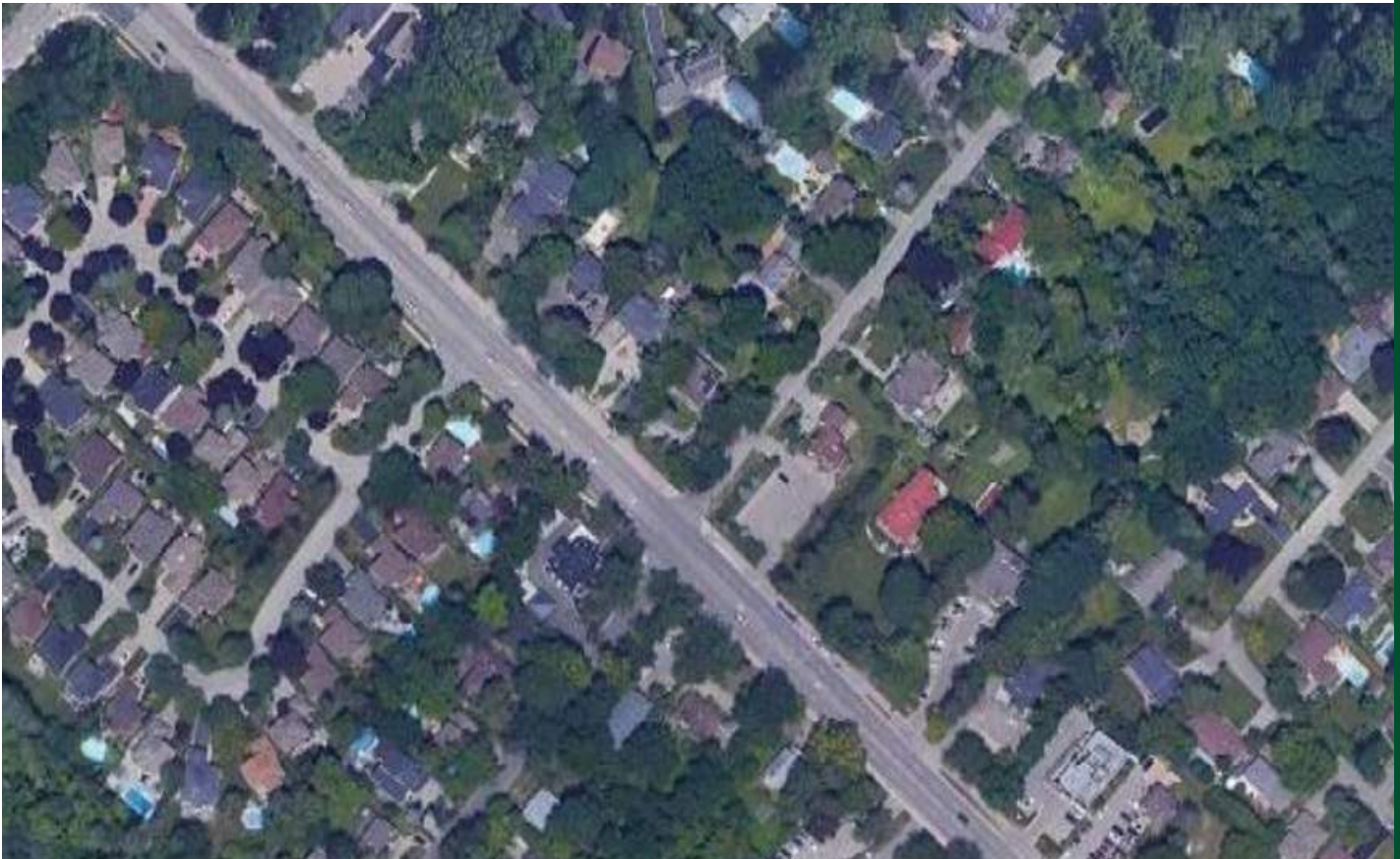


Milani Group

1489 Hurontario Street, Mississauga





Technical Memorandum

To: Cam Milani – Milani Group Date: 2024-03-05
 Cc: Mark Crockford – CGH Transportation
 From: Viktoriya Zaytseva – CGH Transportation Project Number: 2024-020

Re: 1489 Hurontario Street, Mississauga – Screening Memo

Dear Cam,

CGH Transportation has been retained by the Milani Group to provide transportation services related to the 1489 Hurontario Street development in Mississauga. Based on our review of the proposed land uses with respect to the Mississauga Transportation Impact Study Guidelines, it is recommended that the traffic analysis be limited to a trip generation brief and that no Transportation Impact Study is required to support the proposed development from a transportation perspective. The City of Mississauga Pre-Study Consultation Checklist is provided in Attachment 1. The proposed development at 1489 Hurontario Street will include nine three-storey townhouse units. The site plan is provided in Attachment 2. To understand the impact of the proposed development on the Study Area transportation network, a trip generation was determined using the 11th Edition of the ITE Trip Generation Manual. The land use code for the proposed development is Single-Family Attached Housing (215). Table 1 shows the applied rates. Table 2 shows the proposed trip generation at 1489 Hurontario Street for the proposed land uses.

Table 1: Trip Generation Vehicle Trip Rates by Peak Period

Land Use	ITE Land Use Code	Peak Period	Vehicle Trip Rate / Dwelling Unit	In%	Out%
Single-Family Attached Housing	215	AM	0.48	25%	75%
		PM	0.57	59%	41%

Table 2: Total Vehicular Trip Generation by Peak Period

Land Use	Unit Count	AM Peak Period			PM Peak Period		
		In	Out	Total	In	Out	Total
Single-Family Attached Housing	9	1	3	4	3	2	5

As shown above, the proposed development is expected to generate a total of 4 bi-directional vehicle trips during the AM peak hour and 5 bi-directional vehicle trips in the PM peak hour. As the largest peak hour trip generation is 5 trips, the impact of the proposed development on the greater road network is expected to be negligible. Thus, a Transportation Impact Study is not required.

While the previous sections have illustrated that no Transportation Impact Study is required, CGH has undertaken a review of the proposed driveway locations. It was noted that the driveway of the townhouse closest to Hurontario Street is within the daylight triangle. However, the requested daylight triangle at the intersection of Hurontario Street and Pinewood Trail is quite large (15 metres by 15 metres). Hurontario Street is an arterial road, while Pinewood Trail is a local road. Therefore, the daylighting triangle is set based on the higher order road, the

arterial road. This leads to an increased impact to the adjacent lands, limiting the driveway locations. As Pinewood Trail is a local road, the primary purpose of the road is access to driveways, it is, therefore, appropriate to provide driveways along this local road. To ensure that the proposed driveway does not interfere with the sight distance, a sight line evaluation has been undertaken. The sightline analysis has been undertaken using two decision points. The first decision point was selected as 8.6 metres from the edge of the travelled path on Hurontario, behind the stop bar. This will allow the vehicle to check for pedestrians prior to proceeding closer to the travelled path to check for vehicle conflicts. The second decision point, at 4.4 metres from the edge of the travelled path. This is consistent with the TAC Geometric Design Guide Section 9.9.2.3, which suggest that drivers will move forward to a decision point closer to the travelled path, where needed. In both cases the proposed driveway does not interfere with the sight distance.

Therefore, based on the sight distance evaluation, the driveway location does not interfere with the sight distance. Based on the sight distance evaluation, the daylight triangle could be reduced to accommodate the driveway and still provide appropriate sight distance for pedestrians and vehicles. Attachment 3 includes the sightline drawings.

Attachment 1

City of Mississauga Pre-Study Consultation Checklist

Appendix B

Pre-Study Consultation Checklist

Description	Information	Section Reference
Development Information		
Development Description (land use, size, and number of phases of development)	<ul style="list-style-type: none"> • Phase 1: One Single Detached Home and Eight Townhouses • Phase 2: • Phase 3: 	2.3.6
Transportation Impact Assessment		
Step 1 – Screening		
Type of Application (attach a drawing)	<input type="checkbox"/> Official Plan Amendment <input type="checkbox"/> Zoning Amendment <input checked="" type="checkbox"/> Site Plan Control Application <input type="checkbox"/> Plan of Subdivision <input type="checkbox"/> Other:	2.3.5
Screening Criteria	<input type="checkbox"/> Trip Generation Trigger Satisfied <input type="checkbox"/> Location Trigger Satisfied <input type="checkbox"/> Operational/Safety Trigger Satisfied	2.2.1
Type of Study	<input type="checkbox"/> Transportation Impact Study <input type="checkbox"/> Access Review <input checked="" type="checkbox"/> No Additional Study Required	2.2.1
Step 2 – Scoping		
Study Area (intersections to be analyzed) Note: The Transportation Consultant is responsible to identify any further intersections impacted as the study progresses.	<ul style="list-style-type: none"> • As the subject site has a proposed unit count of 9 units, the projected trip generation during the peak hour is limited to 6 trips. Therefore, a Transportation Impact Study is not required. Please refer to the screening memo for more details. • • • • 	2.3.8
Horizon Years	<input type="checkbox"/> 5 years from date of TIS	2.3.9

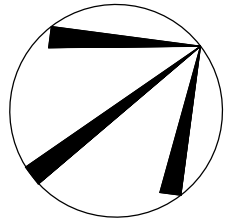
Description	Information	Section Reference
	<input type="checkbox"/> Interim years _____ <input checked="" type="checkbox"/> Other <u> N/A </u>	
Analysis Periods	<input type="checkbox"/> AM weekday peak hour of adjacent roadway <input type="checkbox"/> PM weekday peak hour of adjacent roadway <input type="checkbox"/> Saturday peak hour of adjacent roadway <input type="checkbox"/> AM weekday peak hour of development <input type="checkbox"/> PM weekday peak hour of development <input type="checkbox"/> Saturday peak hour of development <input checked="" type="checkbox"/> Other <u> N/A </u>	2.3.10
Input Parameters and Assumptions (potential deviations)	<ul style="list-style-type: none"> • • • • 	2.3.13
Existing Transportation Conditions	<input type="checkbox"/> City data sources <input type="checkbox"/> New data collection _____ <input checked="" type="checkbox"/> Other <u> N/A </u>	2.3.14
Planned Network Improvements (with timing)	<ul style="list-style-type: none"> • N/A • • 	2.3.16
Other Planned Developments (per City's Website)	<ul style="list-style-type: none"> • N/A • • • • • 	2.3.17
Identification of Mitigation Improvement Measures	<input type="checkbox"/> Neighbourhood Traffic Management Plan <input checked="" type="checkbox"/> Other <u> N/A </u>	2.3.23
Safety Analysis (any special issues)	<ul style="list-style-type: none"> • N/A • • • 	2.3.25
Site Access and Circulation (design vehicles)	<input type="checkbox"/> Passenger Car (P) <input type="checkbox"/> Light Single Unit Truck (LSU) <input type="checkbox"/> Medium Single Unit Truck (MSU) <input type="checkbox"/> Heavy Single Unit Truck (HSU) <input type="checkbox"/> Pumper Fire Truck <input type="checkbox"/> WB-20 Tractor Semi-Trailer Truck <input checked="" type="checkbox"/> Other <u> N/A </u>	2.3.26
Impacts During Construction (any special issues)	<ul style="list-style-type: none"> • No special construction issues have been noted for this site. • • 	2.3.27

Description	Information	Section Reference
Step 3 – Forecasting		
Growth Rate	<input type="checkbox"/> Obtained from City <input type="checkbox"/> Historical traffic counts <input type="checkbox"/> Travel demand forecasts <input checked="" type="checkbox"/> Proposed Growth Rate: <u> N/A </u>	2.3.15
Site Trip Generation	<input checked="" type="checkbox"/> ITE Trip Generation Manual <input type="checkbox"/> "First Principles" <input type="checkbox"/> Observed rates for similar developments in area <input type="checkbox"/> Other _____	2.3.19
Trip Reductions	<input type="checkbox"/> Internal capture reductions for mixed-use developments <input type="checkbox"/> Pass-by reductions <input checked="" type="checkbox"/> Other <u> None </u>	2.3.19
Trip Distribution	<input type="checkbox"/> Local traffic patterns <input type="checkbox"/> TTS <input type="checkbox"/> Travel demand model <input type="checkbox"/> Population and employment distribution <input type="checkbox"/> Market analysis of catchment area <input checked="" type="checkbox"/> Other <u> N/A </u>	2.3.20
Trip Assignment	<input type="checkbox"/> Local traffic patterns <input type="checkbox"/> Shortest distance <input type="checkbox"/> Site layout, access design and logical routing <input type="checkbox"/> Existing turning movements <input checked="" type="checkbox"/> Other <u> N/A </u>	2.3.21
Transportation Demand Management Plan		
Format	<input type="checkbox"/> Within a TIA Report <input type="checkbox"/> Standalone	N/A, please refer to the memo 3.2.1
Type of Transportation Demand Management Plan	<input type="checkbox"/> TDM Statement <input type="checkbox"/> TDM Scheme	N/A, please refer to the memo 3.2.2
Pedestrian Circulation Plan		
Format	<input type="checkbox"/> Within a TIA Report <input type="checkbox"/> Standalone	N/A, please refer to the memo 4.2.1
Additional Comments		

Attachment 2

Site Plan

PRELIMINARY



STATS

TOWNS -9

UNIT GFA (APPRX.)
CORNER - 3000 SFT
TOWN - 2425 SFT

JAN. 19-2024

client
Milani Group

project
Port Credit
Mississauga

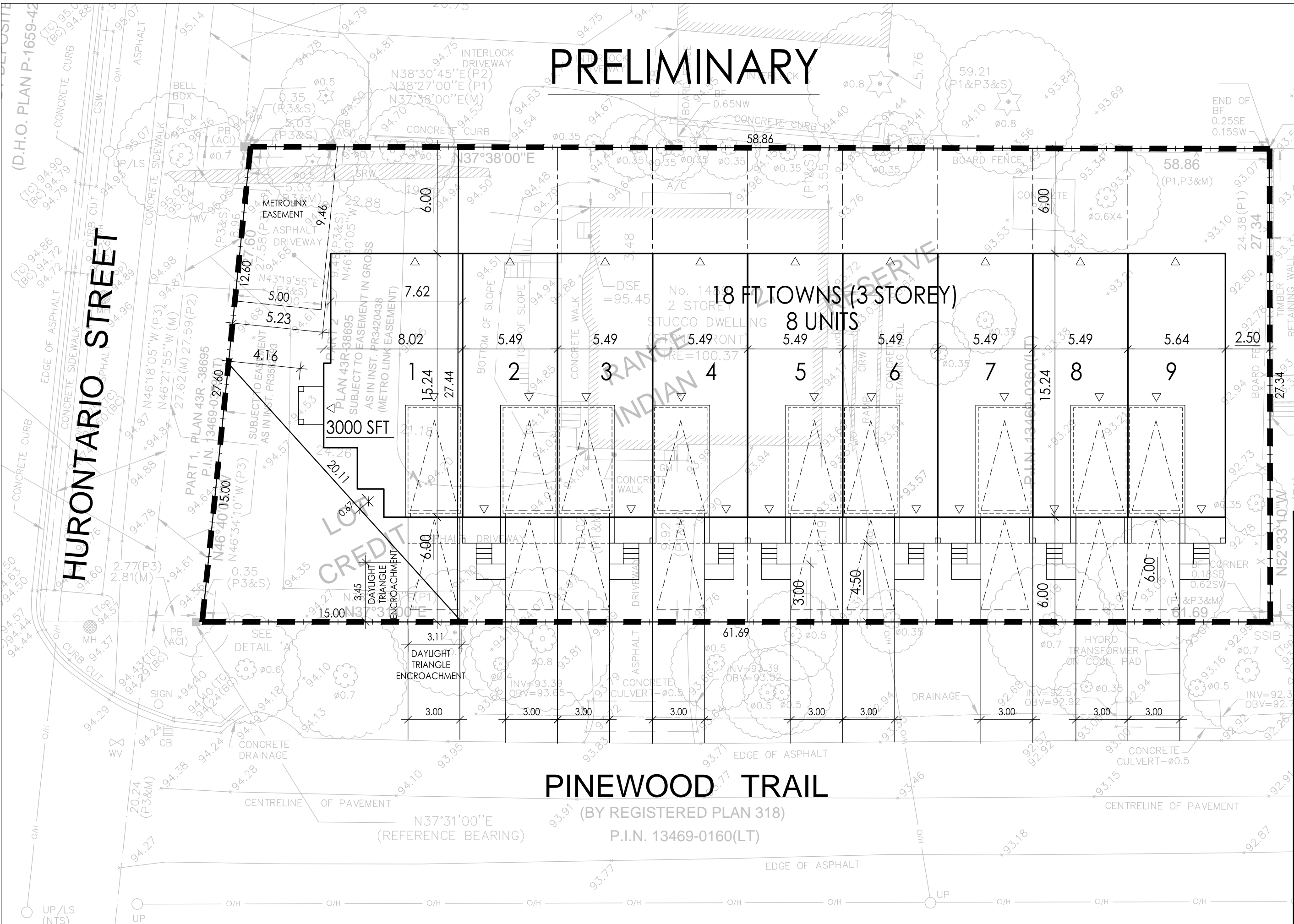
title
CONCEPT - 1
(18FT TOWNS +
SINGLE)

project #
20064

scale
1:200



WWW.RNDESIGN.COM
Tel: 905-738-3177
WWW.THEPLUSGROUP.COM



HURONTARIO STREET

PINEWOOD TRAIL

(BY REGISTERED PLAN 318)
P.I.N. 13469-0160(LT)

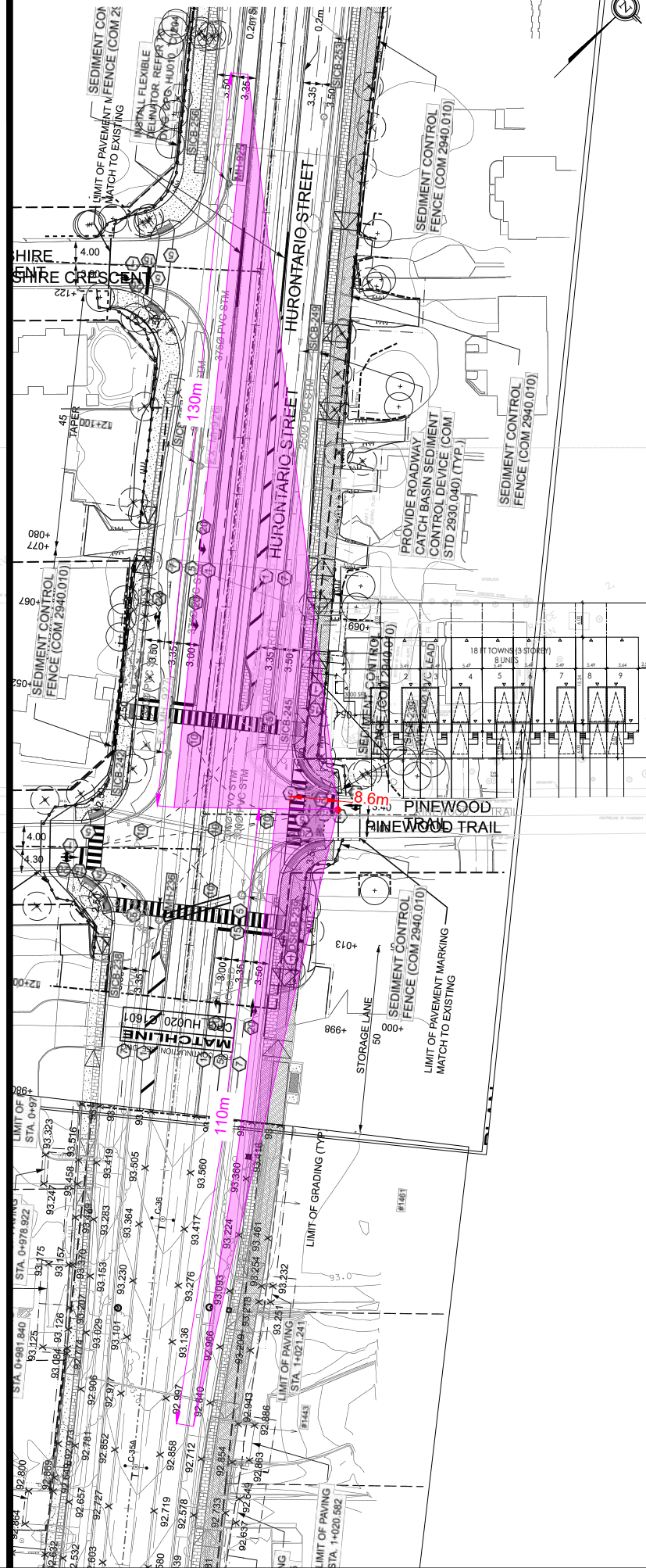
Attachment 3

Sightline Drawings

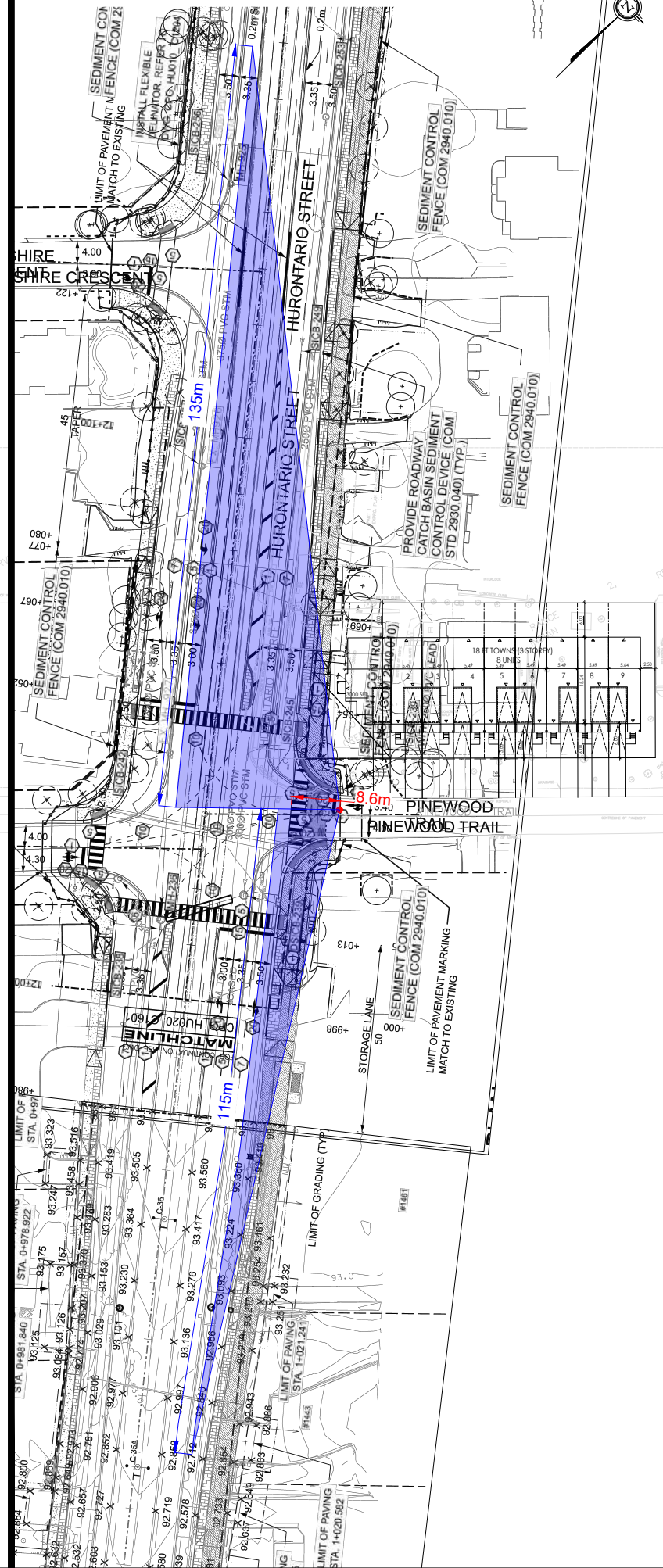
Stopping Sight Distance



Departure Sight Distance



Available Sight Distance



Notes:

Posted Speed: **50km/h**
Design Speed: **60km/h**

- Decision Point from Edge of Intersecting Road: **8.6m**
- Stopping Sight Distance: **85m**
- Departure Sight Distance:
Left Turn: **130m**
Right Turn: **110m**
- Available Sight Distance:
Left Turn: **135m**
Right Turn: **115m**

01	Issued for Review:	AN	2024-07-25
REV:	STATUS:	BY:	DATE:

CGH Transportation
628 Haines Road
Newmarket, ON
L3Y 6V5
(905) 251-4070

CLIENT: **Milani Group**
11333 Dufferin Street, PO Box 663
Maple, ON, L6A 1S5

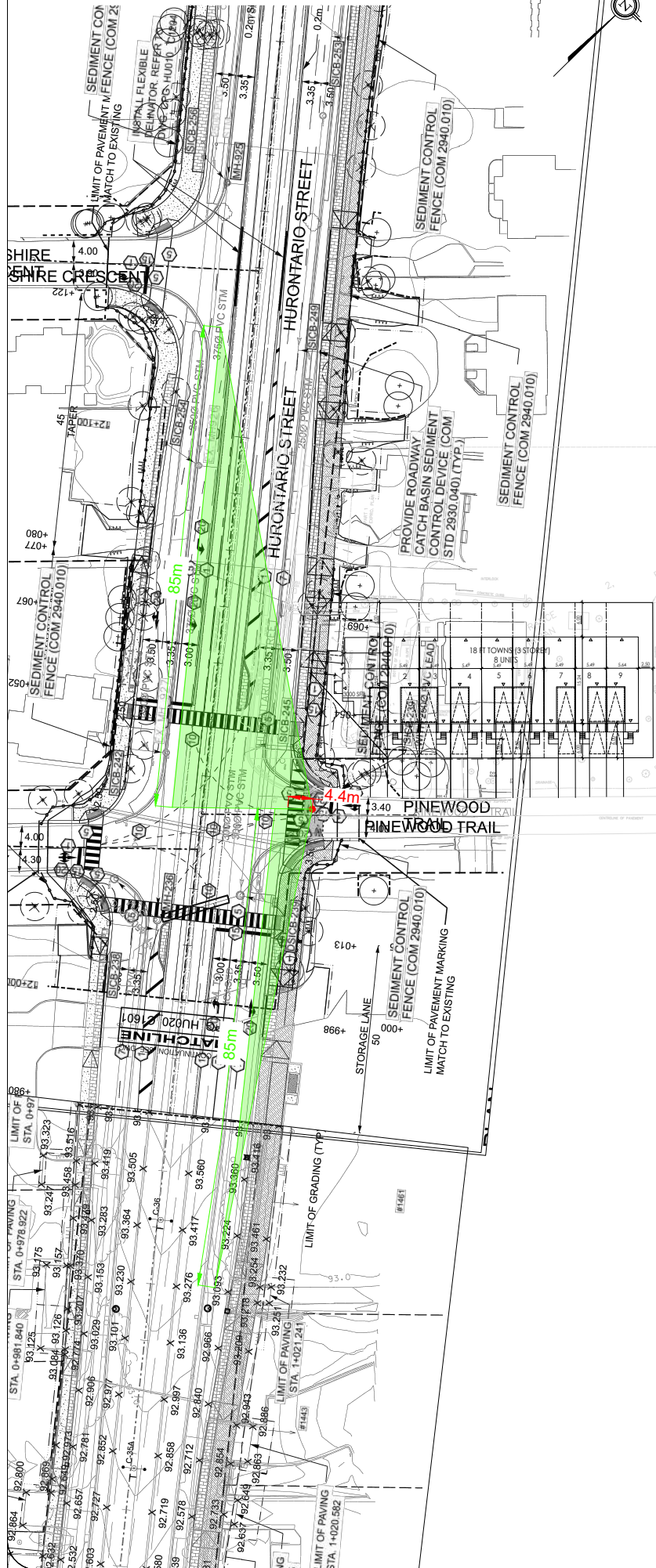
ARCHITECT:

SITE: **1489 Hurontario St**

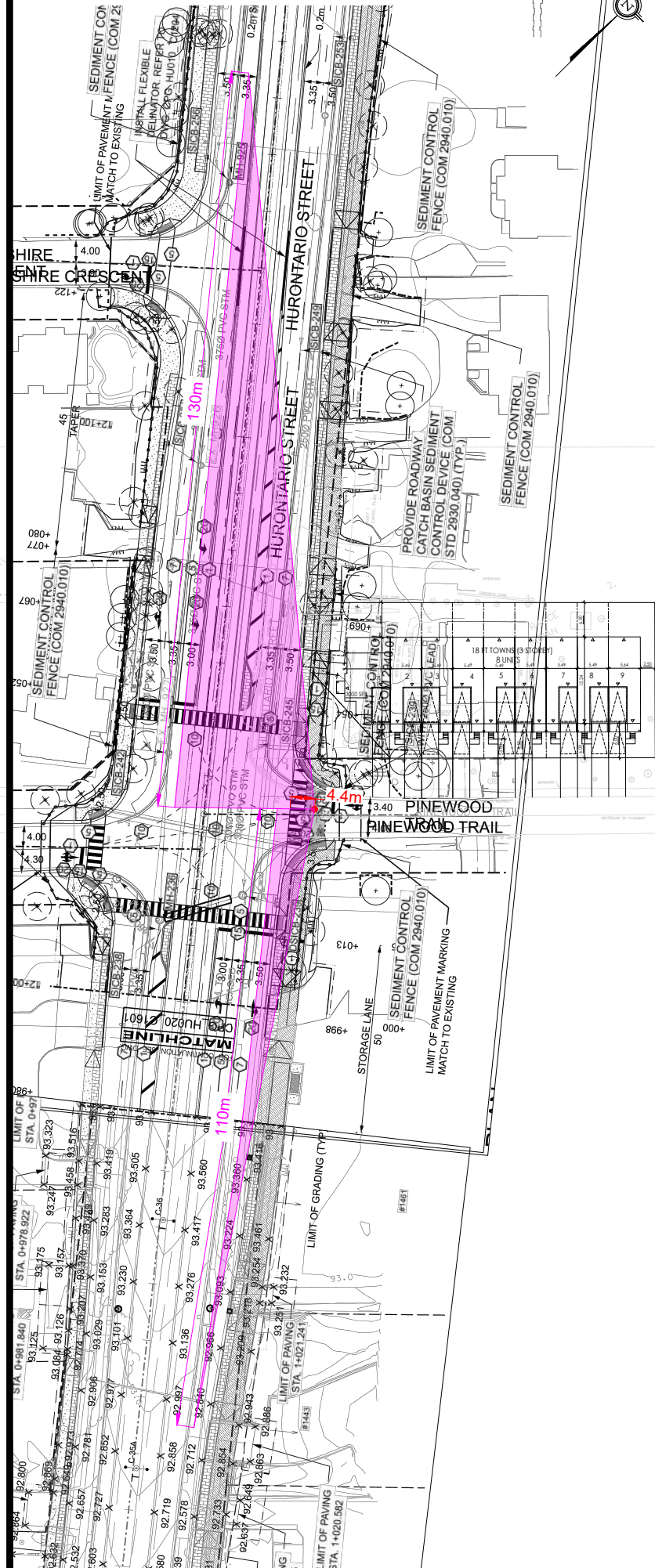
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SCALE AT A3:	DATE:	DRAWN:	CHECKED:
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PROJECT NO:	DRAWING NO:	REVISION:	
2024-020	001	01	

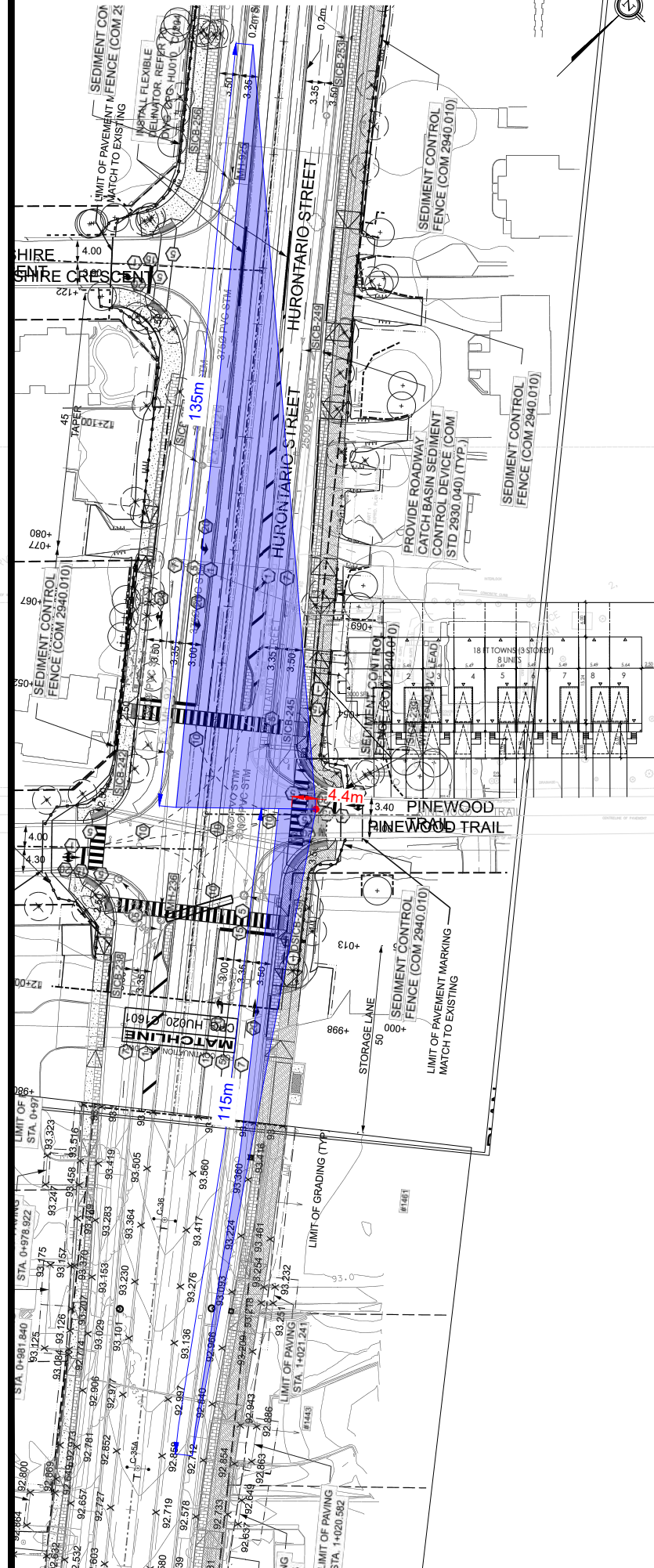
Stopping Sight Distance



Departure Sight Distance



Available Sight Distance



Notes:

Posted Speed: **50km/h**
Design Speed: **60km/h**

- Decision Point from Edge of Intersecting Road: **4.4m**
- Stopping Sight Distance: **85m**
- Departure Sight Distance:
Left Turn: **130m**
Right Turn: **110m**
- Available Sight Distance:
Left Turn: **135m**
Right Turn: **115m**

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CLIENT: **Milani Group**
11333 Dufferin Street, PO Box 663
Maple, ON, L6A 1S5

ARCHITECT:

SITE: **1489 Hurontario St**

TITLE: **Sightline Analysis (2)**

SCALE AT A3:	DATE:	DRAWN:	CHECKED:
NTS	2024-07-25	AN	MC
PROJECT NO:	DRAWING NO:	REVISION:	
2024-020	002	01	