

**MAY 15, 2020**

**780-5251**

**SENT BY E-MAIL:**  
C/O CRAIG.SCARLETT@MATTAMYCORP.COM

Transportation and Works  
201 City Centre Drive, 8<sup>th</sup> Floor  
Mississauga, ON L5B 2T4

**Attention:**      **Gregory Borys, C.E.T.**  
                          Traffic Planning Technologist

**Ryan Au, P.Eng.**  
                          Traffic Planning Coordinator

**Ashlee Rivet, BES, MCIP, RPP**  
                          Planner, Development South

**RE:**                **RIGHT-OF-WAY JUSTIFICATION**  
                          **PROPOSED RESIDENTIAL DEVELOPMENT**  
                          **5150 NINTH LINE**  
                          **CITY OF MISSISSAUGA, REGIONAL MUNICIPALITY OF PEEL**

Dear all,

The City of Mississauga has requested that a justification of right-of-ways (ROWS) be provided in support of the 5150 Ninth Line residential development application to present the proposed ROWs and cross-sectional elements of the local roadways and internal roadways within the development. **Attachment A** contains the Concept Plan.

This letter presents the proposed ROWs and cross-sectional elements to be incorporated into the proposed development. The scope of work for this letter has been completed in conformance with the Terms of Reference provided by the City for the ROW Justification letter prepared for the Draft Plan of Subdivision for Part of Lots 6, 7, 8 & 9 Concession 9, City of Mississauga (see **Attachment B** for correspondence).

This ROW Justification has been divided into two parts:

- Plan views and descriptions for public transit facilities, pedestrian facilities, cycling facilities, on-street parking and curbside management, and traffic calming; and
- Cross-section details for each street.

## **1.0 FUTURE TRANSIT FACILITIES OPPORTUNITIES**

Public transit facilities are not being proposed within the proposed development. Thus, any future transit opportunities for the proposed development will be on Ninth Line.

As the EA for the future road widening of Ninth Line is currently underway, future transit facilities and locations on Ninth Line have yet to be determined. MiWay Transit will likely adjust the location of transit facilities on Ninth Line as the EA is prepared.

However, there are opportunities that can be identified at this stage for transit facilities and improvement on Ninth Line. An increase in transit facilities would further promote transit as a viable mode of transportation for future residents of the proposed development.

Per the City's comments on the 1<sup>st</sup> submission, future transit locations on Ninth Line must be constructed in conformance with the City's Standard Drawing 2250.020 "Concrete Bus Shelter Pad and Platform" (see **Attachment C**). Future transit locations must be barrier-free and constructed with a hard surface for accessibility and must have a 15 metre clearance at intersection stop bars with a concrete passenger landing pad to provide safe access for passengers boarding and alighting a motor bus. The concrete passenger landing pad must connect with future sidewalks or pedestrian linkages.

A future transit shelter at the intersection of Ninth Line and Street "A" would provide direct transit connectivity to the proposed development. **Figure 1** illustrates future potential transit facilities opportunities.

## 2.0 PEDESTRIAN FACILITIES

The City's Standard Drawing No. 2211.070 "Standard Local Residential Road 8.0m Road on 20m ROW" identifies a 1.5 metre concrete sidewalk on both sides of the roadway with boulevard separation from the roadway. Street "A" will be a local roadway and thus will include sidewalks on both sides of the roadway per the City's standards. These sidewalks are an important component for Street "A" which is the primary access to the site from Ninth Line and will connect to the future adjacent 5080 Ninth Line residential development.

1.5 metre concrete sidewalks are proposed on the internal roadways on one side of the roadway. The provision of sidewalks on the internal roadways will increase pedestrian safety and connectivity within the site.

Additionally, the development proposes a 4.5 metre midblock connection between Road "D" and "H", and Road "H" and "I". These midblock connections will further increase pedestrian connectivity within the proposed development.

**Figure 2** illustrates the proposed pedestrian circulation within the proposed development.

## 3.0 CYCLING FACILITIES

No designated cycling facilities are shown in the City's Standard Drawing for local roadway cross-sections. The development does not propose any separated cycling facilities on the internal roadways. However, there are opportunities to implement cycling facilities on Street "A" within the site given that Street "A" is the primary access to the site from Ninth Line and will connect to the future adjacent 5080 Ninth Line residential development.

Per Ontario Traffic Manual Book 18 "Cycling Facilities", a shared cycling facility designated with "sharrow" share-the-road markings or signs indicating to drivers to share the road with cyclists could be considered for implementation on Street "A." The provision of shared cycling facilities within the proposed development would encourage cycling as a viable mode of transportation for future residents of the proposed development.

**Figure 3** illustrates the potential cycling circulation within the proposed development.

## 4.0 ON-STREET PARKING OPPORTUNITIES AND CURBSIDE MANAGEMENT

On-street parking can be provided on Street "A" within the proposed development. The pavement width of 8.0 metres is sufficient to allow a vehicle to park against the curb on the roadway while allowing two opposing through vehicles to pass each other.

It was observed that the local roads in the nearby Churchill Meadows residential neighbourhood are constructed with 8.0 metre pavement widths (consistent with the proposed local roadways) and permit on-street parking.

On-street parking will not be provided on most of the private roadways given the reduced pavement width of 7.0 metres. However, some designated on-street parking spaces are proposed within the internal roadway system. Parallel on-street parking spaces are proposed on the west side of Road "D" and on the south side of Road "E" at Block 18. These parallel on-street parking spaces do not intrude on the travel lanes of the roadway, thus allowing sufficient space for vehicular flow on the roadways. Additionally, perpendicular on-street parking spaces are proposed on the east side of Road "I" south of Block 9, and at the southerly limit of Road "A" between Blocks 3 and 4.

Any of **Figures 1 through 4** illustrates the proposed on-street parking opportunities within the proposed development.

The City's standard cross-sections for local roadways indicate a boulevard width ranging from 2.5 metres to 4.0 metres between the roadway and the sidewalks or ROW limits. These boulevards will accommodate utilities such as streetlights, fire hydrants and hydro utility boxes, as well as trees for roadway aesthetics. These boulevards can also accommodate curbside waste and recycling collection per the standards set out in the Region of Peel's Waste Collection Design Manual (2016) for single-detached and townhouse dwelling units.

## 5.0 FUTURE TRAFFIC CALMING OPPORTUNITIES

Traffic calming measures to reduce vehicle speeds and volumes on roadways are typically evaluated at the detailed design stage. Given the geometrics and constraints of the proposed internal roadway system, no speed nor volume issues are expected and thus the need for traffic calming measures to mitigate vehicle speeds and volumes is not expected.

However, there are opportunities for traffic calming measures that increase safety for the more vulnerable road users (i.e. pedestrians and cyclists). For example, curb extensions at intersections would reduce the pavement width at intersections for drivers and thus encourage drivers to reduce operating speeds. Curb extensions would also decrease the required crossing distance on the roadway for pedestrians.

It is noted that on-street parking can be considered as a form of traffic calming, as parked vehicles against the curb would reduce the available pavement width for opposing through drivers to pass each other (thus reducing driver operating speeds).

**Figure 4** illustrates future potential traffic calming opportunities within the proposed development.

## 6.0 CROSS-SECTIONS

The ROW justification package also includes cross-section details for the internal roadways within the site, specifically:

- Street name;
- Road classification;
- ROW width;
- Pavement width;
- Lane width;
- Boulevard width;
- Sidewalks, curbs, splash pads, grades; and
- All above and below ground utilities.

### 6.1 Local Roadways

Street "A" is proposed as a local roadway and will be constructed in conformance with the cross-section details outlined in the City's Standard Drawing No. 2211.070 "Standard Local Residential Road 8.0m Road on 20m ROW."

**Figure 5** illustrates the typical cross-section details for Street "A."

### 6.2 Internal Roadways

Except for Street "A", all the internal roadways within the site will be private in tenure and, with the exception of Road "D", will be constructed with a pavement width of 7.0 metres and ROW width of 9.4 metres. In the event that the developer and the municipality agree to allow services within the 9.4 metre ROW private roadway, the proposed roadway cross-section prepared by Urbantech Consulting illustrates how catch basins, watermain, sanitary sewer and stormwater drains can be accommodated within the ROW.

**Figure 6** illustrates the proposed internal roadway cross-sections prepared by Urbantech Consulting.

### 6.3 Private Laneway

Road "D" will be a private laneway and will be constructed with a pavement width of 8.6 metres and ROW width of 11 metres. The laneway will provide on-street parking with a width of 2.6 metres.

In the event that the developer and the municipality agree to allow services within the 11 metre ROW private roadway, the proposed roadway cross-section prepared by Urbantech Consulting illustrates how catch basins, watermain, sanitary sewer and stormwater drains can be accommodated within the ROW.

**Figure 6** illustrates the proposed laneway cross-section prepared by Urbantech Consulting.

## 7.0 VEHICLE TURNING DIAGRAMS

Vehicle turning analysis was conducted for the roadways within the proposed development using a passenger car, firetruck and waste collection truck. The purpose of the vehicle turning analysis is to determine if the proposed ROWs are sufficient for the internal roadways and not result in any

maneuverability constraints. It was determined that the proposed ROWs are sufficient to facilitate vehicle maneuverability for the noted vehicle profiles. **Attachment D** contains the vehicle turning diagrams.

## 8.0 SUMMARY

This ROW Justification Package includes plan views and descriptions for public transit facilities, pedestrian facilities, cycling facilities, on-street parking and curbside management, and traffic calming; cross-section details for each street, and vehicle turning diagrams for the proposed roadways.

Furthermore, a Traffic Impact Study has been prepared for the proposed development and has been included with this submission. The study demonstrates how the full build-out can be supported from a transportation operations and safety perspective with the implementation of the noted recommendations.

We trust that this ROW Justification package is satisfactory. Should you have any questions or require any further information, please feel free to give us a call.

Yours truly,

**C.F. CROZIER & ASSOCIATES INC.**



Alexander J. W. Fleming, MBA, P.Eng.  
Associate

**C.F. CROZIER & ASSOCIATES INC.**



Darren J. Loro, C.E.T.  
Transportation Technologist

Encl.

Figure 1 – Future Transit Facilities Opportunities  
Figure 2 – Proposed Pedestrian Circulation  
Figure 3 – Potential Cycling Circulation  
Figure 4 – Future Traffic Calming Opportunities  
Figure 5 – Local Roadway Cross-Section  
Figure 6 – Proposed Internal Roadway Cross-Sections

Attachment A – Concept Plan  
Attachment B – ROW Justification Terms of Reference  
Attachment C – City of Mississauga Standard Drawing 2250.020  
Attachment D – Vehicle Turning Diagrams

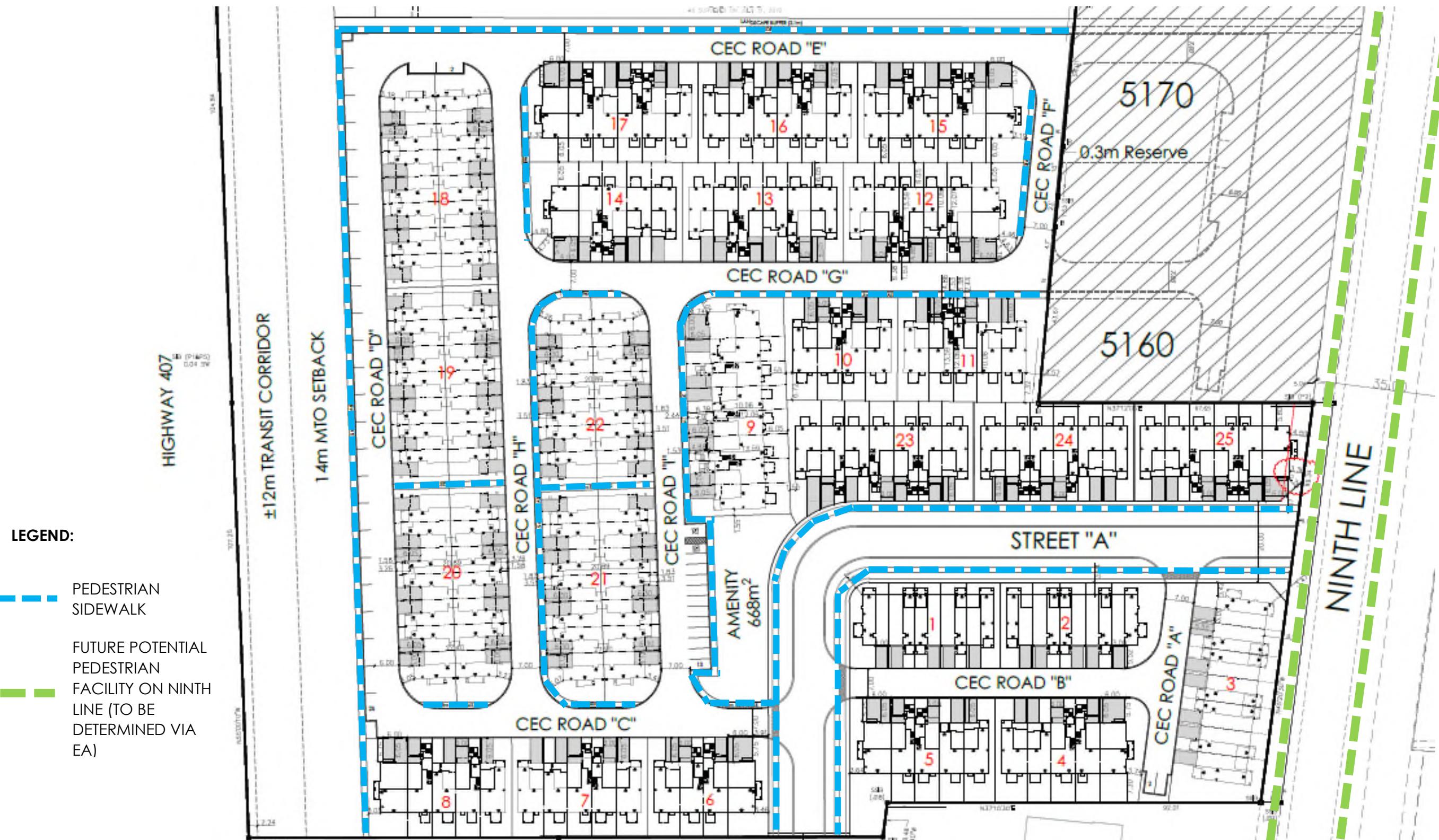
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J:\700\780 - Mattamy Development\5251-5150 Ninth Line\Letters\2020.05.15 ROW Justification.docx

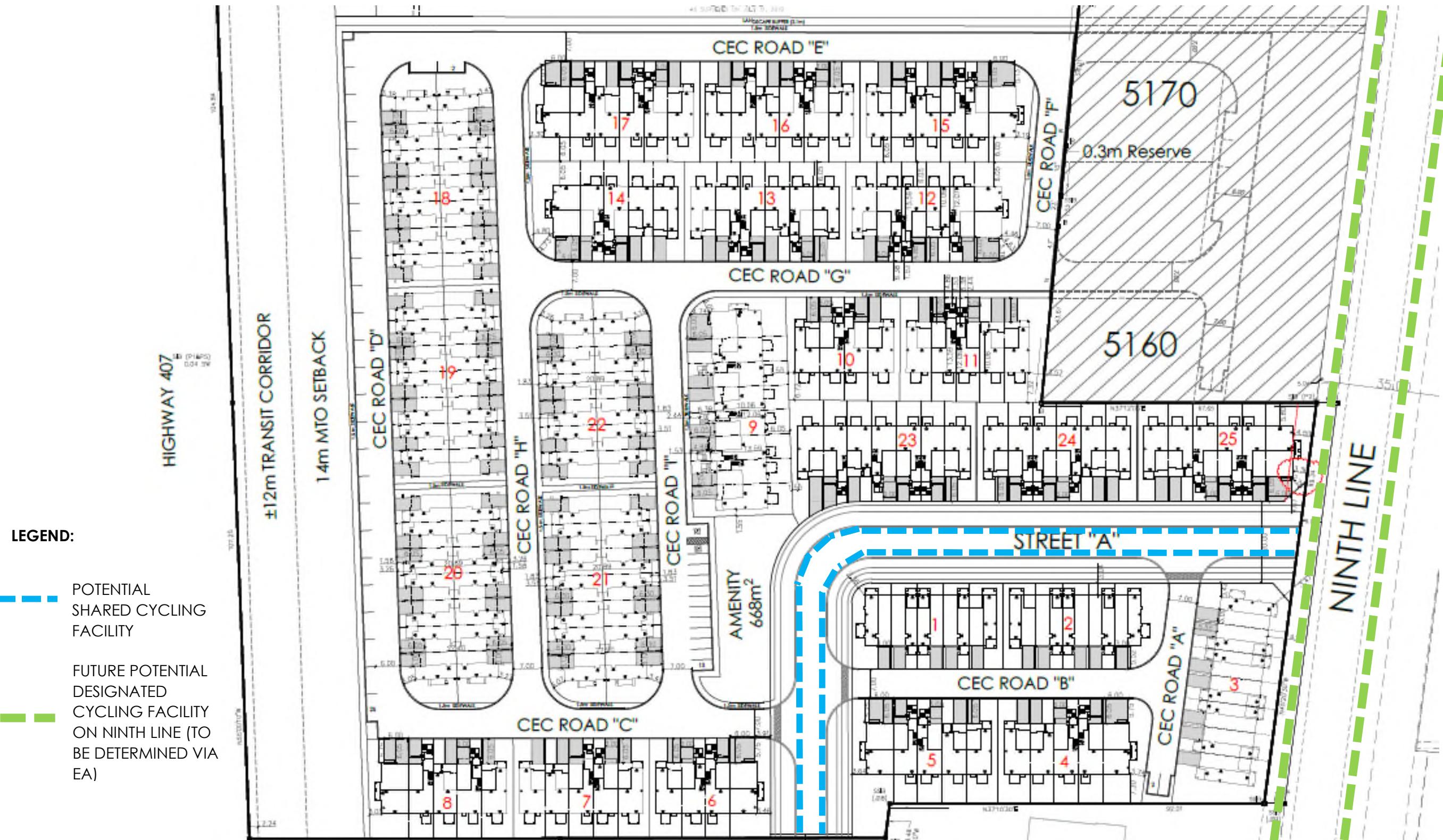
**FIGURE 1: FUTURE TRANSIT FACILITIES OPPORTUNITIES**



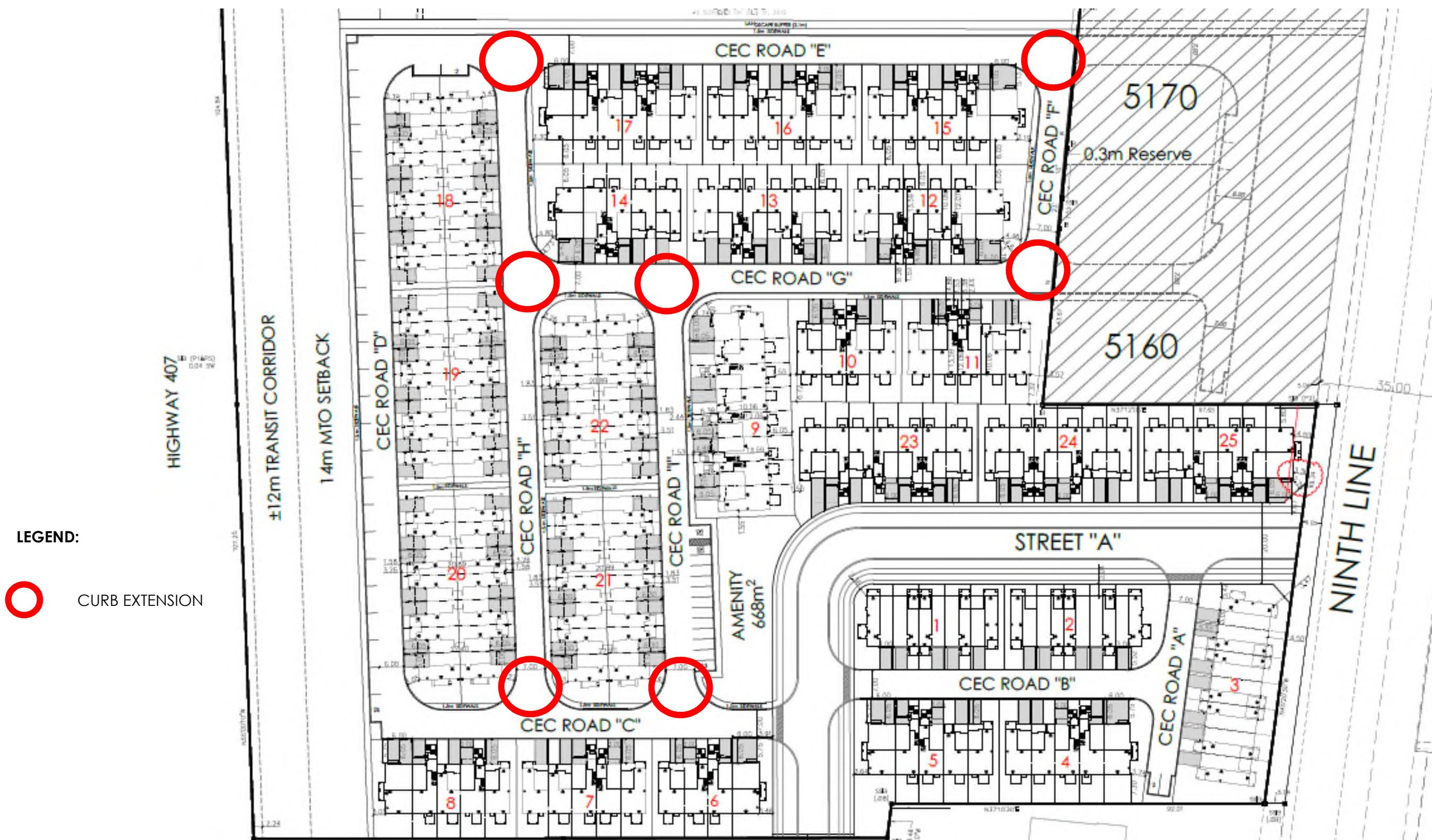
**FIGURE 2: PROPOSED PEDESTRIAN CIRCULATION**



**FIGURE 3: POTENTIAL CYCLING CIRCULATION**



**FIGURE 4: FUTURE TRAFFIC CALMING OPPORTUNITIES**



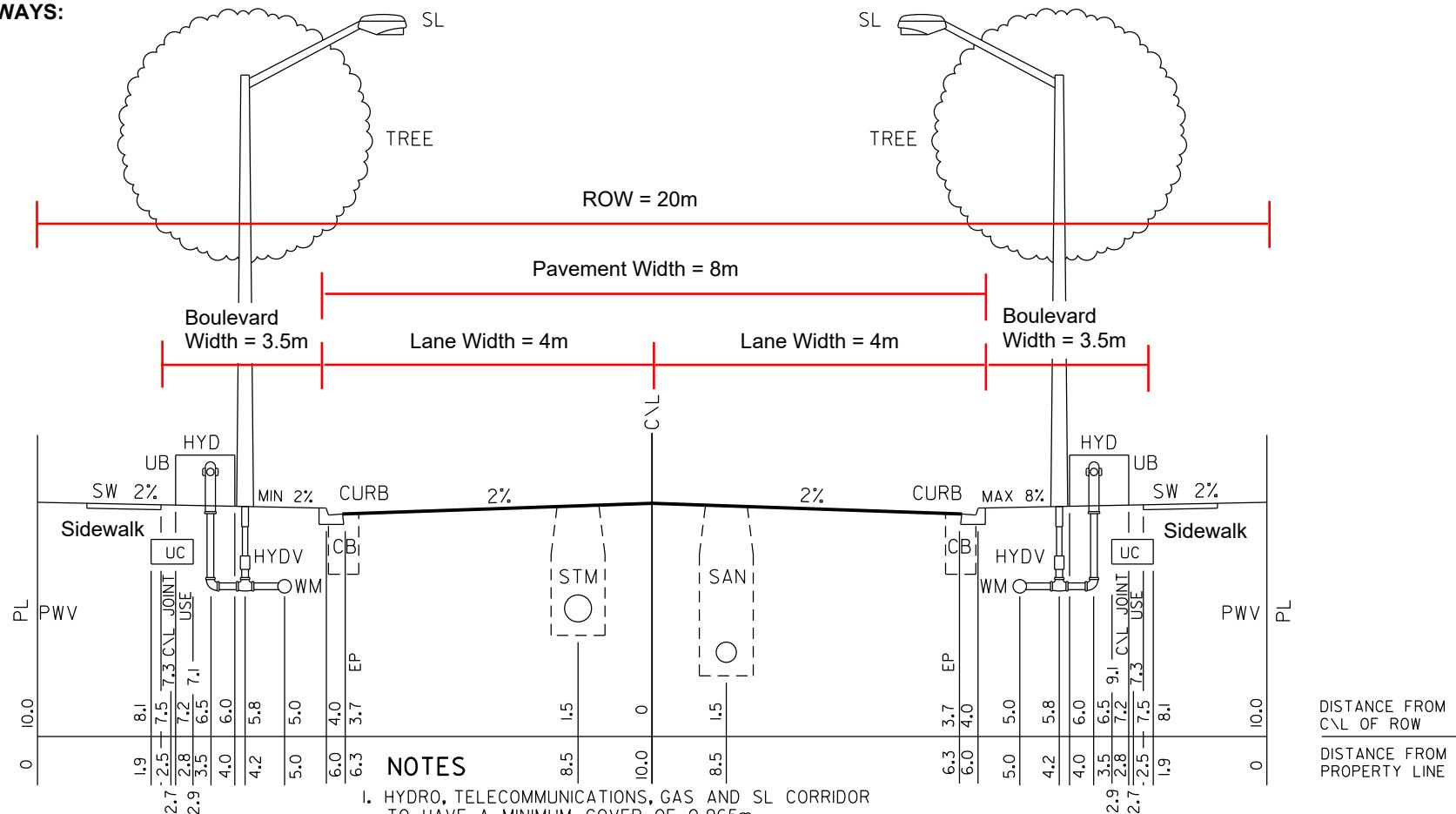
**FIGURE 5: LOCAL ROADWAY CROSS-SECTION**

**METRIC**

ALL DIMENSIONS IN METRES

**APPLICABLE ROADWAYS:**

**STREET "A"**

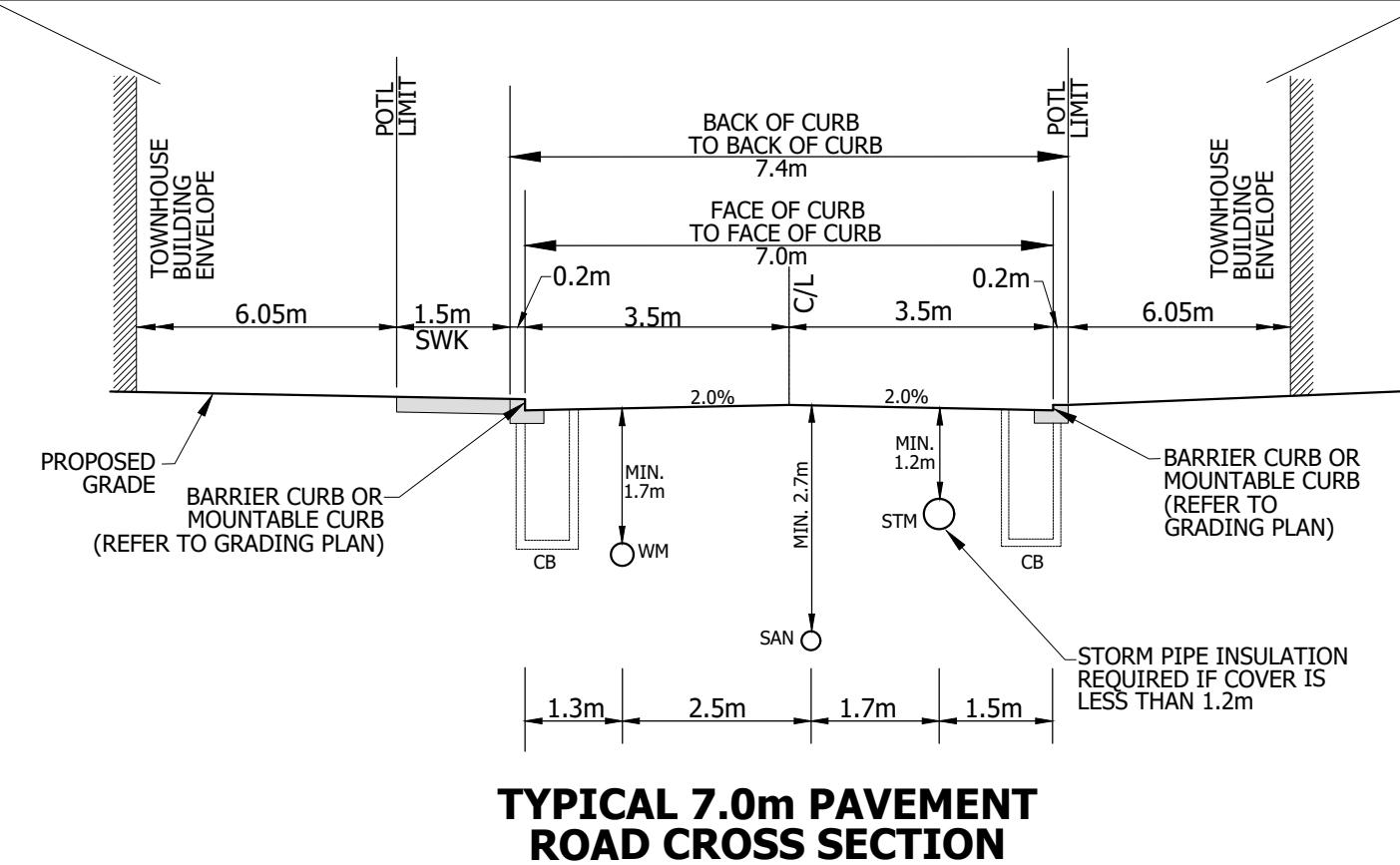


**LEGEND**

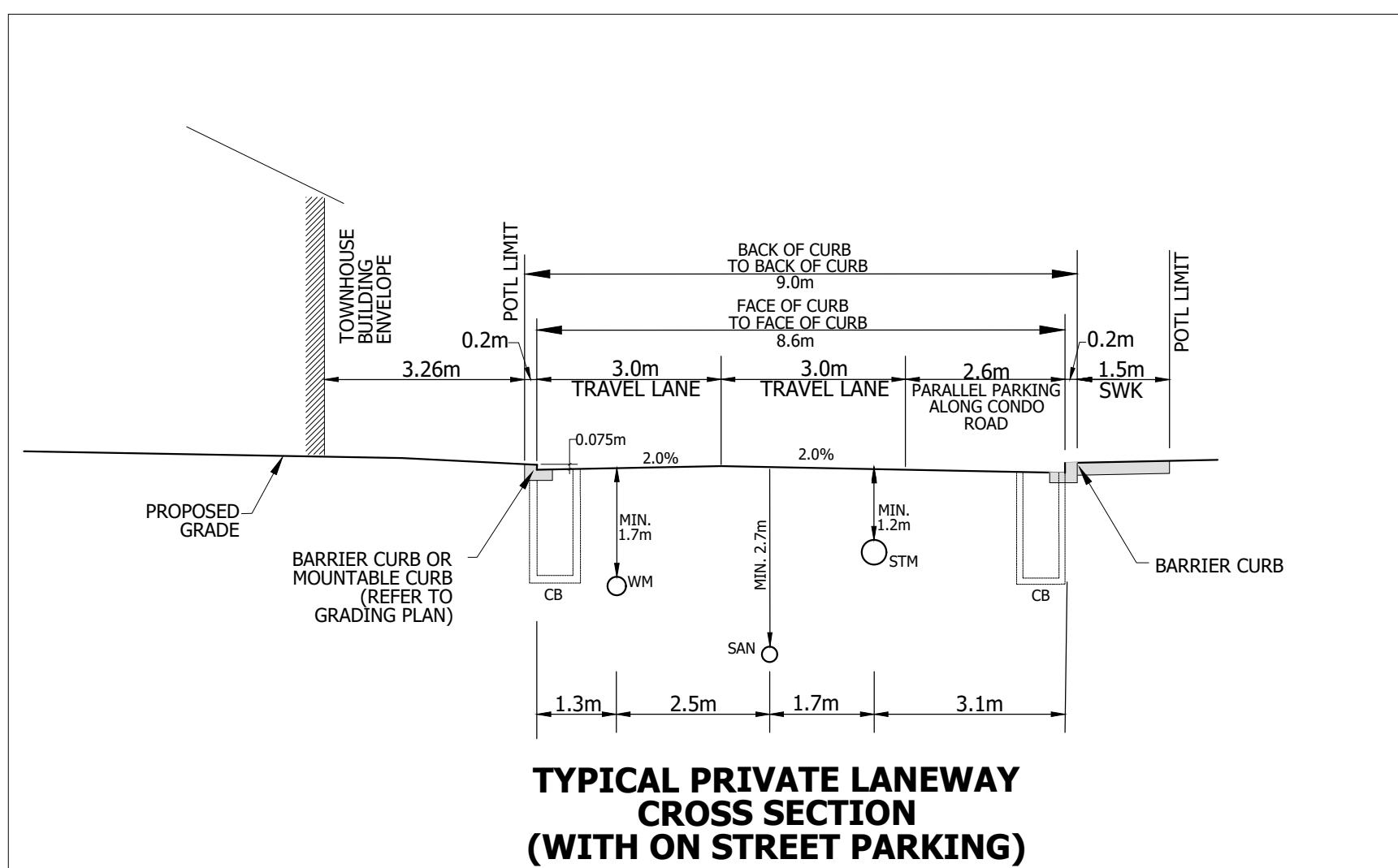
EP	- EDGE OF PAVEMENT
CB	- CATCH BASIN
CURB	- CURB OR CURB AND GUTTER
C/L	- CENTRELINE
GAS	- GAS MAIN
HYD	- FIRE HYDRANT
HYDV	- FIRE HYDRANT VALVE
PWV	- PRIVATE WATER VALVE
PL	- PROPERTY LINE
SL	- STREETLIGHT
SW	- SIDEWALK
SAN	- SANITARY SEWER
STM	- STORM SEWER
UB	- UTILITY BOX (HYDRO,TELECOMM,GAS,SL)
UP	- UTILITY POLE
WM	- WATERMAIN

		<b>MISSISSAUGA</b>	
<b>STANDARD LOCAL RESIDENTIAL ROAD 8.0m ROAD ON 20m ROW</b>			
EFF. DATE	2002-01-01	SCALE	N.T.S.
REV.	7	2015-06-05	STANDARD No. 22II.070

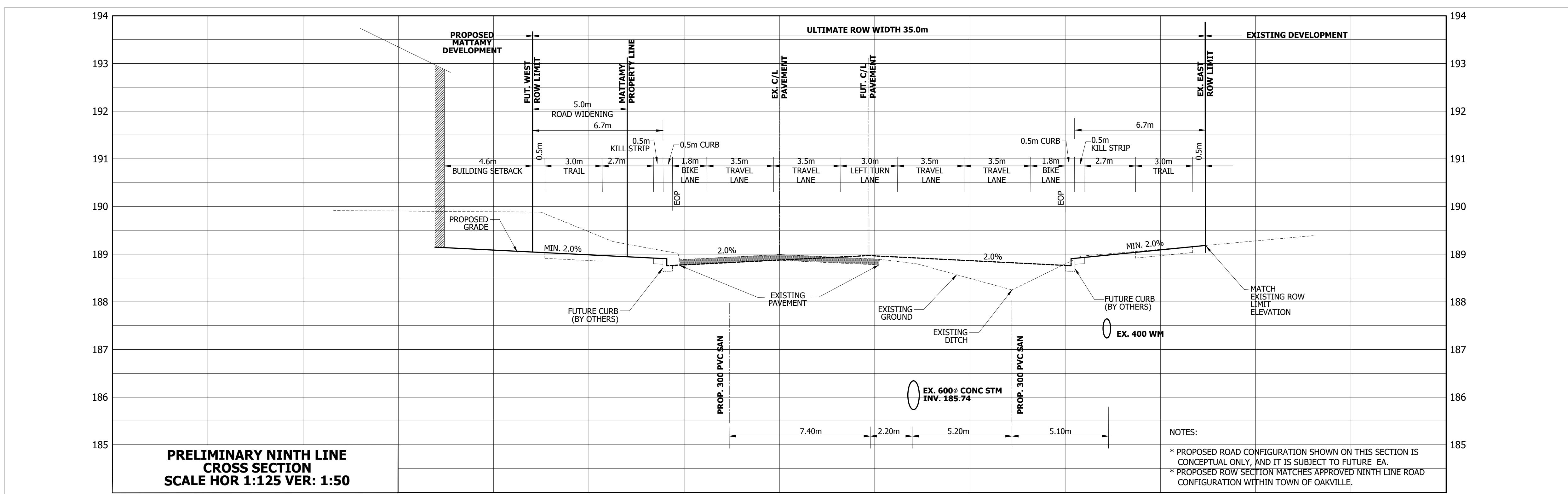
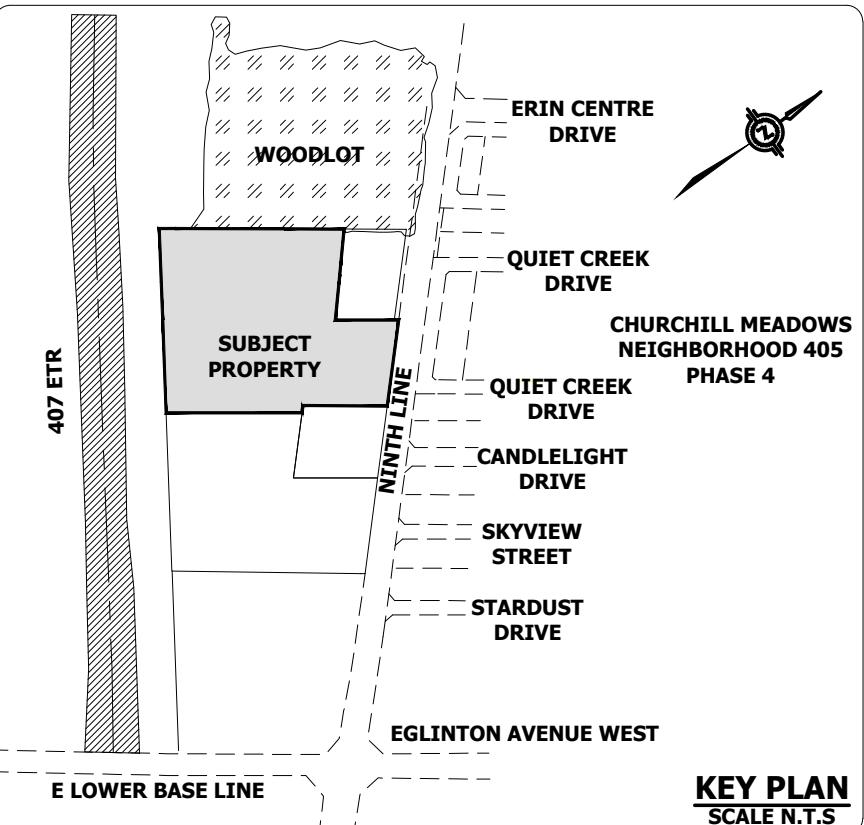
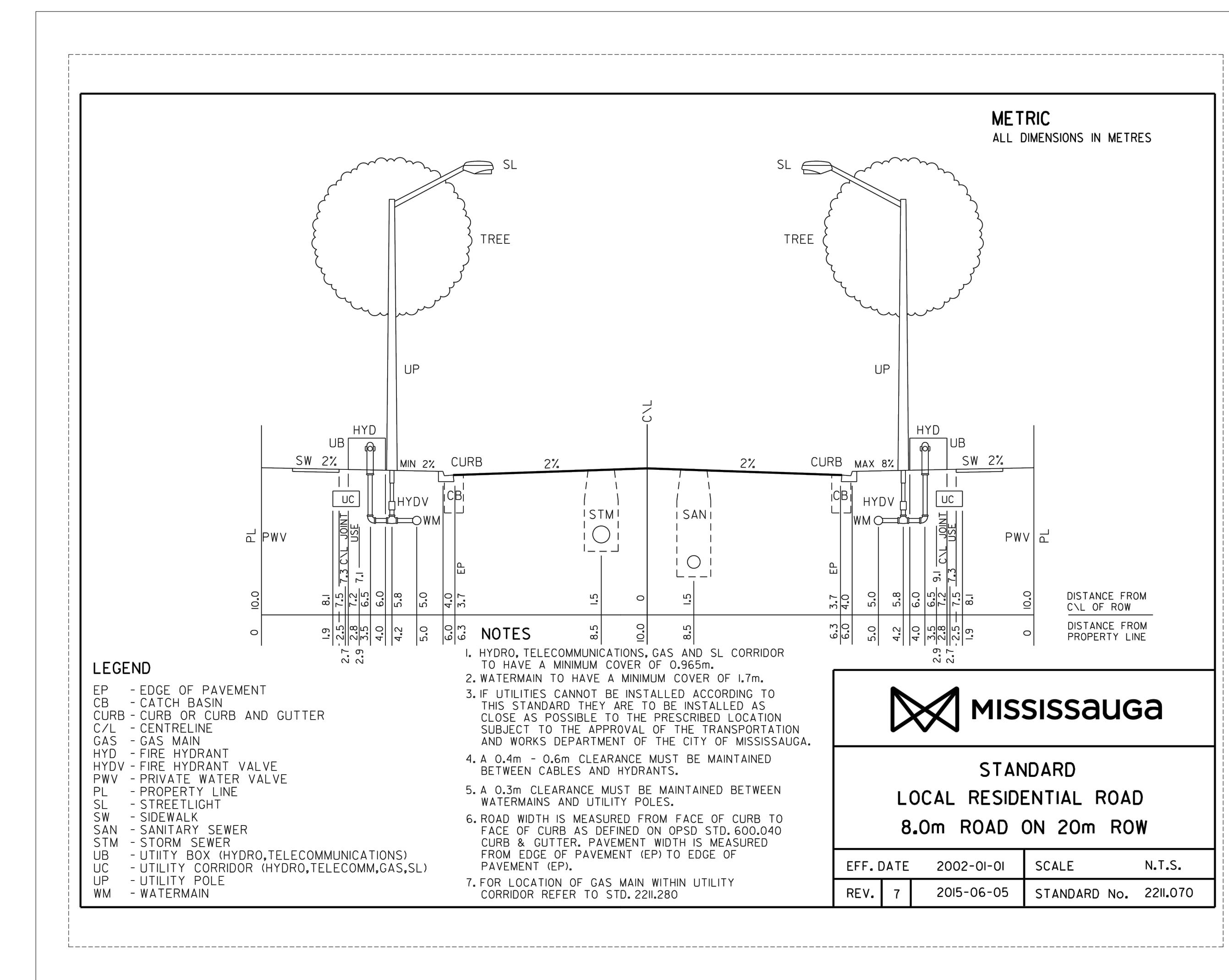
**FIGURE 6: PROPOSED INTERNAL ROADWAY CROSS-SECTIONS**



**APPLICABLE ROADWAYS: ROADS A, B, C, E, F, G, H, I**

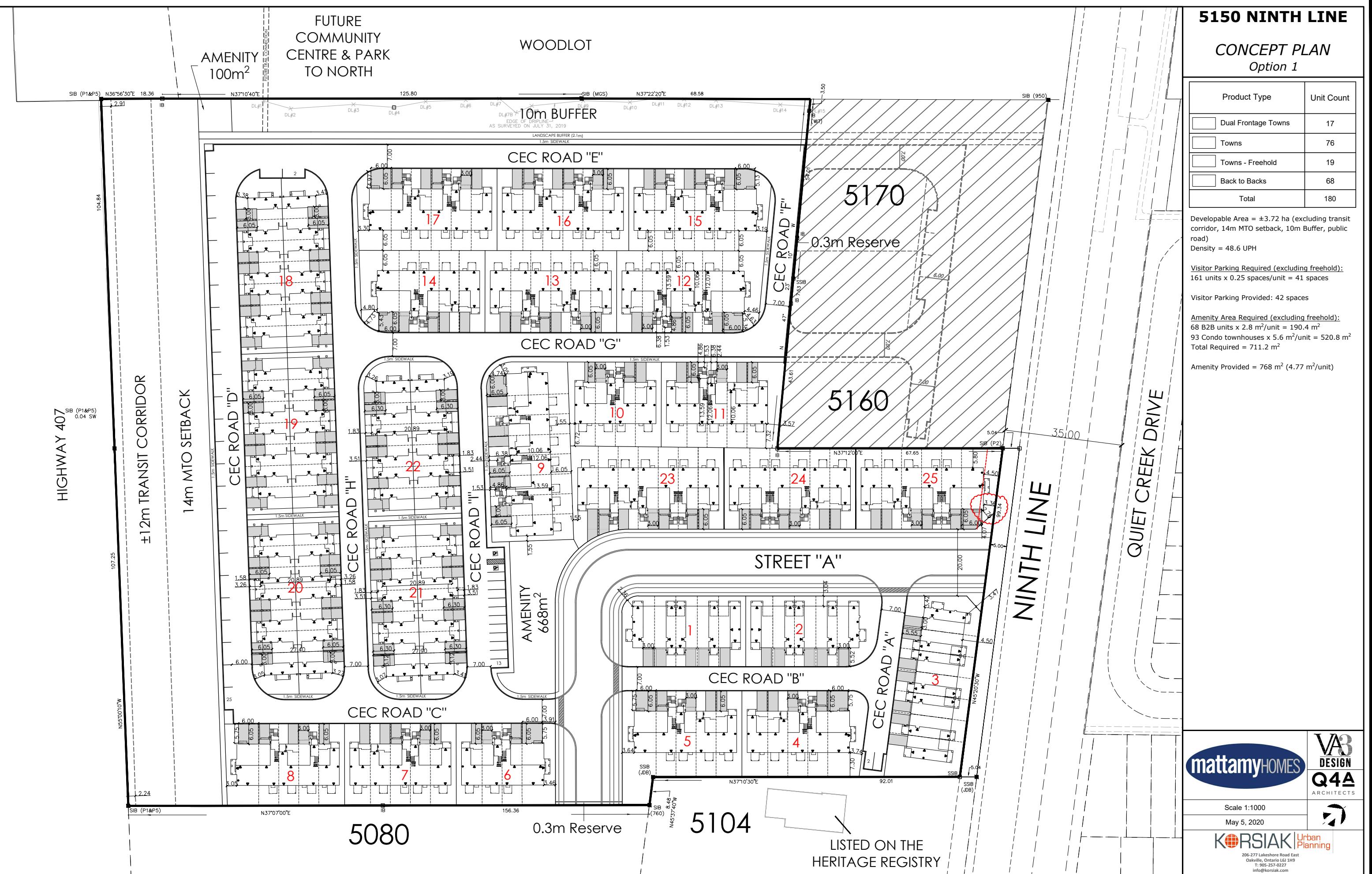


**APPLICABLE ROADWAYS: ROAD D**



## **ATTACHMENT A**

Concept Plan



# **5150 NINTH LINE**

## *CONCEPT PLAN*

### *Option 1*

Product Type	Unit Count
Dual Frontage Towns	17
Towns	76
Towns - Freehold	19
Back to Backs	68
Total	180

Developable Area = ±3.72 ha (excluding transit corridor, 14m MTO setback, 10m Buffer, public road)  
Density = 48.6 UPH

Visitor Parking Required (excluding freehold):  
61 units x 0.25 spaces/unit = 41 spaces

Visitor Parking Provided: 42 spaces

Amenity Area Required (excluding freehold):  
68 B2B units x 2.8 m<sup>2</sup>/unit = 190.4 m<sup>2</sup>  
93 Condo townhouses x 5.6 m<sup>2</sup>/unit = 520.8 m<sup>2</sup>  
Total Required = 711.2 m<sup>2</sup>

Amenity Provided = 768 m<sup>2</sup> (4.77 m<sup>2</sup>/unit)



A3  
DESIGN  
Q4A  
ARCHITECTS

scale 1:1000

May 5, 2020

The logo for KorsIAK Urban Planning. It features a stylized globe icon composed of orange and grey dots to the left of the company name "KORSIAK" in large, bold, black capital letters. To the right of the name, separated by a vertical line, is the text "Urban" in orange and "Planning" in black, both in a smaller sans-serif font.

## **ATTACHMENT B**

ROW Justification Terms of Reference

## Darren Loro

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**From:** Craig Scarlett <[Craig.Scarlett@mattamycorp.com](mailto:Craig.Scarlett@mattamycorp.com)>  
**Sent:** March 27, 2020 3:22 PM  
**To:** Alex Fleming; Darren Loro  
**Cc:** Flora Tang; Tim Warner; Jim Levac; Jennifer Spalton  
**Subject:** FW: T-19003/4 W10 - Mattamy Subdivisions - Right-of-Way Package (ToR)

Alex/Darron – please see below. Can you please review and we should connect early next week to discuss next steps.

Thanks,



**Craig Scarlett**  
**Senior Land Development Manager**  
T (905) 907-8372 (direct). C (416) 991-6403. F (905) 907-8300.  
[craig.scarlett@mattamycorp.com](mailto:craig.scarlett@mattamycorp.com)  
Greater Toronto East Division  
7880 Keele Street, Unit 3, Suite 400, Vaughan, ON CAN L4K 4G7

*Is my Daughter a moody teenager who won't leave her room, or a Pro-Level Self-Isolator who has been perfecting her craft for the past 1½ years?*

Notice: This email is intended for use of the party to whom it is addressed and may contain confidential information. If you have received this email in error, please inform me and delete it. Thank you.

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**From:** Ashlee Rivet <[Ashlee.Rivet@mississauga.ca](mailto:Ashlee.Rivet@mississauga.ca)>  
**Sent:** March 27, 2020 2:43 PM  
**To:** Craig Scarlett <[Craig.Scarlett@mattamycorp.com](mailto:Craig.Scarlett@mattamycorp.com)>; Tim Warner <[Tim.Warner@mattamycorp.com](mailto:Tim.Warner@mattamycorp.com)>; Jim Levac <[jiml@gsai.ca](mailto:jiml@gsai.ca)>  
**Cc:** Chris Rouse <[Chris.Rouse@mississauga.ca](mailto:Chris.Rouse@mississauga.ca)>; Ryan Au <[Ryan.Au@mississauga.ca](mailto:Ryan.Au@mississauga.ca)>; Emma Calvert <[Emma.Calvert@mississauga.ca](mailto:Emma.Calvert@mississauga.ca)>; Lin Rogers <[Lin.Rogers@mississauga.ca](mailto:Lin.Rogers@mississauga.ca)>; Cynthia Urdaneta <[Cynthia.Urdaneta@mississauga.ca](mailto:Cynthia.Urdaneta@mississauga.ca)>  
**Subject:** T-19003/4 W10 - Mattamy Subdivisions - Right-of-Way Package (ToR)

Hi Craig, Tim and Jim,

As discussed during our call today, below is the Terms of Reference Ryan Au mentioned for the Right of Way Package. Should you have any questions please reach out to Ryan directly (copied hereto).

Thanks,  
Ashlee

### PROPOSED ROAD NETWORK – RIGHT OF WAY PACKAGE

The developer is to submit a right-of-way package that includes details of all design elements within a proposed right-of-way for each proposed street. The right-of-way package is to be prepared in two parts:

(A) The right-of-way package shall include plan views and a description for each of the following considerations:

- Public Transit Facilities;
- Pedestrian Facilities;
- Cycling Facilities;

- On-Street Parking and Curbside Management; and
- Traffic Calming

(B) The right-of-way package shall also include typical cross-section details of each street that include the following information:

- Street Name;
- Road Classification;
- Right-of-way widths;
- Pavement widths and lane widths;
- Boulevard widths;
- Sidewalks, curbs, splash pads, grades; and
- All above and below ground utilities

The right-of-way package, details and contents within are subject to change while servicing is being resolved. The right of way package is not limited to the information above and may evolve and further comments will be provided through the development review process.

Thanks,



**Ryan Au, P.Eng.**

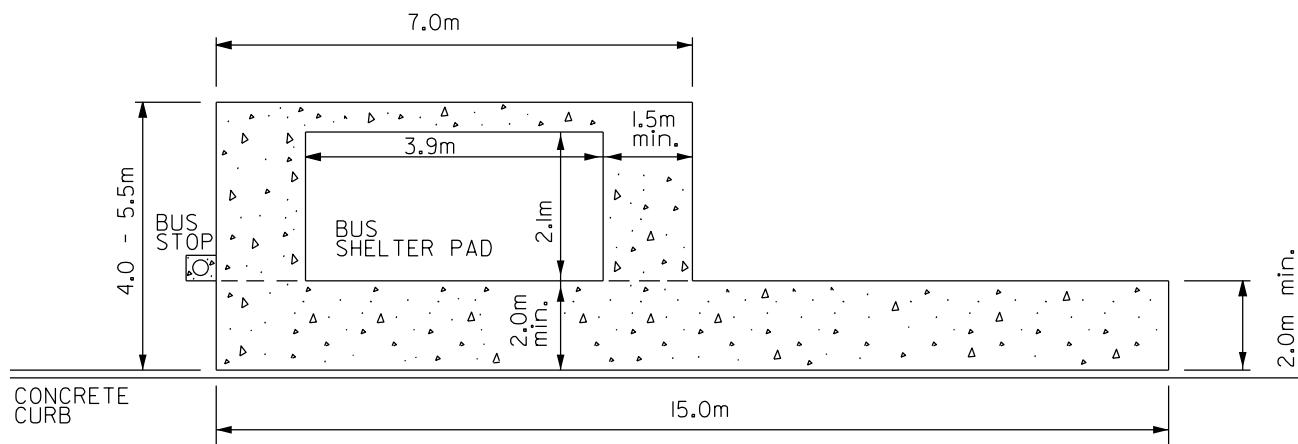
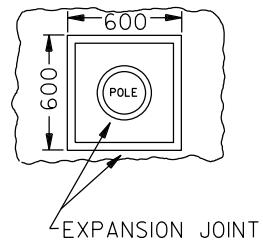
Traffic Planning Coordinator  
T 905-615-3200 ext. 3713  
[ryan.au@mississauga.ca](mailto:ryan.au@mississauga.ca)

[City of Mississauga](#) | Transportation & Works Department  
201 City Centre Drive, Suite 800 | Mississauga ON | L5B 2T4

Please consider the environment before printing.

## **ATTACHMENT C**

City of Mississauga Standard Drawing 2250.020

DETAIL OF 'BOX OUT'  
FOR UTILITY STRUCTURE

STANDARD BUS PLATFORM WITH SHELTER CAPACITY (PLAN VIEW)

NOTES:

1. NOT TO SCALE.
2. FINAL PLATFORM MAY VARY. LOCATION AND SHELTER PLACEMENT TO BE APPROVED BY CITY OF MISSISSAUGA.
3. CONCRETE SHALL BE CSA C-2 AND IN ACCORDANCE WITH OPSS 351, OPSS 904 AND OPSS 1350
4. THIS STANDARD TO BE READ IN CONJUNCTION WITH CITY STANDARD SIDEWALK DWG. 2240.010, 2240.011 AND 2240.040
5. ALL PADS AND PLATFORMS TO BE SLOPED 2% TOWARDS THE ROAD OR AS OTHERWISE NOTED.
6. CONCRETE SIDEWALKS, PADS, CONNECTING WALKWAYS, AND CURBS/PLATFORMS MUST BE INTEGRATED AND HAVE SPACE TO ALLOW FOR UNHINDERED WHEELCHAIR ACCESS FROM THE SIDEWALK TO THE BUS STOP.
7. WHERE EDGES OF CONCRETE SHELTER PAD ARE ADJACENT TO CURB AND/OR SIDEWALK, EXPANSION JOINT MATERIAL MUST BE USED.
8. BUS STOP POST MUST BE A MINIMUM OF 0.60m FROM FACE OF CURB.
9. FOR BUS SHELTER PAD DESIGN AND COMPONENTS REFER TO STANDARD DWG. No. 2250.030
10. CONCRETE PLATFORM THICKNESS IS TO BE 180mm (min.)
11. ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN.



MISSISSAUGA

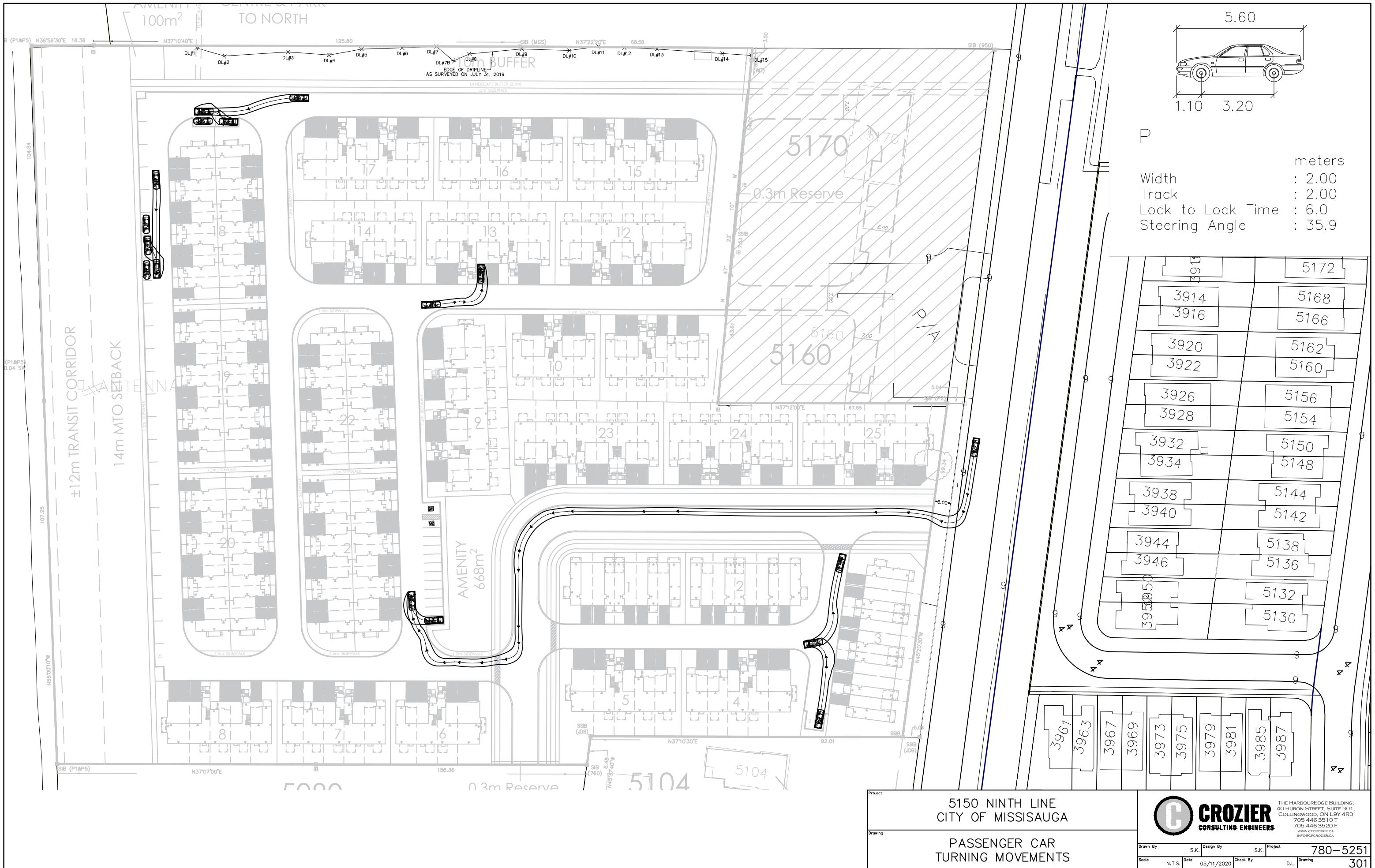
CONCRETE BUS SHELTER PAD  
AND PLATFORM

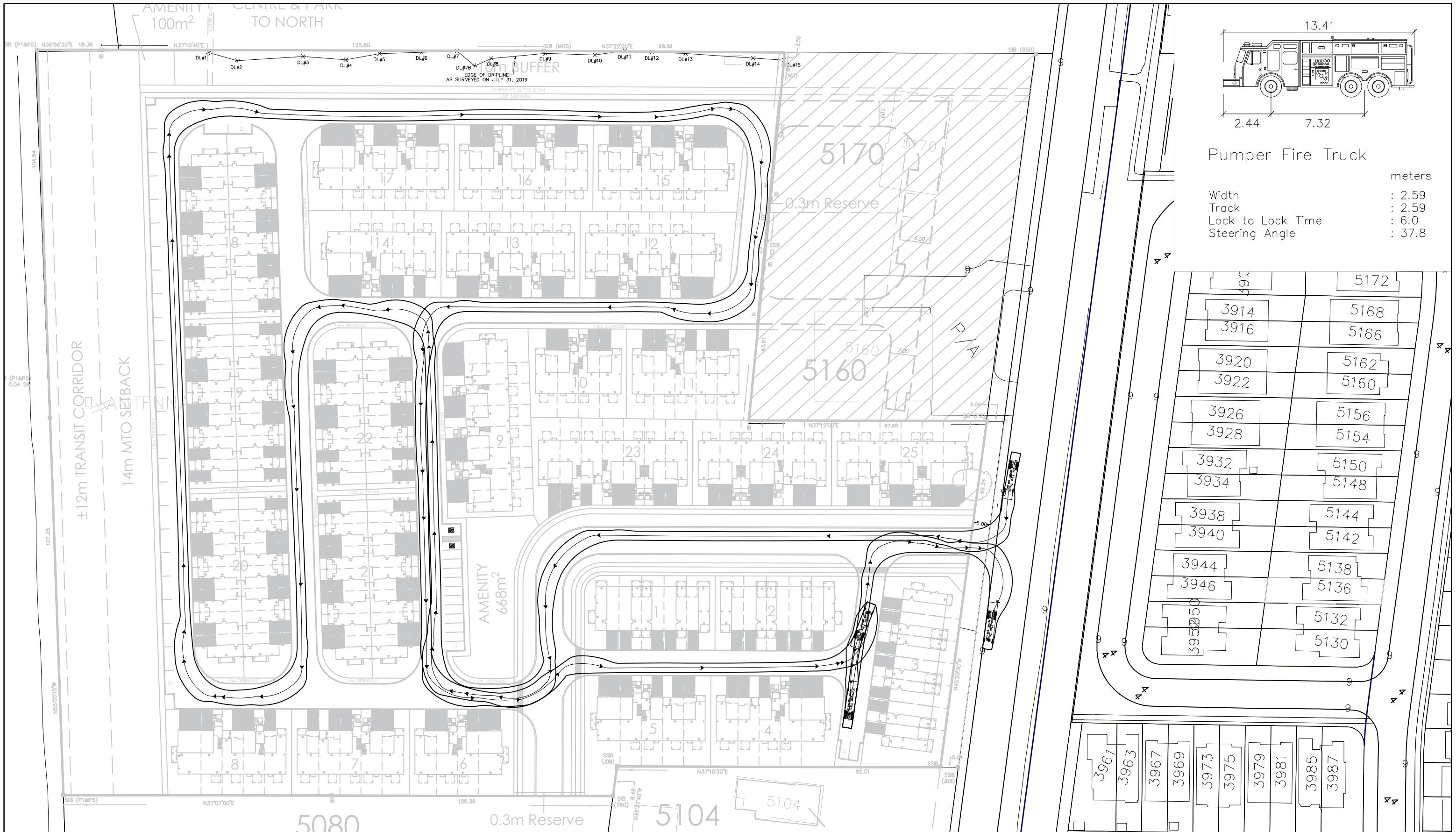
EFF. DATE: APRIL 2010      SCALE: N.T.S.

REV. 3 DRAWN: JFA STANDARD No. 2250.020

## **ATTACHMENT D**

Vehicle Turning Diagrams





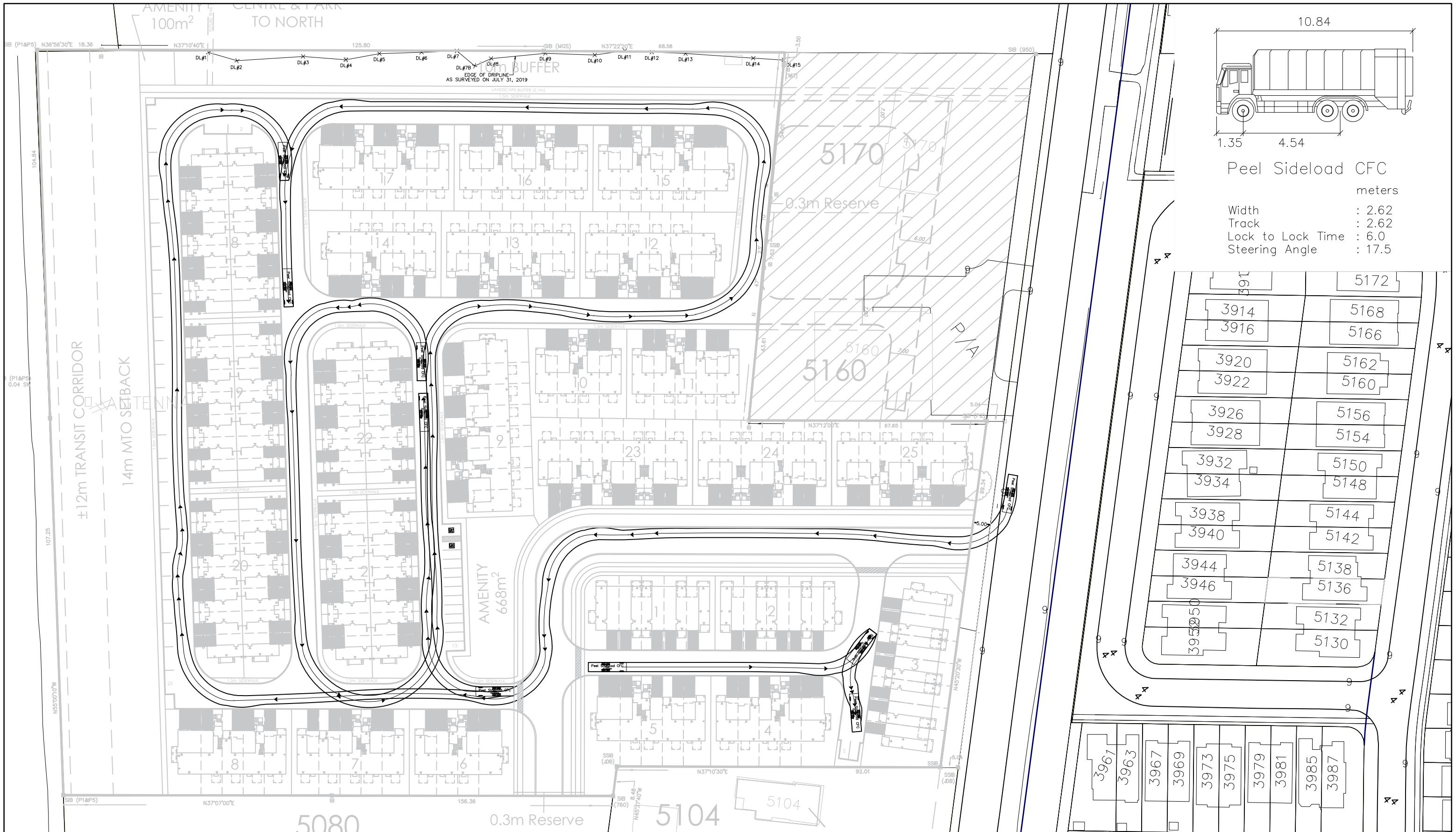
5150 NINTH LINE  
CITY OF MISSISSAUGA



THE HARBOUR EDGE BUILDING,  
HURON STREET, SUITE 301,  
ROLLINGWOOD, ON L9Y 4R3  
705 446-3510 T  
705 446-3520 F  
[WWW.CFCROZIER.CA](http://WWW.CFCROZIER.CA)

## FIRETRUCK TURNING MOVEMENTS

own By S.K. Design By S.K. Project 780-5251  
ole N.T.S. Date 05/11/2020 Check By D.L. Drawing 302



5150 NINTH LINE  
CITY OF MISSISSAUGA



THE HARBOUR EDGE BUILDING,  
10 HURON STREET, SUITE 301,  
COLLINGWOOD, ON L9Y 4R3  
705 446-3510 T  
705 446-3520 F  
[WWW.CFCROZIER.CA](http://WWW.CFCROZIER.CA)

## WASTE COLLECTION TURNING MOVEMENTS

own By	S.K.	Design By	S.K.	Project	780-5251		
ole	N.T.S.	Date	05/11/2020	Check By	D.L.	Drawing	303