

Date: May 25, 2021	Originator's files:
To: Chair and Members of General Committee	
From: Geoff Wright, P.Eng, MBA, Commissioner of Transportation and Works	Meeting date: June 9, 2021

Subject

Ninth Line from Eglinton Avenue West to Derry Road West – Municipal Class Environmental Assessment Study (Ward 10)

Recommendations

1. That the report titled “Ninth Line from Eglinton Avenue West to Derry Road West – Municipal Class Environmental Assessment Study (Ward 10)”, dated May 25, 2021, from the Commissioner of Transportation and Works be received;
2. That the draft Environmental Study Report and the preferred solution for the Ninth Line Municipal Class Environmental Assessment Study (Eglinton Avenue West to Derry Road West), dated June 2021, be endorsed by Council;
3. That staff be directed to publish the “Notice of Study Completion” for the study in the local newspaper and to place the Environmental Study Report on the public record for a 45-day review period in accordance with the Municipal Class Environmental Assessment process; and
4. That all necessary by-laws be enacted.

Executive Summary

- Staff has carried out, with support from its consultant, HDR, Phases 1 to 4 of the Schedule ‘C’ Municipal Class Environmental Assessment (EA) process for the Ninth Line corridor from Eglinton Avenue West to Derry Road West.
- Through the EA, consultation was undertaken with the public, specific stakeholders, and various government and technical agencies, including two (2) public information centres.
- The preferred design alternative is to improve Ninth Line from Eglinton Avenue West to Derry Road West from two (2) lanes to four (4) lanes of travel, with active transportation (AT) facilities and localized intersection improvements throughout the corridor.

- The estimated cost to implement the preferred design alternative is \$51.6 million and funding requirements will be identified in a future Business Plan and Budget. Currently, the Ninth Line Widening Project is identified within the Roads Service Area's 10-Year Capital Program forecast.
- A copy of the executive summary of the Environmental Study Report (ESR) has been appended to this report.
- Subject to Council endorsement, the ESR will be posted on the public record for a 45-day review period.

Background

Municipalities in Ontario follow the Municipal Class Environmental Assessment (October 2000, amended 2007, 2011, and 2015) process under the *Environmental Assessment Act* for most transportation, water and wastewater projects. The Municipal Class EA process is a phased planning approach that includes five (5) main study phases and public consultation. The complexity and extent of the environmental impacts of a specific project determines the number of phases to be completed in order to comply with the Class EA process.

The five (5) phases are as follows:

Phase 1 – Problem or Opportunity: The completion of this phase requires the proponent to document the factors that led to the conclusion that an improvement or change is warranted.

Phase 2 – Alternative Solutions: In this phase, alternative solutions to the problem or opportunity are identified and evaluated, taking into account the existing environment (including socio-economic, natural and built environment). A recommended preferred solution can be developed with input from the public, review agencies and other stakeholders. The nature of the solution will determine if the proponent is required to complete additional phases of the Municipal Class EA process.

Phase 3 – Alternative Design Concepts for Preferred Solution: If required, this phase examines alternative methods of implementing the preferred solution, again considering environmental impacts and public and review agency input.

Phase 4 – Environmental Study Report (ESR): Schedule C projects are required to follow Phases 1 through 4 and include the preparation of an ESR that documents the rationale and the planning and consultative processes undertaken for the project, as well as the publication of the report for public review. The ESR is filed with the Municipal Clerk's Office and placed on the public record for a minimum of 30 calendar days for review by the public and review agencies. At the time of filing the ESR, the public and review agencies are notified via the Notice of Study Completion of the ESR, which is mailed out to area residents and advertised in local newspapers and online at mississauga.ca. Any outstanding comments and concerns must be provided to the proponent during this time. Through Bill 197, the COVID-19 Economic Recovery Act, 2020, the Ministry made changes to the *Environmental Assessment Act*, by limiting Part II

Order (Bump-up) Requests to projects that have an adverse impact on existing Aboriginal and treaty rights. If concerns regarding this project cannot be resolved through discussion with the proponent, a person or party may request that the Minister of the Environment, Conservation and Parks order the project to undertake a higher level of study, or that conditions be imposed, only on the grounds that the requested order may prevent, mitigate or remedy adverse impacts on constitutionally protected Aboriginal and treaty rights. Requests on other grounds will not be considered. If no request is received by the Minister within the review period, the ESR is deemed approved and the proponent may proceed to Phase 5 – the implementation of the project.

Phase 5 – Implementation: This is the implementation phase of the Municipal Class EA process. This phase allows for detailed design and construction of the items as planned in earlier phases and monitoring for compliance with those planning principles.

Present Status

City staff has worked with their consultant HDR to complete Phases 1 to 4 of a Schedule 'C' Class EA Study for the Ninth Line corridor from Eglinton Avenue West to Derry Road West. The Executive Summary of the ESR is provided in Appendix 1.

The major objectives of the EA were to:

- Confirm and document the need for road improvements, vehicular and non-vehicular;
- Address existing and potential safety issues along the corridor;
- Establish a preferred alignment and right-of-way requirements;
- Prepare a preliminary design;
- Determine active transportation requirements (pedestrian and cyclist); and
- Prepare an ESR.

Study Area

The Ninth Line Class EA study area extends from Eglinton Avenue West to the south to Derry Road West to the north, running parallel to Highway 407 to the west (as shown in Figure 1). Ninth Line currently exists as a two-lane north-south road with a semi-rural cross-section, with a posted speed limit of 70 km/h. There are above-ground hydro lines on the east side and streetlighting on the west side. There are currently no dedicated cycling facilities and limited pedestrian sidewalk facilities near some signalized intersections.

The existing roadway network serves the established low-density residential Lisgar and Churchill Meadows neighbourhoods and parks. There are several active and ongoing site plan applications on the west side of the Ninth Line corridor, as anticipated by the Shaping Ninth Line Study. The west side of Ninth Line will be transformed to include a variety of land uses that will support a range of housing choices from a mix of townhouses to low/mid-rise residential to a mix of employment and transit-supportive developments, including community open spaces and the future 407 Transitway.



Figure 1: Ninth Line Study Area

Existing Conditions

Existing conditions of the study area were collected and reviewed, including the following:

- Various background studies and reports (e.g., stormwater management reports, etc.);
- Data provided by various City Departments (e.g., traffic data, tree survey data, etc.);
- Investigations undertaken as part of this Class EA Study;
- Meetings with the Project Team;
- Meetings and correspondence with agencies including Ministry of the Environment, Conservation and Parks (MECP), Conservation Halton, Region of Peel, and Halton Region;
- Consultation with members of the public; and
- Site visits.

Comments

Problems and Opportunities

Under existing conditions, several intersections within the study area are experiencing congestion and delays leading to significant queuing along Ninth Line. These poor traffic conditions are anticipated to worsen in the future as vehicle demand on Ninth Line increases.

There is an opportunity to improve Ninth Line to accommodate not only existing and future vehicle demand, but also active transportation. The improvements to Ninth Line will provide choice, increase capacity and accommodate future travel demand for all road users including pedestrians, cyclists, transit users and motorists.

The Ninth Line improvements will support the City's vision to implement the Shaping Ninth Line Study by transforming the last remaining greenfield into a sustainable, transit-supportive, connected and distinct neighbourhood. A context-sensitive design approach will ensure that the improved road fits in well with its surroundings, including the existing residential neighbourhoods on the east side, while supporting new medium-density mixed-use blocks on the west side. Current and future residents will have access to a linked natural heritage system, active transportation facilities, parks and open spaces.

Evaluation of Alternative Solutions

The Class EA process for municipal roads in Ontario requires consideration and evaluation of all reasonable alternative solutions to accommodate future travel demand. Alternative solutions have been assessed from a traffic perspective and identified as possible alternative solutions:

- Alternative 1 – Do Nothing (used for comparative purposes only);
- Alternative 2 – Limit Development;
- Alternative 3 – Improve Other Roads;
- Alternative 4 – Operational Improvements (including localized intersections);
- Alternative 5 – Multimodal Improvements (including improved streetscaping opportunities);
- Alternative 6 – Widen from 2 Lanes to 4 Lanes; and
- Alternative 7 – Combination of Alternatives 4, 5 and 6.

Each alternative solution was evaluated based on the following criteria:

- Transportation and Transit Accessibility;
- City Building;
- Natural Environment;
- Socio-Economic Environment;
- Cultural Heritage; and
- Engineering Considerations, Construction Complexity and Implementation.

Based on the analysis and evaluation of alternative solutions and feedback received from the public and stakeholders, **the preferred planning solution is Alternative 7** – Combination of Alternatives 4 (operational improvements), 5 (multimodal improvements) and 6 (widen from two (2) lanes to four (4) lanes).

Alternative 7 addresses the problems and opportunities by:

- Supporting the creation of an urban environment that meets planning objectives, network connectivity and access;
- Fully addressing the City's transportation objectives, including City Building and accommodating existing and planned developments;
- Providing dedicated and continuous active transportation facilities for pedestrians and cyclists, with improvements to safety and comfort;
- Providing redundancy in the road network for all road users; and
- Increasing capacity, accommodating goods movement and potential to improve emergency response times.

Evaluation of Alternative Design Concepts – Road Widening

Based on the screening of the Alternative Solutions noted above, methods of implementing the preferred alternative solution were developed for the improvement of Ninth Line between Eglinton Avenue West and Derry Road West.

Three (3) alternative design concepts were considered to widen Ninth Line from two (2) to four (4) lanes, as follows:

- Alternative 1 – Widen to West;
- Alternative 2 – Widen about the Centreline; and
- Alternative 3 – Widen to East.

Based on the evaluation of alternative design concepts and feedback received from the public and stakeholders, **Alternative 1 – Widen to the West** (refer to Figure 2) was selected as the preliminary preferred alternative design. Widening to the west minimizes impact to existing properties on the east side of Ninth Line and planned developments on the west side can be accommodated through future development applications.

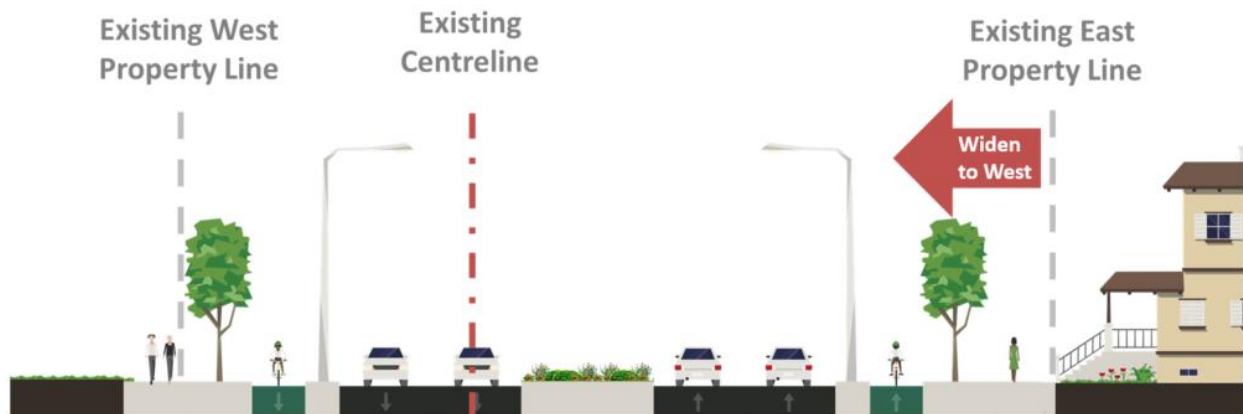


Figure 2: Preferred Alternative Design Concept – Road Widening

Evaluation of Alternative Design Concepts – Active Transportation

The following alternative design concepts were considered to implement active transportation facilities along Ninth Line between Eglinton Avenue West and Derry Road West:

- Alternative 1 – On-Street Bike Lanes with Buffer (both sides);
- Alternative 2 – Separated Boulevard Cycle Tracks and Sidewalk (both sides); and
- Alternative 3 – Multi-use Paths (both sides).

Based on the evaluation of alternative design concepts and feedback received from the public and stakeholders, **Alternative 2 – Separated Boulevard Cycle Tracks and Sidewalks** (refer to Figure 3) was selected as the preliminary preferred alternative design. By implementing these active transportation facilities, it separates cyclists from vehicles and cyclists from pedestrians. These facilities will be continuous and landscaping opportunities will be provided between the cycle tracks and sidewalks.

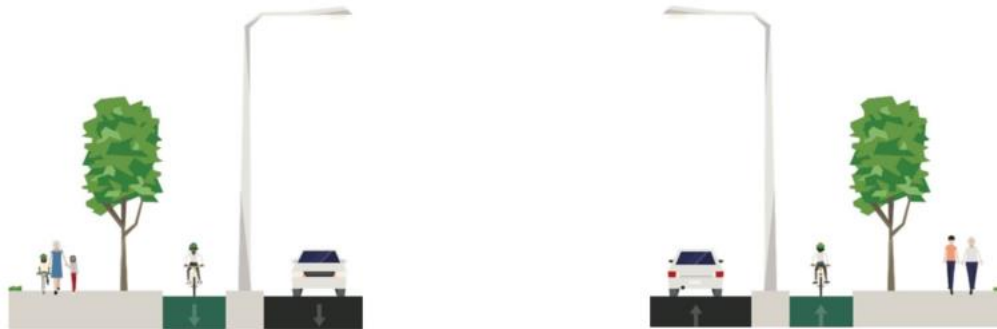


Figure 3: Preferred Alternative Design Concept – Active Transportation

Elements of the Preferred Alternative Design include:

- Widening to four through-lanes within the Official Plan 35 metre (115 foot) right-of-way width;
- In-boulevard cycle tracks and sidewalks on both sides of the road;
- New signalized intersections at Skyview Street, Tacc Drive, McDowell Drive and Beacham Street;
- New pedestrian signal adjacent to Cordingley Park (between Foxwood Avenue and Doug Leavens Boulevard);
- Localized intersection improvements throughout the study corridor;
- Intersection treatments such as crossrides will be provided at all signalized and unsignalized intersections;
- Upgraded and new transit stops, including bus pads, to be coordinated with MiWay during detailed design;
- Posted speed to be decreased from 70 km/h to 60 km/h;
- Intersection design compliance with Accessibility for Ontarians with Disabilities Act (AODA); and
- Opportunities for centre median plantings and enhanced streetscaping features (i.e. privacy fencing, to be confirmed during detailed design).

Typical Cross-Section

The typical cross-section for the Preferred Alternative Design is illustrated in Figure 4. The cross-section was developed based on a 60 km/h posted speed limit (70 km/h design speed). The features provided in the typical cross-section include the following:

- 35 metre (115 foot) wide right-of-way;
- Two 3.5 metre (11.5 foot) wide curbside through-lanes and two 3.35 metre (11.0 foot) wide inside through-lanes;
- 2.0 metre (6.6 foot) wide cycle track on both sides;
- 2.0 metre (6.6 foot) wide sidewalk on both sides; and
- 5.0 metre (16.4 foot) wide centre median (where space permits).

In areas where available space within the right-of-way is constrained (e.g., St. Peter's Church and Cemetery), the cross-section has been modified to avoid impacts to private property.

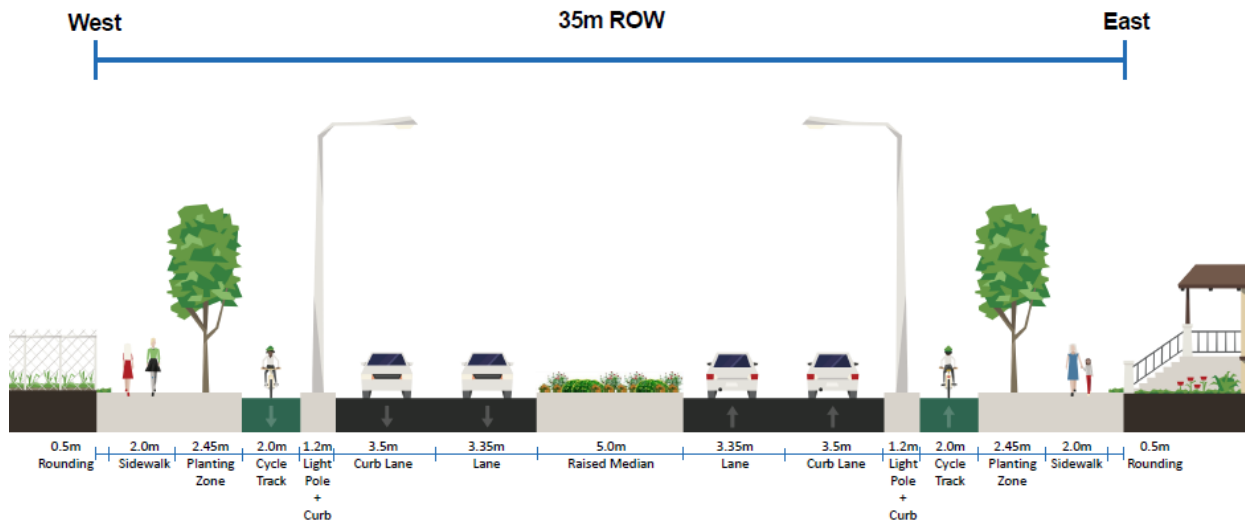


Figure 4: Ninth Line Typical Cross-Section

Public Consultation

Public consultation is a key feature of an EA planning process and therefore was a principal component of the Ninth Line from Eglinton Avenue West to Derry Road West – Municipal Class EA Study. Key features of the consultation program undertaken as part of this study included:

- Combined Notice of Study Commencement and Introductory Open House published in the local newspaper on February 13 and 20, 2020, mailed to approximately 3,000 area-property owners, Indigenous groups and technical agencies;
- Introductory Open House held in-person at Osprey Wood Public School (6135 Lisgar Drive) on February 20, 2020;
- Public Information Centre #1 held virtually on June 25, 2020 to July 17, 2020;
- Public Information Centre #2 held virtually on January 13, 2021 to February 3, 2021;
- More than 470 comments were received from area property owners and agencies; and
- Meetings held with technical agencies including Ministry of Transportation of (MTO), 407 ETR, Region of Peel, Halton Region, Conservation Halton, and Credit Valley Conservation were held on June 4, 2020 and December 7, 2020.

Subject to Council endorsement, a Notice of Study Completion will be published in the local newspaper and mailed to area property owners and technical agencies.

The following are statistics and general comments from area residents that were received and noted by the project team regarding the information that was presented at Public Information Centre #2:

- 731 people visited the project website (between January 13, 2021 and February 3, 2021);
- 83% of respondents indicated they agree with the Road Widening Alternative Design Concept – Widen to the West;
- 89% of respondents indicated they agree with the AT Alternative Design Concept – Boulevard Cycle Tracks and Sidewalks (both sides);
- 90% of respondents indicated they generally agree with the Preferred Preliminary Design;
- Support for preservation of green space and natural areas;
- Mixed opinions that there is too much development occurring in the area; and
- Support for ensuring safety for pedestrians and cyclists.

Implementation

It is recommended that the preferred alternative design along Ninth Line be constructed in coordination with the future development to minimize the impact to surrounding residents. The necessary funding to initiate the detailed engineering design and construction has been identified in the Roads Service Area's 10-Year Capital Program forecast and will be included in a future Business Plan and Budget for Council's consideration and approval.

Property Requirements

As the lands on the east side of the Ninth Line corridor are already developed, all of the property requirements to establish the Official Plan's 35 metre (115 foot) wide right-of-way have been identified on the west side of Ninth Line. The preferred alternative design is to be implemented in coordination with future development applications, subject to funding approval. Property impacts will be confirmed during the preliminary design phase.

Next Steps

Should this study ESR and the preferred alternative design be endorsed by Council and no Part II Order requests be filed with the MECP during the public notification period, this project will be deemed approved. As the Notice of Study Completion for this ESR will be posted over the summer season, a 45-day review period will be provided.

Financial Impact

There are no financial impacts resulting from the adoption of the recommendations in this report.

The fees associated with publishing the "Notice of Study Completion" for this study in the local newspaper and placing the ESR on the public record for a 45-day review period are nominal, with funding available in the existing capital project #19-104 "Ninth Line Widening - Eglinton Avenue West to Derry Road West" for this project.

The estimated cost to implement the preferred design alternative is \$51.6 million and will be identified in a future Roads Service Area Capital Plan.

Conclusion

Staff recommends that the preferred alternative design for Ninth Line from Eglinton Avenue West to Derry Road West be endorsed by Council and that staff be directed to publish the Notice of Study Completion for this study in the local newspaper and to place the ESR on the public record for a 45-day review period. The preferred design includes widening from two to four lanes, intersection and active transportation improvements, as outlined in this report.

Attachments

Appendix 1: Ninth Line Improvements Municipal Class Environmental Assessment Study - Draft Environmental Study Report: Executive Summary



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