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nexTrans CONSULTING ENGINEERS

NextEng Consulting Group Inc.

November 28, 2025

Attention: Aiden Sweeny, President

The Six Real Estate Developments Inc.
134 Peter Street, Suite 1601
Toronto, ON M5V 2H2

Re: Transportation Impact Study Update
Proposed Mixed-use Development (Residential, Retail and Charity Centre)
3115 Hurontario Street, City of Mississauga
Our Project No. NT-21-262

This Response Letter is prepared to address the latest comments provided by the City of Mississauga on the recent project submission for 3113 Hurontario Street, in the City of Mississauga.

The comments outlined in Section 1.0 below were received from the City of Mississauga. Appropriate responses and additional analysis are provided to addressed these comments.

1.0 Comments from the City of Mississauga

SITE TRAFFIC

1. Transit Trips - Detail in the report how the Trip Rate for Transit Site Trips was derived.

   Response: The transit site trip rates were from the Institute of Transportation Engineers Trip Generation Manual 11th Edition Land Use Category 222 "Multifamily Housing (High-Rise) Not Close to Rail Transit Dense Multi-Use Urban". Please see the attached ITE Trip Generation excerpts in **Appendix A** of this Response Letter.

2. New Auto Trips - Detail in the report the importance of this value shown in Table 3 and Section 3.4 of the report as the site trip figures (Figures 6 to 9) do not appear to be using these values.

   Response: It should be noted we assigned the residential trips and non-residential trips in separate figures. For example, Figure 6 of the report illustrates the residential trips for access Scenario 1, with 125 total two-way trips (43 inbound and 82 outbound) during the morning peak hour, and 149 total two-way trips (83 inbound and 66 outbound) during the afternoon peak hours.

   Figure 8 illustrated the non-residential trips for access Scenario 2. The total non-residential trips are resulted from adding the retail trips with charity land uses. The two non-residential land uses resulted in 32 total two-way trips (17 inbound and 15 outbound) during the morning peak hour, and 46 total two-way trips (23 inbound and 23 outbound) during the afternoon peak hours.

   We have provided more details in **Table 1** to provide additional information and for clarity.

Table 1 – Site Trip Generation

ITE Land Use	Magnitude (units/GFA)	Parameters		Morning Peak Hour			Afternoon Peak Hour		
				In	Out	Total	In	Out	Total
Multifamily Housing (High-Rise) LUC 222 Not Close to Rail Transit General Urban/Suburban	484 units	Vehicle Trips	Trip Rates AM Peak T = 0.22*(X) + 18.85 PM Peak T = 0.26*(X) + 23.12	0.09	0.17	0.26	0.17	0.14	0.31
			Total Trips	**43**	**82**	**125**	**83**	**66**	**149**
		Transit Trips	Trip Rates (use average as no equations were given)	0.08	0.07	0.15	0.04	0.03	0.07
			Total Trips	**39**	**34**	**73**	**19**	**15**	**34**
Strip Retail Plaza (<40K) LUC (822) - General Urban/Suburban	3,139 ft^2	Vehicle Trips	Trip Rates (GFA out of range/low R^2 value)	1.42	0.94	2.36	3.30	3.29	6.59
			Total Trips	**4**	**3**	**7**	**10**	**11**	**21**
Charity Centre Land Use	9,974 ft^2	Vehicle Trips	Use available visitor parking as trip generation	1.26	1.25	2.51	1.26	1.25	2.51
			Total Trips	**13**	**12**	**25**	**13**	**12**	**25**
New Transit Trips				***39***	***34***	***73***	***19***	***15***	***34***
New Residential Auto Trips				***43***	***82***	***125***	***83***	***66***	***149***
New Non-Residential Auto Trips (Retail trips + Charity Trips)				***17***	***15***	***32***	***23***	***23***	***46***
New Total Auto Trips				***60***	***97***	***157***	***106***	***89***	***195***

3. Distribution - The distribution used in Figures 6 to 9 do not appear to be consistent between Access options 1 and 2. for example, why trips would not use Dundas Street East at all in Option 1. Re-assess Distribution and detail in the report the rationale of the significant changes in distribution between the two access options. If distribution is changed, re-assessment of capacity analysis for affected intersections is required.

Response: It should be noted that two access options will have different trip distribution pattern for the following reasons:

- The trip distribution is intended for long term site traffic routing, with the completion of the Hurontario LRT and access arrangement options.
- Under access Option 1, the proposed development has a full moves access onto Kirwin Avenue and will have access to the existing traffic signal at the Hurontario Street/Hillcrest Avenue, as well as existing traffic signal at the Kirwin Avenue/Dundas Street E intersection. Therefore, under this scenario, the site traffic has many more options to access the site, and the traffic pattern is more diverse and broader than the RIRO access option. For example, they can avoid certain heavy turning movement and do not have to wait in the long queue.
- For the Access Option 2, the movement is limited to right-in/right-out only and the residents will have to plan the routing in the broader road network context to get to the site. In addition, given the limited options, they have no choice but to wait in longer queues and future critical movements.
- It should be noted that the trip distribution provided in our Transportation Study is one of many routing options that may occur on daily basis. The trip route will be dependent on that day traffic conditions, accidents, road closure and clement weather conditions.

For the reasons noted above, it is our opinion that the trip assignment for both access options are reasonable and represent realistic vehicular routing options for the proposed development given the proposed access arrangement. Therefore, no additional analysis is required.

4. Distribution - under Site access option 1, consider if site trips would utilize the proposed RIRO Hurontario Street Access proposed for 3085 Hurontario as it would provide connectivity to the site.

   Response: It is our understanding that 3085 Hurontario Street may not allow the subject site trips to utilize their right-in/right-out access onto Hurontario Street. Based on our assessment, only about 15 inbound and 22 outbound trips, and 25 inbound and 22 outbound trips during the morning and afternoon peak hours, respectively, that may use the RIRO access under access Option1 if it is available. This is about one vehicle every three-minute. Therefore, it will have negligible or no impact on the 3085 Hurontario Street RIRO access.

SITE ACCESS

5. As multiple site access designs are being considered dependant on project timing, both access configurations are to be show that they can feasibly conform to City standards.

   Response: Noted and will be addressed at the site plan/engineering submission.

6. The Owner is advised that the direct site access to Hurontario Street under access option 2 will be restricted to right-in / right-out movements only.

   Response: Acknowledged and will be designed as such.

7. The Owner shall ensure the proposed access configurations provides under both access options sufficient sight lines such that views are not obstructed at the intersection (street trees, retaining walls, noise walls etc.).

   Response: Acknowledged and will be designed as such.

8. The Owner shall provide for a sufficient clear throat length within the driveway access to ensure the roadway and internal driveway can operate efficiently.

   Response: Our analysis indicates that the proposed site plan will meet these requirements.

9. Plans depicting access Option 2 with direct site access to Hurontario must demonstrate the access can be designed to meet city standards (i.e. proper curb returns and radii)

   Response: Noted and will be addressed at the site plan/engineering submission.

10. Plans depicting access Option 2 with direct site access to Hurontario must demonstrate the access can be designed to meet the proposed Hurontario Street LRT design drawings

    Response: Noted and will be addressed at the site plan/engineering submission.

ADDITIONAL COMMENTS

11. Waste collection - Truck Access and Circulation (AutoTurn Swept-Path Analysis) As per the ToR, assessment of waste collection vehicles must be included within the report. Include drawings outlining the movements expected as mentioned in Section 7.3 of the report.

    Response: Noted and provided in **Appendix B** of this Response Letter.

12. Fire Truck access - outline how emergency fire trucks are expected to access the site, and include a swept path analysis if movements are expected to take place on the subject site.

    Response: It should be noted that under both access scenarios, fire truck will only need to stop on the east side of Hurontario Street along the frontage of the site. Fire truck does not need to access the site, as such, fire truck turning movement analysis is not required.

2.0 CONCLUSION

Based on the additional information and technical analysis, all of the City's comments on Cycle #3 have been addressed. The additional vehicle turning movement diagrams have been provided in **Appendix B** of this Response Letter.

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

Yours truly,

Nextrans Consulting Engineers
A Division of NextEng Consulting Group Inc.

Prepared by:

Sam Nguyen, Dipl.
Transportation Analyst

Approved by:

Richard Pernicky, MITE
Principal

Appendix A
ITE Trip Generation 11th Edition Excerpts

Multifamily Housing (High-Rise) Not Close to Rail Transit (222)

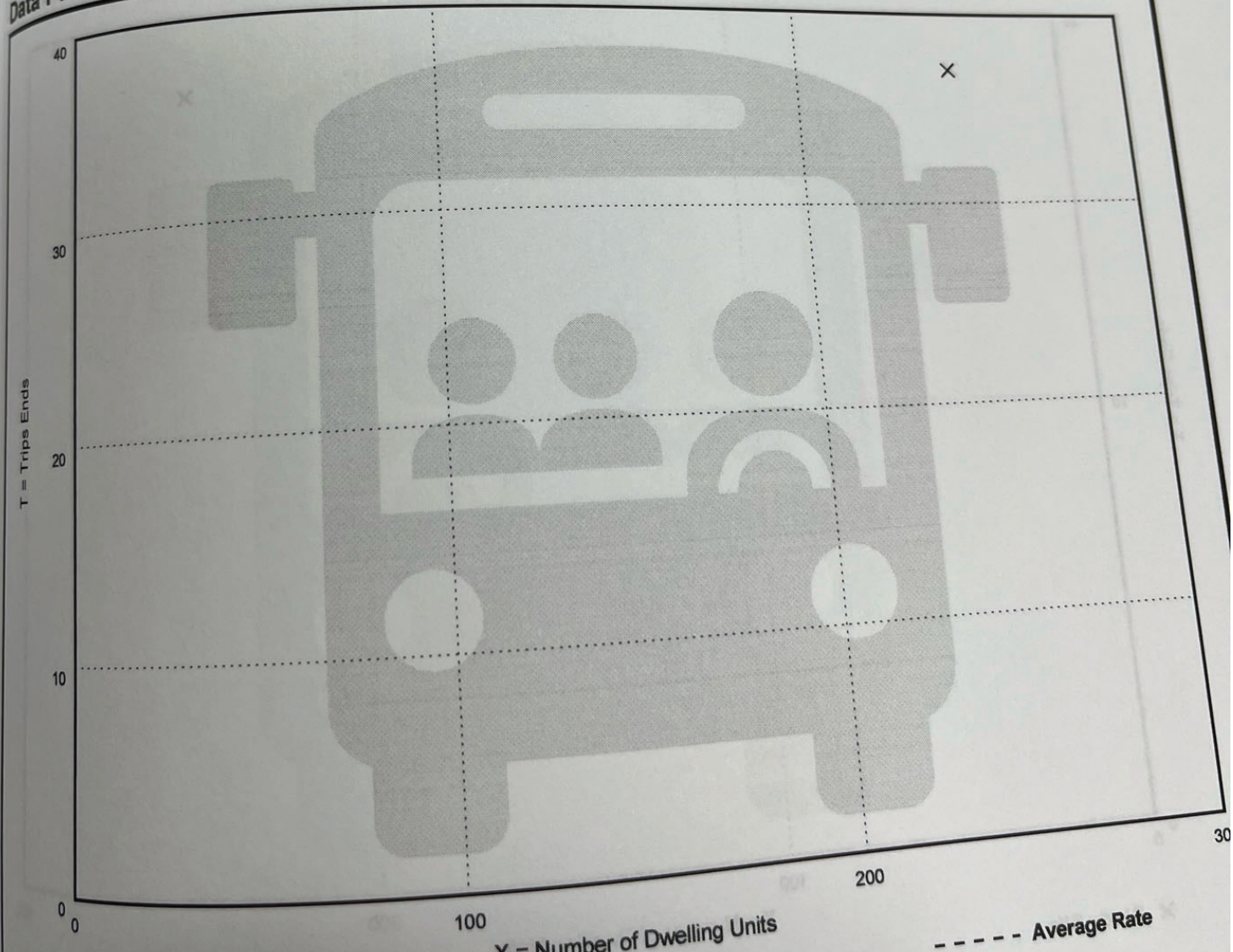
Transit Trip Ends vs: Dwelling Units
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: Dense Multi-Use Urban
Number of Studies: 1
Avg. Num. of Dwelling Units: 246
Directional Distribution: Not Available

Transit Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.15	0.15 - 0.15	***

Data Plot and Equation

Caution – Small Sample Size



Fitted Curve Equation: Not Given

Multifamily Housing (High-Rise) Not Close to Rail Transit (222)

Transit Trip Ends vs: Dwelling Units
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.

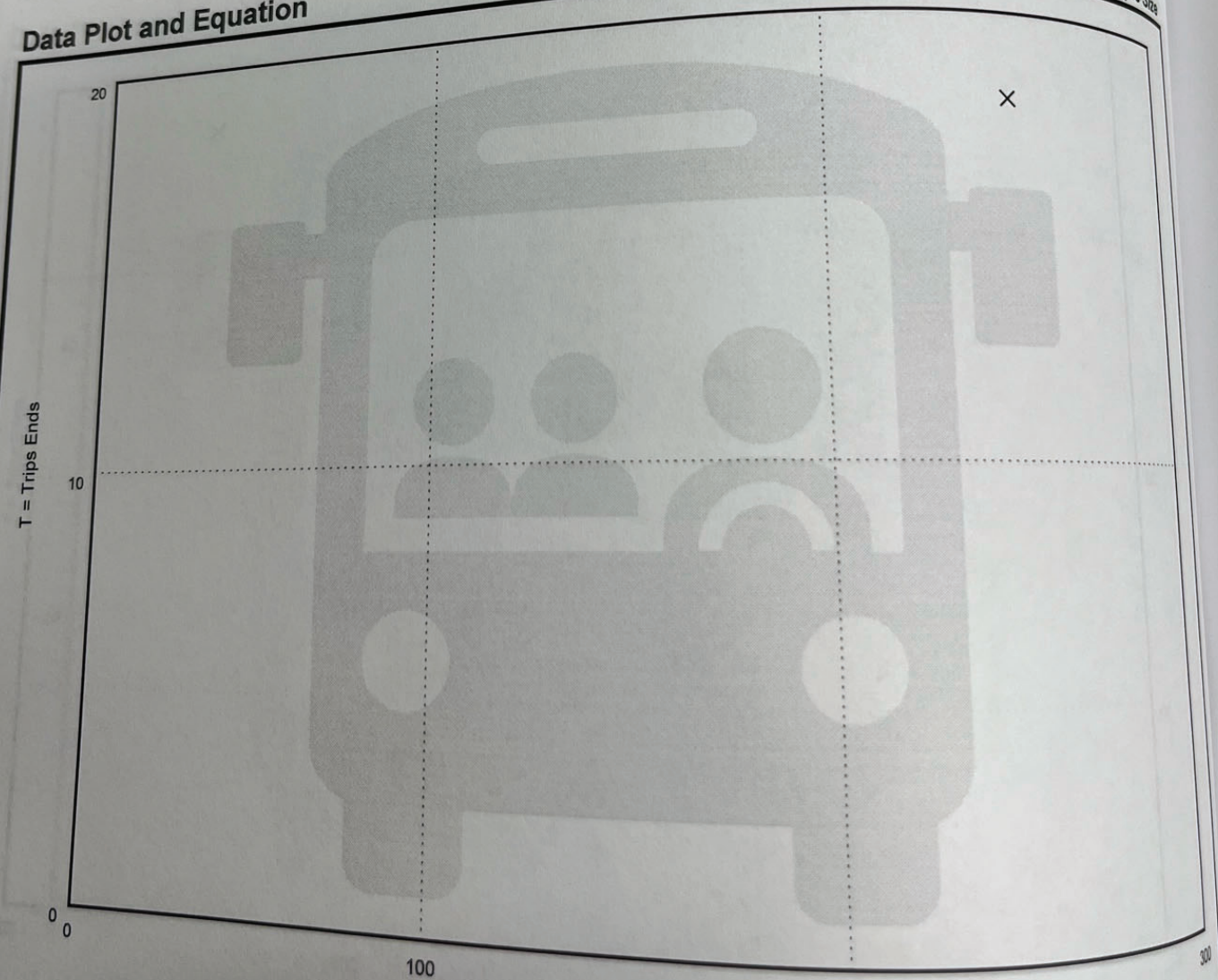
Setting/Location: Dense Multi-Use Urban
Number of Studies: 1
Avg. Num. of Dwelling Units: 246
Directional Distribution: Not Available

Transit Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.07	0.07 - 0.07	***

Caution – Small Sample Size

Data Plot and Equation



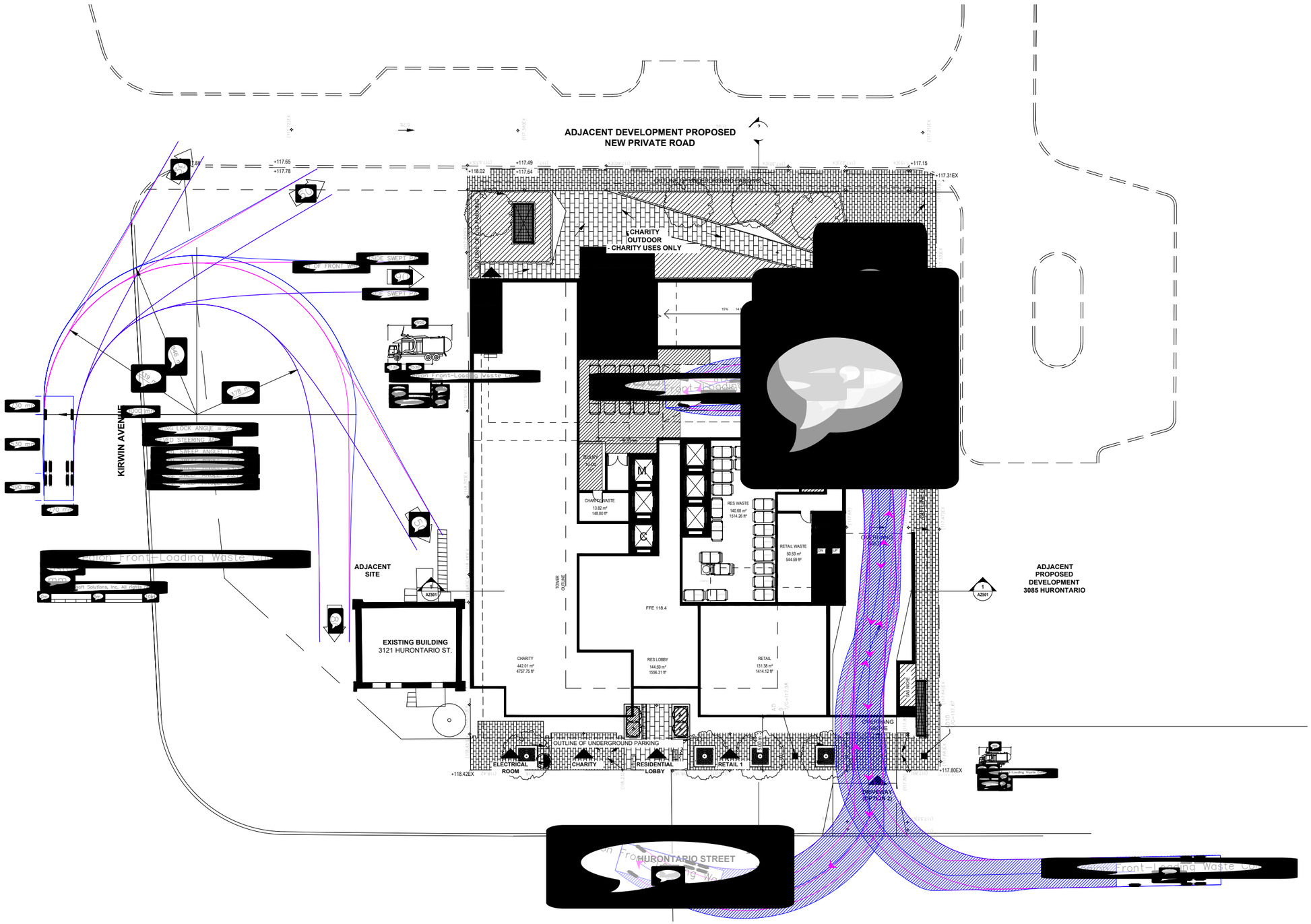
X **Study Site**

Fitted Curve Equation: Not Given

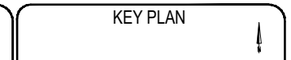
- - - - - Average Rate

R^2= ***

Appendix B
Vehicle Turning Movement Diagrams



KEY PLAN



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CONSULTING ENGINEERS
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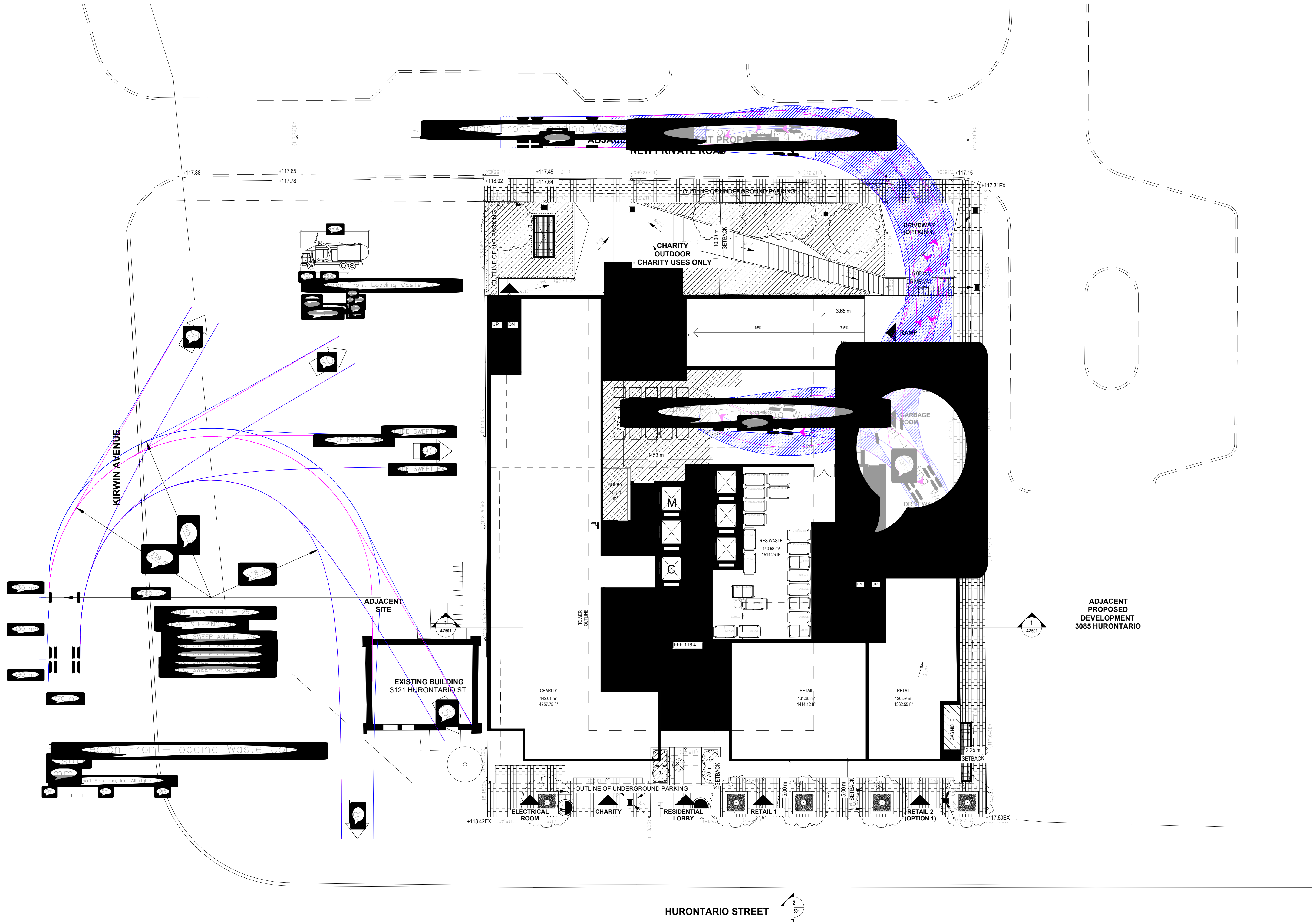
PROJECT NAME:

Residential Development
3085 Hurontario
City of Mississauga

DRAWING TITLE:

AUTOTURN Analysis
Garbage Truck

DESIGN BY:	DATE: November 27, 2025
CHECKED BY: R.P.	PROJECT NO. NT-21-262
DRAWN BY:	
SCALE: NTS	DRAWING NO. Figure 1



KEY PLAN

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REVISONS

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DESIGN BY:	DATE: November 27, 2025
CHECKED BY: R.P.	PROJECT NO. NT-21-262
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SCALE: NTS	DRAWING NO. Figure 2