

City of Mississauga Corporate Report



Date: June 1, 2022

To: Chair and Members of General Committee

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

Originator's files:

Meeting date:
June 15, 2022

Subject

Clarkson Road and Lakeshore Road Intersections – Municipal Class Environmental Assessment Study (Ward 2)

Recommendations

1. That the draft Project File Report Executive Summary Report as Appendix 1 attached to corporate report dated June 1, 2022 from the Commissioner of Transportation and Works entitled "Clarkson Road and Lakeshore Road Intersections – Municipal Class Environmental Assessment Study (Ward 2)" and the preferred solution for the Clarkson Road and Lakeshore Road Intersections Municipal Class Environmental Assessment Study, dated June 2022, be endorsed.
2. That staff be directed to publish the "Notice of Study Completion" for the study in the local newspaper and to place the Project File Report on the public record for a 45-day review period in accordance with the Municipal Class Environmental Assessment process.
3. That all necessary by-laws be enacted.

Executive Summary

- Staff has carried out, with support from its consultant, CIMA+, Phases 1 and 2 of the Schedule 'B' Municipal Class Environmental Assessment (EA) process for improvements to the Clarkson Road and Lakeshore Road Intersections.
- The study seeks to improve traffic operations, safety and mobility for all road users at the Lakeshore Road West and Clarkson Road North / Clarkson Road South intersections.
- Through the EA, consultation was undertaken with the public, specific stakeholders, and various government and technical agencies, including three (3) public information centres.
- The study proposes a phased approach to implement improvements at the intersections and includes both an interim preferred solution (short- / medium-term) and preferred solution (long-term).

- The interim preferred solution proposes side by side left turn lanes between the Clarkson Road intersections on Lakeshore Road West. The preferred solution proposes a realignment of Clarkson Road North that will replace the two existing three-legged intersections on Lakeshore Road West with a single four-legged intersection.
- The estimated construction cost to implement the interim preferred solution is \$0.5 million and the cost for the preferred solution is \$1.1 million, not including property acquisition costs. Funding requirements to implement the interim preferred solution are included within the Roads Service Area Capital Plan and identified within the 2024/2025 timeframe. The preferred solution is currently unfunded and to be identified in a future Business Plan and Budget.
- Staff will leverage coordination opportunities with other operational improvements such as road resurfacing to implement the interim preferred solution. Implementation of the preferred solution will be subject to opportunities created through the redevelopment of the area and funding considerations.
- A copy of the draft Executive Summary of the Project File Report (PFR) has been appended to this report.
- Subject to Council endorsement, the PFR 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 can include up to five (5) 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.

Present Status

City staff has worked with their consultant CIMA+ to complete a Schedule 'B' Class EA Study for improvements to the intersections of Clarkson Road North and Clarkson Road South at Lakeshore Road West. Schedule 'B' projects have the potential for some adverse environmental impacts, requiring the proponent to undertake a screening process, involving mandatory contact with the directly affected public and regulatory agencies, to ensure that they are aware of the Project and that their concerns are addressed. Schedule B Projects require that a Project File Report be prepared and made available for public review. Proponents undertaking Schedule B Projects are required to complete Phase 1, 2 and 5 of the Municipal Class EA Process.

The major objectives of the EA were to:

- Confirm and document the need for intersection improvements, both vehicular and non-vehicular (Phase 1);

- Identify alternative solutions to address the problem or opportunity by taking into consideration the existing environment, and establish the preferred solution taking into account public and review agency input (Phase 2);
- Prepare a preliminary design to establish a preferred alignment and right-of-way requirements; and
- Prepare a Project File Report to document the rationale, planning, design and consultation process of the project.

Study Area

The study area is focused on the intersections of Clarkson Road South and Lakeshore Road West, and Clarkson Road North and Lakeshore Road West, in the Village of Clarkson. The study area limits include:

- Clarkson Road North, from Lakeshore Road West to Fellen Place;
- Clarkson Road South, from Lakeshore Road West to south of Pattison Crescent; and
- Lakeshore Road West, from approximately 60 m west of Clarkson Road South to approximately 110 m east of Clarkson Road North.

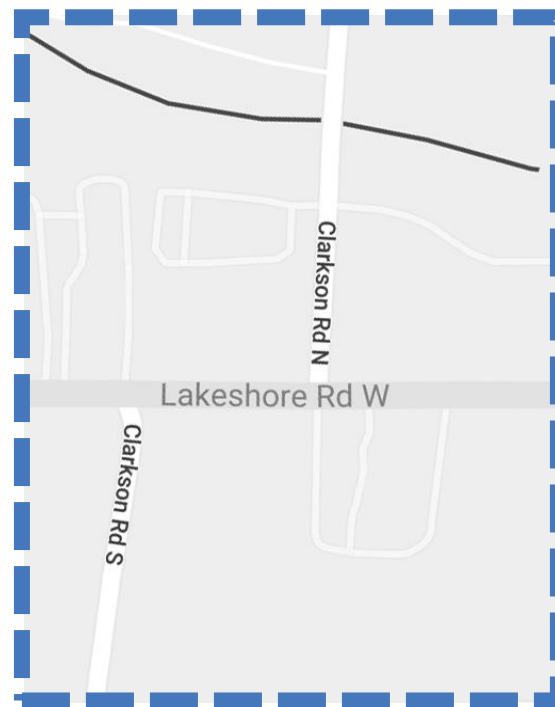


Figure 1: Clarkson Road and Lakeshore Road Intersection Study Area

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), Credit Valley Conservation (CVC), Peel District School Board, Peel Dufferin Catholic School Board and the Region of Peel;
- Consultation with members of the public; and
- Site visits.

Options

Problems and Opportunities

The intersections of Lakeshore Road West and Clarkson Road North / Clarkson Road South are offset by approximately 75 metres (245 feet), resulting in two closely-spaced, signalized intersections. Concerns relating to congestion and safety have been raised by the public regarding the operations of the two intersections, and the interspersed commercial driveways in their vicinity.

A traffic analysis completed by the study has confirmed future operational issues at the Clarkson Road North intersection due to the queuing of the eastbound left-turn movements on Lakeshore Road West (between the Clarkson Road intersections) spilling back and blocking through-movements. In addition, a traffic safety performance review identified several issues at both intersections including obstacles aligned with cross-walks and visibility of secondary traffic signals, et cetera.

There is an opportunity to review the Lakeshore Road West and Clarkson Road North / Clarkson Road South intersections and identify improvements that will accommodate future traffic needs of the intersections while also improving the safety, and mobility for all road users.

Evaluation of Alternative Solutions

Four improvement approaches were considered to help develop the potential alternative solutions for the intersection improvements including realigning Clarkson Road North; reconfiguring the intersections into a roundabout; installing a raised centre median between the two intersections; and prohibiting left-turn movements at the intersections. The use of a roundabout was subsequently screened out as it was not geometrically or operationally feasible.

By incorporating elements of the remaining improvement approaches, four alternative solutions were developed to address the known operational and safety issues at the Lakeshore Road West and Clarkson Road North/South intersections as illustrated in Figures 2 through 5 below.

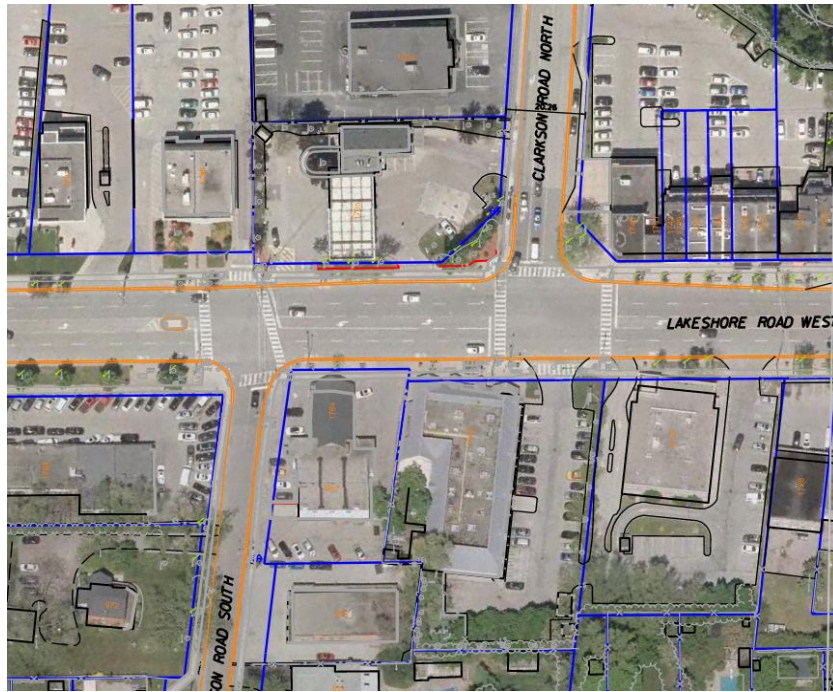


Figure 2 - Do Nothing

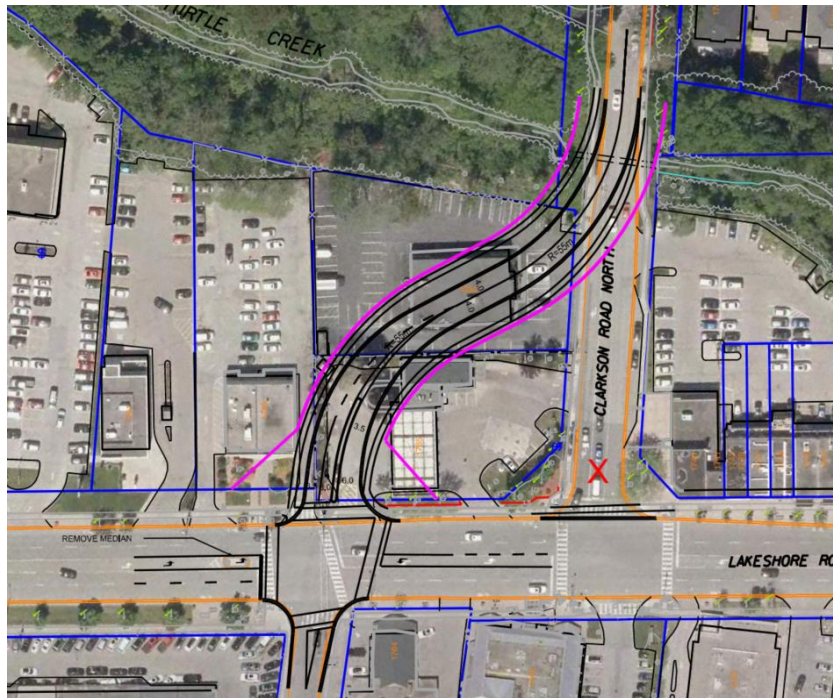


Figure 3 - Realign Clarkson Road North, Solution 1

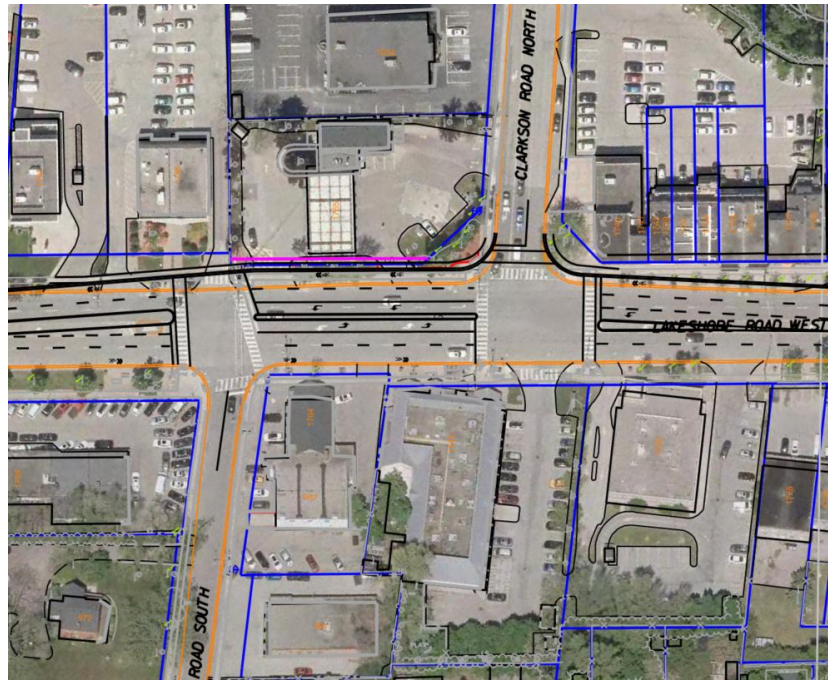


Figure 4 - Side by Side Left Turn on Lakeshore Rd, Solution 2

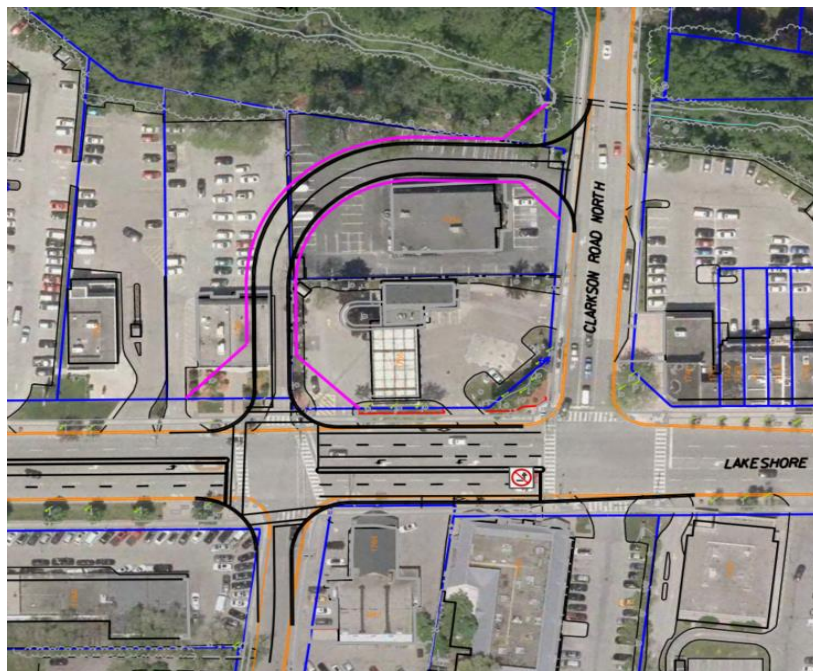


Figure 5 - Eastbound Left Turn via 'Laneway', Solution 3

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Each alternative solution was evaluated based on the following criteria:

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

Following an evaluation of the alternative design concepts, **Solution 2 – Side by Side Left Turn on Lakeshore Rd** (refer to Figure 4) was selected as the preliminary preferred alternative design and presented at PIC #2. This solution improves safety and operations at the intersection with minimal property impacts and construction costs, compared with the other alternatives.

Based on feedback received from various stakeholders following PIC #2, the evaluation was revisited with new perspectives on the socio-economic and cultural heritage considerations including opportunities for a new public space in Clarkson Village. With the updated evaluation, both **Solution 1 – Realign Clarkson Road North** (refer to Figure 3) and **Solution 2 – Side by Side Left Turn** (refer to Figure 4) were identified as preferred.

The identification of two preferred solutions provides an opportunity to fulfill the short/medium term operational and safety needs at the intersections while planning for a longer-term vision for the community, with the two solutions referred to as ‘interim preferred’ (**Side by Side Left Turn**) and ‘preferred’ (**Realign Clarkson Road North**).

Engagement and Consultation

Public Consultation

An extensive stakeholder consultation and engagement program was undertaken to assist the planning and decision-making process. Throughout the study, the public, internal staff, external agencies and organizations, and Indigenous Groups were engaged to provide input. Key features of the consultation program undertaken as part of this study included:

- A Notice of Study Commencement and Introductory PIC was published in the local newspaper on November 19, 2020, and mailed to area property owners, agencies, Indigenous Groups and other stakeholders;
- Virtual Public Information Centre #1 (online project portal) was held from December 3rd to December 31st, 2020;
- Virtual Public Information Centre #2 (online project portal) was held from November 10th to December 10th, 2021. PIC #2 included a live meeting held on November 24, 2021;
- Virtual Public Information Centre #3 (virtual presentation and live meeting) held on April 27th, 2021;

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- Presentations and meetings with regional, municipal and public authorities, including: City staff, Region of Peel staff and members of the Peel District School Board;
- Meetings with CVC and impacted property owners; and
- Mississaugas of the Credit First Nation review of Stage 1 Archaeological Assessment.

A dedicated project website was established at the beginning of the project. Study notices and Public Information Centre materials (e.g., notices, display materials, Q&As) were made available on the website as the study progressed.

The study website can be found at: Mississauga.ca/lakeshore-clarkson

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 comments from area residents that were received and noted by the project team regarding the information that was presented at the Public Information Centres:

- Questions about the purpose behind the study, as the intersections seem to operate fine under existing conditions;
- Concern that Lakeshore Road West was being widened to six lanes / the improvements will increase traffic and speeds;
- The interim preferred solution (Side-by-Side Left Turn lanes with Centre Median) appears to prioritize vehicular traffic and is not a long-term solution; and
- Understanding that the preferred solution (Realign Clarkson Road North) is desirable from a design and transportation perspective, however doubt that the City could act upon it due to its high cost and property impacts.

Comments

Implementation

It is recommended to phase the improvements at the Clarkson Road intersections by implementing the interim preferred solution in the short to medium term and the preferred solution in the longer term. Funding requirements to implement the interim preferred solution are included within the Roads Service Area Capital Plan and identified within the 2024/2025 timeframe. The preferred solution is currently unfunded and to be identified in a future Business Plan and Budget.

Staff will look to leverage coordination opportunities with infrastructure renewal requirements such as road resurfacing along Lakeshore Road West to implement the interim preferred solution. The implementation of the preferred solution would be subject to opportunities created through the redevelopment of the area and funding considerations.

Property Requirements

The interim preferred solution will require some property from the frontage of 1765 Lakeshore Road West. The preferred solution would require the acquisition of three commercial properties

in the northwest quadrant of the Clarkson Road North intersection, including: 1765 Lakeshore Road West, 1785 Lakeshore Road West and 1034 Clarkson Road North. Property impacts will be confirmed during the detailed design phase.

Next Steps

Should this study be endorsed by Council and no higher level of study requests be filed with the MECP during the public notification period, this project will be deemed approved. As the Notice of Study Completion 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 PN#20101 “Clarkson Rd/Lakeshore Rd Int-Des&Cons”.

The estimated construction cost to implement the interim preferred solution is \$0.5 million and the cost for the preferred solution is \$1.1 million. These construction cost estimates do not include property acquisition costs, as they would be confirmed during detailed design. Funding requirements to implement the interim preferred solution are included within the Roads Service Area Capital Plan and identified within the 2024/2025 timeframe. The preferred solution is currently unfunded and to be identified in a future Business Plan and Budget.

Conclusion

Staff recommends that the interim preferred solution – side-by-side left turn lanes on Lakeshore Road West; and the preferred design solution – realign Clarkson Road North, 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 Project File Report on the public record for a 45-day review period.

Attachments

Appendix 1: Clarkson Road North and Clarkson Road South, with Lakeshore Road West, Intersection Improvement Municipal Class Environmental Assessment Study - Draft Project File Report: Executive Summary



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

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