

City of Mississauga
Corporate Report



<p>Date: June 1, 2022</p> <p>To: Chair and Members of General Committee</p> <p>From: Geoff Wright, P.Eng, MBA, Commissioner of Transportation and Works</p>	<p>Originator's files: MG.23.REP SP 19/059 W5</p>
	<p>Meeting date: June 15, 2022</p>

Subject

Derry Road East and Alstep Drive Road Improvements including Bramalea Road, Menkes Drive, Telford Way, and Menway Court – Municipal Class Environmental Assessment Study and Development Agreement between the City of Mississauga, Region of Peel and Bombardier Inc. (Ward 5)

Recommendations

1. That the implementation recommendations outlined in the report from the Commissioner of Transportation and Works, dated June 1, 2022 entitled, "Derry Road East and Alstep Drive Road Improvements including Bramalea Road, Menkes Drive, Telford Way, and Menway Court – Municipal Class Environmental Assessment Study and Development Agreement between the City of Mississauga, Region of Peel and Bombardier Inc." be endorsed.
2. That the draft Environmental Study Report Executive Summary attached as Appendix 1 to this report and the preferred solution for the Derry Road East and Alstep Drive Road Improvements including Bramalea Road, Menkes Drive, Telford Way, and Menway Court Municipal Class Environmental Assessment Study, dated May 2022 be endorsed.
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.
4. That a by-law be enacted to authorize the Commissioner of Transportation and Works and the City Clerk to execute and affix the Corporate Seal to the Development Agreement between the City of Mississauga, Region of Peel and Bombardier Inc. or related corporation, to the satisfaction of the City Solicitor.

Executive Summary

- Bombardier Inc. has partnered with the Region of Peel and the City of Mississauga to undertake a joint Schedule 'C' Municipal Class Environmental Assessment (EA) Study for the Derry Road East and Alstep Drive Road Improvements including Bramalea Road, Menkes Drive, Telford Way, and Menway Court. Phases 1 to 4 of the Class EA Study have been carried out with the support of Bombardier's consultant, EXP Services Inc.
- Through the EA, there were several opportunities for consultation with the public, stakeholders and various government and technical agencies, including two (2) public information centres.
- The preferred design alternatives are to implement a number of localized intersection improvements, extend Alstep Drive to Bramalea Road, as well as improve Active Transportation (AT) facilities throughout the study area.
- A copy of the draft 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.
- Bombardier Inc. or related corporation, will be required to enter into a Development Agreement with the City of Mississauga and the Region of Peel to support its proposed development at 1890 Alstep Drive; anticipated terms for the agreement include clarifying responsibilities for the detailed design, construction and costs of the works within the public right-of-way to facilitate the proposed development, within the planned improvements of the Municipal Class EA Study.
- The Development Agreement will not be fully executed until Bombardier Inc., or related corporation, has made satisfactory arrangements, including financial arrangements, with the City of Mississauga and the Region of Peel.
- There are no financial impacts resulting from the adoption of the recommendations in this report.

Background

Proposed Development at 1890 Alstep Drive

The need for the Municipal Class Environment Assessment (EA) Study is due to current and projected road infrastructure demands that exceed the system's current capacity, driven in part by Bombardier's planned industrial development at 1890 Alstep Drive, as well as other planned and proposed developments in the vicinity. To accommodate the increase in travel demands, transportation infrastructure improvements will be required. As such, Bombardier Inc., the Region of Peel and the City of Mississauga are co-proponents on this joint Municipal Class EA to upgrade the existing road network.

In consultation with the City of Mississauga, Region of Peel and the Ministry of Environment, Conservation and Parks (MECP), it was determined that this project was to be completed as a Schedule C Municipal Class EA Study.

Municipal Class Environmental Assessment Planning and Design Process

Municipalities in Ontario follow the Municipal Class Environmental Assessment (October 2000, amended 2007, 2011, and 2015) process under the *Environmental Assessment Act* to complete a Municipal Class Environmental Assessment (EA) for most transportation, water and wastewater projects. The Municipal Class EA is a phased planning approach that includes five (5) main study phases and public consultation. The complexity and extent of the environmental impact of a specific project determines the number of phases to be completed 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 lead 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. A recommended preferred solution can be developed with input from the public and review agencies. 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: This phase will examine 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 planning and consultative process undertaken for the project and the publication of the report for public review. The ESR is filed with the Municipal Clerk and placed on the public record for a minimum 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.

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 requiring 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.

Figure 1: Class EA Study Area

Existing Conditions

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

- Various background studies and reports;
- Data provided by various City departments;
- 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, Toronto and Region Conservation Authority, and Greater Toronto Airports Authority;
- Consultation with members of the public; and
- Site visits.

Comments

Problems and Opportunities

Based on a review of existing and future conditions, it was determined that transportation improvements are required within the study area to accommodate the existing and future travel demands generated by the redevelopment of the Alstep Drive site and surrounding area.

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

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. The following alternative solutions were identified:

- Alternative 1 – Do Nothing;
- Alternative 2 – Limit Growth;
- Alternative 3 – Transportation Demand Management (TDM) Measures;
- Alternative 4 – Improve Transit;
- Alternative 5 – Improve Local Intersection Operations;
- Alternative 6 – Widen Existing Regional Roads;
- Alternative 7 – Widen Existing Municipal Roads;
- Alternative 8 – Diversion of Traffic to Other Existing Roadways; and
- Alternative 9 – Extend Alstep Drive.

Each alternative solution was evaluated based on the following criteria:

- Planning and Transportation;
- Socio-Economic Environment;
- Healthy Community;
- Natural Environment;
- Cultural Environment;
- Technical; and
- Cost.

Based on the analysis and evaluation of alternative solutions and feedback received from the public and stakeholders, the preferred planning solution is a combination of Alternative 3 (Transportation Demand Management (TDM) Measures), Alternative 5 (Improve Local Intersection Operations) and Alternative 9 (Extend Alstep Drive).

A combination of these alternatives addresses the problems and opportunities by:

- Supporting the creation of an urban environment that meets planning objectives, network connectivity and access;
- Fully addressing transportation objectives, including accommodating existing and planned developments;
- Providing dedicated and continuous active transportation facilities for pedestrians and cyclists, with improvements to safety and comfort;
- Providing alternative travel modes within 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 – Intersection Improvements

Based on the screening of the alternative solutions noted above, methods of implementing the preferred alternative solution were developed for three key intersections within the study area, which also include active transportation improvements. Alternative design concepts for each intersection are summarized below.

(1) Bramalea Road and Alstep Drive

Three (3) alternative design concepts were considered for the intersection of Alstep Drive and Bramalea Road. They include:

- Alternative 1 – Extend Alstep Drive to Bramalea Road, with 2-lane unsignalized intersection at Bramalea Road;
- Alternative 2 – Extend Alstep Drive to Bramalea Road, with 2-lane signalized intersection at Bramalea Road; and
- Alternative 3 – Extend Alstep Drive to Bramalea Road, with 3-lane signalized intersection at Bramalea Road.

Based on the evaluation of alternative design concepts and feedback received from the public and stakeholders, **Alternative 3 – Extend Alstep Drive to Bramalea Road, with 3-lane signalized intersection at Bramalea Road** (refer to Figure 2) was selected as the preliminary preferred alternative design. This alternative was selected as it provides the greatest optimization of traffic operations and traffic safety compared to the other alternatives.

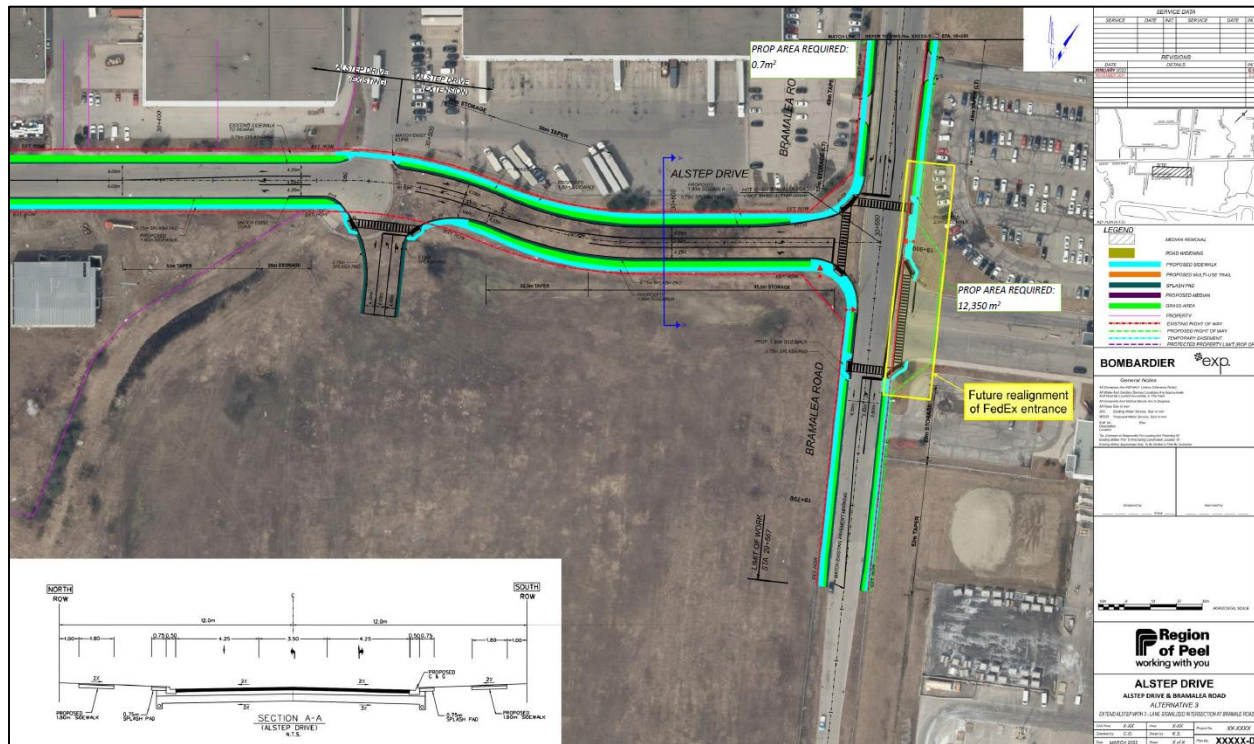


Figure 2: Preferred Alternative Design Concept-Bramalea Road and Alstep Drive (Alternative 3)

(2) Derry Road East and Menkes Drive / Telford Way

Three (3) alternative design concepts were considered for the intersection of Derry Road East and Menkes Drive / Telford Way. They include:

- Alternative 1 – Extend paved surface of Menkes Drive/Telford Way to the east;
- Alternative 2 – Extend paved surface of Menkes Drive/Telford Way on both sides; and
- Alternative 3 – Extend paved surface of Menkes Drive/Telford Way to the west.

Based on the evaluation of alternative design concepts and feedback received from the public and stakeholders, **Alternative 2 – Extend paved surface of Menkes Drive/Telford Way on both sides** (refer to Figure 3) was selected as the preliminary preferred alternative design. This alternative was selected as it provides increased redesign flexibility, which minimizes impacts to sidewalk separation from the roadway, boulevard trees along the street and utilities. It also provides flexibility with respect to streetscaping opportunities.

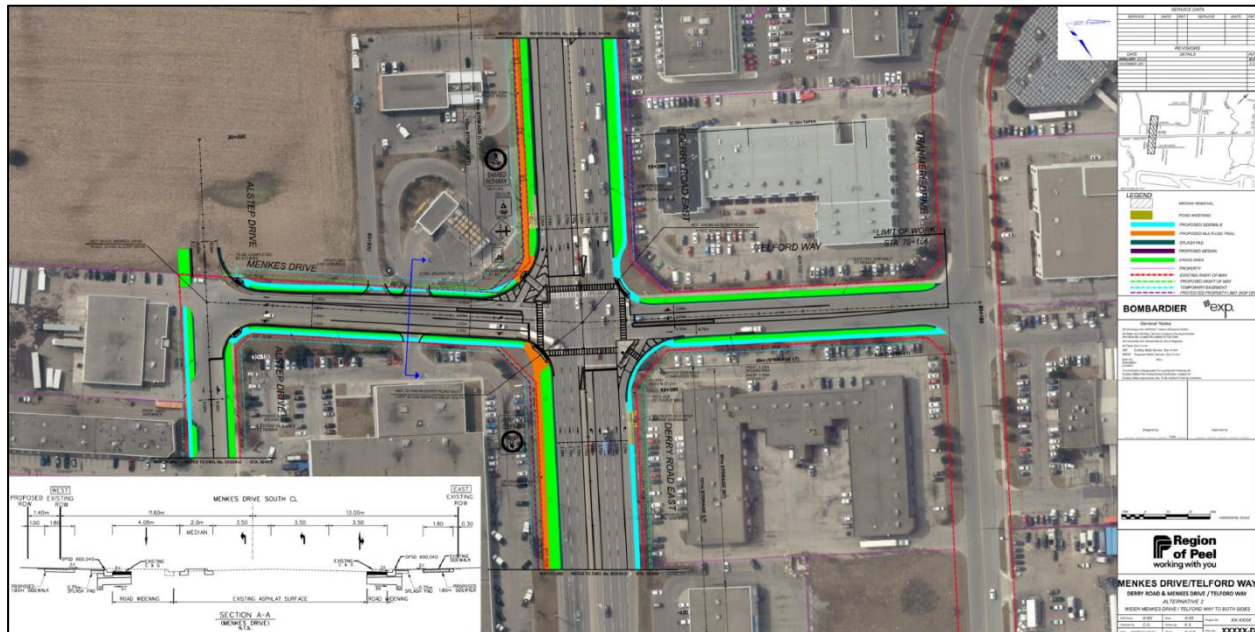


Figure 3: Preferred Alternative Design Concept – Derry Road East and Menkes Drive / Telford Way (Alternative 2)

(3) Derry Road East and Bramalea Road

Four (4) alternative design concepts were considered for the intersection of Derry Road East and Bramalea Road. They include:

- Alternative 1 – Extend Paved Surface of Bramalea Road to the East and on Derry Road to the North;
- Alternative 2 – Extend Paved Surface of Bramalea Road to the West and on Derry Road to the North;
- Alternative 3 – Extend Paved Surface of Bramalea Road on Both Sides and on Derry Road to the North; and
- Alternative 4 – Modify Intersection using a Hybrid Approach. The paved surface of Bramalea Road north of Derry Road is extended to the east, while south of Derry Road pavement is extended to both the east and west.

Based on the evaluation of alternative design concepts and feedback received from the public and stakeholders, **Alternative 4 – Modify Intersection using a Hybrid Approach. The paved surface of Bramalea Road north of Derry Road is extended to the east, while south of Derry Road pavement is extended to both the east and west** (refer to Figure 4) was selected as the preliminary preferred alternative design. This alternative was selected as it provides optimal traffic safety compared to the other alternatives while minimizing cost and impacts on existing utilities.

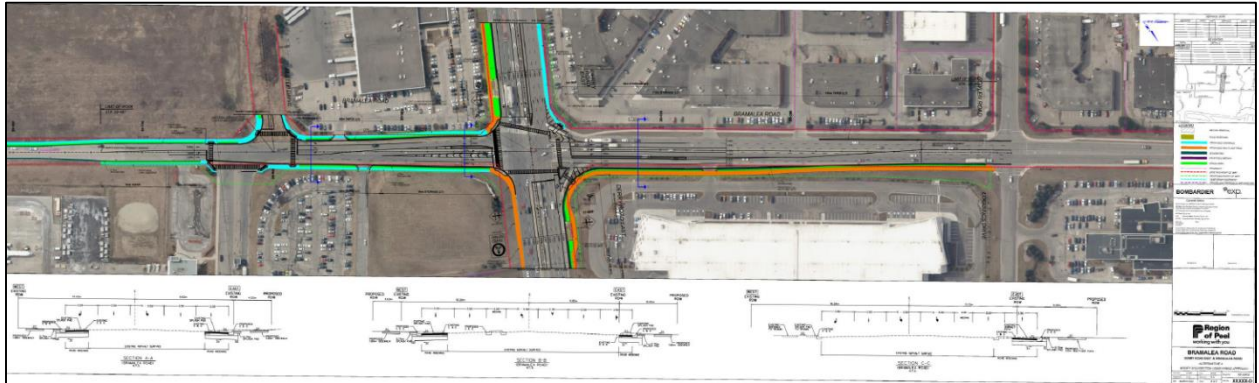


Figure 4: Preferred Alternative Design Concept – Derry Road East and Bramalea Road (Alternative 4)

Active Transportation within the Study Area

As part of the alternative designs described, active transportation is proposed for inclusion throughout the study area. Including active transportation into the preferred design concepts will provide adequate and appropriate facilities to accommodate all users and provide the highest level of safety. Within the study area, this will include:

- Inclusion of sidewalks to help achieve the Region of Peel and the City of Mississauga active transportation goals;
- Inclusion of crosswalks and crossrides at signalized intersections; and
- Inclusion of an upgraded multi-use path along Derry Road East and a new multi-use path along Bramalea Road, where feasible.

Active Transportation improvements have been included in the preferred alternative design concepts for each intersection as previously described. Additional active transportation improvements are shown in Figure 5 and Figure 6.



Figure 5: Active Transportation Improvements – Derry Road East near Menkes Drive / Telford Way

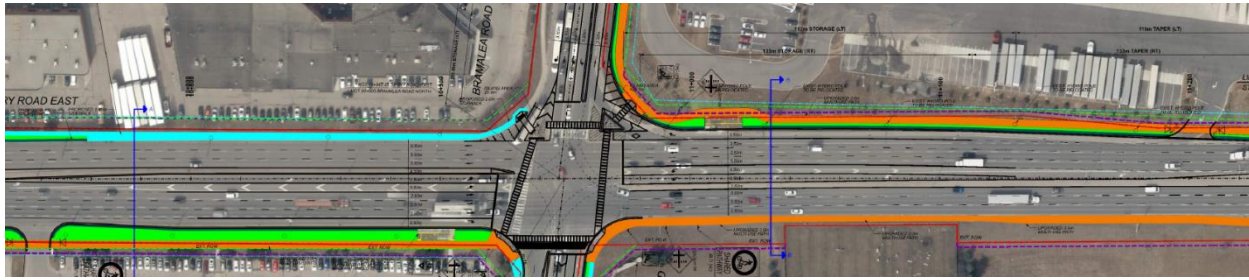


Figure 6: Active Transportation Improvements – Derry Road East near Bramalea Road

Elements of the Preferred Alternative Designs include:

- Extend Alstep Drive to Bramalea Road with a new signalized intersection;
- Localized intersection improvements throughout the study area, including additional turning lanes, centre medians and crosssides;
- Provide multi-use paths and/or sidewalks (both sides) within the study area roads; and
- Upgraded and new transit stops, including bus pads to be coordinated with MiWay during detailed design.

Public Consultation

Public consultation is a key feature of an EA planning process and therefore was a principle component of the Derry Road East and Alstep Drive Road Improvements including Bramalea Road, Menkes Drive, Telford Way, and Menway Court – Municipal Class Environmental Assessment Study. Key features of the consultation program undertaken as part of this study included:

- A combined Notice of Study Commencement and Invitation for Public Comment were published in the local newspaper on July 16, 2020 and mailed to study area property owners, Indigenous groups and technical agencies;
- Meetings with technical agencies were held on July 15, 2020 and December 2, 2021;
- Public Information Centre #1 was held virtually from July 28, 2020 to August 11, 2020;
- Public Information Centre #2 was held via a virtual Webex meeting on February 28, 2022 with public comments received until March 14, 2022; and
- Comments were received from area property owners and agencies.

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

Implementation

It is recommended that the preferred alternative design within the study area be constructed in coordination with future developments to minimize the impact to the surrounding area.

The Transportation and Works Department has identified that Bombardier Inc. or related corporation, will be required to enter into a Development Agreement with the City of Mississauga and the Region of Peel for the necessary road improvements to support the proposed development at 1890 Alstep Drive. Under the terms of the agreement, Bombardier Inc. or related corporation will be responsible for the detailed design, construction and costs of the works within the public right-of-way within the planned improvements of the Municipal Class EA Study.

Notwithstanding the enactment of the authorizing by-law, the Development Agreement will not be fully executed by the City until it has been finalized to the satisfaction of the City Solicitor. Further, all financial obligations, including appropriate arrangements for payment of Payment-in-Lieu of Development Charges, must be addressed to the City's satisfaction.

At the appropriate time, the City of Mississauga and the Region of Peel will implement the remaining external road and boulevard improvements identified in the Municipal Class EA that are not required to support the proposed development at 1890 Alstep Drive.

Property Requirements

Property requirements have been identified on the east side of Bramalea Road and at study area intersections that are consistent with the City of Mississauga's Official Plan. The preferred alternative design is to be implemented in coordination with future development applications. Property impacts will be confirmed during the detailed design phase.

Next Steps

Should this study ESR and the preferred alternative design be endorsed by Council and if no requests requiring a higher level of study are filed with the Ministry of the Environment, Conservation and Parks 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.

Conclusion

The Transportation and Works Department recommends that Council endorse the preferred alternative design for Derry Road East and Alstep Drive Road Improvements including Bramalea Road, Menkes Drive, Telford Way, and Menway Court 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 localized intersection improvements, the extension of Alstep Drive to Bramalea Road as well as active transportation improvements, as outlined in this report.

Bombardier Inc. or related corporation will be required to enter into a Development Agreement with the City of Mississauga and the Region of Peel. Under the terms of the agreement, Bombardier Inc. or related corporation will be responsible for the detailed design, construction and costs of the works within the public right-of-way to facilitate the proposed development at 1890 Alstep Drive, within the planned improvements of the Municipal Class EA.

Attachments

Appendix 1: Municipal Class Environmental Assessment Study for Road Improvements including Derry Road East and Alstep Drive - Draft Environmental Study Report: Executive Summary



Geoff Wright, P.Eng, MBA, Commissioner of Transportation and Works

Prepared by: Ryan Au, P.Eng, Traffic Planning Coordinator