

RIGHT OF WAY PACKAGE

**142-148 QUEEN STREET
MIXED-USE RESIDENTIAL DEVELOPMENT**

**CITY OF MISSISSAUGA
REGION OF PEEL**

**PREPARED FOR:
DEZEN REALTY COMPANY LTD.**

**PREPARED BY:
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MARCH 2024

CFCA FILE NO. 1419-6615

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CROZIER

Revision Number	Date	Comments
Rev. 0	July 2023	Issued for DARC 2 Internal Review
Rev. 1	August 2023	Issued for DARC 2 Submission
Rev. 2	February 2024	Issued for DARC 3 Review
Rev. 3	March 2024	Issued for DARC 3 Submission

Executive Summary

C.F. Crozier & Associates (Crozier) was retained by De Zen Realty Co. Ltd. to complete a Right of Way (ROW) package for public roadways proposed for a mixed-use residential development situated at 120-128, 154-158 Queen Street South, 140-148 Queen Street South, and 169 Crumbie Street in the City of Mississauga, Region of Peel.

The review undertaken herein was completed using the Draft Master Site Plan prepared by SRM, dated March 8, 2024. The proposed development is divided into nine (9) buildings and consist of three (3) new public Right-of-Ways, and a Market Square.

Interim Phase

- The subject site proposes two interim 15.5 metre wide public roads titled Interim Street 'A' and Interim Street 'B' as part of Phase 1 to support the initial build-out of Buildings '1A' and '1B'.
- The proposed public roads provide a 15.5 metre ROW throughout their respective alignments, which represents the City standard ROW with the smaller 4.5m boulevard removed. In addition, the proposed ROW includes a narrowed 7.0 metre wide road with 3.5 metre travel lanes in each direction rather than the City standard 8.0 metre width. However, it is noted that there is also additional pavement width provided to support auxiliary lanes at the Queen Street intersection, as well as the on-street parking/pick-up and drop-off areas. A 2.0 metre sidewalk is also provided along the building frontages.

Ultimate Phase

- The subject site proposes three ultimate 20.0 metre public roads Street 'A', Street 'B', and Street 'C'. It is noted that Street 'C' may have a different materiality through the market square such as pavers.
- The City of Mississauga standard drawing for a 20.0 metre local residential road was reviewed and the proposed ROW generally reflects the City Standard except for a narrowed pavement width from 8.0 metres to 7.0 metres. In addition, some sections of the roadway have been modified to provide additional space for lay-by parking and pick-up/drop-off areas to support short-term activities.
- The proposed ROW width also includes sufficient space for a 2.0 metre sidewalk on both sides of all the public roadways that will provide connections to the existing sidewalks on Queen Street and Crumbie Street, as well as any future facilities on William Street.

Furthermore, the reduced overall pavement width in both interim and ultimate phases is considered necessary to encourage slower speeds and to allow additional space for lay-by parking and pick-up/drop-off area. Furthermore, the pavement width is sufficient per the Transportation Association of Canada Geometric Design Guidelines for Canadian Roads.

It is recommended that the extension of Crumbie Street provide a straight alignment through a consistent offset from the rail corridor. However, it is understood that there is currently a small piece of land that is owned by the condo corporation at 32 Tannery Street that will need to be included within the ROW alignment south of the Subject Lands to maintain a straight ROW alignment.

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1.0 Introduction

C.F. Crozier & Associates (Crozier) was retained by De Zen Realty Co. Ltd. to undertake a Right-of-Way study for public roadways for the proposed mixed-use residential development situated at 120-128, 154-158 Queen Street S, 140-148 Queen Street S, and 169 Crumbie Street in the City of Mississauga, Region of Peel.

The Right of Way (ROW) Package has been prepared along with the Transportation Impact Study to support Official Plan Amendment for the entire area envisioned for the development, as well as a joint Zoning By-Law Amendment to support Phase 1, which includes the block containing Building '1A' and Building '1B'.

The package evaluates the Right-of Way for public roadways that are being proposed in the development, taking into account the City of Mississauga's standards for a local roadway. While the Right-of-Way width meets the city's requirements, the cross-sections are different from the expected standard. As a result, draft cross-sections have been prepared for review.

It is noted that City staff indicated that the ROW package only needs to contain a review of the public roadways.

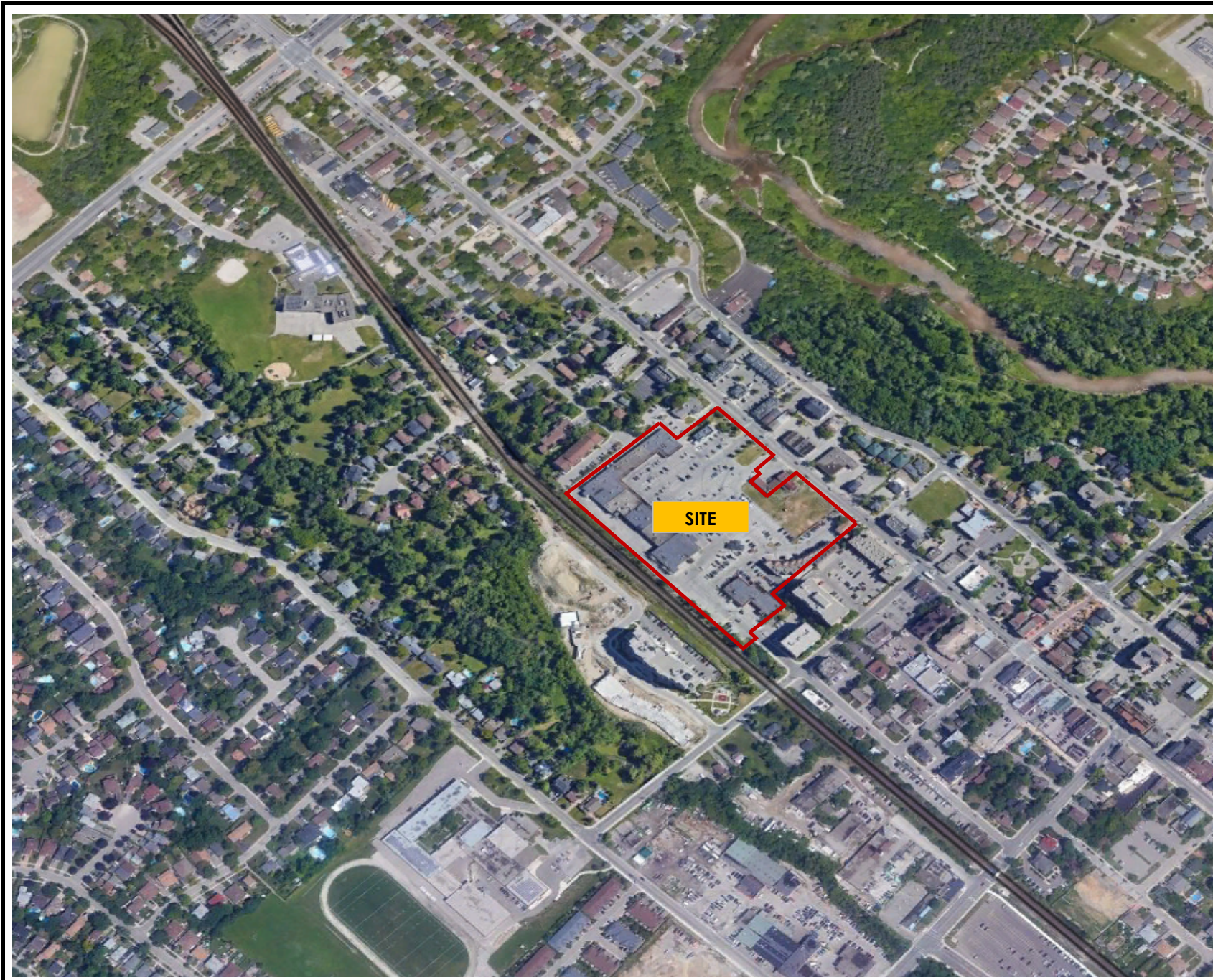
1.1 Site Description

The subject site is divided into nine (9) buildings as well as three (3) new public Right-of-Ways and a Market Square as discussed:

- **Street 'A'** proposes 20.0 metre ROW width running north south. It connects into existing signalized intersection via Queen Street with a 10.0 metre pavement width for outbound left and right turn lanes and an inbound lane. Subsequently, a 7.0-metre pavement width is maintained until the intersection at Street 'B'. It generally has a 2.0 metre sidewalk on either side.
- **Street 'B'** proposes a 20 metre ROW with a 7.0 metre pavement width and is a north-south extension of William Street that will form a new three leg intersection with Street 'A' and Street 'C'. It generally has 2.0 m sidewalk on either side with a pick-up/drop-off area on one side and lay-by parking on other side.
- **Street 'C'** proposes a 20 metre ROW with a 7.0 metre pavement width. It extends north-south from William Street and includes a 90-degree bend connecting east-west to form a three-leg intersection with Queen Street. The current access will be marginally adjusted towards the north. The street accommodates lay-by parking on one side from the Queen Street access to the intersection with Street 'B,' with drop-off available on one side thereafter until the 90-degree bend. Sidewalks measuring 2.0 metres will be present on both sides.

The proposed intersection alignment for all streets is set at approximately 90 degrees (perpendicular) to provide good sightlines and improve safety. Additionally, the extensions of the streets are planned to align with the existing roadways, namely William Street and Crumbie Street, to provide a smooth transition to the adjacent lands.

Refer to **Figure 1** for the site location.



Legend



SITE BOUNDARY

140-148 Queen Street South

Site Location



Figure 1

Project No. 1419-6615
Date: 14-07-2023
Analyst: Aarzo.D

2.0 City of Mississauga Right-of-Way Requirements

The City of Mississauga Standard drawing 2211.070 for Local Residential Road was reviewed to assess the Right-of-Way requirement for public roadways proposed within the development. It is noted that the City's standard local road has the following requirements:

- An 8.0 metre roadway width on a 20.0 metre ROW
- A 3.5 metre boulevard width on both sides of the roadway allocated to utilities including lighting fixture, fire hydrant and underground servicing
- A 1.5 metre sidewalk on both sides
- The remaining 1.0 metre on each side of the road is buffer from sidewalk to edge of ROW

It is noted that the City's Standard Drawing 2211.070 has not been updated since 2015, and generally does not include lay-by parking or pick-up/drop-off area.

The proposed site will have increased density compared to a typical development and given the surrounding urban nature and mix of uses. Therefore, modifications have been proposed to reduce the travelled roadway width from 8.0 metres to 7.0 metres as a traffic calming measure that will decrease vehicle travel speeds and increase safety for vulnerable road users.

The reduced pavement width also allows for wider 2.0 metres sidewalks to be built compared to the typical 1.5 metre City standard. The modifications also include pick-up/drop-off area and lay-by parking in the public right of way for short-term activities.

The modifications to the Public ROW are shown in further detail in Section 3 and 4 below.

3.0 Public ROW Plan Views

This section discusses the plan views of the proposed public roadways including pedestrian facilities, on-street parking/curbside management, and traffic calming measures.

Appendix A shows the plan view of the public ROW outlined in the context plan, emphasizing the phase 01 ROW and master plan for the full buildout as well as the locations of the cross-sections on the proposed roads.

3.1 Interim Scenario

This section specifically discusses the public roadways pertaining to Phase 1, encompassing Building '1A' and Building '1B'. The existing commercial plaza and parking lot will be preserved throughout Phase 1. Consequently, achieving a 15.5 m ROW during Phase 01 differs from the required 20 m ROW due to constraints imposed by the existing commercial plaza.

3.1.1 Interim Street 'A'.

At the eastern end of Interim Street 'A', where it connects to Queen Street South, there is a proposed right-of-way (ROW) width of 15.5 metres. Street 'A' forms a three-leg intersection with Queen Street, offering dedicated outbound lanes for eastbound left-turn and eastbound right-turn traffic, as well as a single incoming lane. To accommodate the turning lanes, the roadway width is widened to 10.0 metres from the access to midblock of the Street 'A' to satisfy queues at the site access. The pavement width further narrows down to 7.0 metres till the intersection with Interim Street 'B' and ROW remains at 15.5 metres.

Furthermore, a 2.0 metre sidewalk is located on south side separated by a boulevard. Lay-by parking is allocated on western part of the street. An island, approximately 1.9 metres wide, is present on the north side of the street to separate parking stalls from the street.

3.1.2. *Interim Street 'B'*

Interim Street 'B,' extending from north to south until the condominium driveway, is planned to become a public ROW in phase 1. It includes two travel lanes, one in each direction. On the east side, there is a 2.0-metre-wide sidewalk, along with a 4.1 metre wide pick-up/drop-off area adjacent to the sidewalk. The west side features an island that serves as a separation from parking stalls.

3.2 **Ultimate Scenario**

The section focuses on three public roadways Street 'A', Street 'B' and Street 'C' in the ultimate scenario that shows the full-build out of the proposed development. A 20 metre ROW is proposed for all the public roadways.

3.2.1. *Street 'A'*

At the eastern end of Street 'A', where it connects to Queen Street South, there is a proposed ROW width of 20 metres. Street 'A' forms a three-leg intersection with Queen Street, offering dedicated outbound lanes for eastbound left-turn and eastbound right-turn traffic, as well as a single incoming lane. To accommodate the turning lanes, the roadway width is widened to 10.0 metres from the access to midblock of the Street 'A' to satisfy queues at the site access. The pavement width further narrows down to 7.0 metres till the intersection with Street 'B' and ROW remains at 20.0 metres.

Furthermore, a 2.0 m sidewalk is located on both sides of Street 'A,' offering designated spaces for pedestrians. Bicyclists are expected to share the road with motor vehicles. Lay-by parking is allocated on the north side for the first half of Street 'A' from the access via Queen Street. On the south side, lay-by parking is designated, and a pick-up/drop-off area is assigned on the north side for the latter half of Street 'A' until the intersection with Street 'B'.

3.2.2. *Street 'B'*

Street 'B' running north-south consists of two travel lanes, one in each direction. It is an extension of William Street and connects to Street 'C' to form a three-leg intersection. The street consists of pick-up/drop-off area in front of Building '1A' and Building '1B' and lay-by parking area in front of Building '3A'. The street also consists of 2.0 metre sidewalk on both sides.

3.2.3. *Street 'C'*

Street 'C' extends westwards from the intersection with Queen Street and then makes a 90-degree bend in north-south direction connecting Crumbie Street. It features two travel lanes, one for each direction. Lay-by parking is allocated in front of Building '1B', and pick-up/drop-off area is allocated in front of Building '2A'.

Furthermore, a 2.0 metre sidewalk is available on either side between Street 'B' and Crumbie Street extension and only on north side between Queen Street and Street 'C' due to the presence of Market Square on south side which is pedestrian friendly. The sidewalk in the north-south portion maintains offset from the rail corridor as it runs parallel on east side of the subject site.

4.0 Cross-Sections

This section discusses the typical cross-sections details of each street including road classification, right-of-way width, pavement and lane widths, boulevard widths, sidewalks and curbs.

Please take note that the landscape buffer located beyond the sidewalks is privately dedicated and does not fall within the public ROW. As a result, the ROW width does not encompass the landscape buffer.

4.1 Interim Scenario

The section focuses on the public roadways only related to Phase 1 that consists of Building '1A' and Building '1B'. The 15.5 metre ROW and cross-section is discussed further.

The Cross-Section figures are attached in **Appendix B**.

4.1.1. Cross-Section A

Interim Street 'A' proposes a 15.5 metre public ROW. The eastbound left-turn and eastbound right-turn outbound lanes are proposed to be 3.3 metres wide, and the inbound travel lane is proposed to be 3.4 metre width. A total pavement width of 10.m is provided for this section to well accommodate the inbound and outbound lanes. On the south side, a 2.0 metre sidewalk, separated by a 1.0 metre wide boulevard, is proposed. Due to constraints imposed by existing commercial plaza parking stalls on the north side, only an approximate 1.9 metre boulevard will be available.

4.1.2. Cross-Section B

Interim Street 'A' proposes a 15.5 metre public ROW. A 3.5-metre-wide travel lane is proposed in each direction, with a 2.0-metre-wide sidewalk only on south side separated by a 1.3 metre wide boulevard. A 2.6 metre wide lay-by parking is proposed in front of the Building '1A'. Due to the constraints imposed by existing parking stalls on east side, only a 2.1 metre wide boulevard is provided.

4.1.3. Cross-Section C

Interim Street 'B' proposed a 15.5 metre public ROW. A 3.5-metre-wide travel lane is proposed in each direction, with a 2.0-metre-wide sidewalk only on west side adjacent to a 4.1 metre wide pick-up/drop-off area in front of Building '1A'. On the east side, an approximate 1.9 metre wide island is provided, creating a separation between the travel lane and parking stalls that do not fall within the public ROW.

4.2 Ultimate Scenario

The section highlights the three public ROW Street 'A', Street 'B', and Street 'C' at the time of full build-out.

The Cross-Section figures are attached in **Appendix C**.

4.2.1. Cross Section A

Street 'A' proposes 20 metre public ROW. The eastbound left-turn and eastbound right-turn outbound lanes are proposed to be 3.3 metres wide, and the inbound travel lane is proposed to be 3.4 metre width. A total roadway width of 10 metre is provided for this section to well accommodate the inbound and outbound lanes. A 2.0-metre-wide sidewalk is proposed on both sides separated by 1.0 metre wide landscape area on south side and 1.4 metre wide landscape area on north side. The curbs at the edge of the pavement are 0.5 metre wide. A 2.6 metre-wide lay by parking is provided on north side to serve short-term parking demand.

4.2.2. Cross-Section B

Street 'A' proposes a 20 metre public ROW. A 3.5 metre wide travel lane is proposed in each direction, with a 2.0 metre wide sidewalk on both sides. The sidewalk is separated by a 1.3 metre boulevard on the south side and is adjacent to the pick-up/drop-off area on the north side. A 4.1 metre-wide pick-up/drop-off area is proposed on the north side, and a 2.6 metre wide lay-by parking is proposed on the south side.

4.2.3. Cross-Section C

Street 'C' proposes a 20-metre public ROW. A 3.5 metre wide travel lane is proposed in each direction with 0.5 metre wide curbs adjacent to the travel lanes. Additionally, there is a 2.0 metre wide sidewalk on both sides, separated by a 3.9 metre wide boulevard on each side.

4.2.4. Cross-Section D

Street 'C' proposes a 20 metre public ROW. A 3.5 metre wide travel lane is proposed in each direction, with a 2.0 metre-wide sidewalk on both sides. The sidewalk is separated by 3.9 metre wide boulevard on west side and is adjacent to the pick-up/drop-off area on the east side separated by 0.5 metre wide curb. A 4.1 metre wide pick-up/drop-off area is proposed on the east side.

4.2.5. Cross-Section E

Street 'C' proposes a 20 metre public ROW. A 3.5 metre wide travel lane is proposed in each direction, with a 2.0-metre-wide sidewalk on both sides. The sidewalk is separated by a 1.3 metre boulevard on the west side and is adjacent to the pick-up/drop-off area on the east side separated by 0.5 metre wide curb from the travel lane. A 4.1 metre wide pick-up/drop-off area is proposed on the east side, and a 2.6 metre wide lay-by parking is proposed on the west side.

4.2.6. Cross-Section F

Street 'C' proposes a 20 metre public ROW. A 3.5 metre wide travel lane is proposed in each direction, with a 2.0 metre wide sidewalk on both sides. The sidewalk is separated by a 3.9 metre wide boulevard on north side and is adjacent to the pick-up/drop-off area on the south side. A 4.1 metre wide pick-up/drop-off area separated by a 0.5 metre wide curb is proposed on the south side.

4.2.7. Cross-Section G

Street 'C' proposes a 20 metre public ROW. A 3.5 metre wide travel lane is proposed in each direction, with a 2.0 metre wide sidewalk on both sides. The sidewalk is separated by a 4.0 metre boulevard on both sides. The sidewalk on west side maintains offset from the rail corridor.

4.2.8. *Cross-Section H*

Street 'C' proposes a 20 metre public ROW. The entirety of the street facing the market square will feature block paving. Each direction will have a proposed 3.5 metre wide travel lane, accompanied by a 2.0 metre wide sidewalk on the north side. The market square, located on the south side, will be block paved and designed to be pedestrian-friendly. Within the market square, a 6.0 metre wide block-paved path with landscape trees is included as part of the public ROW. Additionally, a 2.6 metre wide lay by parking area is proposed on the north side.

5.0 Street 'A' Extension via Crumbie Street

The north-south portion of Street 'C' is proposed to be an extension of Crumbie Street. It is noted that the survey conducted for Crumbie Street and the adjacent properties reveals that a small portion of the existing Crumbie Street is within the ownership of the Condo lands located at 32 Tannery Street. However, it is worth noting that based on Google imagery, no construction or development has been undertaken in that specific area as it currently serves as the driveway access for the condo.

Further, Crumbie Street does not currently have a standard ROW width, which will create tie-in issues where the proposed Street 'A' alignment meets Crumbie Street. In order to provide a consistent ROW width and roadway alignment in the future, it is recommended that the City potentially acquire the necessary lands within the condo and rail corridor ownership.

The proposed plans protect for a 20.0 metre ROW for Street 'C' running north-south within the Subject Lands and allow for the continuation of this ROW should the City purchase the necessary lands and should the condo building at 32 Tannery Street ever redevelop.

In the interim, a transition will be necessary to be detailed between the proposed 20.0 metre ROW on the subject lands and the existing narrower ROW on Crumbie Street.

6.0 Conclusion

The findings and recommendations of Right of Way Package are summarized as the following:

- The subject site proposes two interim 15.5 metre wide public roads titled Interim Street 'A' and Interim Street 'B' as part of Phase 1 to support the initial build-out of Buildings '1A' and '1B'.
- The proposed public roads provide a 15.5 metre ROW throughout their respective alignments, which represents the City standard ROW with the smaller 4.5m boulevard removed. In addition, the proposed ROW includes a narrowed 7.0 metre wide road with 3.5 metre travel lanes in each direction rather than the City standard 8.0 metre width.
- However, it is noted that there is also additional pavement width provided to support auxiliary lanes at the Queen Street intersection, as well as the on-street parking/pick-up and drop-off areas. A 2.0 metre sidewalk is also provided along the building frontages.
- The subject site proposes three ultimate 20.0 metre public roads Street 'A', Street 'B', and Street 'C'. It is noted that Street 'C' may have a different materiality through the market square such as pavers.
- The City of Mississauga standard drawing for a 20.0 metre local residential road was reviewed and the proposed ROW generally reflects the City Standard except for a narrowed pavement width from 8.0 metres to 7.0 metres. In addition, some sections of the roadway have been modified to provide additional space for lay-by parking and pick-up/drop-off areas to support short-term activities.
- The proposed ROW width also includes sufficient space for a 2.0 metre sidewalk on both sides of all the public roadways that will provide connections to the existing sidewalks on Queen Street and Crumbie Street, as well as any future facilities on William Street.
- The narrowed pavement widths are recommended since they will still function for critical design vehicles while also serving as a traffic calming measure to reduce travelled vehicle speeds through the area and therefore increase the safety of vulnerable road users.

We trust that this package satisfies any transportation related concerns associated with the proposed ROW for the mixed-use residential development. Should you have any questions or require any further information, please do not hesitate to contact the undersigned.

Respectfully submitted,

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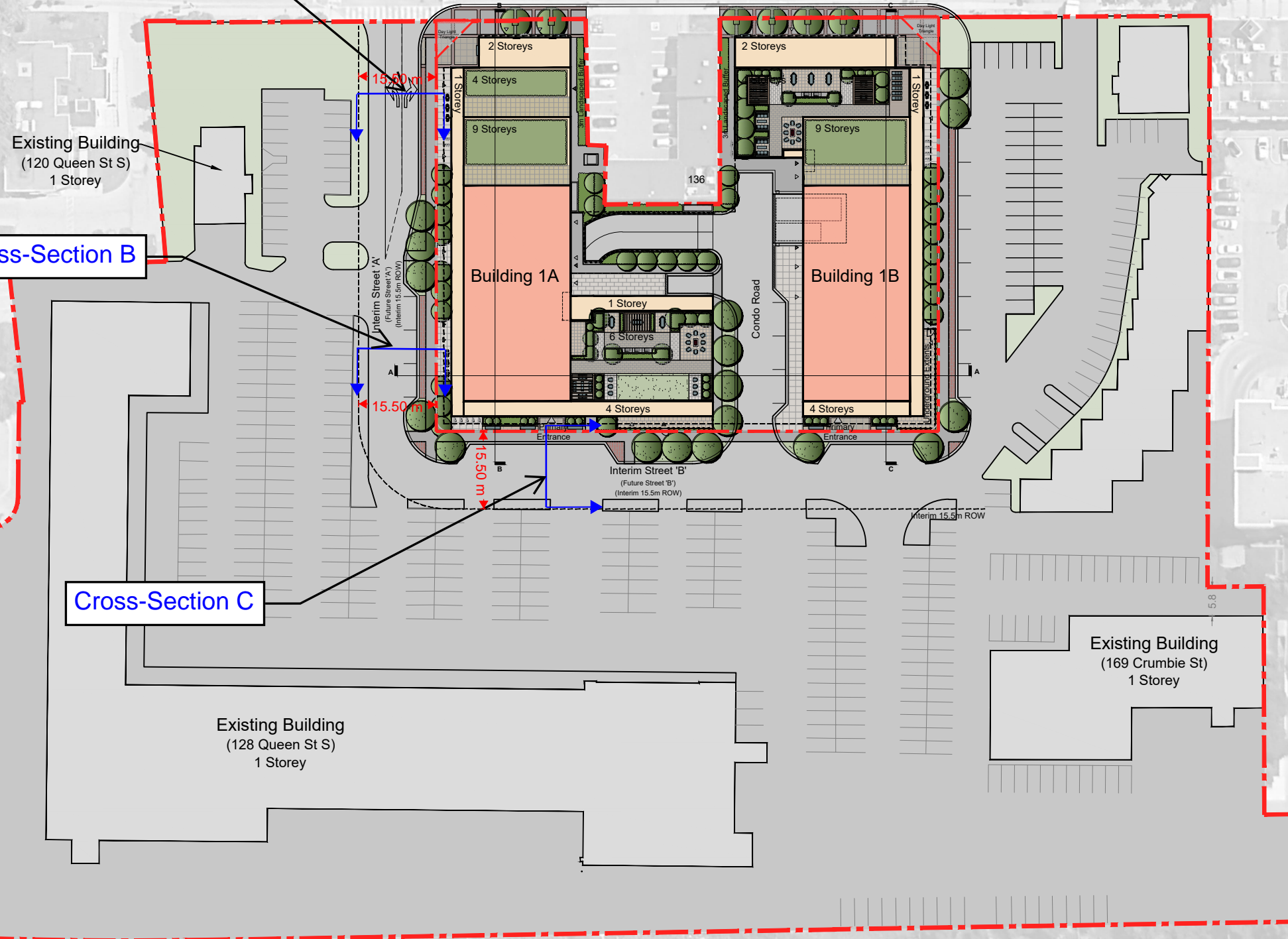
Appendix A

Plan Views of Local Residential Roadways

Cross-Section A

Cross-Section B

Cross-Section C



Queen St S

Existing Building
(120 Queen St S)
1 Storey

Existing Building
(128 Queen St S)
1 Storey

Existing Building
(169 Crumie St)
1 Storey

Building 1A

Building 1B

Interim Street 'B'
(Future Street 'B')
(Interim 15.5m ROW)

Interim Street 'A'
(Future Street 'A')
(Interim 15.5m ROW)

Condo Road

15.50 m

15.50 m

15.50 m

Interim 15.5m ROW

5.8



Cross-Section A

Cross-Section H

Cross-Section B

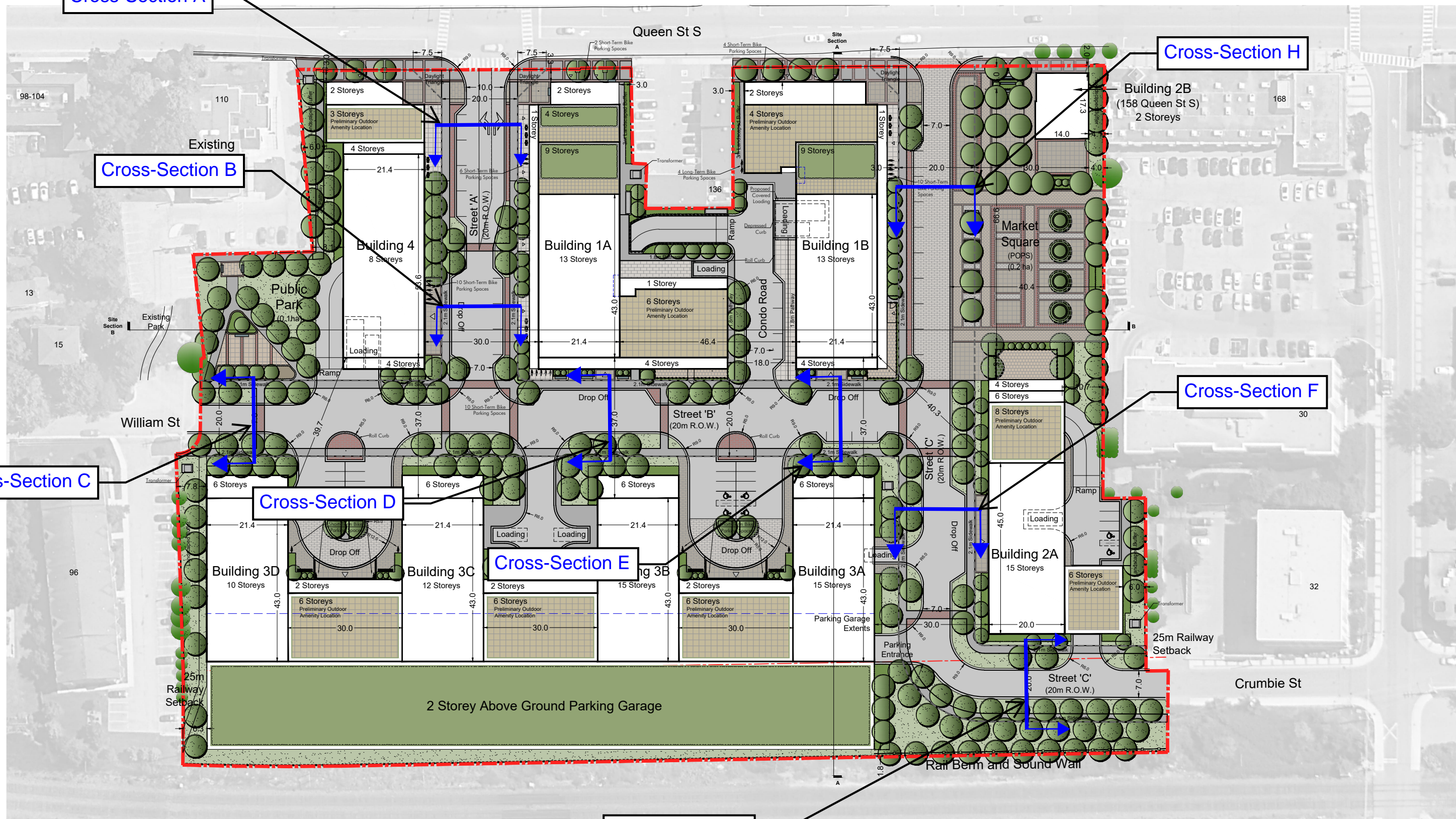
Cross-Section F

Cross-Section C

Cross-Section D

Cross-Section E

Cross-Section G

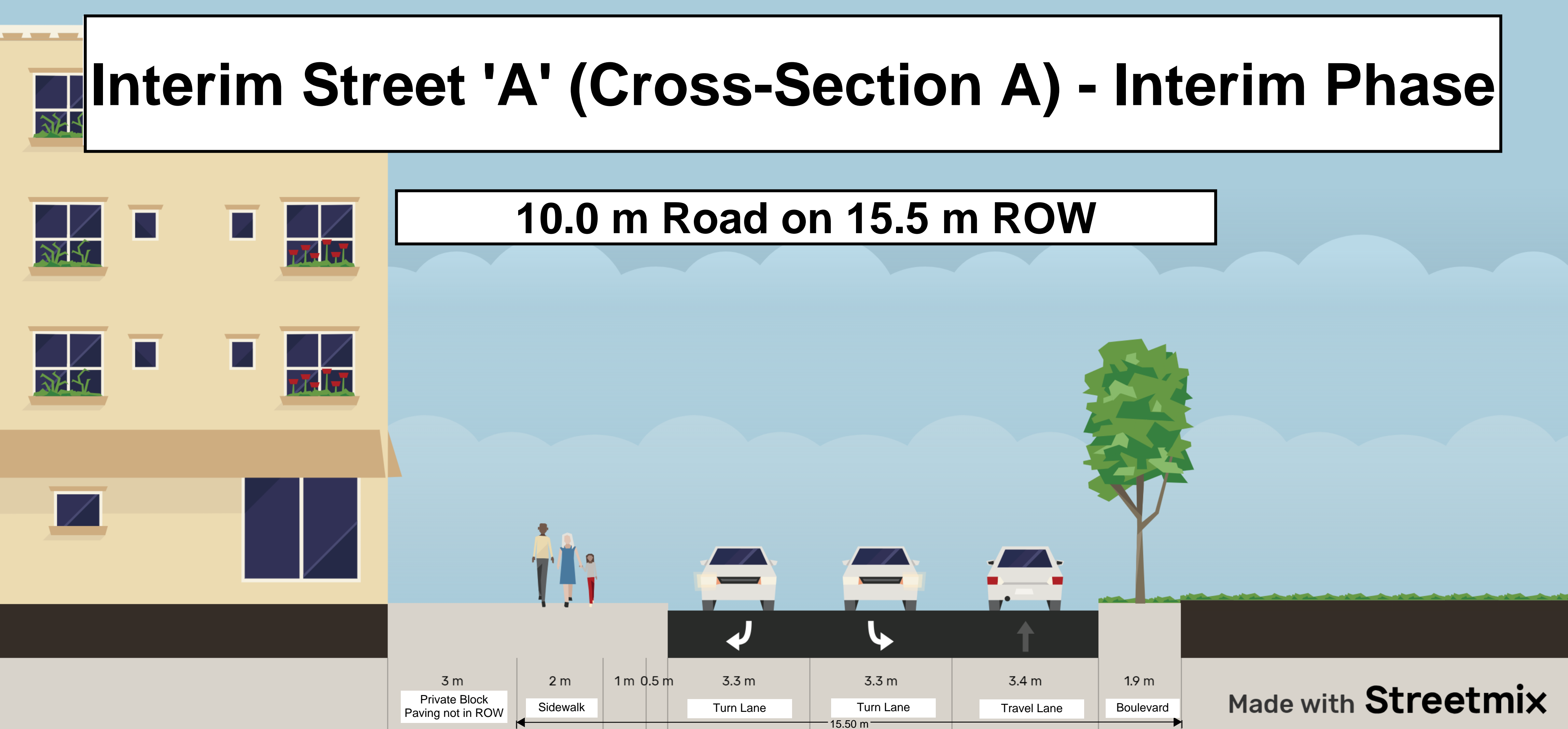


Appendix B

Cross-Sections of Local Residential Roadways – Interim Phase

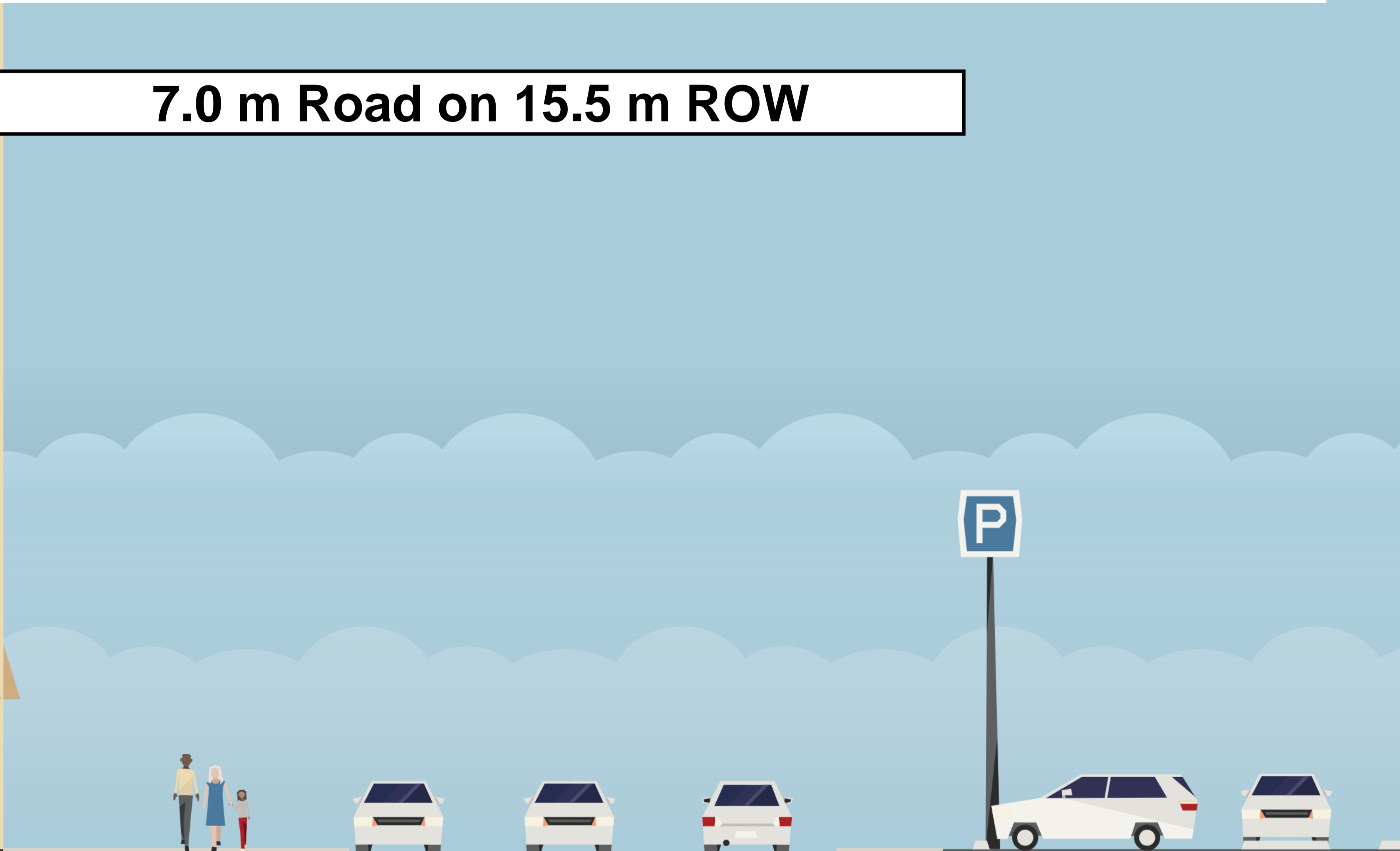
Interim Street 'A' (Cross-Section A) - Interim Phase

10.0 m Road on 15.5 m ROW



Interim Street 'A' (Cross-Section B) - Interim Phase

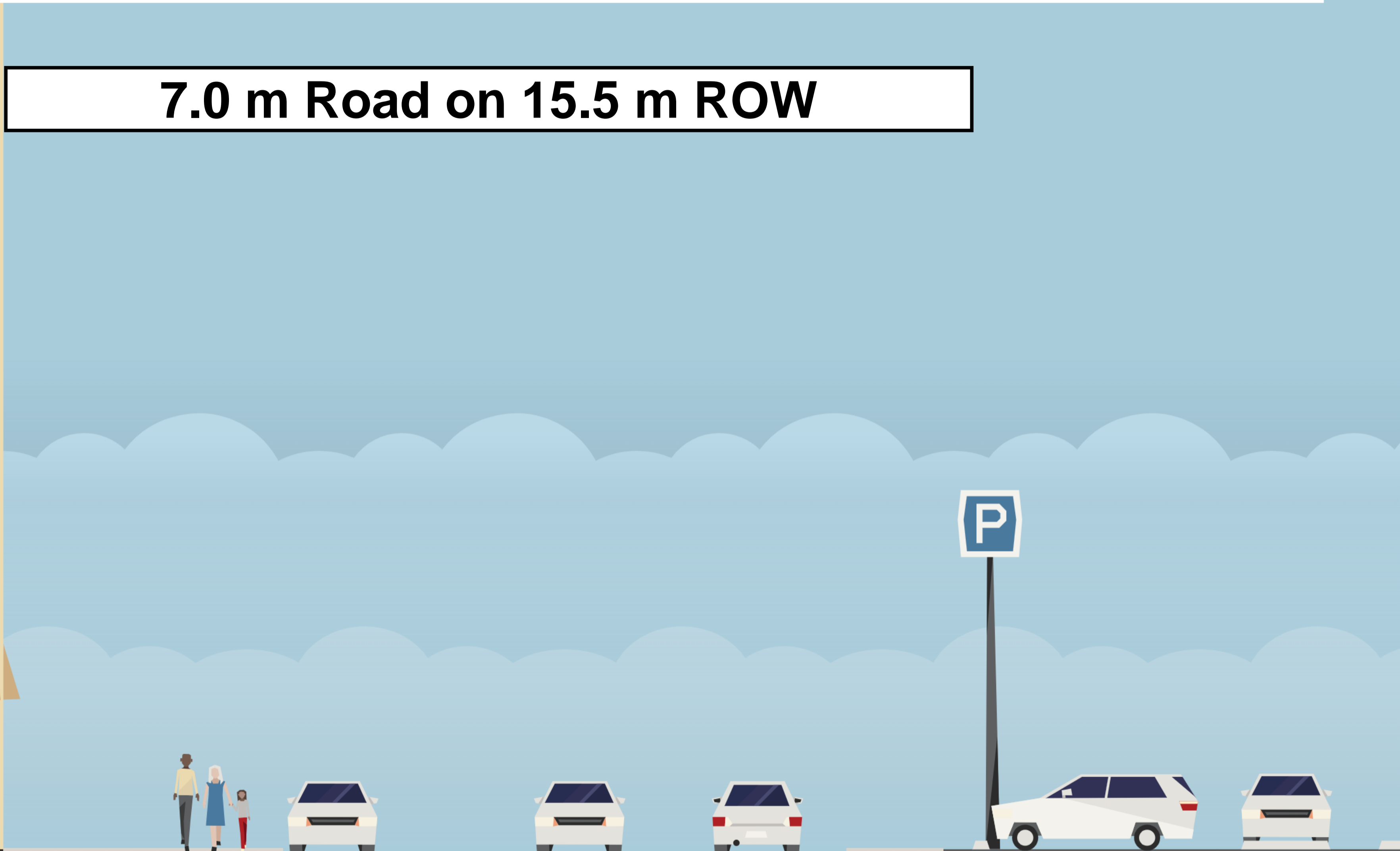
7.0 m Road on 15.5 m ROW



3 m	2 m	1.3 m	0.5 m	2.6 m	3.5 m	3.5 m	2.1 m
Private Block Paving not in ROW	Sidewalk	Block Paving		Lay-By Parking	Travel Lane	Travel Lane	Island

Interim Street 'B' (Cross-Section C) - Interim Phase

7.0 m Road on 15.5 m ROW



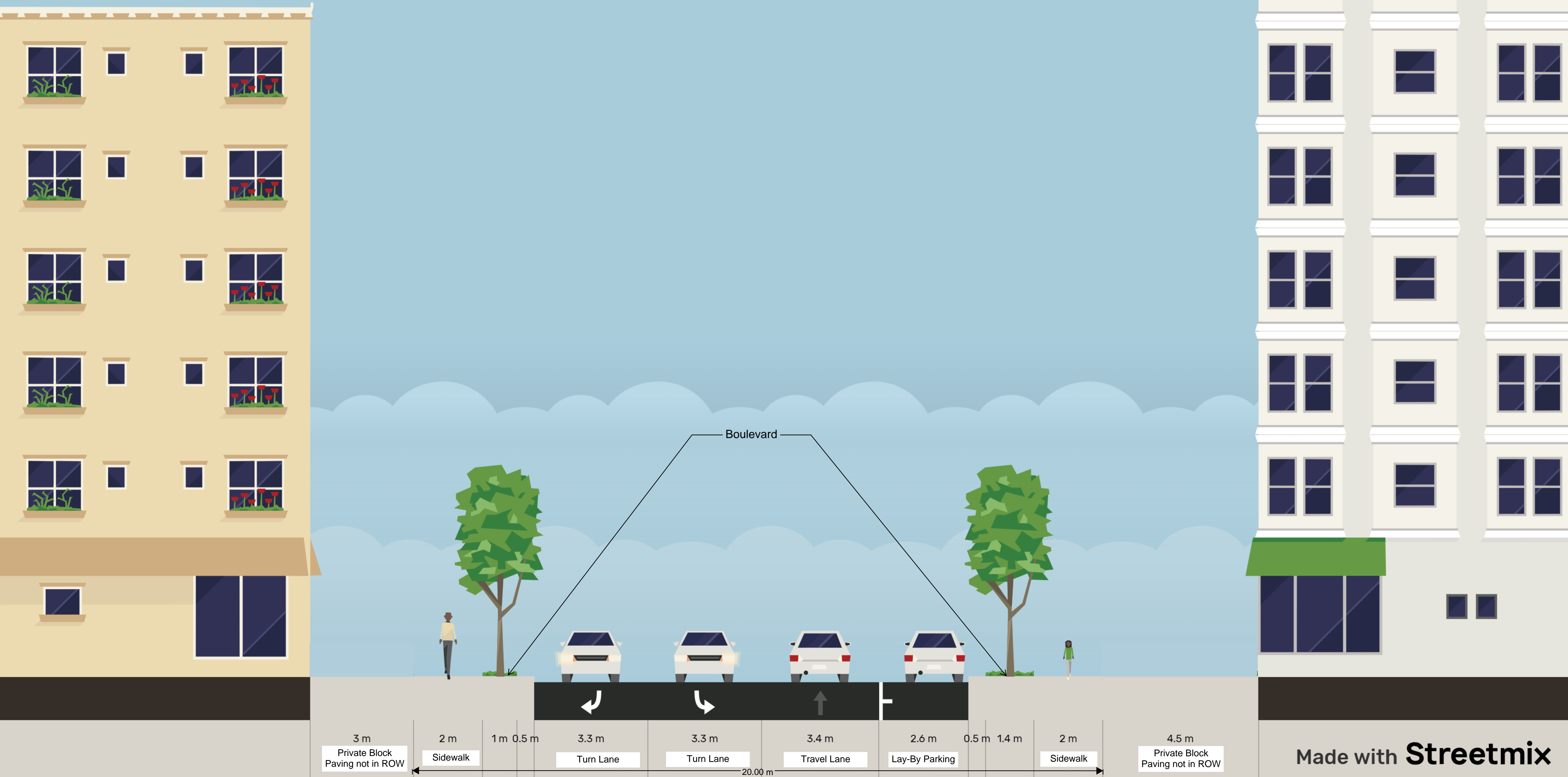
3 m	2 m	0.5 m	4.1 m	3.5 m	3.5 m	1.9 m
Private Block Paving not in ROW	Sidewalk		Pick-Up/Drop-Off Area	Travel Lane	Travel Lane	Island
15.50 m						

Appendix C

Cross-Sections of Local Residential Roadways – Ultimate Phase

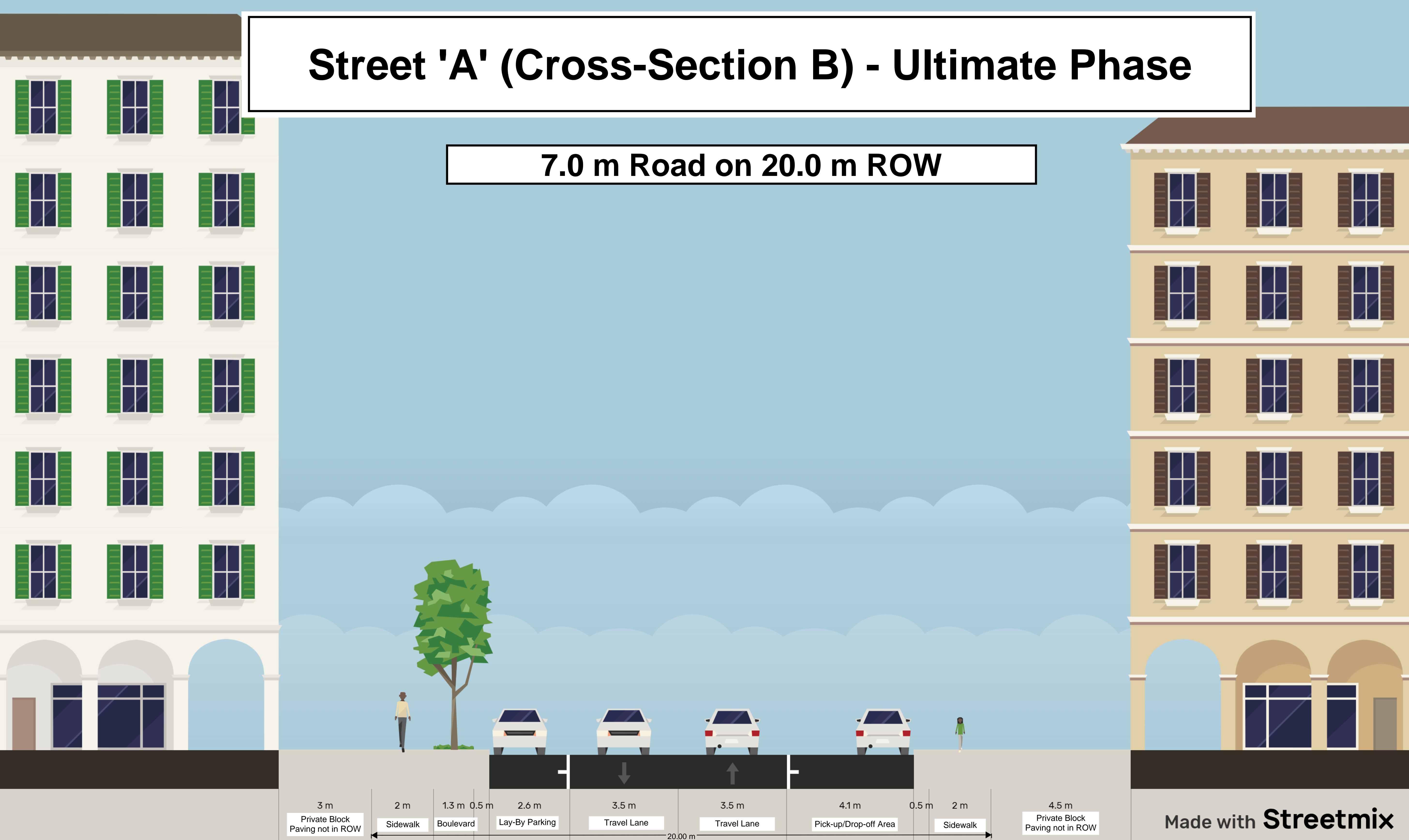
Street 'A' (Cross-Section A) - Ultimate Phase

10.0 m Road on 20.0 m ROW



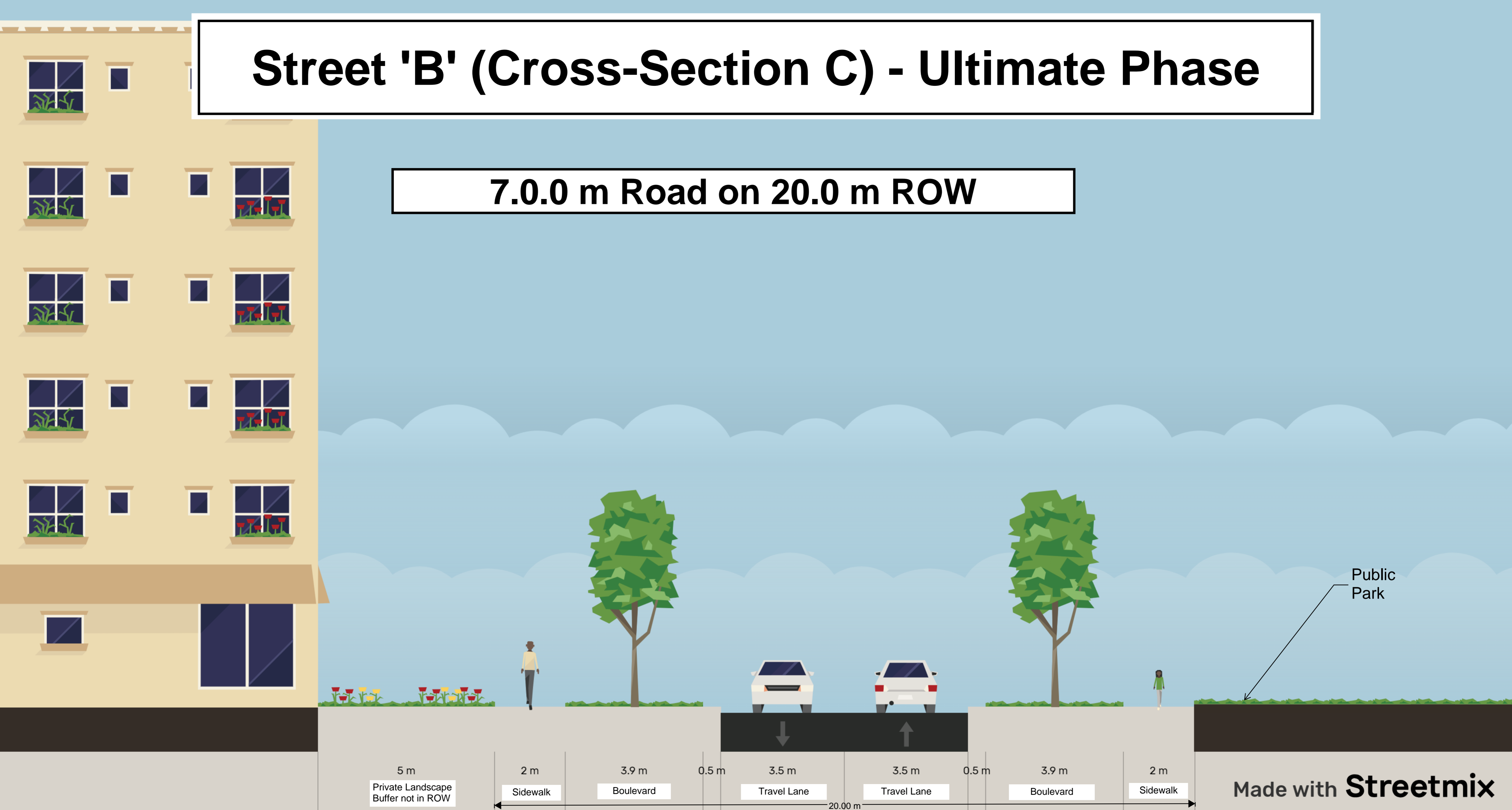
Street 'A' (Cross-Section B) - Ultimate Phase

7.0 m Road on 20.0 m ROW



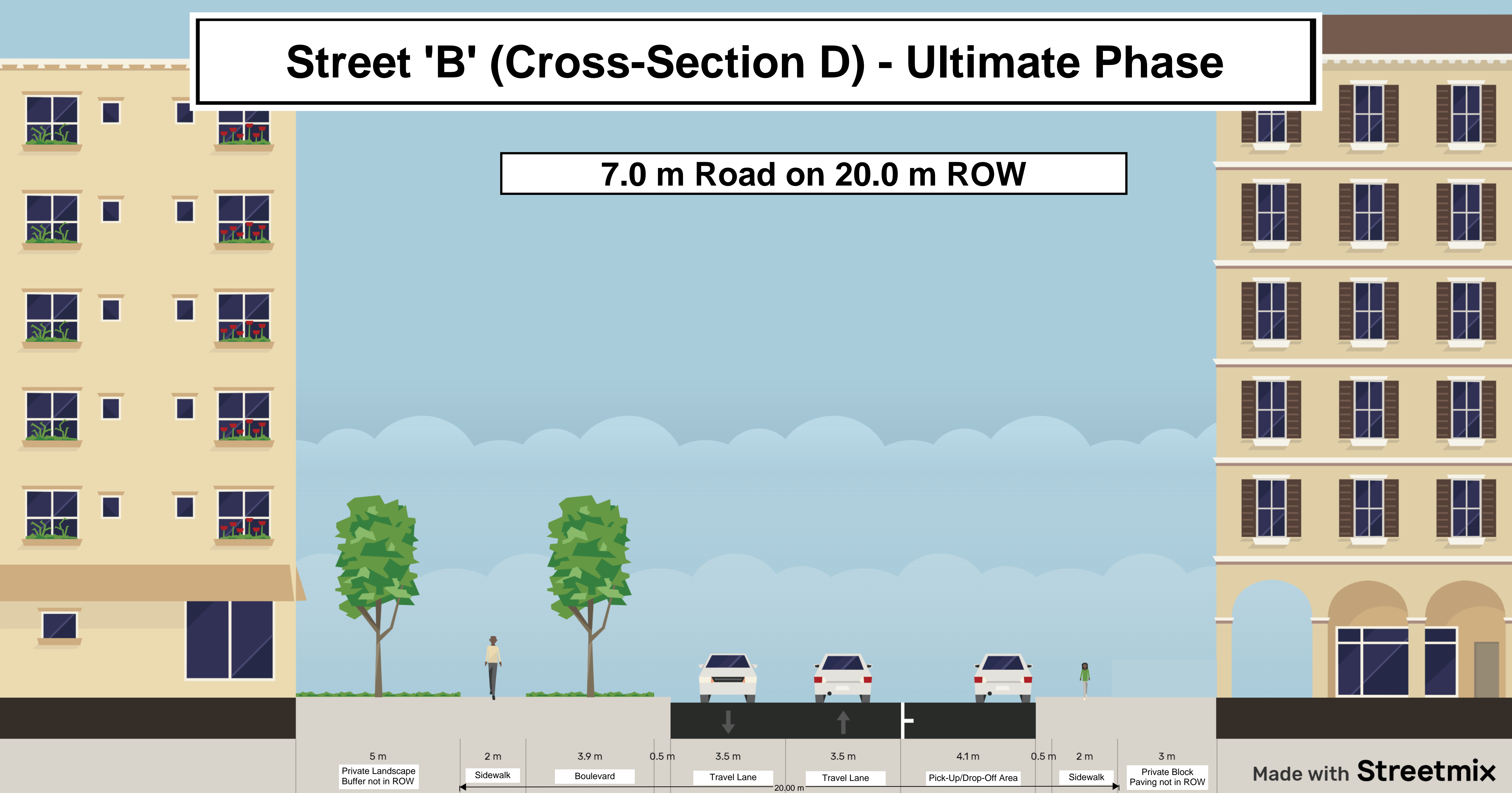
Street 'B' (Cross-Section C) - Ultimate Phase

7.0.0 m Road on 20.0 m ROW



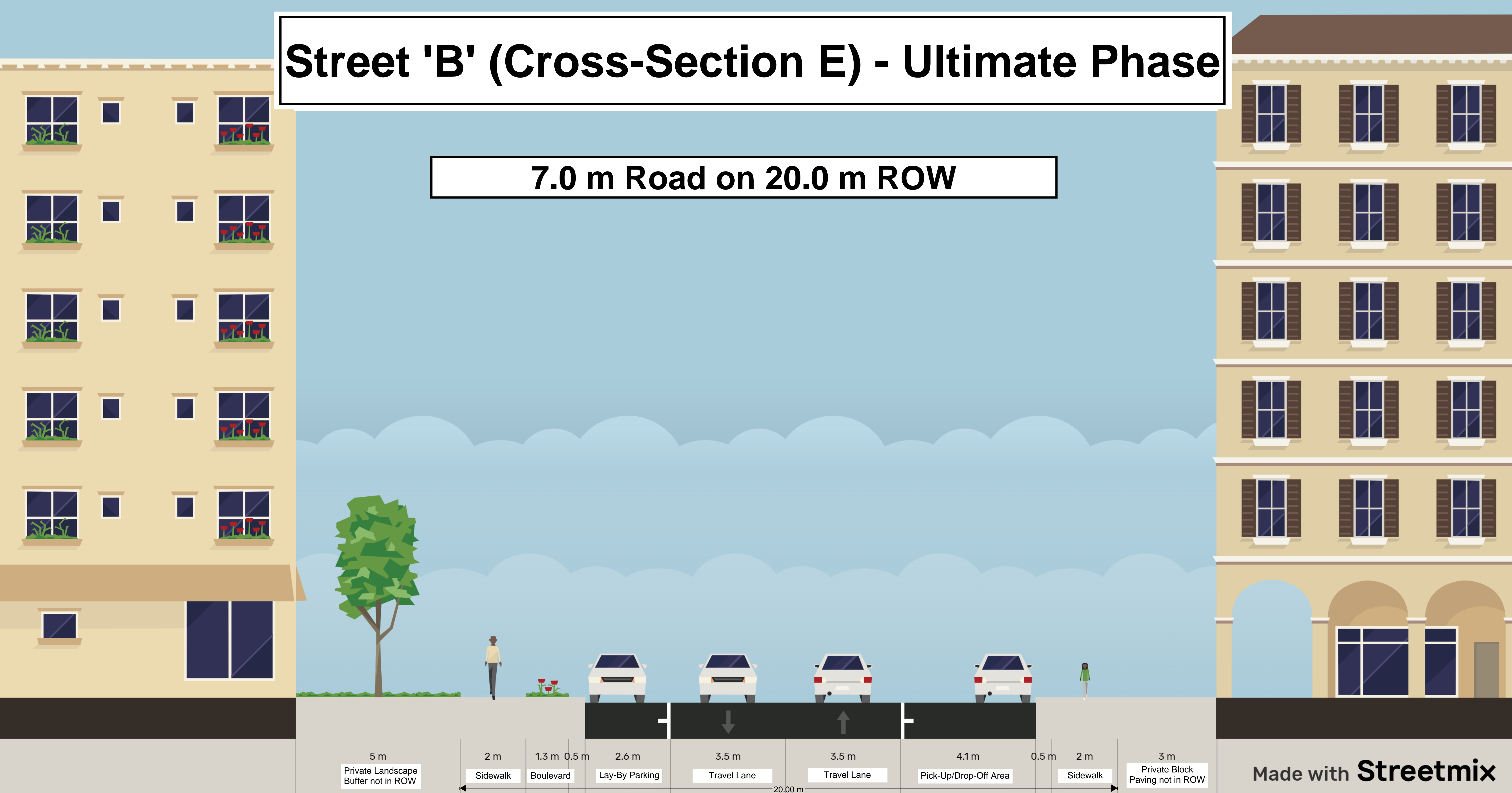
Street 'B' (Cross-Section D) - Ultimate Phase

7.0 m Road on 20.0 m ROW



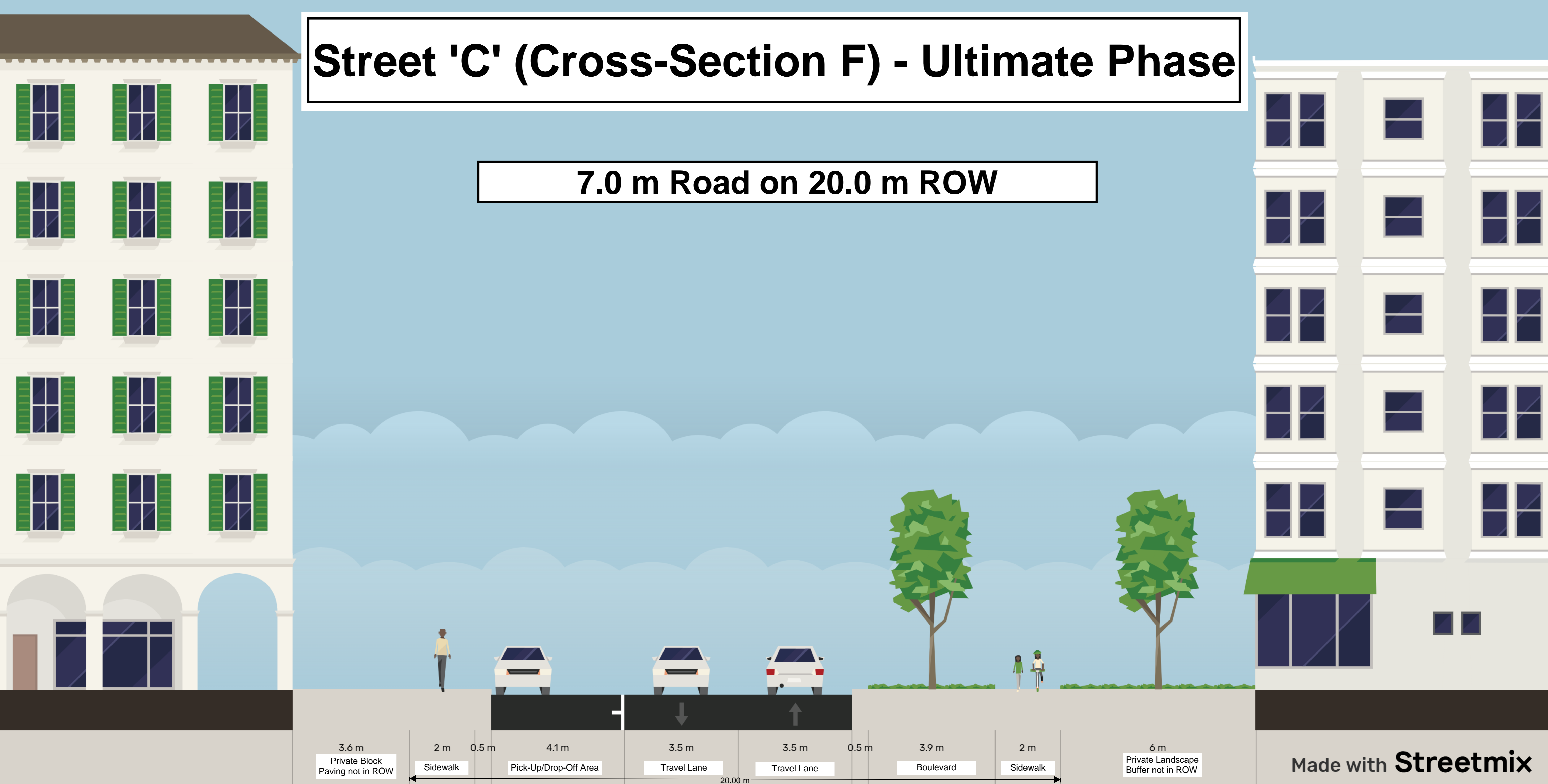
Street 'B' (Cross-Section E) - Ultimate Phase

7.0 m Road on 20.0 m ROW



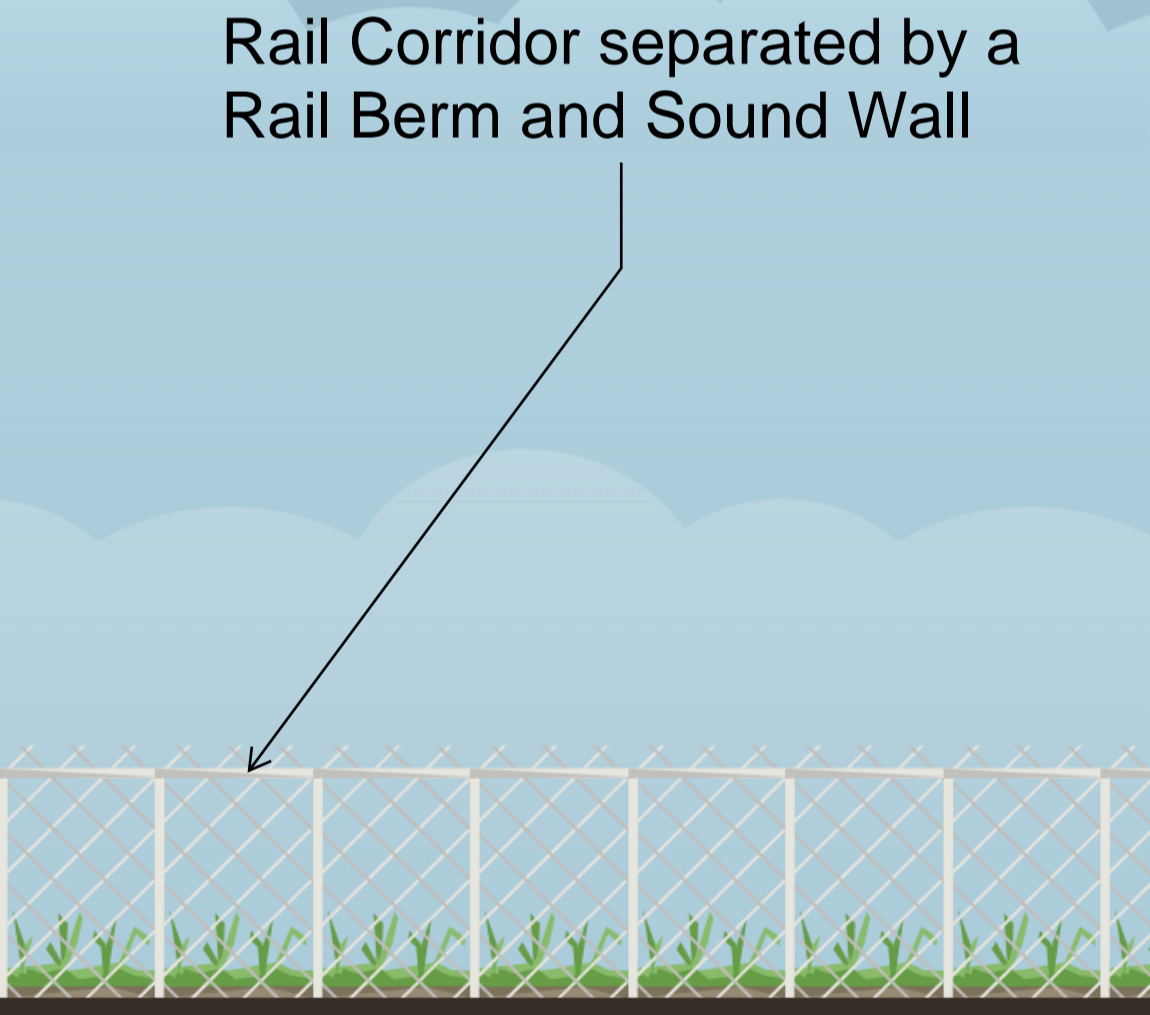
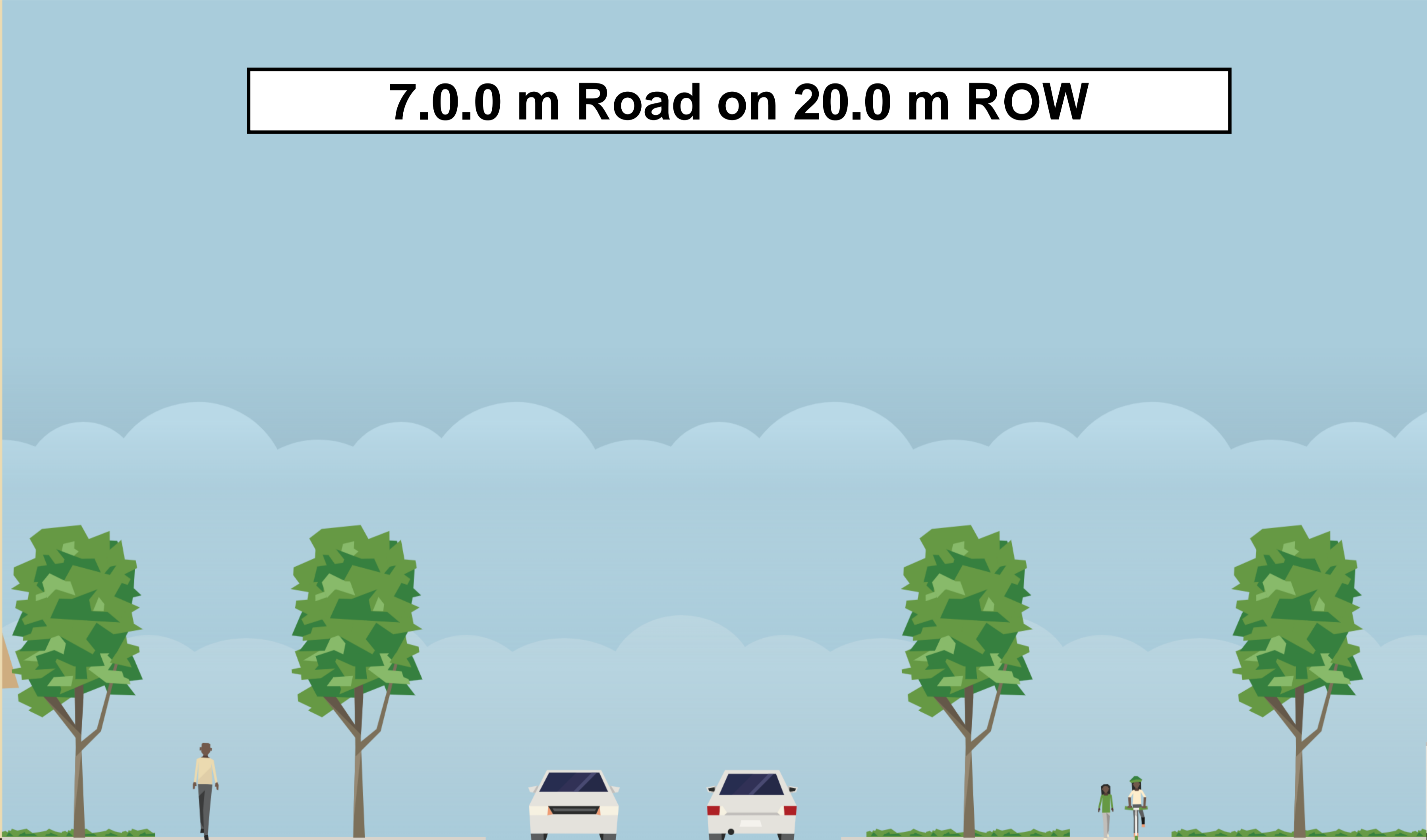
Street 'C' (Cross-Section F) - Ultimate Phase

7.0 m Road on 20.0 m ROW



Street 'C' (Cross-Section G) - Ultimate Phase

7.0.0 m Road on 20.0 m ROW



3 m	2 m	4 m	0.5 m	3.5 m	3.5 m	0.5 m	4 m	2 m	5 m
Private Landscape Buffer not in ROW	Sidewalk	Boulevard		Travel Lane	Travel Lane		Boulevard	Sidewalk	Private Landscape Buffer not in ROW

Street 'C' (Cross-Section H) - Ultimate Phase

7.0.0 m Road on 20.0 m ROW

Market Square (Block Paved)

