

LEA Consulting Ltd.
625 Cochrane Drive, 9th Floor
Markham, ON, L3R 9R9 Canada
T | 905 470 0015 F | 905 470 0030
WWW.LEA.CA

March 10<sup>th</sup>, 2021 Reference Number: 19310

Mr. Bruce McCall-Richmond Associate Glen Schnarr & Associates Inc. 700 - 10 Kingsbridge Garden Circle Mississauga, ON L5R 3K6

RE: 6710 Hurontario Street, City of Mississauga Proposed Mixed-Use Development

Response to City Comments

Dear Mr. McCall-Richmond:

LEA Consulting Ltd. (LEA) is pleased to submit this letter response to comments provided by City staff, following the formal resubmission filed in May 2020, regarding the proposed mixed-use development located at 6710 Hurontario Street in the City of Mississauga. The comments received and the corresponding responses by LEA are summarized in Table 1 below.

Table 1: City Comments

Reviewer	No.	Comment	LEA Response
Gregory	3	[ON-SITE EASEMENTS]	The easement has been located fully
Borys		The applicant has proposed a 6.0m easement located along the	on the applicant's property, as
		south of the property that extends east-west throughout the	reflected in the latest site plans. The
		property. The applicant suggests that the remaining portion come	latest site plan allows for
		from the south. The City of Mississauga will require more detail,	functionality of internal vehicle
		has the applicant reached out to the owners of the property located to the south to confirm these arrangements. Additionally,	circulation for the parking ramp and drop-off area along the proposed
		as this is a vehicle and pedestrian access easement the sidewalk	private road. Service vehicles are
		will be required to be included.	able to function adequately using the
			west site access. Attachment 2
			Appendix A illustrates the
			functionality of the latest site plan.
Gregory	4	[DAYLIGHT TRIANGLES]	A 15m x 15m daylight triangle is
Borys		Applicant will be required to provide 15m x 15m daylight triangles	accommodated and free and clear of
		at both access points located along the western limits of the	any encumbrances. The southerly
		property. The daylight triangles are to be established as easements matching Part 5 on Plan 43R-37133 and Part 7 on Plan 43R-37403	daylight triangle will be required on the adjacent landowners property
		Matching Part 5 Off Plan 45k-57155 and Part 7 Off Plan 45k-57405	and the City can request this to
			facilitate their objective of providing
			the E-W road, which we have
			accommodated entirely on the 6710
			Hurontario property. The TAC
			Geometric Design Guide for
			Canadian Roads Chapter 9 –
			Intersections, section 9.9.2
			references sight triangles stating:
			"Specific areas along intersection approach legs and across their
			included corners should be clear of
		<u> </u>	meradea corriera arrodia de cicar Or



			obstructions that might block a driver's view of potentially conflicting vehicles". Therefore, the small encroachment of the curb for the daylight triangle is considered acceptable. Attachment 1 summarizes the confirmation from the City for the daylight triangles required.
Gregory Borys	5	[SITE PLAN] Revise the Site Plan with the following changes: - The proposed access located off the private road cannot encroach onto the adjacent property; - The proposed Road Easement located south of the building is required to be a minimum of 9.0m; - Land towards the west of the proposed development states "Land Dedication - For Road Easement" these lands are not going to be dedicated to the City, the City is seeking a Pedestrian and Vehicle Easement over these lands. Please revise wording on all applicable drawings; - Hurontario Street, "Land Dedication - For Road Easement" this land is required to be dedicated to the City of Mississauga for a road widening as part of the Official Plan and wont have any easement. Please revise wording on all applicable drawings; Previous: - Identify the required road widening and 0.3m reserve along Hurontario Street; - The Private Road located to the West of the property will run North to South as detailed in 43R-37403, therefore only one access is permitted along the West side of the development; - Align the West access to match Easement on 43R-37133 / 43R-37403 to make a 90 degree intersection; - Remove the sidewalk along the West side of the property, the proposed future sidewalk will be located on the West side of the easement.	The 9.0m public easement is accommodated on the subject property. The proposed development contributes to the finer grain road and pedestrian network envisioned. This road will be completed in accordance with the City's private road standard and includes a 1.6 m sidewalk for pedestrians.  The required road widening and 0.3m reserve along Hurontario Street is identified.
Gregory Borys	12	[TRAFFIC IMPACT STUDY] July 2020: This section does not have any further comments regarding the TIS. However, should any further changes occur to the access points or site stats the applicant will be required to update the TIS. Previous: This department is in receipt of a Traffic Impact Study dated May 2019 prepared by LEA Consulting Ltd. Please find the following comments below regarding the study: - This department does not review Parking Justification, comments and approval for parking reduction through the justification study will be done by the Planner on file; - Should any changes occur to the Site such as site statistics or access relocation the TIS will be required to be updated accordingly; - Provide additional turning templates for underground parking, area of concern is at the ramp vehicles attempting to make a left hand turn onto the ramp and a right hand turn coming off the ramp.	The Traffic Impact Study has been updated due to the road change. The updated TIS is included in the resubmission (Attachment 2).



Tony To	9	The site shall be limited to right-in/right-out movements at the entrances (no left turns across the HuLRT guideway). The drawing should be updated to show traffic movements. In addition, the driveway design should be coordinated with the HuLRT project design to provide a safe transition for pedestrians and cyclists. This should include a continuous sidewalk and cycle path across the driveway.	Access proposed is limited to right-in/right-out movements only at Hurontario Street. These movements are illustrated in Attachment 2 Appendix A.
Matthew Shilton	1	Provide revised drawings to show the interim conditions and the ultimate conditions for the east-west road connecting Hurontario St. to the private roads including the interim and ultimate conditions for the entrance onto Hurontario Street;	An interim condition is no longer proposed for the east-west road as it will be a two-way road on day 1.
Matthew Shilton	2	The turning templates show vehicles using the north-south road connection although that road does not exist today, therefore provide a concept plan of what the road will look like in the interim conditions and clarify if the north-south road will be built by the applicant to its full extent and whether agreements with the neighbours have been made;	The turning templates in Attachment 2 Appendix A show the swept paths for garbage and delivery vehicles using the west site access. These paths are shown for the interim condition showing the extent of the north-south road, as well as the final condition when the north-south road is fully constructed.

Should you have any questions regarding this letter, please feel free to contact the undersigned at 905-470-0015.

Yours truly,

LEA CONSULTING LTD.

Nixon Chan, M.A.Sc., P.Eng., PTOE, PMP

Manager, Transportation Engineering

Jocelyn Led, EIT, B.Eng., B.A.

Transportation Analyst

Encl.: Attachment 1 – Correspondence with Gregory Borys, Traffic Review, City of Mississauga

Attachment 2 – Updated Transportation Impact Study

# Jocelyn Lee

From: Danny Tat

Sent: January 22, 2021 3:01 PM

To: Jocelyn Lee

Subject: FW: 6710 Hurontario - Daylight Triangles OZ 19/009

Hello Jocelyn,

Please see email below from Greg confirming the measurement curb to curb was accepted by him.

Danny Tat, M.Env.Sc, C.Tech Project Designer T: 905 470 0015, ext.295 LEA Consulting Ltd.

From: Greg Borys < Gregory. Borys@mississauga.ca>

Sent: November 10, 2020 1:48 PM

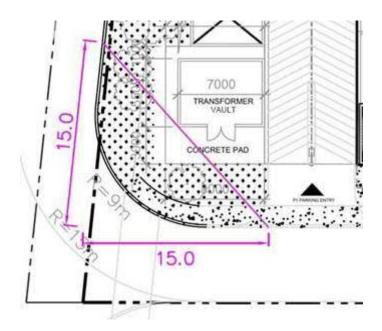
To: Bruce McCall-Richmond < BruceMR@gsai.ca>

Subject: RE: 6710 Hurontario - Daylight Triangles OZ 19/009

Hi Bruce,

The dimensions of the sight triangle appear to be correct to accommodate a 15x15 metre daylight triangle. A Draft RPlan will be required to be provided to the City of Mississauga and approved our O.L.S. before it is deposited which will show the Parts for the easement. If you have any questions regarding the RPlan please contact Al Jeraj Al.Jeraj@mississauga.ca.

Thanks, Greg



#### Regards,



**Gregory Borys,** C.E.T.

Traffic Planning Technologist, Transportation & Works T 905-615-3200 ext.3597 gregory.borys@mississauga.ca

<u>City of Mississauga</u> | Transportation & Works Department Transportation and Infrastructure Planning Division

Please consider the environment before printing.

From: Bruce McCall-Richmond < <a href="mailto:BruceMR@gsai.ca">BruceMR@gsai.ca</a>>

Sent: November 4, 2020 5:00 PM

To: Greg Borys < Gregory.Borys@mississauga.ca >

Cc: Matthew Shilton < Matthew.Shilton@mississauga.ca >; Jennifer Spalton < jennifers@gsai.ca >; Ryan Au

< Ryan. Au@mississauqa.ca >; Sally LePage < Sally. Lepage@mississauqa.ca >

Subject: RE: 6710 Hurontario - Daylight Triangles OZ 19/009

### Hi Greg

Just following up on this. Our team is looking very closely at the east-west road right now and this would be a helpful confirmation. Specifically, if you need to see any other daylight triangles.

Jenn's email (attached) about the future curb location at Hurontario and it's relation to the road widening provided (new property limit) should also be confirmed if these details are available from the City or Metrolinx.

Thanks,

Bruce McCall-Richmond, MCIP, RPP | Associate 700 - 10 Kingsbridge Garden Circle Mississauga, ON L5R 3K6 C: 647-987-9053 | F: 905-568-8894 www.gsai.ca



GSAI is committed to providing the highest level of service for our clients whenever and however they need while adapting to growing global concerns around COVID-19 and the impact of same. GSAI will continue to remain operational and open for business as our IT infrastructure is capable of seamlessly providing an expanded off-site work solution if the need arises.

From: Bruce McCall-Richmond Sent: October-27-20 7:44 AM

To: Greg Borys < Gregory. Borys@mississauga.ca>

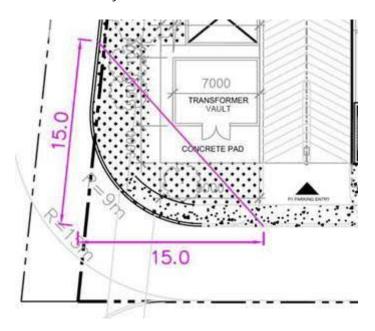
Cc: Matthew Shilton < Matthew.Shilton@mississauga.ca>; Jennifer Spalton < jennifers@gsai.ca>; Ryan Au

< Ryan. Au@mississauga.ca>

Subject: RE: 6710 Hurontario - Daylight Triangles OZ 19/009

Hi Greg

Thanks for investigating this and understood. We were required by Alectra to locate a larger transformer vault at the corner but luckily we're still clear of the 15 x 15 metres:



Can you confirm that the south side will be the adjacent developer's responsibility or if you want us to ghost in the daylight triangle in the interim?

Thanks,

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From: Greg Borys < <a href="mailto:Gregory.Borys@mississauga.ca">Gregory.Borys@mississauga.ca</a>>

Sent: October-26-20 3:44 PM

To: Bruce McCall-Richmond < BruceMR@gsai.ca>

Cc: Matthew Shilton < <a href="mailto:Matthew.Shilton@mississauga.ca">Matthew.Shilton@mississauga.ca</a>; Jennifer Spalton < <a href="mailto:jennifers@gsai.ca">jennifers@gsai.ca</a>; Ryan Au

<Ryan.Au@mississauga.ca>

Subject: RE: 6710 Hurontario - Daylight Triangles OZ 19/009

Good afternoon Bruce,

The request for the 15m x 15m sight triangle easements was made in order to match the existing sight triangle easements on the opposite side of the road. However, since this a stop controlled intersection the City of Mississauga

would be willing to accept a smaller daylighting triangle easement if appropriate justification can be made by your traffic consultant through a memorandum.

The justification should include sight line analysis to determine that a 15m x 15m is not required at this site, should your traffic consultant have any questions they can reach out to myself directly.

Thank you,



Gregory Borys, C.E.T.

Traffic Planning Technologist, Transportation & Works T 905-615-3200 ext.3597 gregory.borys@mississauga.ca

<u>City of Mississauga</u> | Transportation & Works Department Transportation and Infrastructure Planning Division

Please consider the environment before printing.

From: Bruce McCall-Richmond < <a href="mailto:BruceMR@gsai.ca">BruceMR@gsai.ca</a>>

Sent: October 22, 2020 11:47 AM

To: Greg Borys < Gregory. Borys@mississauga.ca>

Cc: Matthew Shilton < Matthew. Shilton@mississauga.ca>; Jennifer Spalton < jennifers@gsai.ca>

Subject: RE: 6710 Hurontario - Daylight Triangles OZ 19/009

Hi Greg

Just to clarify – this is private road with a public easement. Would the daylight triangle requirement here be 7.5 x 7.5 metres because this is a stop sign and not a signalized intersection?

Thanks,

Bruce McCall-Richmond, MCIP, RPP | Associate 700 - 10 Kingsbridge Garden Circle Mississauga, ON L5R 3K6 C: 647-987-9053 | F: 905-568-8894 www.gsai.ca



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From: Greg Borys < Gregory. Borys@mississauga.ca>

Sent: October-20-20 4:20 PM

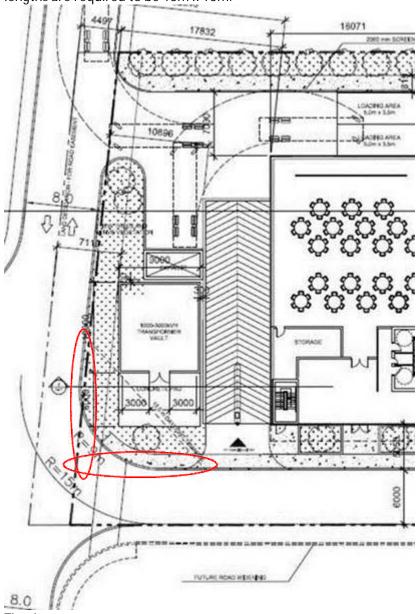
To: Bruce McCall-Richmond < <a href="mailto:BruceMR@gsai.ca">BruceMR@gsai.ca</a>>

Cc: Matthew Shilton < <a href="Matthew.Shilton@mississauga.ca">Matthew.Shilton@mississauga.ca</a>; Jennifer Spalton < <a href="maitheo:jennifers@gsai.ca">jennifers@gsai.ca</a>

Subject: RE: 6710 Hurontario - Daylight Triangles OZ 19/009

Hi Bruce,

Thank you for email, can you confirm the dimensions of the triangle that are show in red below. The dimension of those lengths are required to be 15m x 15m.



Thank you,



**Gregory Borys,** C.E.T. Traffic Planning Technologist, Transportation & Works T 905-615-3200 ext.3597 gregory.borys@mississauga.ca

<u>City of Mississauga</u> | Transportation & Works Department Transportation and Infrastructure Planning Division

Please consider the environment before printing.

From: Bruce McCall-Richmond < Bruce MR@gsai.ca>

Sent: October 19, 2020 3:19 PM

To: Greg Borys < <a href="mailto:Gregory.Borys@mississauga.ca">Gregory.Borys@mississauga.ca</a>>

Cc: Matthew Shilton < Matthew. Shilton@mississauga.ca>; Jennifer Spalton < jennifers@gsai.ca>

Subject: 6710 Hurontario - Daylight Triangles OZ 19/009

Hi Greg

I would like to confirm the daylight triangles comment #4.

Applicant will be required to provide 15m x 15m daylight triangles at both access points located along the western limits of the property. The daylight triangles are to be established as easements matching Part 5 on Plan 43R-37133 and Part7 on Plan 43R-37403.

We currently show one 15x15 metre triangle for the right out movement that is within the site. What is the other access you are referring to?

Thanks,

Bruce McCall-Richmond, MCIP, RPP | Associate 700 - 10 Kingsbridge Garden Circle Mississauga, ON L5R 3K6 C: 647-987-9053 | F: 905-568-8894 www.gsai.ca



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Markham, ON, L3R 9R9 Canada
T | 905 470 0015 F | 905 470 0030
WWW.LEA.CA

March 10<sup>th</sup>, 2021 Reference Number: 19310/221

Mr. Bruce McCall-Richmond Glenn Schnarr & Associates Inc. 700 - 10 Kingsbridge Garden Circle Mississauga, ON L5R 3K6

RE: Transportation Update Addendum (Mar 2021)
Proposed Mixed-Use Development
6710 Hurontario Street, City of Mississauga

Dear Mr. McCall-Richmond:

LEA Consulting Ltd. (LEA) was retained by Flato Developments Inc. to prepare Transportation Impact Study (TIS) for a proposed mixed-use development on 6710 Hurontario Street in the City of Mississauga (herein referred to as the "subject site"). Previous submissions related to this project include:

- Original submission in May 2019
- Comments received from the City's Planning Strategies via email on August 6, 2019, with a Transportation Update Addendum submitted in May 2020 to address comments.
- Comments received from the City via email on January 28, 2021.

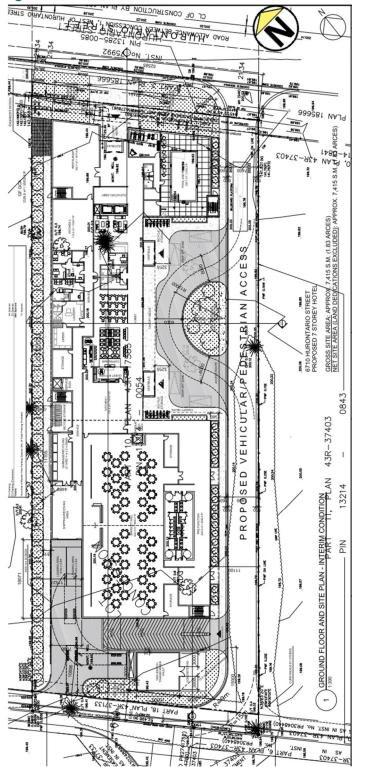
Based on the latest comments from the City, the site plan has been updated, necessitating this addendum letter. The subject site, as illustrated in Figure 1, is located on Hurontario St, just south of Skyway Dr, and the updated site plan is shown in Figure 2.







Figure 2: Site Plan



Source: IBI Group Architects (February 2021)



## **UPDATED SITE STATISTICS**

A comparison of the site statistics for the May 2019 submission, May 2020 submission, and current submission (March 2021) is provided in Table 1.

Table 1: Site Statistics Comparison

	May 2019 Submission	May 2020 Submission	Current Submission	Difference <sup>1</sup>	
	Hotel: 164 guest	Hotel: 145 guest	Hotel: 145 guest		
	rooms	rooms	rooms	Hotel: no change	
	Auxiliary use <sup>2</sup> : 630	Auxiliary use <sup>2</sup> : 1,010	Auxiliary use <sup>2</sup> : 915	Auxiliary use <sup>2</sup> : -95 m <sup>2</sup>	
Size	m²	m²	m²	Office: -99 m <sup>2</sup>	
	Office: 759 m <sup>2</sup>	Office: 755 m <sup>2</sup>	Office: 656 m <sup>2</sup>	Conference/Banquet:	
	Conference/Banquet:	Conference/Banquet:	Conference/Banquet:	+99 m <sup>2</sup>	
	1,170 m <sup>2</sup>	1,063 m <sup>2</sup>	1,162 m <sup>2</sup>		
Vehicular	2EO epacos	245 cpaces	24E cp2000	No change	
Parking	250 spaces	265 spaces	265 spaces	No change	
Loading Space	2 loading spaces	2 loading spaces	2 loading spaces	No change	

<sup>&</sup>lt;sup>2</sup> Auxiliary uses include the restaurant, pool and fitness room, kitchens, and staff room

The updated site statistics represents a reduction in the office uses and a slight increase in banquet uses, which would result in a net reduction in trip generation. This will result in an improved Future Total Intersection Capacity Analysis from the May 2019 study and the May 2020 Update Addendum. Since the May 2019 Future Total Intersection Capacity Analysis indicated residual capacity for all movements, it can be expected that the revised site statistics will also indicate residual capacity for all movements. Therefore, an updated Future Total Intersection Capacity Analysis will not be required.

Based on the updated site statistics, the proposed parking supply will remain at 265 spaces, in line with the May 2020 submission. Table 2 summarizes the recommended vs. proposed parking supply for the development.

Table 2: Recommended and Proposed Parking Supply

		Recommended				
Use	Size	Rate	Full Demand	Time- of-Day Factor	Expected Demand	Proposed
Guest Room	145 Rooms	0.8 sp/room	116	95%	110	
Restaurant	183 m <sup>2</sup>	10.0 sp/100 m <sup>2</sup>	18	67%	12	265
Conference/Banquet/Pre- Function Areas	1,162 m <sup>2</sup>	7.41 sp/100 m <sup>2</sup>	86	100%	86	205
Office	656 m <sup>2</sup>	3.2 sp/100 m <sup>2</sup>	21	3%	1	
	241	-	209	265		

The total parking supply proposed for the subject site is 265. The expected demand for the development is 209 parking spaces; therefore, the proposed parking supply is sufficient.



### LOADING AND VEHICULAR MANEUVERING

As with the original submission, the subject site is required to provide loading spaces as per Section 3.1.4 of the City's By-law 0225-2007. As non-residential GFA (including office and banquet uses) of the subject site is approximately 1,500 m², one (1) loading space is required. Two (2) loading spaces are provided on the subject site, which meets the minimum requirements. Vehicle swept paths for the updated loading and parking layouts are enclosed in Appendix A. Swept paths are shown for the interim condition, where the north-south road will extend to the northern edge of the 6710 Hurontario St property, and final conditions, where the north-south road will extend to Skyway Drive.

### PRIVATE ROADWAY NETWORK

A publicly accessible, private road network is intended for the development block bordered by Skyway Drive, Maritz Drive, Courtneypark Drive West and Hurontario Street. Easements on the subject site to form portions of this network is maintained as per the May 2019 submission. It is our understanding that the City has requested that a 7 m wide pavement and 1.6 m wide sidewalk be provided for private roadways within the network. A 9 m easement is accommodated on the subject site property, including a 1.6 m wide sidewalk. Figure 3 illustrates the proposed east-west connection along the southern edge of the subject site, as per the proposed site plan.



Only one access is proposed at the westerly subject site limits. This access is meant to provide access solely for loading and service vehicles and separates the truck traffic from vehicular traffic.

It is noted that, due to site constraints, the proposed east-west connection will create an offset intersection in the continuation to Maritz Drive. As per the 2031 Future Total Traffic Volume Figure (Figure 4.6) of the May 2019 Study, less than 100 vehicles are expected to travel through this intersection. Given the current submission is proposing reduced site statistics in comparison to the May 2019 Submission, the traffic



volumes traveling is expected to lower. The proposed stop-controlled offset intersection is thus not anticipated to significantly impact operations.

### **CONCLUSIONS**

- ▶ Based on the current site statistics, the development proposal consists of a mixed-use building containing 145 hotel rooms, 822 m² of conference/banquet hall and 656 m² of office use. A parking supply containing 265 spaces is proposed. These site statistics represent a decrease in office and banquet area from the May 2019 and May 2020 submissions.
- Considering the decrease in site statistics would result in a reduced trip generation, the traffic analyses in the May 2019 TIS is still valid.
- ▶ The proposed parking supply of 265 spaces was maintained from the May 2020 submission.
- ▶ Loading will be provided via the west site access along the proposed north-south road. In the interim, the north-south road will be constructed along the subject site. In the final condition, the north-south road will be fully constructed to Skyway Drive.
- ▶ A private two-way road extending westward from Hurontario St is proposed along the southern limits of the subject site. A 9.0-m easement is accommodated on the subject site property, including a 1.6-m sidewalk for pedestrians. The road contributes to the finer grain road and pedestrian network envisioned by the City and will be completed in accordance with the City's private road standards. The private road will connect to Hurontario Street via a right-in/right-out access.

We trust that this update addendum addresses the transportation issues related to the updated site plan at 6710 Hurontario Street. Should you have any questions or comments regarding the presented information, please do not hesitate to contact the undersigned.

ansportation Analyst

Yours truly,

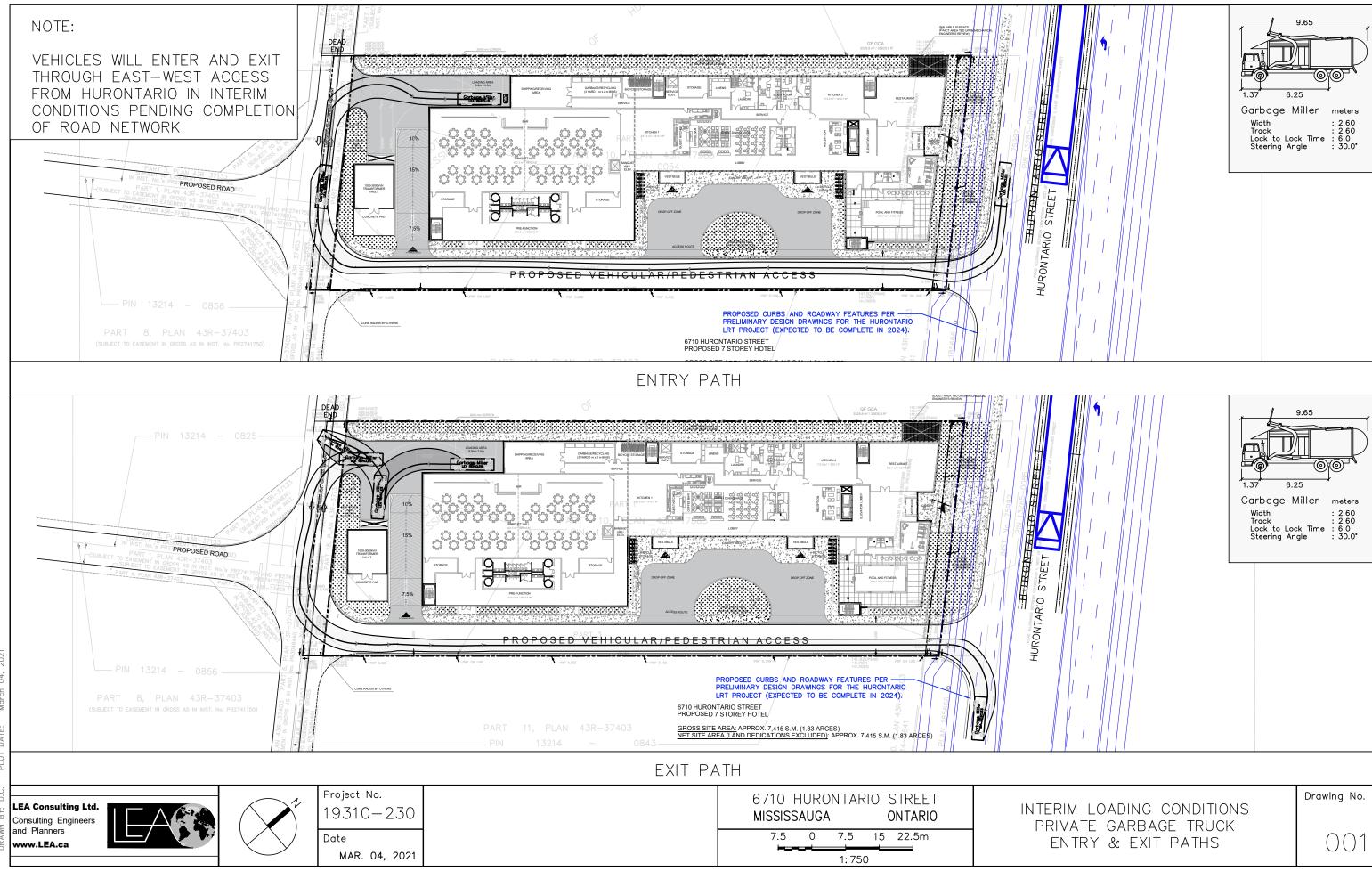
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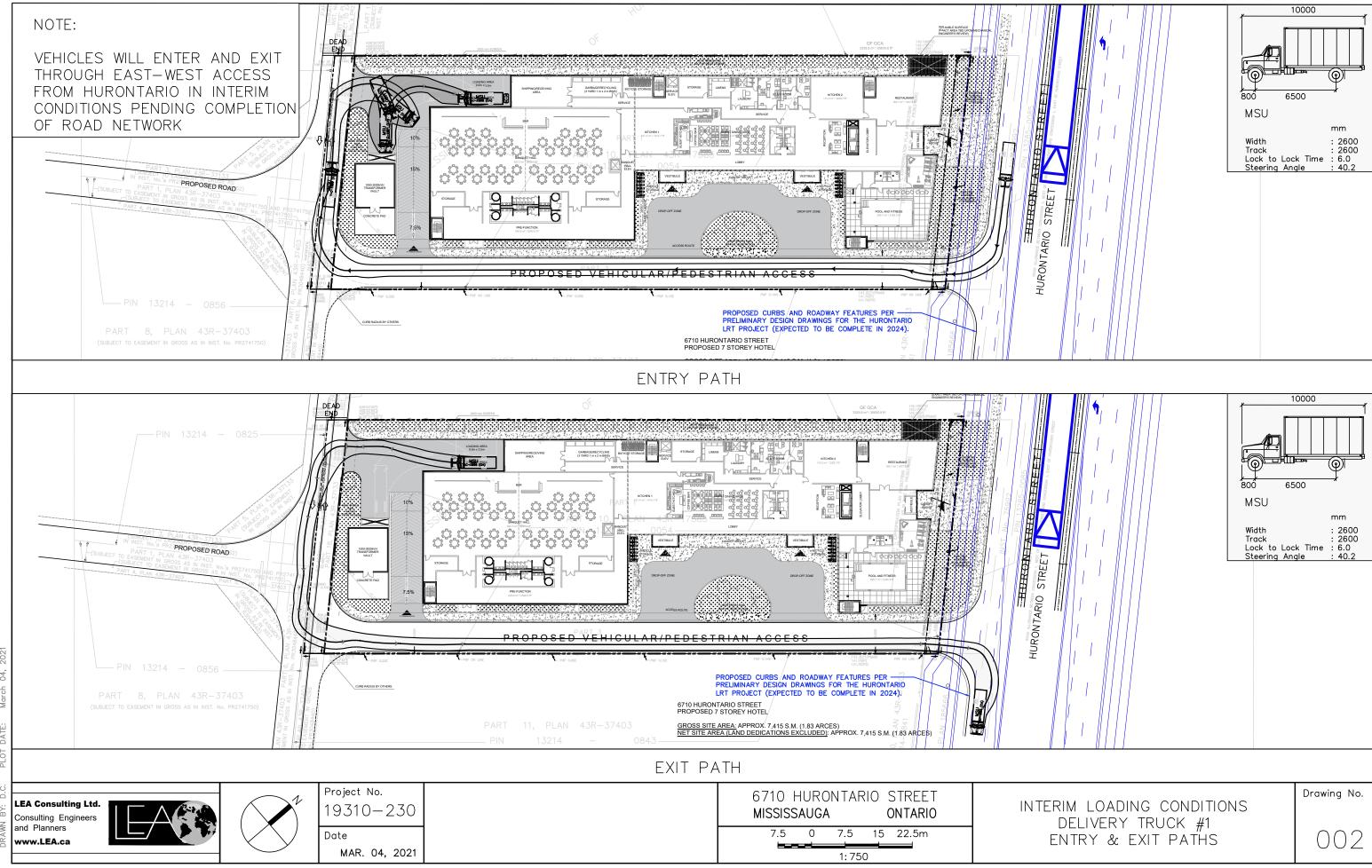
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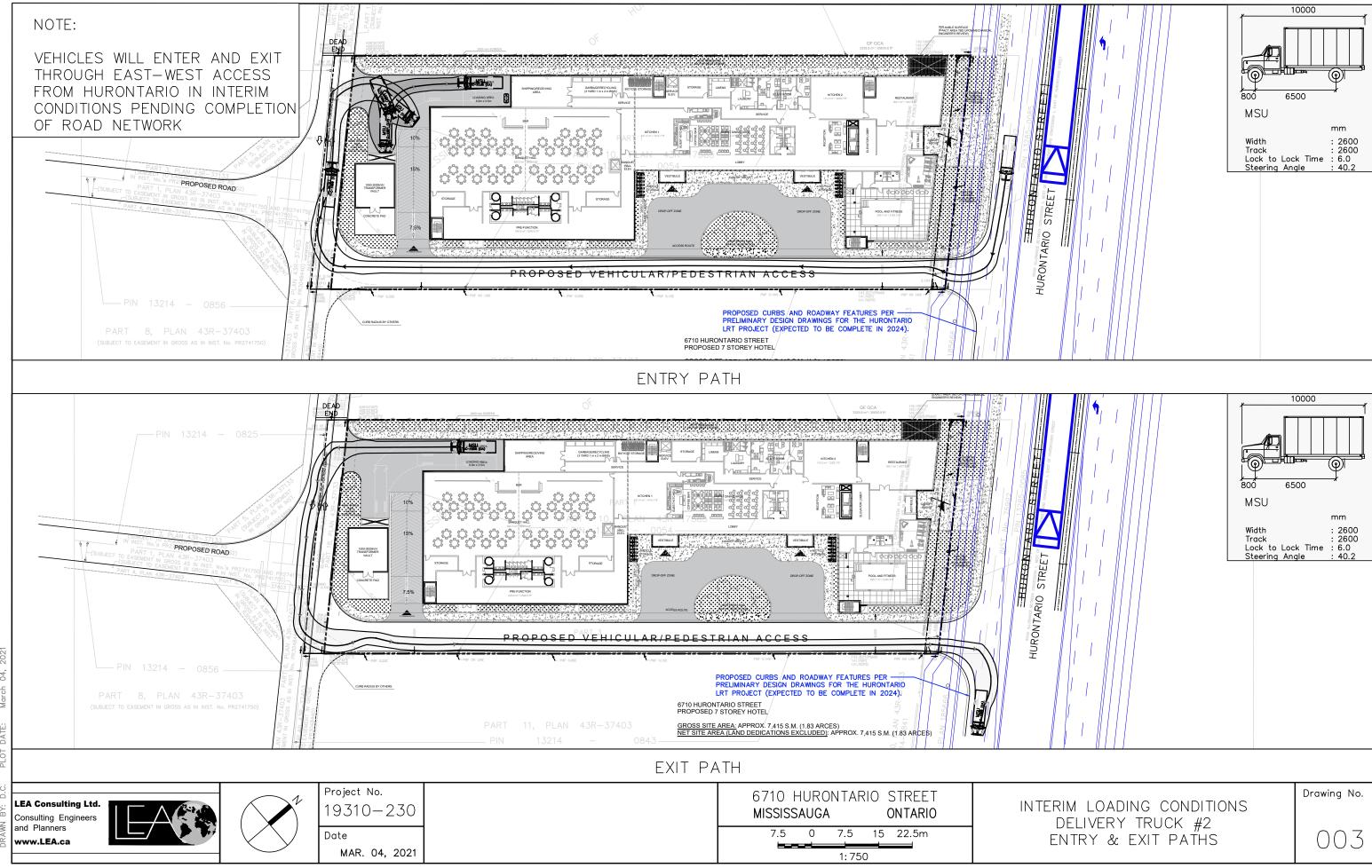
Nixon Cha, M.A.Sc., P.Eng., PTOE, PMP

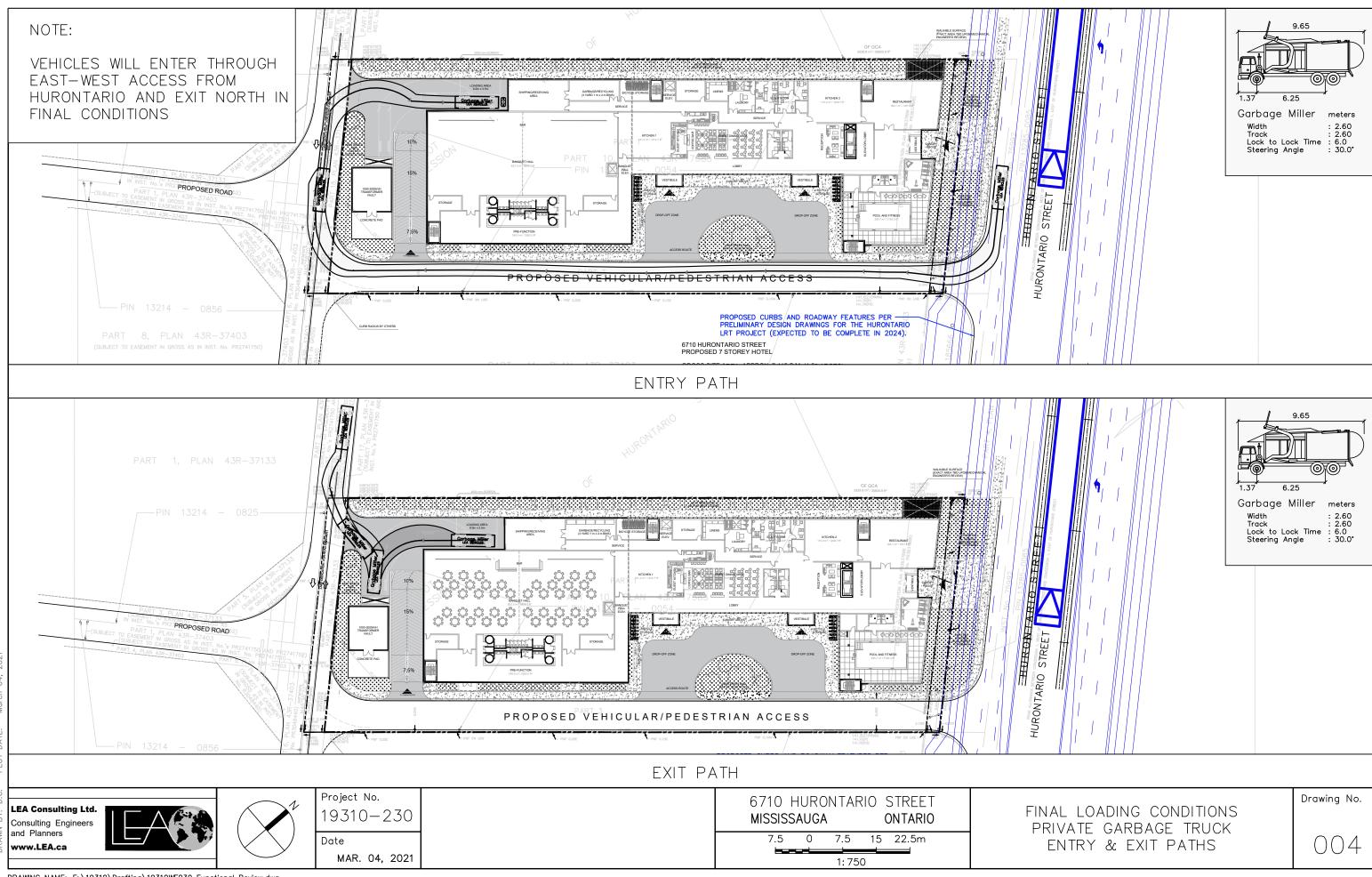
Manager, Transportation Engineering

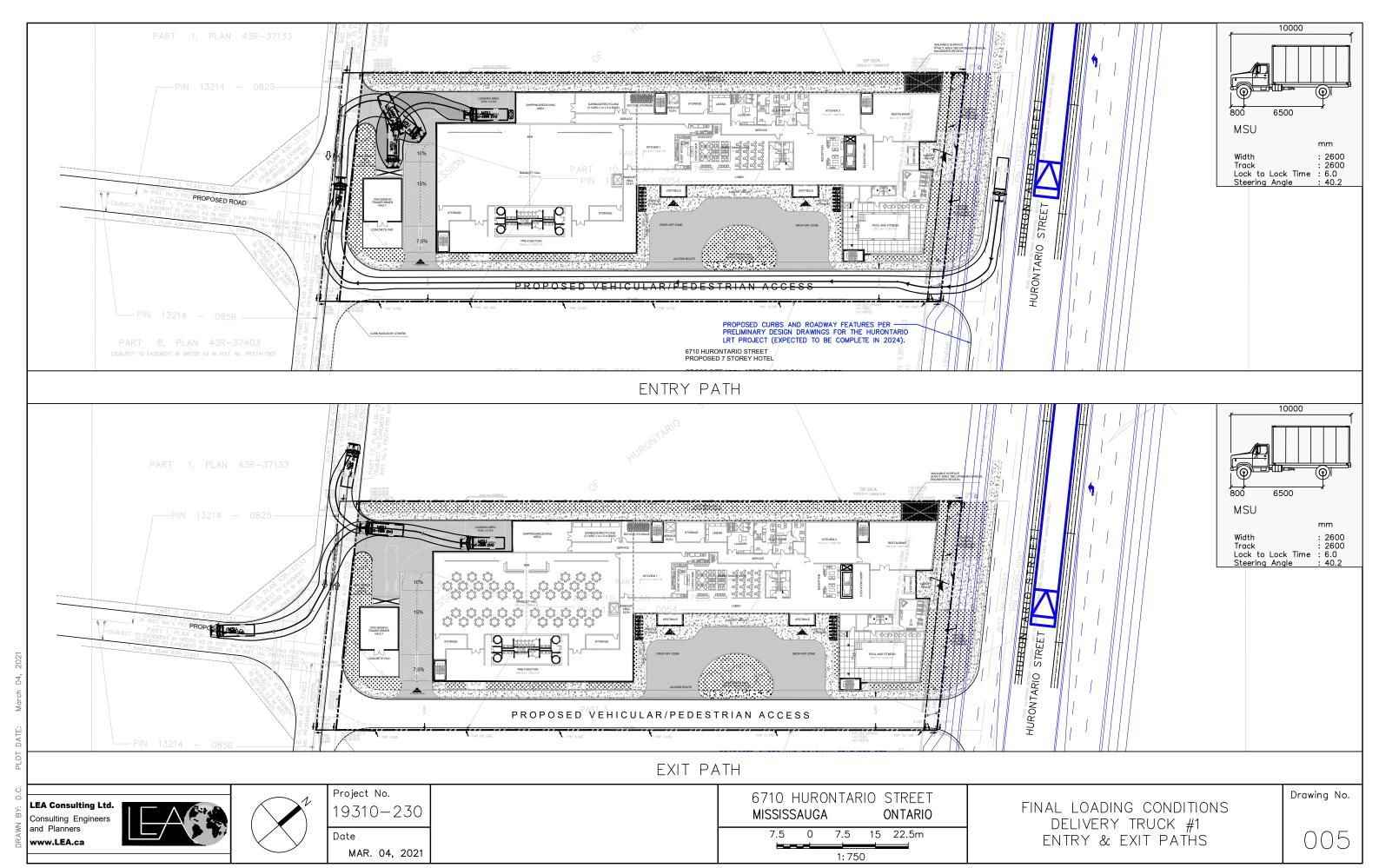
Appendix A – Vehicle Swept Paths and Functional Design

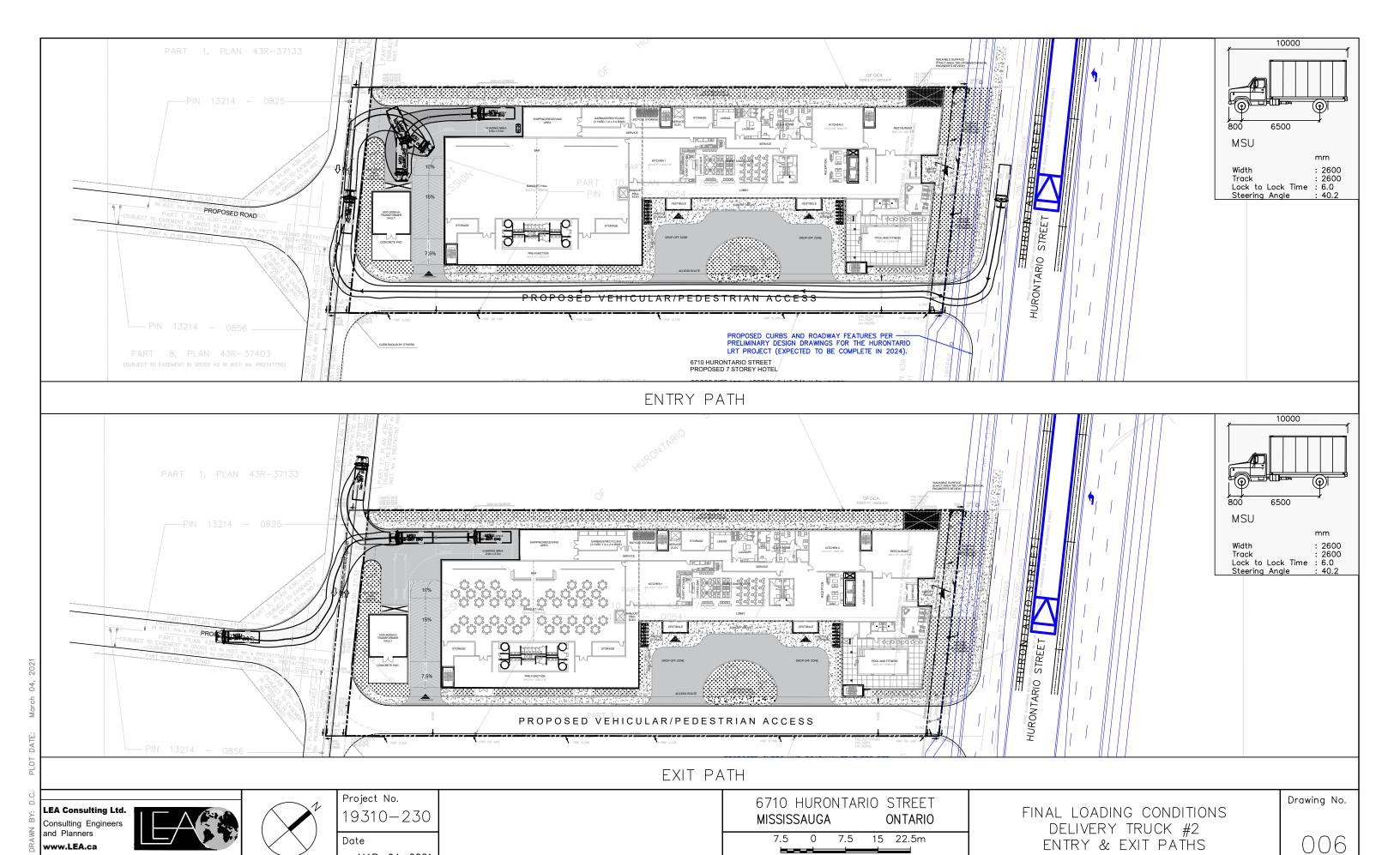












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MAR. 04, 2021

