

NOVEMBER 10, 2020

780-5251

SENT BY E-MAIL:

C/O CRAIG.SCARLETT@MATTAMYCORP.COM

Transportation and Works
201 City Centre Drive, 8th 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 UPDATE
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.

The original ROW Justification was prepared and submitted in July 2020 as part of the second submission. This ROW Justification Update has been prepared to reflect the modified site layout and site statistics.

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 1st 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:

- two 4.5 metre midblock connections between Road "D" and "H";
- one 4.5 metre midblock connection between Road "G" and Street "A";
- one 4.5 metre midblock connection between Road "H" and "I"; and
- a future trail connection at the north end of the site to the future community centre and park to the north.

These midblock connections will further increase pedestrian connectivity within the proposed development, and to and from the future community centre and park to the north.

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.

Two lay-by parking spaces are proposed on Road "E" west of Road "H". These parking spaces will not obstruct the proposed pavement width of 7.0 metres. Additionally, perpendicular on-street parking spaces are proposed on the east side of Road "I" south of Block 9, the east side of Road "H" adjacent to Block 16, the west side of Road "F" adjacent to Block 14, 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 ANALYSIS

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.

The vehicle turning diagram for the firetruck illustrates that the proposed roadways within the site meet the minimum requirements for fire access routes per the Ontario Building Code (minimum 6.0 metre route width and minimum centreline radii of 12 metres). An additional fire route can be provided via the walkway between Street "A" and Road "G" to provide a secondary emergency access from Street "A" to the northwest section of the site. This walkway fire route is 5.0 metres in width, which can still accommodate a firetruck so long as a minimum 9.5 metre curb radius is provided from Street "A" to the fire route.

The vehicle turning diagram for the waste collection truck illustrates the required centerline radii of 13 metres throughout the site for the waste collection route. Due to the compact nature of the site, a boulevard setback within the internal roadways between the roadway and sidewalk cannot be provided without achieving required unit setbacks from the roadways. The Region has confirmed that the proposed waste collection point locations in relation to the internal roadways are acceptable per previous correspondence.

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 Update 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.

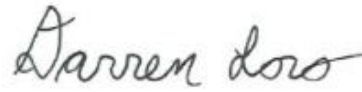
Yours truly,

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

/dl

J:\700\780 - Mattamy Development\5251-5150 Ninth Line\Letters\2020.11.10 ROW Justification Update.docx

[illegible]

FUTURE TRANSIT BUS
SHELTER (TO BE
DETERMINED VIA
EA)

1000000



FIGURE 3: POTENTIAL CYCLING CIRCULATION

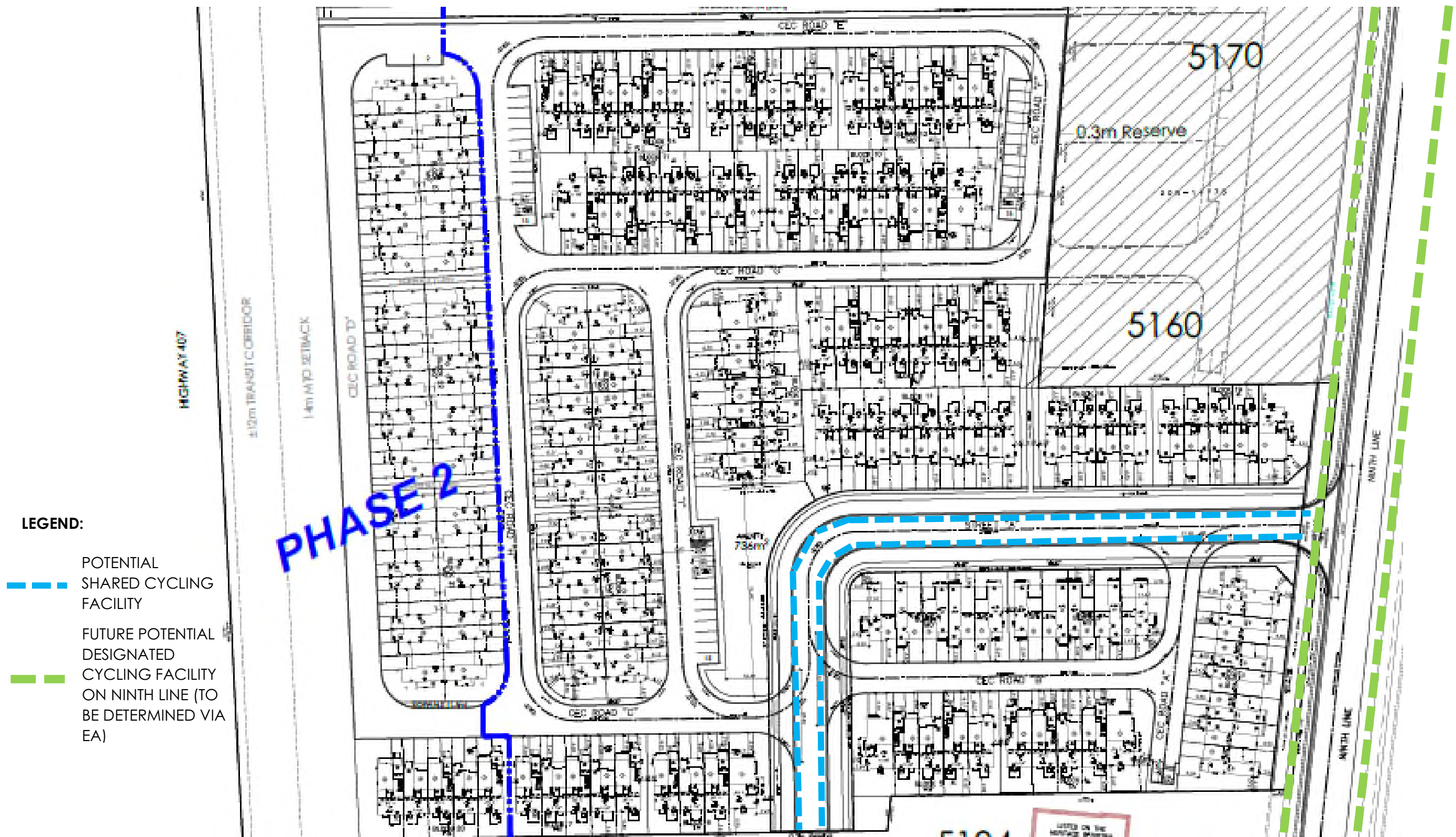


FIGURE 4: FUTURE TRAFFIC CALMING OPPORTUNITIES

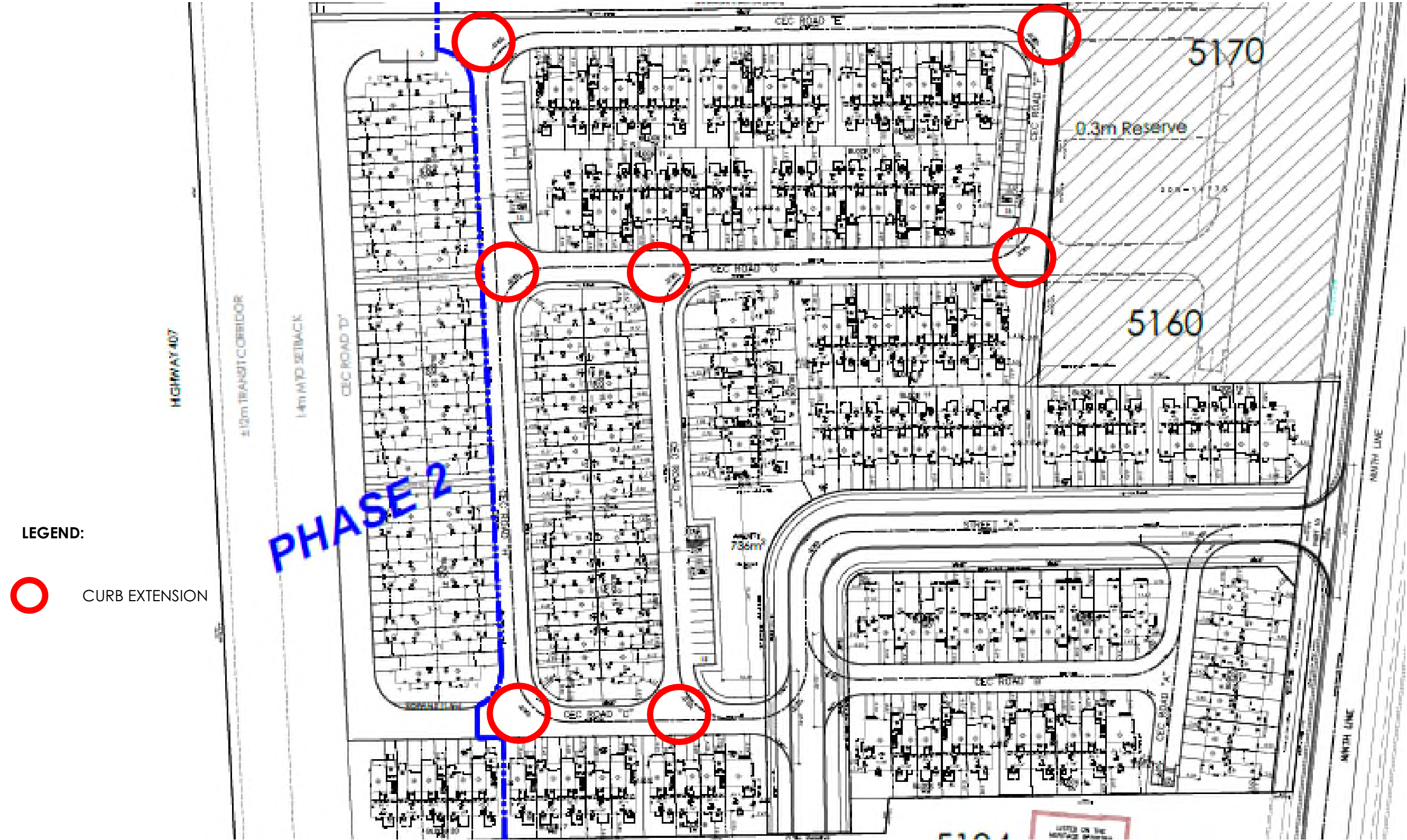
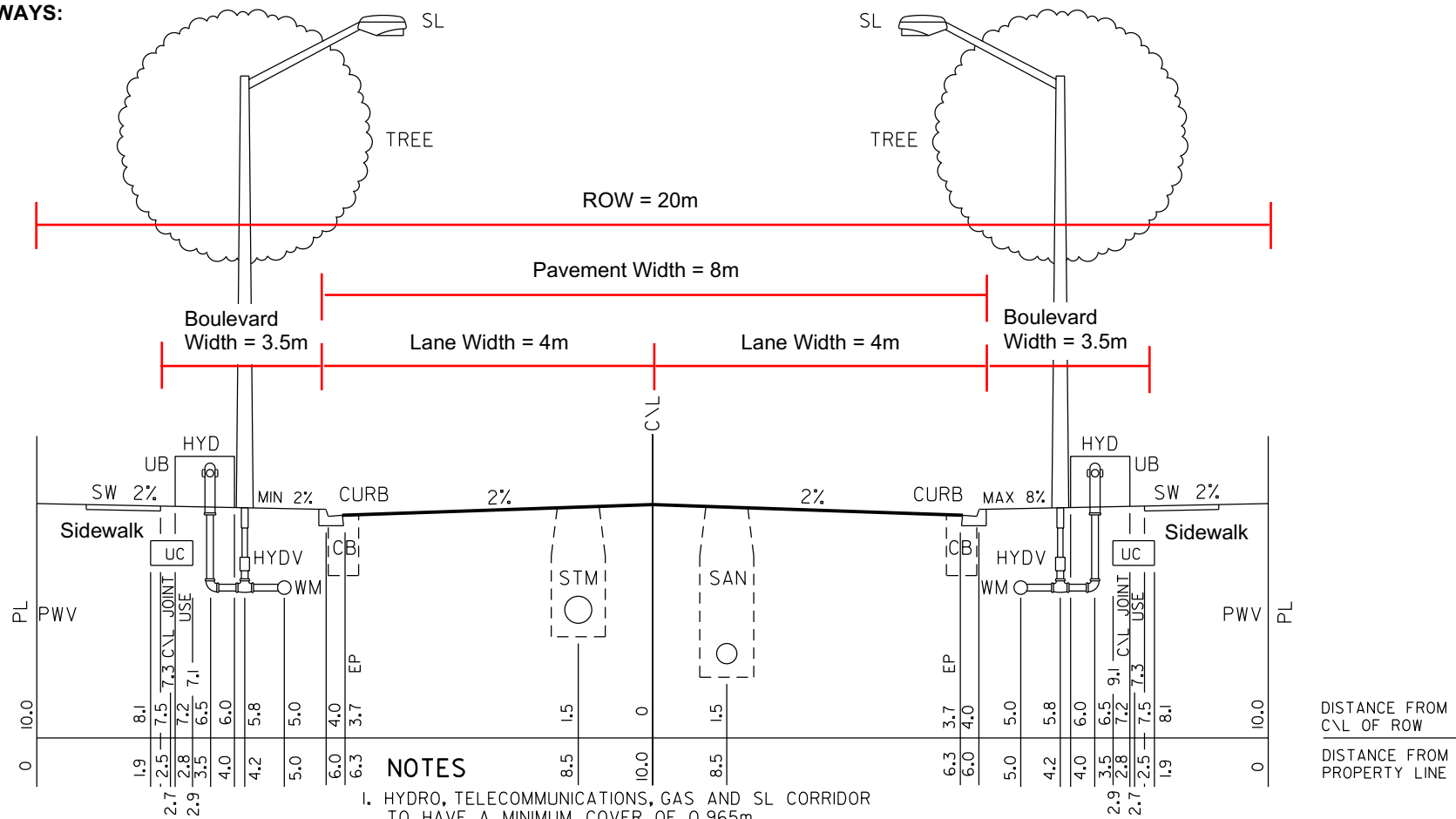


FIGURE 5: LOCAL ROADWAY CROSS-SECTION

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, TELECOMMUNICATIONS)
- UC - UTILITY CORRIDOR (HYDRO, TELECOMM, GAS, SL)
- UP - UTILITY POLE
- WM - WATERMAIN



STANDARD
LOCAL RESIDENTIAL ROAD
8.0m ROAD ON 20m ROW

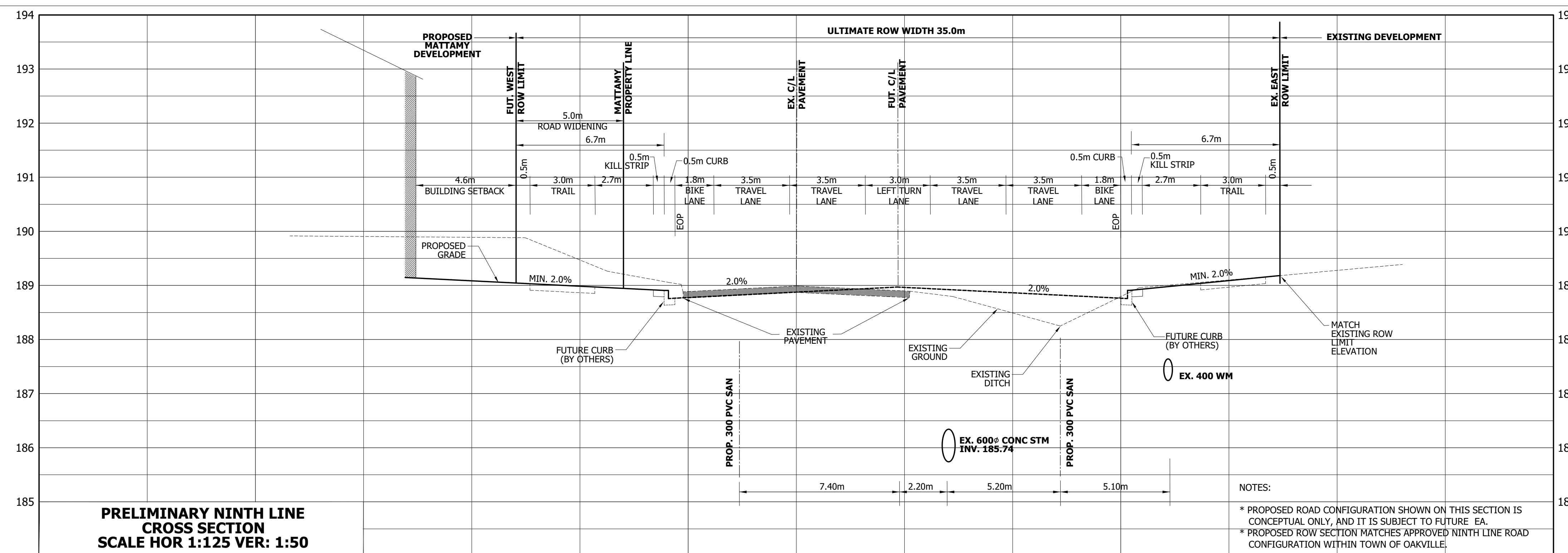
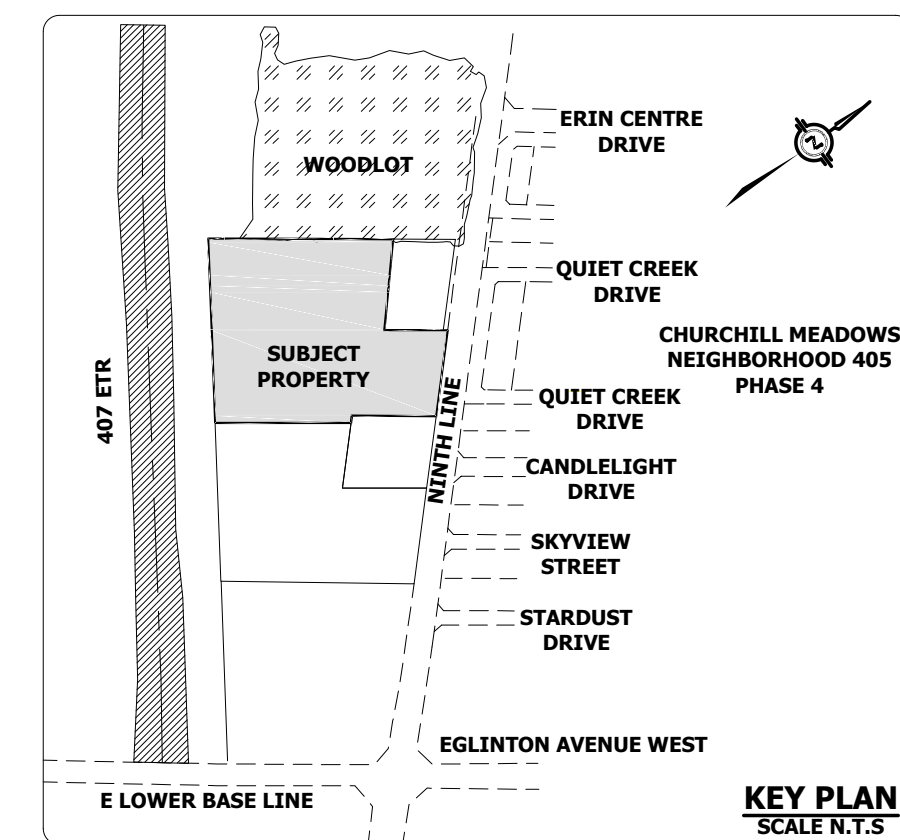
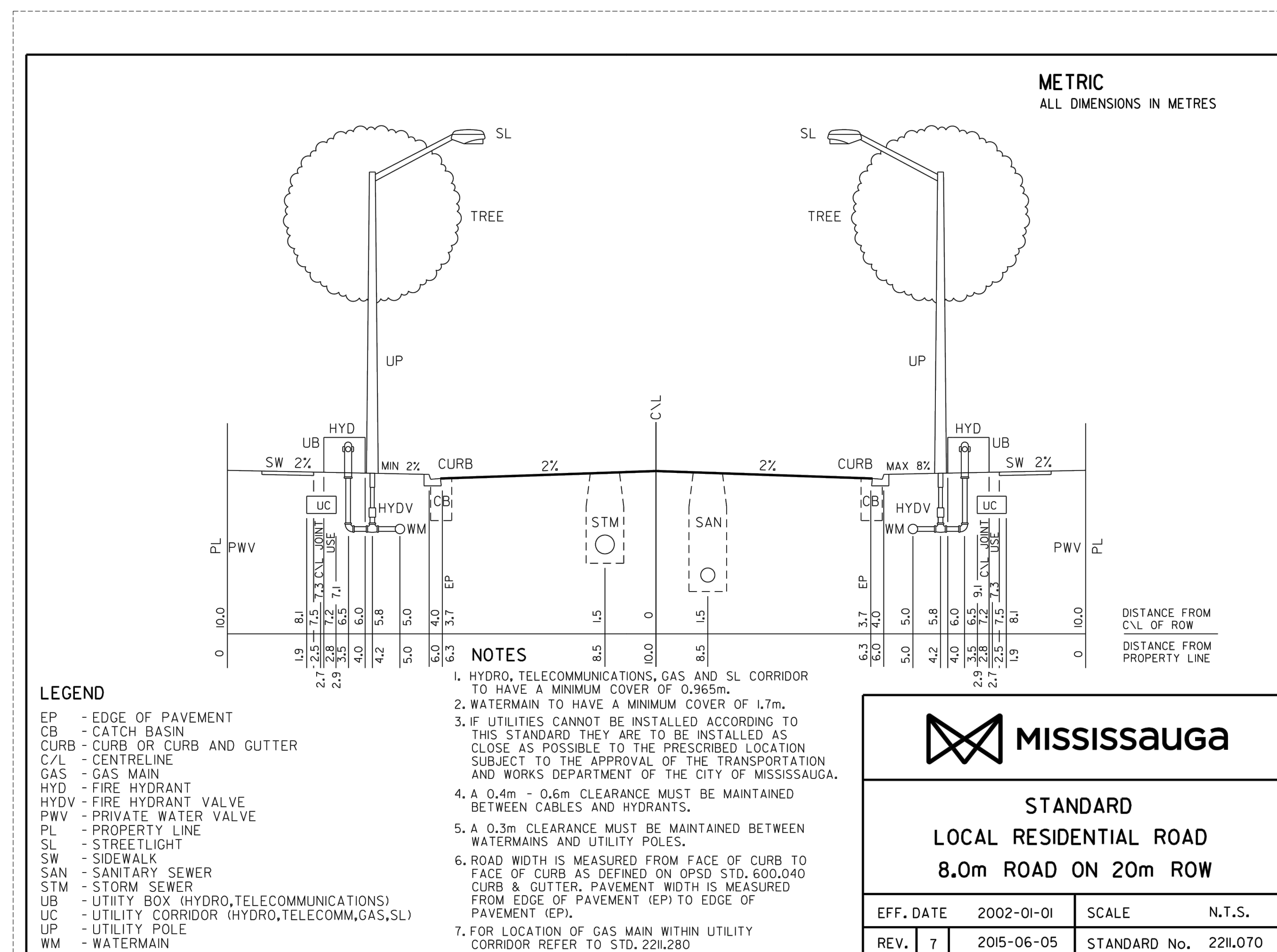
EFF. DATE		2002-01-01	SCALE	N.T.S.
REV.	7	2015-06-05	STANDARD No. 2211.070	




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



STANDARD
LOCAL RESIDENTIAL ROAD
8.0m ROAD ON 20m ROW

EFF. DATE			2002-01-01	SCALE	N.T.S.
REV.	7	2015-06-05		STANDARD No.	22II.070

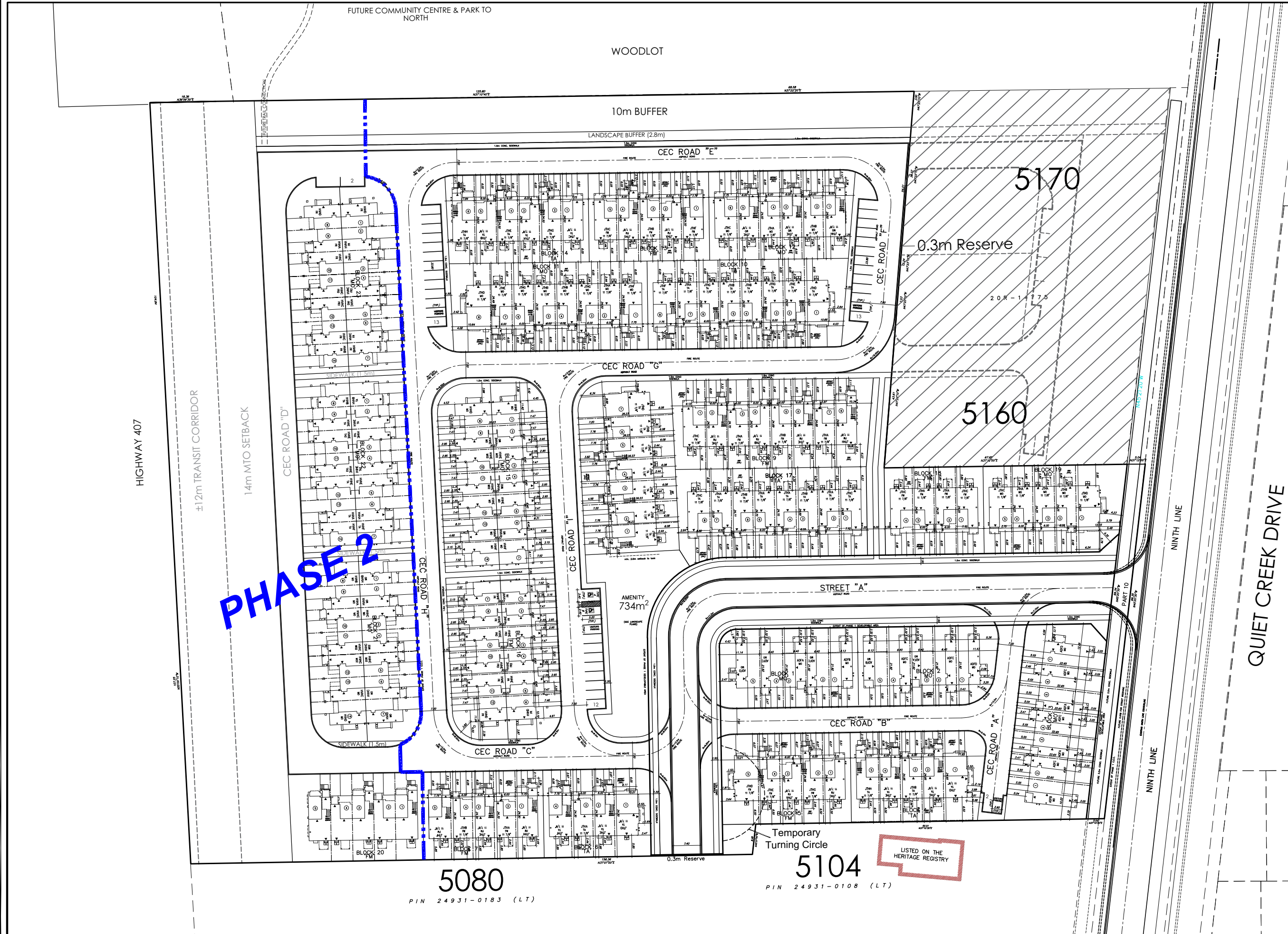


 <div> urbantech Urbantech Consulting, A Division of Leighton-Zec Ltd. 3760 14th Avenue, Suite 301, Markham, Ontario L3R 3T7 tel: 905.946.9461 fax: 905.946.9595 www.urbantech.com </div>			
<div> 5150 NINTH LINE MEDIUM DENSITY BLOCK </div>			
			
			
<div> ROW CROSS SECTIONS </div>			
PROJECT No.	DATE	SCALE	DWG No.
19-608	MAY 2020	1:100	4

ATTACHMENT A

Concept Plan

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5150 NINTH LINE

CONCEPT PLAN

Phase 1

Product Type	Phase 1	Phase 2
Dual Frontage Towns	17	0
Towns	67	5
Towns - Freehold	17	0
Back to Backs	26	42
Total	127	47

Phase 1 Total Area: ±3.18 ha
Phase 1 Developable Area: ±3.03 ha (excludes 10m Buffer and public road)
Phase 1 Density: 41.9 UPH

Phase 2 Total Area: ±0.96 ha
Phase 2 does not form part of this application
Phase 2 sitings are preliminary. Further details will be provided at a later stage.

Visitor Parking Required (excludes freehold):
Phase 1: 110 units x 0.25 spaces/unit = 28 spaces
Phase 2: 47 units x 0.25 spaces/unit = 12 spaces

Visitor Parking Provided: 42 total
40 spaces within Phase 1
2 spaces within Phase 2

Amenity Area (Both Phases):
Amenity Area Required for B2B units is the greater of 5% of lot area or 2.8 m2/unit

Amenity Provided: 734 m² (10.79 m²/unit)

GFA per Unit Type:
Front Loaded Towns: 202 m² - 218 m²
Dual Fronts: 171 m² - 187 m²
B2B: 149 m² - 152 m²

Scale 1:1000

October 22, 2020

206-277 Lakeshore Road East
Oakville, Ontario L6J 1H9
T: 905-237-0227
info@korsiak.com

ATTACHMENT B

ROW Justification Terms of Reference

Darren Loro

From: Craig Scarlett <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
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.

From: Ashlee Rivet <Ashlee.Rivet@mississauga.ca>
Sent: March 27, 2020 2:43 PM
To: Craig Scarlett <Craig.Scarlett@mattamycorp.com>; Tim Warner <Tim.Warner@mattamycorp.com>; Jim Levac <jiml@gsai.ca>
Cc: Chris Rouse <Chris.Rouse@mississauga.ca>; Ryan Au <Ryan.Au@mississauga.ca>; Emma Calvert <Emma.Calvert@mississauga.ca>; Lin Rogers <Lin.Rogers@mississauga.ca>; Cynthia Urdaneta <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.

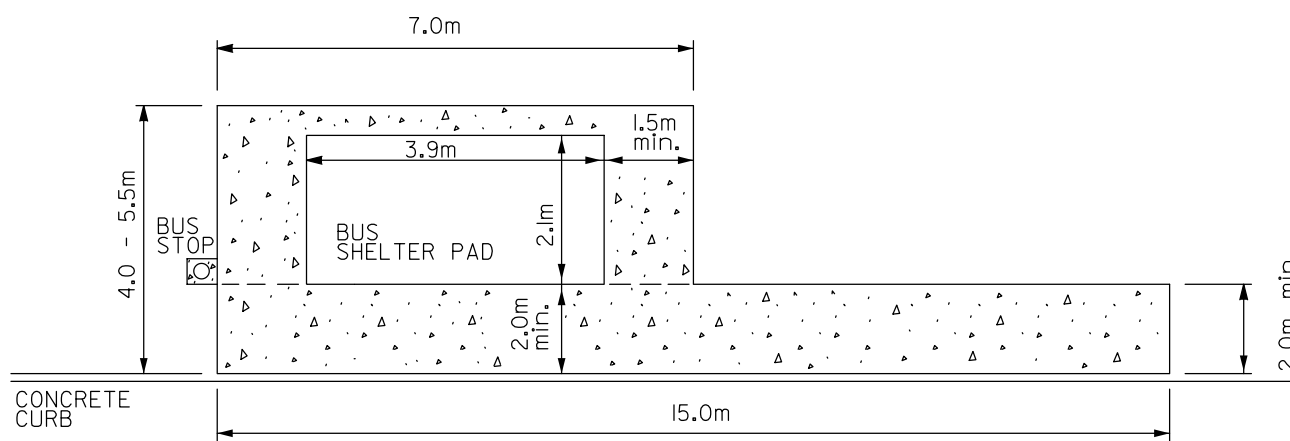
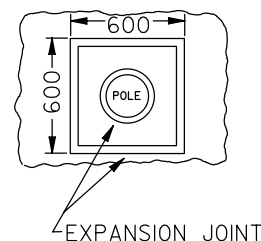
Traffic Planning Coordinator
T 905-615-3200 ext. 3713
ryan.au@mississauga.ca

[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:

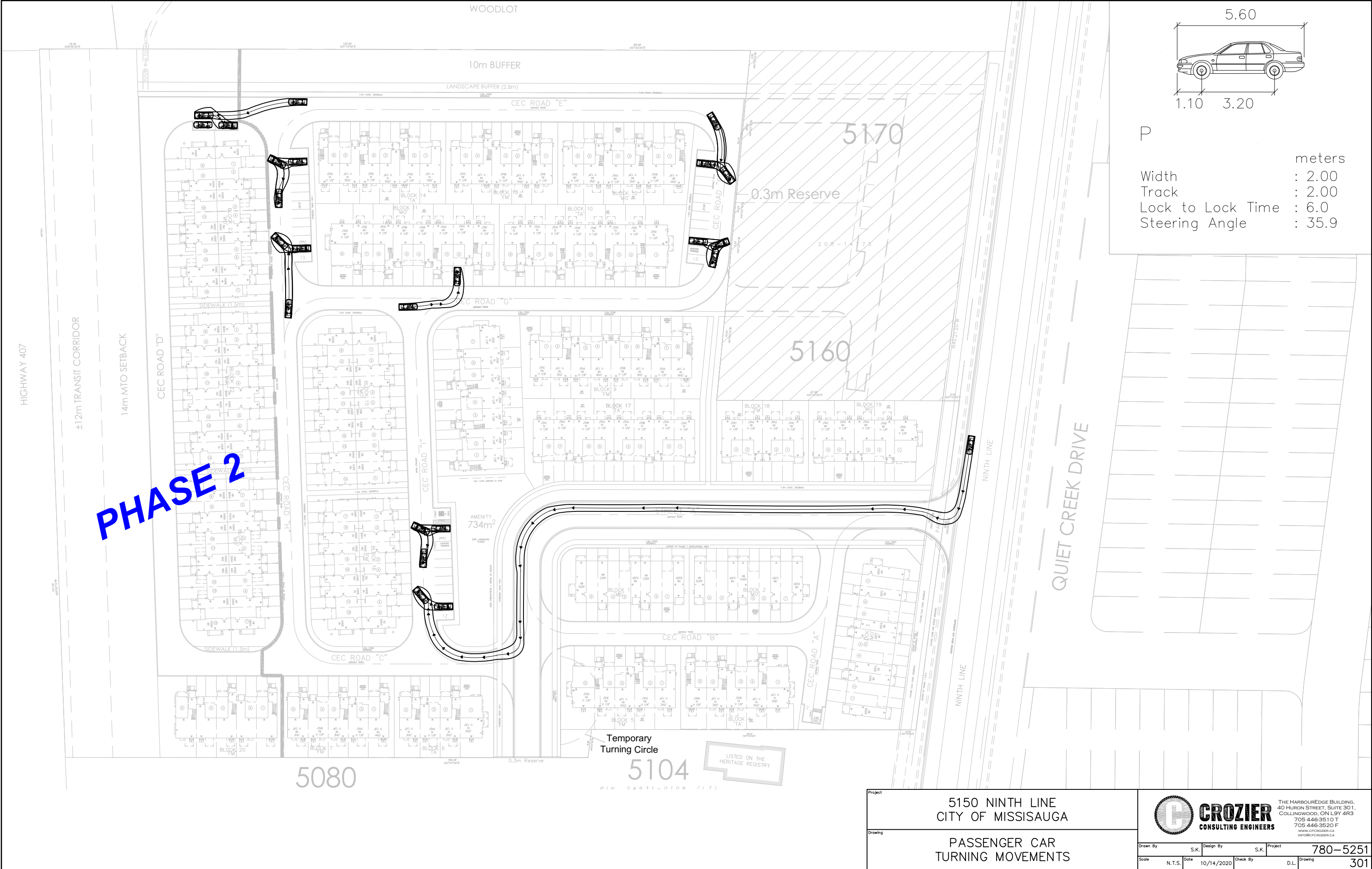
1. NOT TO SCALE.
2. FINAL PLATFORM MAY VARY. LOCATION AND SHELTER PLACEMENT TO BE APPROVED BY CITY OF MISSISSAUGA.
3. CONCRETE SHALL BE CSA C-2 AND IN ACCORDANCE WITH OPSS 351, OPSS 904 AND OPSS 1350
4. THIS STANDARD TO BE READ IN CONJUNCTION WITH CITY STANDARD SIDEWALK DWG. 2240.010, 2240.011 AND 2240.040
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.

CONCRETE BUS SHELTER PAD
AND PLATFORM

EFF. DATE: APRIL 2010			SCALE:	N.T.S.
REV.	3	DRAWN: JFA	STANDARD No.	2250.020

ATTACHMENT D

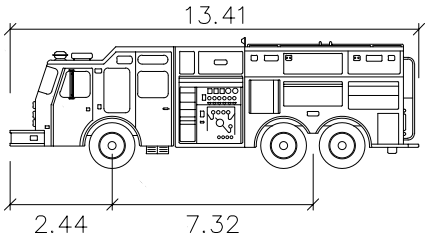
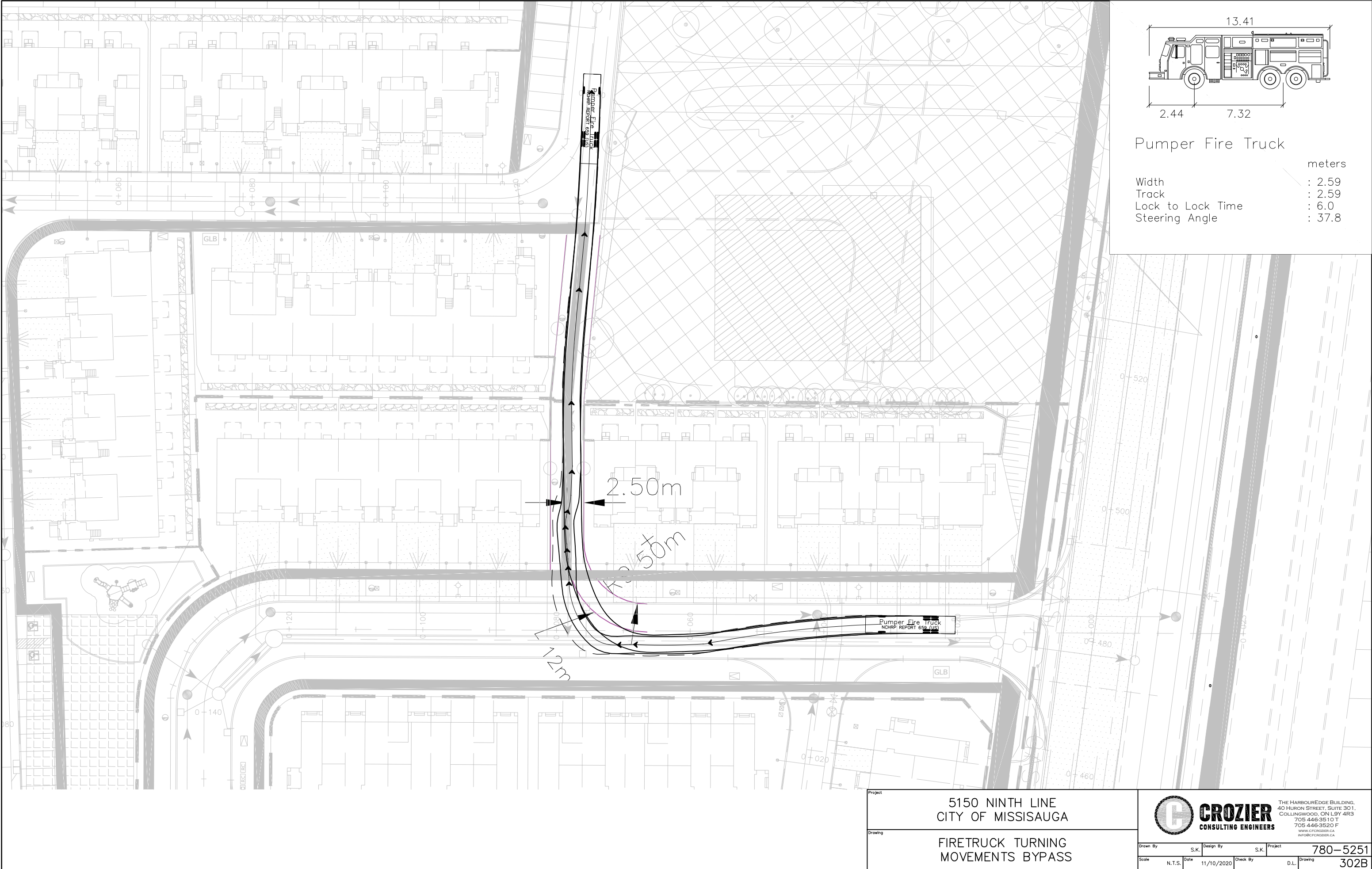
Vehicle Turning Diagrams



Project		5150 NINTH LINE CITY OF MISSISSAUGA	
Drawing		PASSENGER CAR TURNING MOVEMENTS	
Drawn By	S.K.	Design By	S.K.
Scale	N.T.S.	Date	10/14/2020
Check By	D.L.	Project	780-5251
		Drawing	301

**CROZIER**
CONSULTING ENGINEERS


THE HARBOUREDGE BUILDING,
40 HURON STREET, SUITE 301,
COLLINGWOOD, ON L9Y 4R3
705 446-3510 T
705 446-3520 F
WWW.CFCROZIER.CA
INFO@CFCROZIER.CA

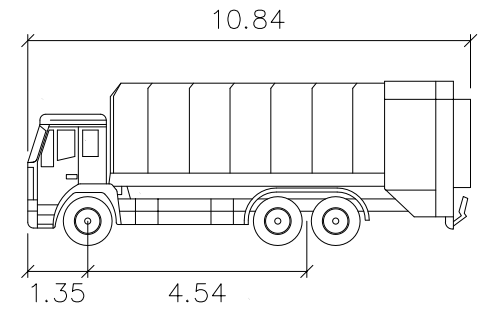
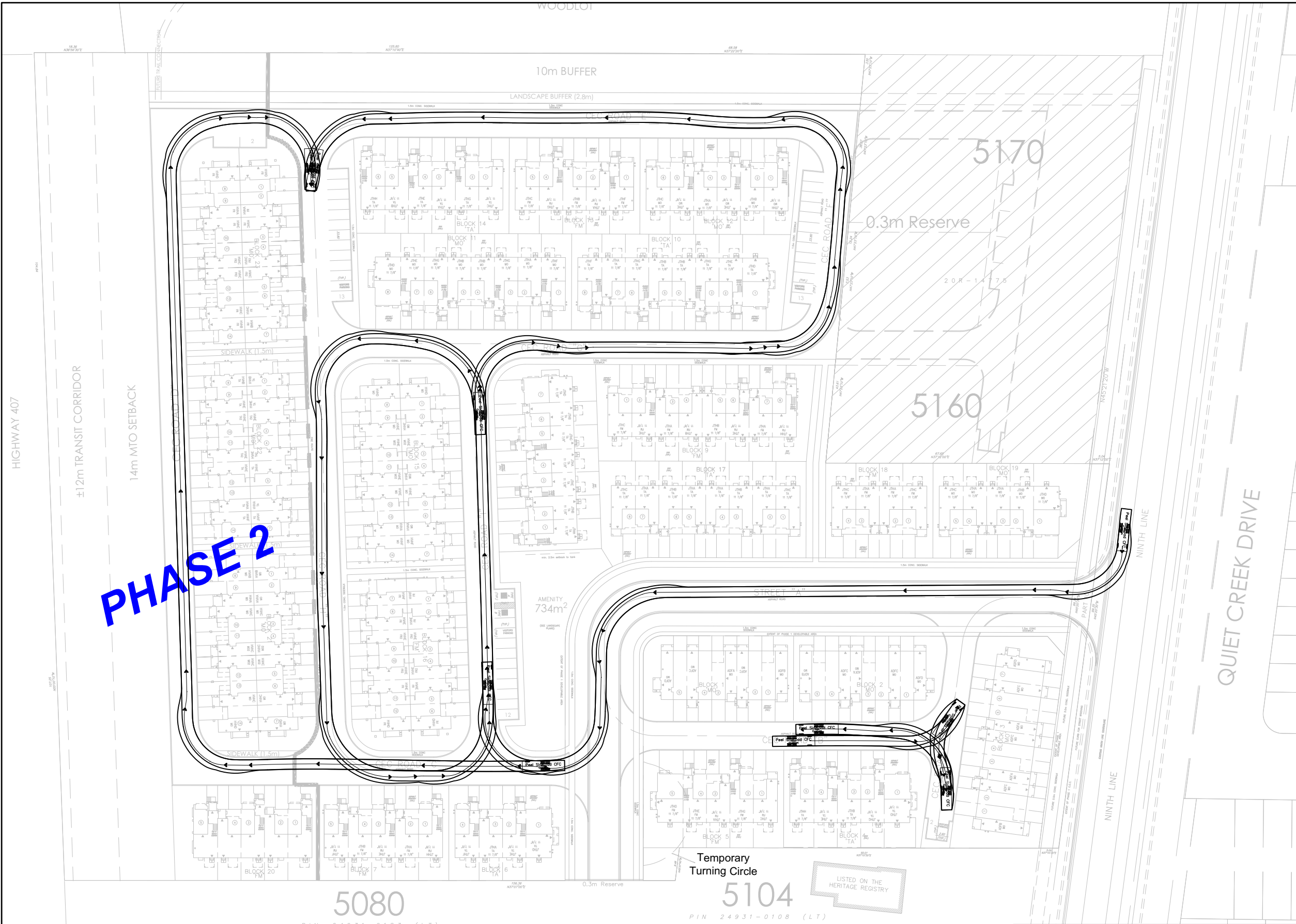


Pumper Fire Truck

	Width	: 2.59
	Track	: 2.59
	Lock to Lock Time	: 6.0
	Steering Angle	: 37.8


metres

Project		5150 NINTH LINE CITY OF MISSISSAUGA		 CROZIER CONSULTING ENGINEERS	THE HARBOUREDGE BUILDING, 40 HURON STREET, SUITE 301, COLLINGWOOD, ON L9Y 4R3 705 446-3510 T 705 446-3520 F WWW.CFCROZIER.CA INFO@CFCROZIER.CA	
Drawing		FIRETRUCK TURNING MOVEMENTS BYPASS				
Drawn By	S.K.	Design By	S.K.	Project	780-5251	
Scale	N.T.S.	Date	11/10/2020	Check By	D.L.	Drawing 302B



Peel Sideload CFC

Width : 2.62
Track : 2.62
Lock to Lock Time : 6.0
Steering Angle : 20.4

Project		5150 NINTH LINE CITY OF MISSISSAUGA		 CROZIER CONSULTING ENGINEERS	THE HARBOUREDGE BUILDING, 40 HURON STREET, SUITE 301, COLLINGWOOD, ON L9Y 4R3 705 446-3510 T 705 446-3520 F WWW.CFCROZIER.CA INFO@CFCROZIER.CA				
Drawing		WASTE COLLECTION TURNING MOVEMENTS							
Drawn By		S.K.	Design By		S.K.	Project	780—5251		
Scale		N.T.S.	Date	10/14/2020		Check By	D.L.	Drawing	303