

# City of Mississauga Corporate Report



Date: December 8, 2021

To: Chair and Members of Heritage Advisory Committee

From: Jodi Robillos, Commissioner of Community Services

Originator's files:

Meeting date:  
January 11, 2022

## Subject

**Second Line West Pedestrian Alternatives (Ward 11)**

## Recommendation

That the proposal to create pedestrian access along Second Line West as per the Corporate Report dated December 8, 2021 from the Commissioner of Community Services, be approved.

## Executive Summary

- Public spaces within the Meadowvale Village Heritage Conservation District are designated under Part V of the Ontario Heritage Act.
- The City's Active Transportation team is seeking to create pedestrian access along Second Line West.
- Heritage Planning staff collaborated with the City's Active Transportation team on the proposal as the rural character of Second Line West is one of the primary heritage features of Meadowvale Village.
- Alternative 2 will have the least impact on the HCD while still providing access for pedestrians.

## Background

The City of Mississauga's Active Transportation team is proposing to create pedestrian access along Second Line West, north of Old Derry Road. This portion of Second Line West is within the Meadowvale Village Heritage Conservation District.

Public spaces within the Meadowvale Village Heritage Conservation District are designated under Part V of the *Ontario Heritage Act*. Repair and replacement work within public areas is considered a non-substantive alteration under the District Plan. However, given the sensitivity

and high visibility of this section of the village, the alteration is considered substantive and a permit is required.

## Comments

The rural cross section and streetscape of Second Line West is one of the main heritage attributes identified in the Meadowvale Village Heritage District Plan. Active Transportation has submitted a memo (Appendix 1) which outlines the issue with providing access to pedestrians along Second Line West while maintaining the rural cross section and streetscape. Alternative 2, outlined in the memo, is the least impactful to the HCD and would still provide access for pedestrians along the roadway.

Heritage Planning staff have collaborated with the City's Active Transportation team on the proposal and concur Alternative 2 is the best option.

## Financial Impact

There is no financial impact resulting from the recommendation in this report.

## Conclusion

City of Mississauga's Active Transportation team are proposing to widen Second Line West paved surface to allow for pedestrian access along the shoulder. This will allow for pedestrian access along the road and maintain the rural streetscape.

## Attachments

Appendix 1: Second Line West Pedestrian Alternatives



Jodi Robillos, Commissioner of Community Services

Prepared by: Andrew Douglas, Heritage Analyst