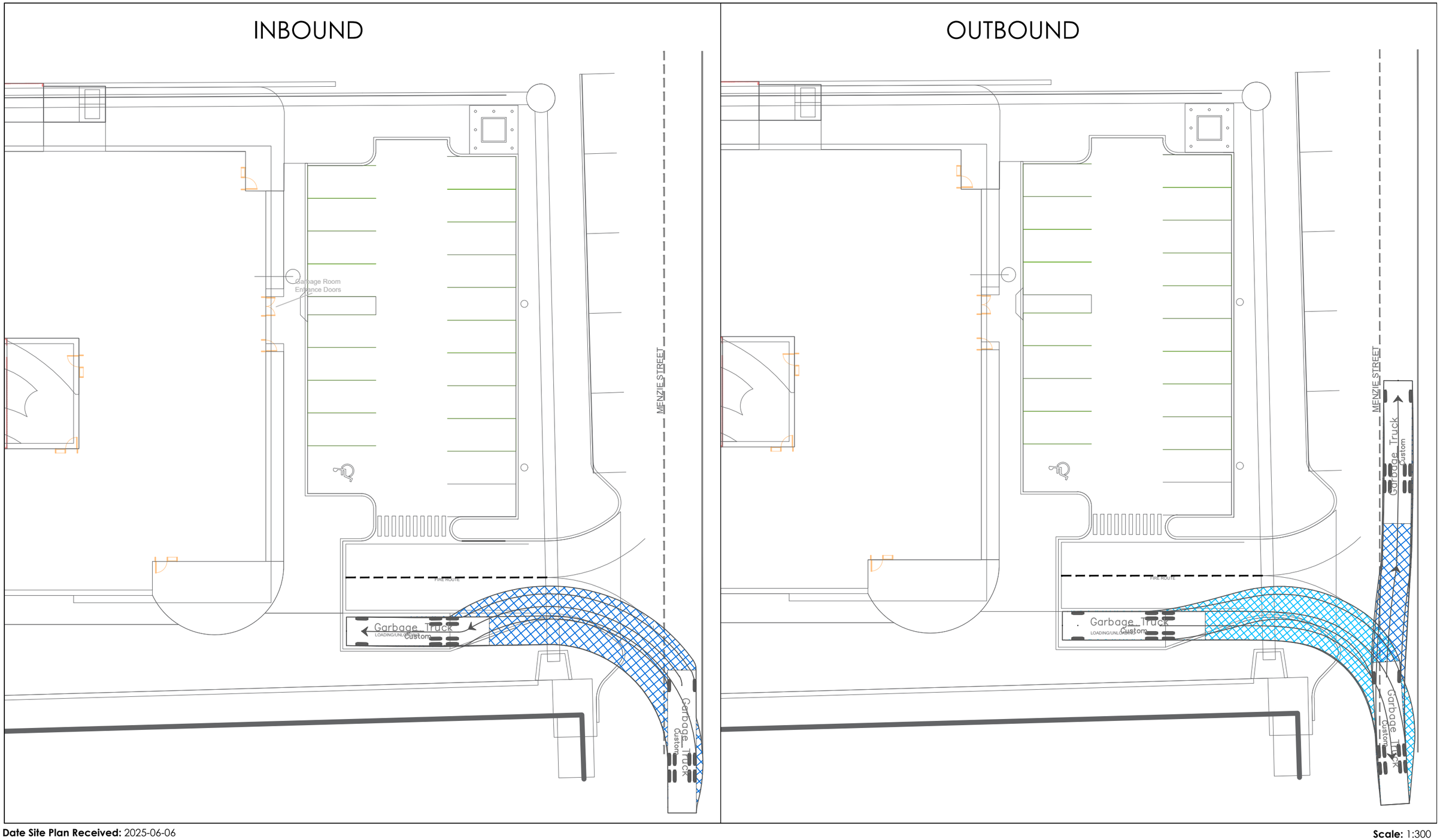

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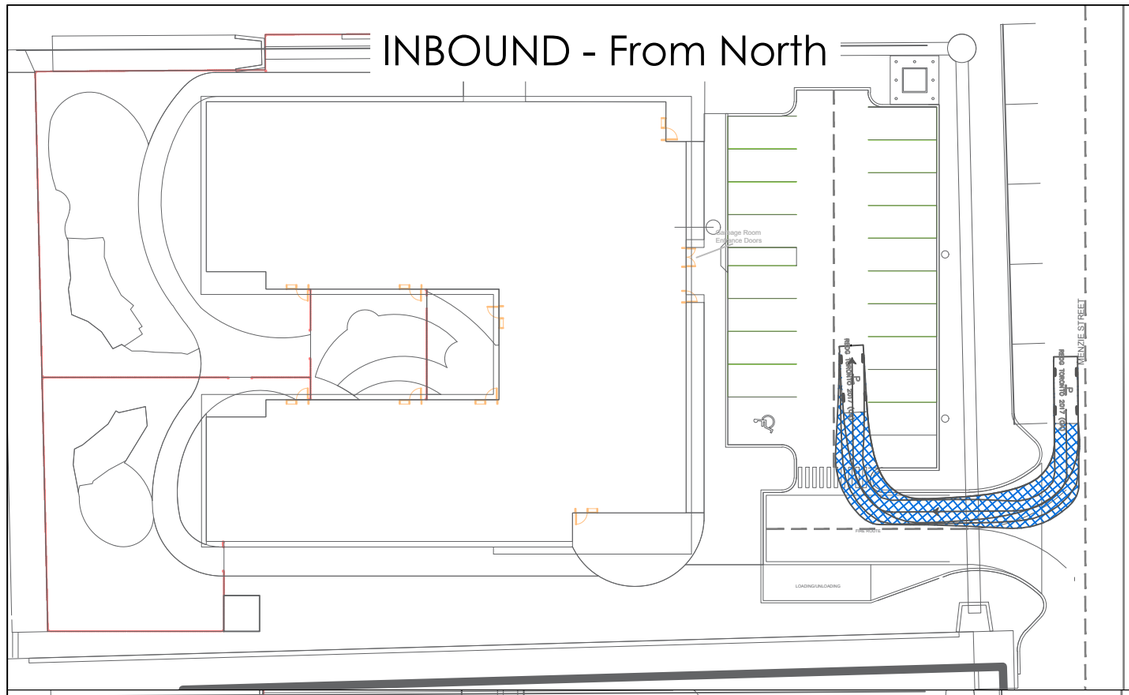
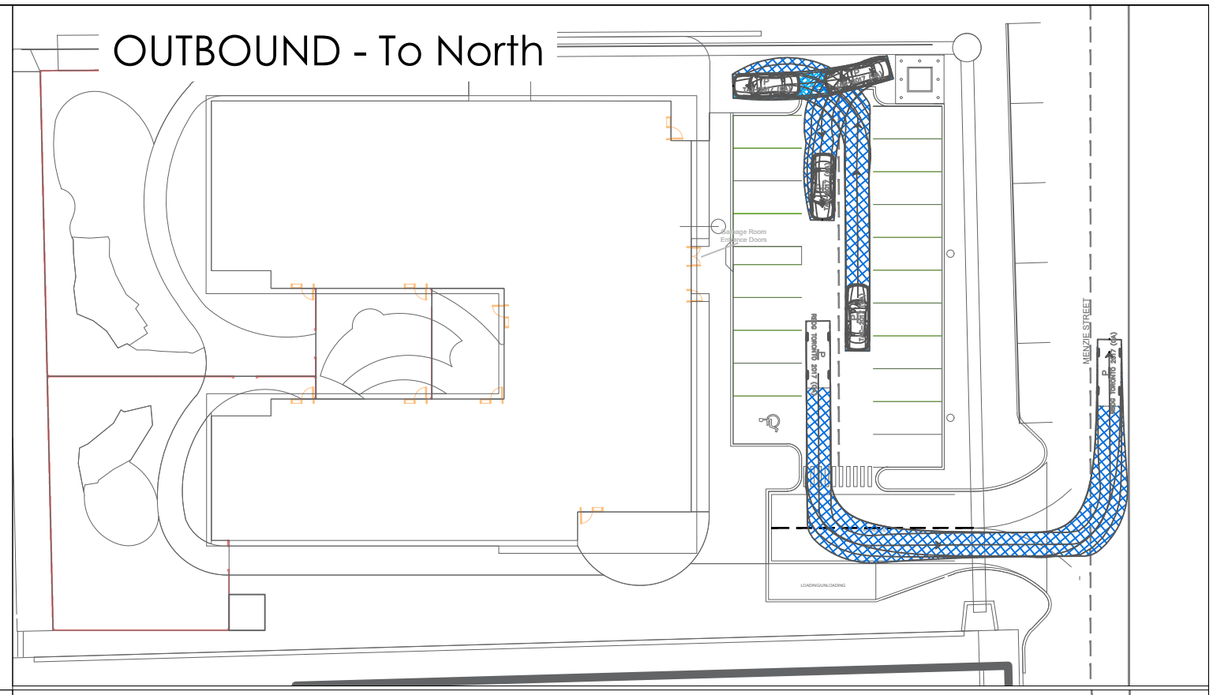
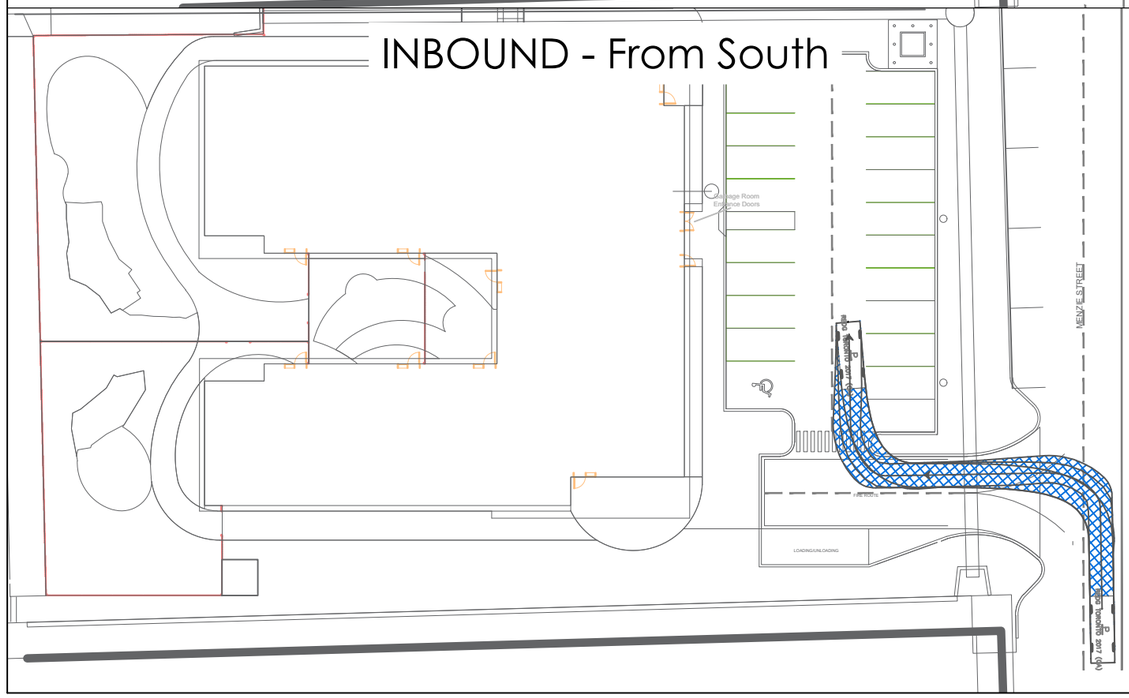
Figure 5
12 m Garbage Truck Circulation Review
Mississippi Mills - Childcare Centre







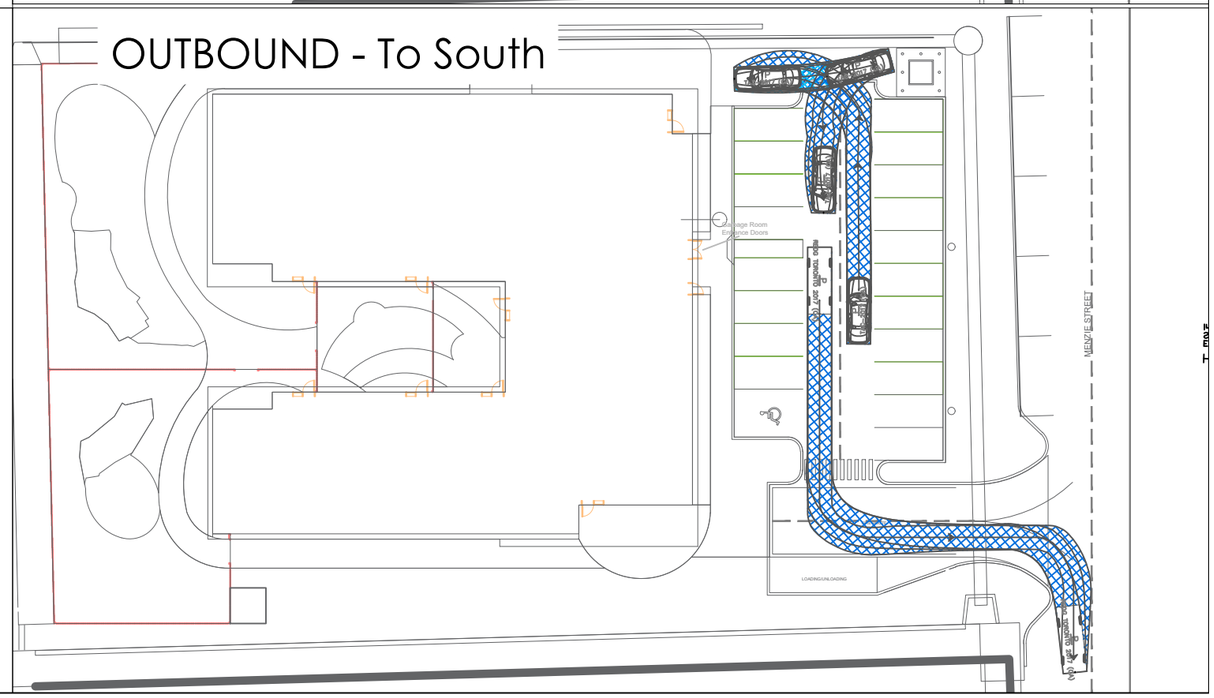


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Figure 3-5
Passenger Car Site Circulation Review
Mississippi Mills - Childcare Centre

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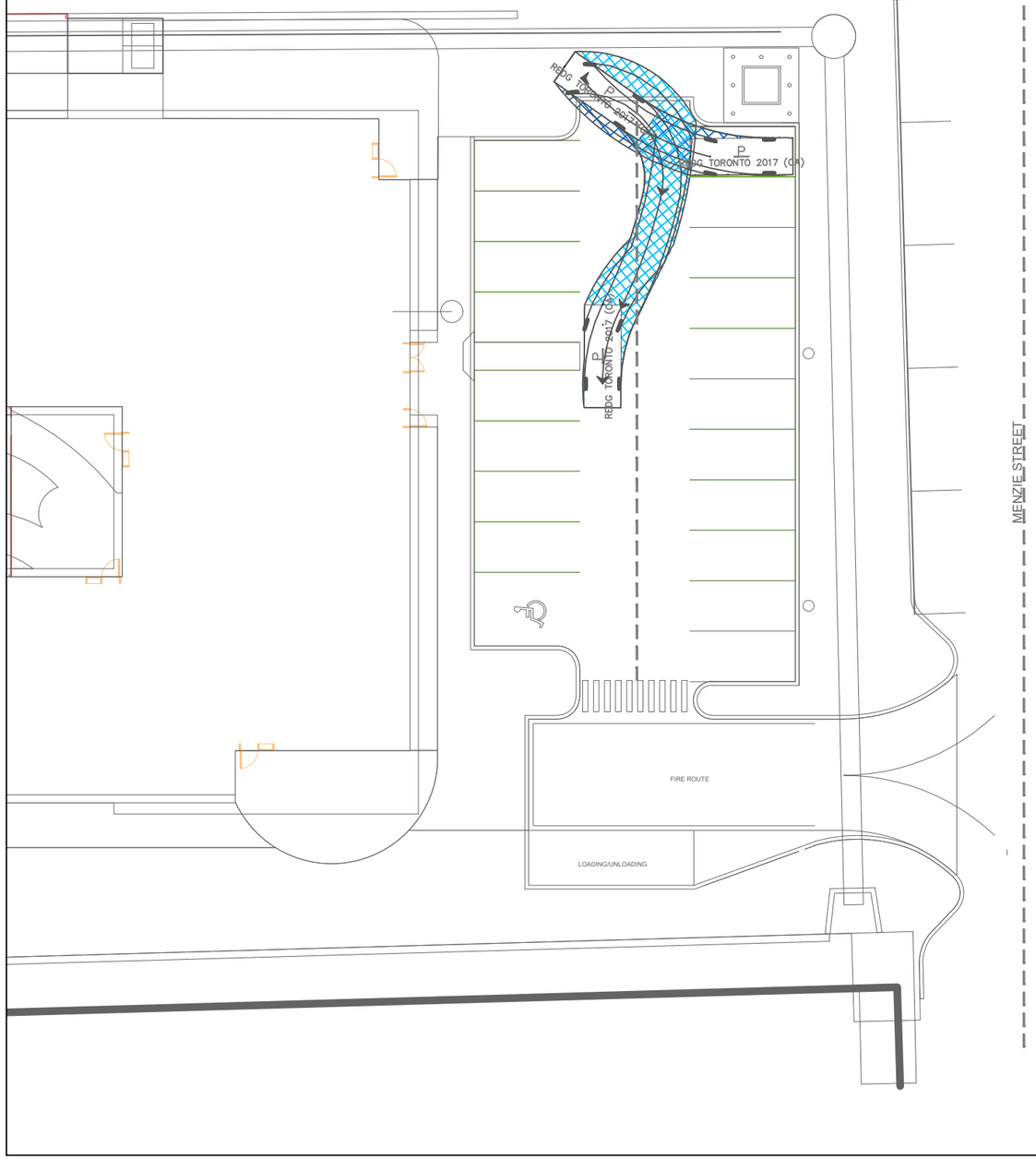
INBOUND



OUTBOUND

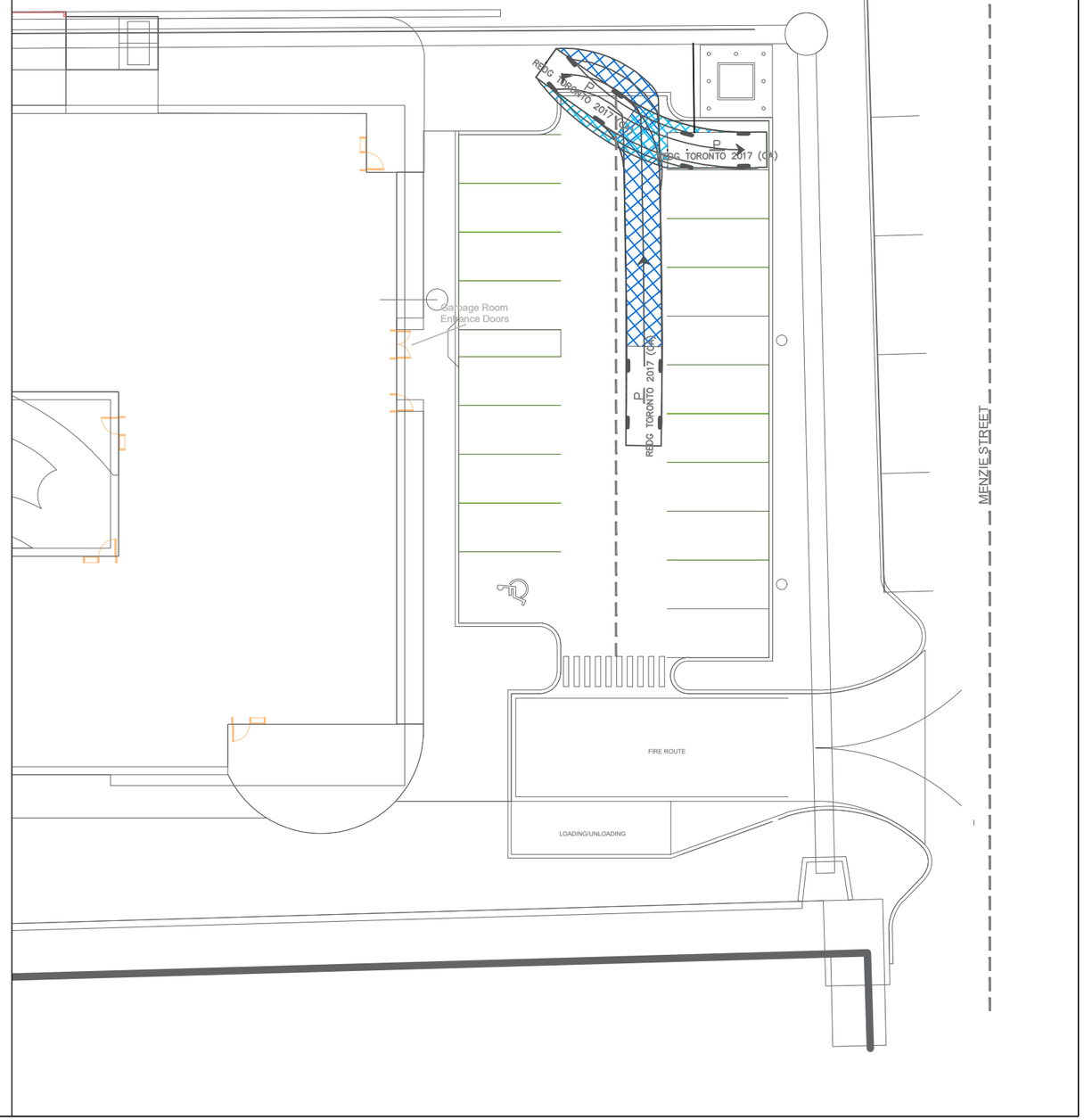


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Figure 3-6
Critical Parking Space Review 1
Mississippi Mills - Childcare Centre

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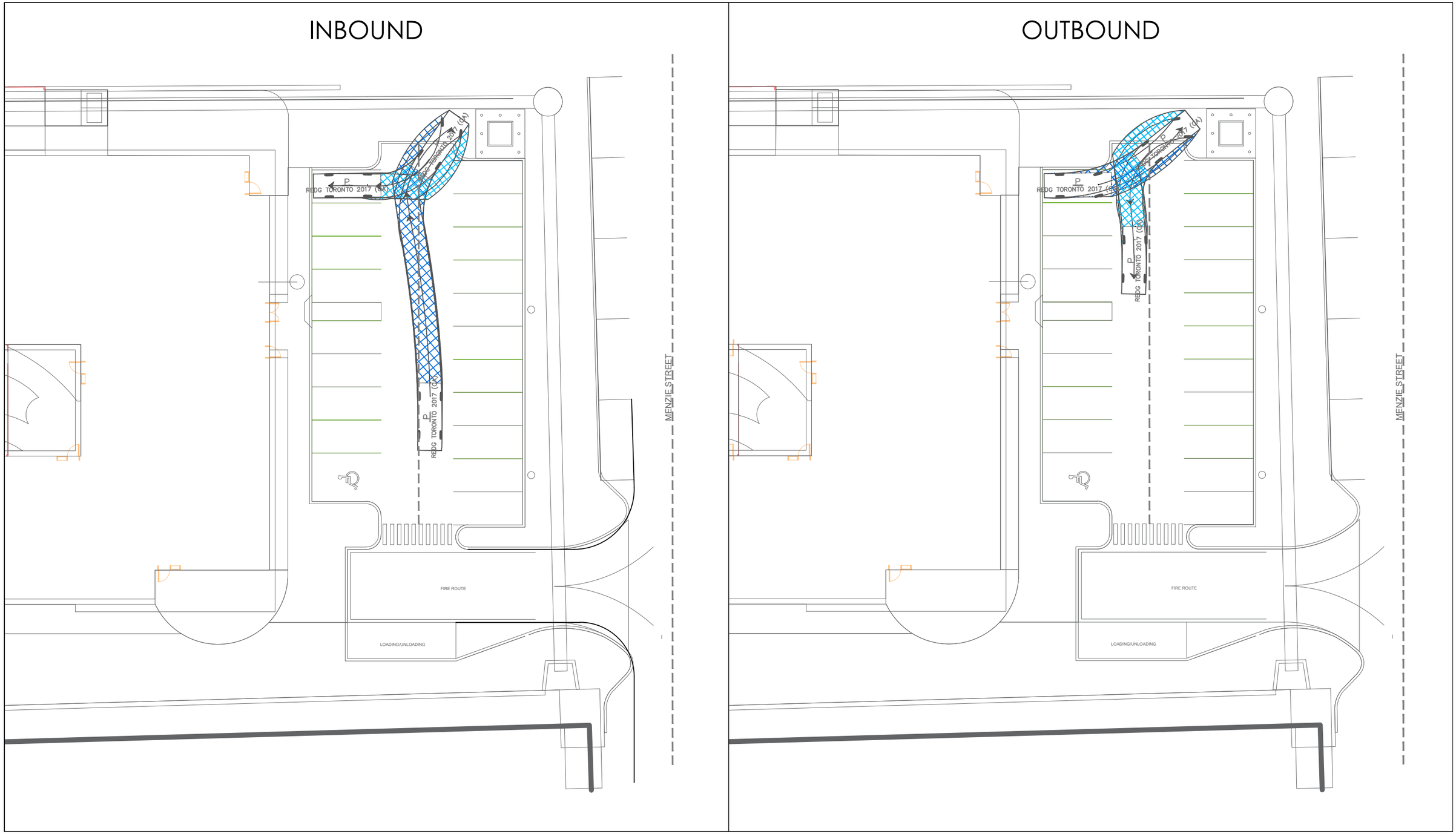

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Figure 3-7
Critical Parking Space Review 02
Mississippi Mills - Childcare Centre

4 Parking Supply Review and Parking Plan

The parking requirements for the proposed Childcare Centre (classified as a “Day Nursery” in the By-law) are established in Table 9.2 of the Municipality of Mississippi Mills Comprehensive Zoning By-Law #11-83.

4.1 Parking Requirements

- Day Nursery: two parking spaces per 100 m² of gross floor area (GFA), per Table 9.2 of Zoning By-Law #11-83.
- Accessible Parking: According to Section 9.3.2, one accessible (barrier-free) parking space is required for every 25 required parking spaces.

4.2 Parking Supply Review

Table 4-1 summarizes the minimum parking requirements and proposed parking supply review.

Table 4-1 Vehicular Parking Supply and Rates

Category	Required Rate	Required Spaces	Proposed Supply
Day Nursery	2 per 100 m² GFA	25	20 Off-Street + 5 On-street
Accessible	1 per 25 spaces	1	1
Total		**25**	**25**

4.3 Bicycle Parking

According to Table 9.5 of Zoning By-Law #11-83, there is no minimum bicycle parking requirement for day nurseries. Bicycle parking may be provided at the owner’s discretion.

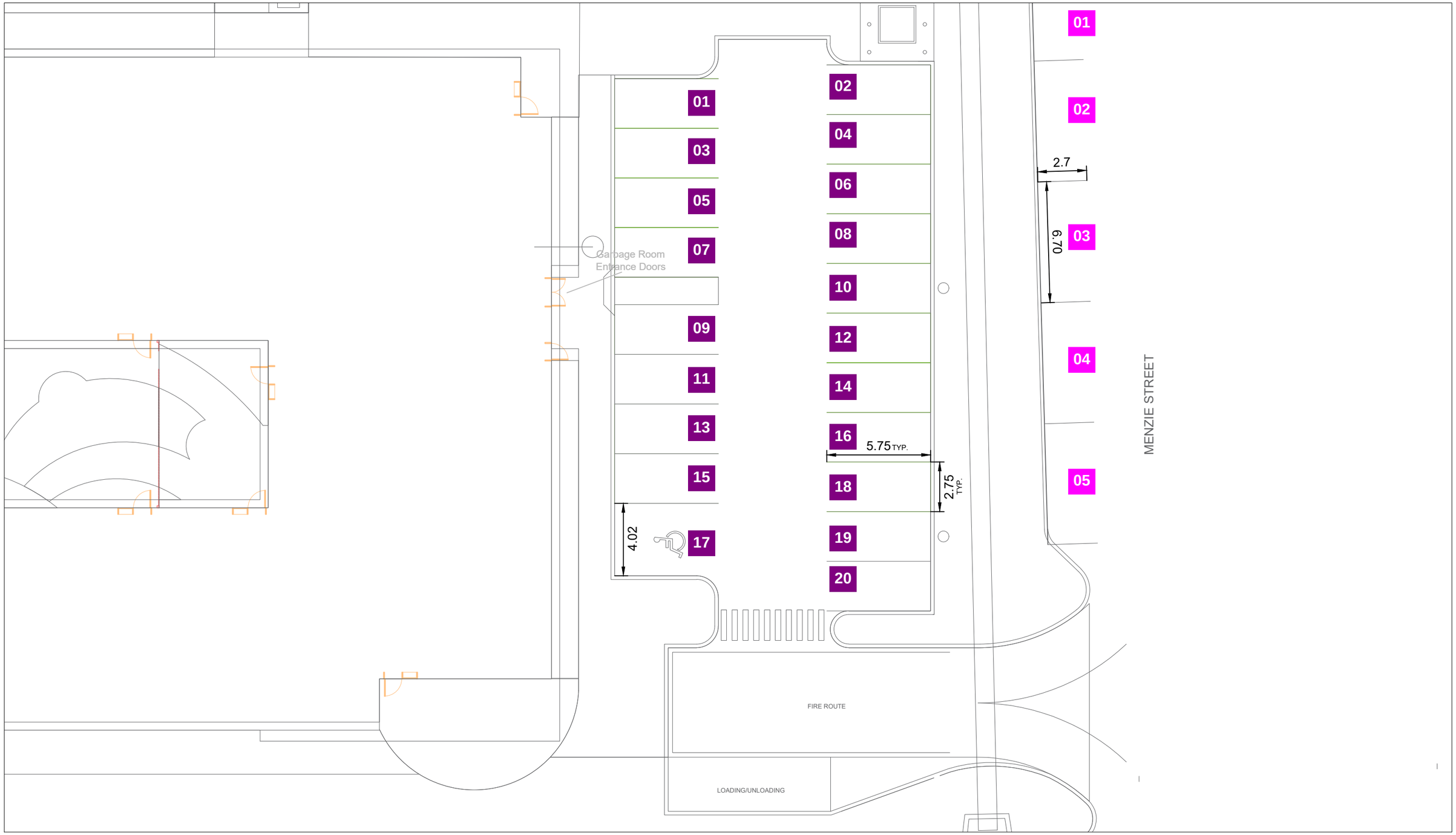
4.4 Parking Plan

4.4.1 On-Street Parking

The required parking supply for the proposed childcare centre will be accommodated through a combination of on-site and on-street parking. Specifically, five parallel parking spaces are proposed on Menzie Street. No additional on-street parking is proposed on adjacent municipal roads.

4.4.2 On-Site Parking Plan

Figure 4-1 identifies the locations of staff (On-site) and parent parking (On-Street) spaces, both on-site and on-street, as well as accessible parking spaces within the site layout.



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Parent Parking

Staff Parking

Figure 4-1
On-Site and On-Street Parking Plan
Mississippi Mills - Childcare Centre

5 Conclusions

The proposed development includes a new childcare centre with a licensed capacity of 151 children. This Traffic Impact Assessment evaluates the traffic impact, site access, on-site circulation, and parking supply and identifies the parking plan.

The key findings from the study are summarized below:

- The development is projected to generate 118 and 119 two-way auto trips during the weekday AM and PM peak hours, respectively. The volume increases resulting from the site-generated traffic on adjacent roads and intersections will be within the capacity of the existing network. Therefore, the proposed development is not expected to have a significant traffic impact on the surrounding road network. The existing intersections can accommodate the projected site traffic.
- The proposed driveway access from Menzie Street meets the required sight distances and has no sightline issues.
- The designs of the site access, driving aisle, fire route, and parking spaces meet the Municipality of Mississippi Mills Zoning By-Law #11-83 and relevant municipal and provincial standards.
- The proposed development provides 25 parking spaces, including one accessible (barrier-free) space, which satisfies the minimum requirements of the Zoning By-law.
- Five on-street parking spaces are proposed on Menzie Street. No additional on-street parking is proposed on adjacent municipal roads.

APPENDIX

A Study Terms of Reference Confirmation

Outlook

RE: MMCC - Traffic Impact Assessment Questions

From Luke Harrington <lharrington@mississippimills.ca>
Date Wed 5/28/2025 3:55 PM
To Vaezi, Bahar <bahar.vaezi@wsp.com>
Cc You, Thomas <Thomas.You@wsp.com>; Rotenberg, Remi <Remi.Rotenberg@wsp.com>; Melissa Fudge <mfudge@mississippimills.ca>; Michel Asselin <masselin@mississippimills.ca>

Hello Vaezi,

I believe that your method for distribution of the trips is satisfactory for the purposes of this project, however, I did note that there are no trips terminating/starting on St. James street. It is likely that parents will utilize St. James as a location to park and walk their children through the site to the reception area. I think that a few trips could likely be allocated there to relieve some traffic on Menzie. That being said, I am not the traffic engineer so I will leave it with you. Additionally please ensure that in your report you describe how the users will navigate the site such as how and where pick ups and drop offs will occur and what complications there could be during peak times. Recommendations on measures to mitigate congestion and other complications should be included.

Best Regards,

Luke Harrington B.Eng.
Engineering Coordinator
Development Services & Engineering
Municipality of Mississippi Mills
Phone: 613-256-2064
Desk: 343-643-4641
Email: lharrington@mississippimills.ca
www.mississippimills.ca

From: Vaezi, Bahar <bahar.vaezi@wsp.com>
Sent: May 28, 2025 3:40 PM
To: Luke Harrington <lharrington@mississippimills.ca>
Cc: You, Thomas <Thomas.You@wsp.com>; Rotenberg, Remi <Remi.Rotenberg@wsp.com>
Subject: Fw: MMCC - Traffic Impact Assessment Questions

Hello Luke,
I hope your week is going well. WSP is currently working on the Traffic Impact Assessment (TIA) for the Mississippi Mills Childcare Centre at 34 Victoria Street, Almonte, ON, and we are reaching out as advised by your team.
Our methodology, based on the initial comments received, will be to use the ITE Trip Generation Manual to estimate the vehicle trips generated by the development, as shown in the tables below.

Project Details:

- Number of children: 151 licensed childcare spaces
- Total gross floor area: Approximately 12,800 sq. ft.
- Staff: 30

Vehicle Trips

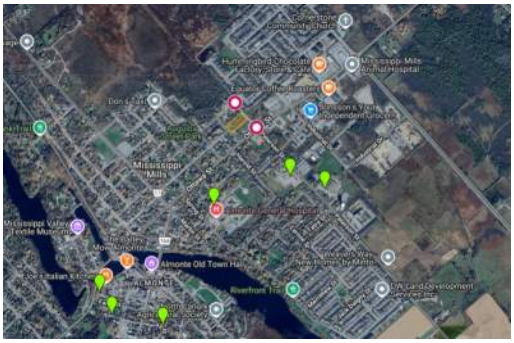
AM Peak Hour

Land Use	ITE Code	Size	Unit	Avg. Rate	% in	% out	Total Trips	Trips In	Trips Out
Day Care Center	565	151	Students	0.78	53%	47%	118	62	55
						Total New Trips	118	62	55

PM Peak Hour

Land Use	ITE Code	Size	Unit	Avg. Rate	% in	% out	Total Trips	Trips In	Trips Out
Day Care Center	565	151	Students	0.79	47%	53%	119	56	63
						Total New Trips	119	56	63

We will then distribute the generated trips (in and out) to the development. For the purpose of trip distribution, we will assume the pattern shown in the image below. The distribution assumptions are based on the gravity model, the site's location within the town (which is likely to attract more trips from the south and east compared to the west and north), and the locations of other daycare centres within the town (Green icons in the image below).



As advised in the email below, we will not perform an intersection analysis and will be showing only the generated trip distribution. Could you please confirm that this methodology is acceptable so we can proceed with providing the report?
Thank you very much for your assistance and feedback.

Kind Regards,
Bahar

Bahar Vaezi, MUP

Transportation Planner

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She/Her

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WSP

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Hi Bryson,

Please see below for clarification from our Engineering Department regarding your questions about the Traffic Impact Statement:

The scope of the Traffic Impact Statement would be limited only to what the Municipality can expect in terms of trip generation (aka the number of vehicles coming and going during different times of day). The consultant should show where these vehicles will be coming from and going to (employees, child drop off, etc.). This is all that is required for this project. To be more clear, we do not expect the consultant to show the number of trips per approach just where they expect the vehicles to come from and how they will navigate the site.

If you need any further information to proceed, please don't hesitate to reach out, or contact Luke Harrington from the Engineering Department directly at lharrington@mississippimills.ca

Melissa

Mississippi Mills

Melissa Fudge (she/her), LEED AP®

Project Manager – Planning,
Construction and Development

Development Services and Engineering

Municipality of Mississippi Mills

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From: Bryson Collins <bcollins@chandos.com>
Sent: May 21, 2025 10:56 AM
To: Dan Cousineau <dcousineau@mississippimills.ca>; Melissa Fudge <mfudge@mississippimills.ca>
Cc: Prateek Prashar <pprashar@chandos.com>
Subject: Mississippi Mills Childcare Center - Traffic Impact Assessment Questions

Hi Dan and Melissa,

Our Consultant, WSP, is looking to move forward with the TIA and has a couple questions

1. Following review of both Mississippi Mills and Lanark County websites, no specific guidelines could be found (TIS Examples are available). Are there any specific guidelines for Mississippi Mills or Lanark County, such as TIA/TIS guidelines? If there are no specific guidelines, we will proceed with the general approach for a TIA/TIS similar to the examples found online.
2. We need information on traffic count and signal timing plan data for the below intersections, is this available?
    1. Ottawa Street and Menzie Street (signalized Intersection)
    2. Maude Street and Menzie Street (unsignalized Intersection)

BRYSON COLLINS C.E.T, PMP

Project Manager

Chandos Construction, Ottawa

C: 613.229.3573

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