

# M

## **Appendix M: PUBLIC INFORMATION CENTRE #3**



Engineering  
for **people**

# Clarkson Road & Lakeshore Road Intersection Improvements

Municipal Class Environmental  
Assessment Study

## NOTICE OF PUBLIC INFORMATION CENTRE #3 (PIC #3)



**Project Website:** [mississauga.ca/lakeshore-clarkson](https://mississauga.ca/lakeshore-clarkson)

### ABOUT THE STUDY

- The City of Mississauga has initiated a study to review opportunities to improve the Lakeshore Road West and Clarkson Road North / Clarkson Road South intersections.
- The project is being planned under 'Schedule B' of the Municipal Class Environmental Assessment process. PIC #1 was held on December 3<sup>rd</sup>, 2020, and thereafter the study completed the evaluation of alternative solutions and identified a preliminary preferred solution.
- PIC #2 was held online from November 10<sup>th</sup> to December 10<sup>th</sup>, 2021, and presented the preliminary preferred solution. PIC #2 included a virtual online meeting with the Project Team, held on November 24<sup>th</sup>, 2021.
- Based on feedback and input from the public, the Project Team have made further refinements to the preferred solution and wish to present this update at PIC #3. Following PIC #3, the preferred solution will be confirmed, and a Project File Report (PFR) will be prepared for filing. The PFR will be made available for a minimum 30-day public review period upon filing.

Project related questions or accessibility concerns can be directed to

**Rory.OSullivan@mississauga.ca** or 311. This notice was first issued on April 14<sup>th</sup>, 2022.



### VISIT OUR PUBLIC INFORMATION CENTRE #3 (PIC #3)

PIC #3 will be a virtual online meeting from **6:30 - 8:00 p.m. on April 27<sup>th</sup>, 2022** and will include a presentation and a question period with the Project Team. To attend this meeting you must register in advance through the project website accessed here: [mississauga.ca/lakeshore-clarkson](https://mississauga.ca/lakeshore-clarkson). Registration will be available until the PIC#3 meeting is completed. Alternatively, if you are unable to join the meeting, the PIC#3 presentation will be made available online after the meeting, and any questions and comments can be submitted following the meeting until May 20<sup>th</sup>, 2022.

#### WHEN

**6:30 - 8:00 p.m. on April 27<sup>th</sup>, 2022**

#### WHERE

Register online at  
[mississauga.ca/lakeshore-clarkson](https://mississauga.ca/lakeshore-clarkson)

#### COMMENTS

Please complete the online comment form available on the project website or provide your comments directly to the City PM [Rory.OSullivan@mississauga.ca](mailto:Rory.OSullivan@mississauga.ca) by May 20<sup>th</sup>, 2022.



**Public Information Centre (PIC) #3 for the  
Clarkson Road & Lakeshore Road  
Intersections Improvements  
Municipal Class Environmental  
Assessment Study  
April 27<sup>th</sup>, 2022**

# Study Purpose

The City is completing an **Environmental Assessment (EA)** study to investigate opportunities to improve the operations, safety and mobility for all road users at the **Lakeshore Road West and Clarkson Road North / Clarkson Road South intersections.**



# Meeting Purpose



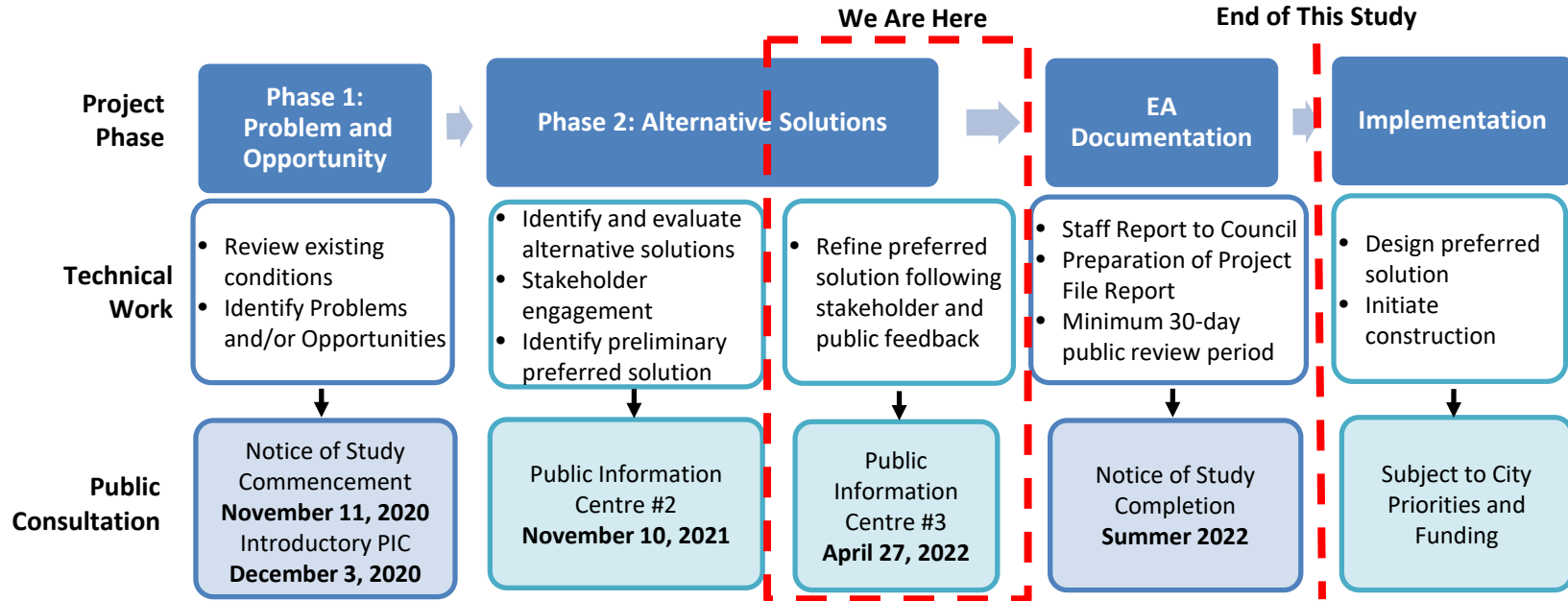
To provide update on the preferred solution; and



Discuss next steps and how to stay informed.

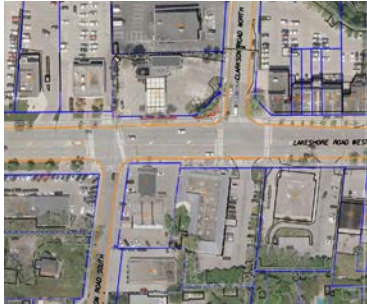
# What is an Environmental Assessment?

## Process for Schedule 'B' Projects



# PIC #2 Recap

## Do Nothing



### Do Nothing

- Least expensive option but it does not address any of the safety or operational issues.

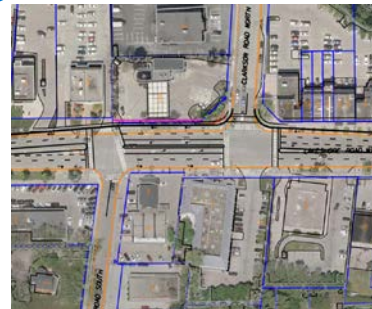
## Solution 1



### Realign Clarkson Road North

- Most desired from a design perspective but has significant property impacts and construction costs

## Solution 2



### Centre Median and Side by Side Left Turn on Lakeshore Rd

- Improves safety and operations at the intersection with minimal property impacts and much lower construction costs

Preliminary Preferred Solution

## Solution 3



### Centre Median and Eastbound Left Turn via 'Laneway'

- Improves safety and operations at the intersection but has significant property impacts and construction costs

# What We've Heard



Desire for a more **pedestrian friendly** environment to be created



Concern that the preliminary preferred alternative is a **short-term** solution



Concern the preliminary preferred solution will **prioritize vehicular traffic**



Desire for the preferred solution to contribute to the **transformation** of Clarkson Village



Desire for a preferred solution that will make the Clarkson Village area **safer**

# Road Safety – Vision Zero



Adopted by Mississauga in 2018



## **Goal of Vision Zero:**

Eliminate all serious injuries and fatal collisions

**Action Plan**  
2021

City Council approved 99 Actions to advance road safety

# Vision Zero Actions



Reduce Lane Widths



Pedestrian Crossing Improvements



Protected and Dedicated Cycling Infrastructure



Sightline Improvements



Transit Stops

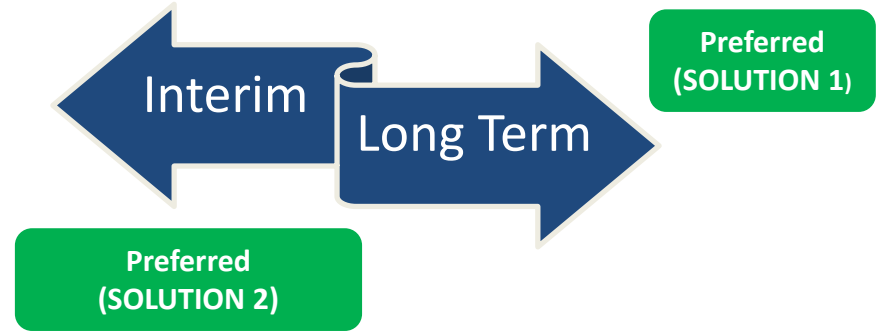


Vehicle Access Points

# Evaluation Update and Preferred Solution Refinement

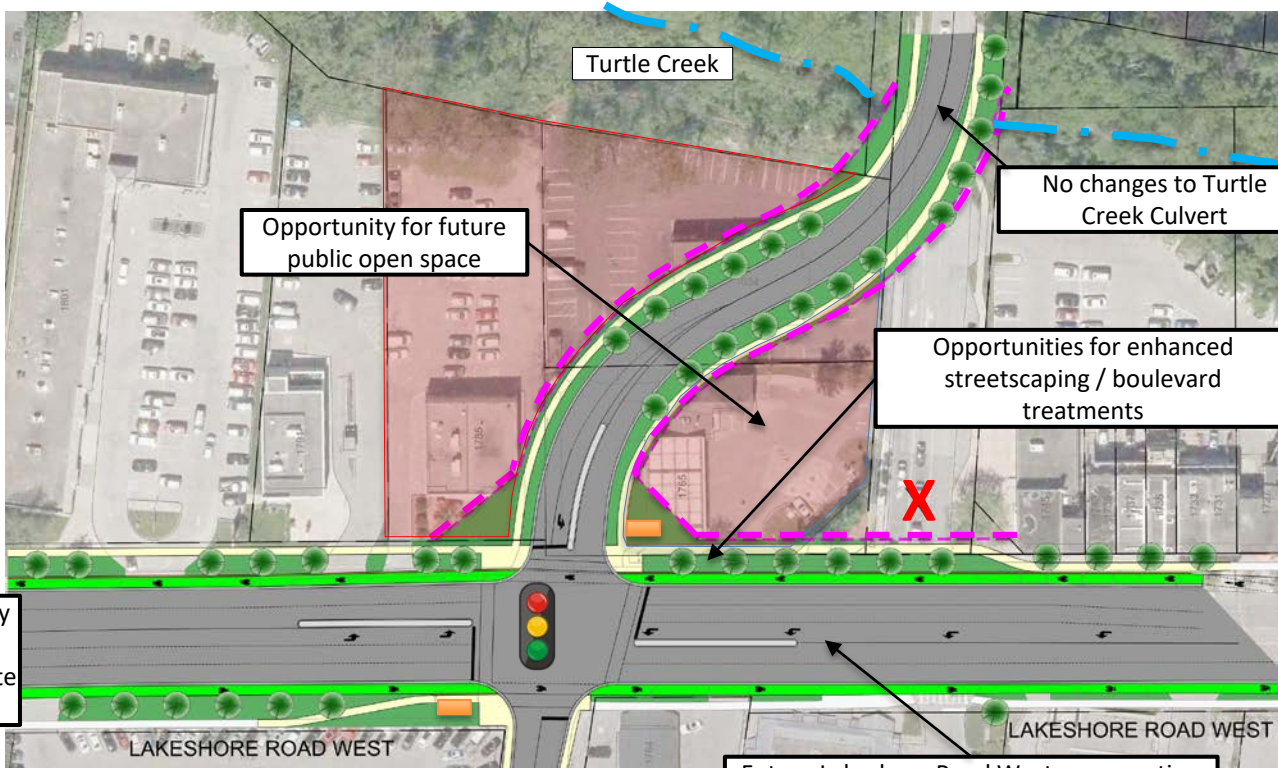
| Criteria   | Do Nothing      | Solution 1<br>Realigned Clarkson<br>Road North | Solution 2<br>Centre Median and<br>Widen Lakeshore<br>Road West | Solution 3<br>Centre Left Turn<br>Lane and 'Laneway' |
|--|-----------------|--|---|--|
| Socio-Economic Environment                                       | Least Preferred | Less Preferred                                 | More Preferred  | No Preference  |
| Cultural Environment   | Least Preferred | More Preferred                                 | Less Preferred  | No Preference  |
| Natural Environment  | Least Preferred | No Preference                                  | More Preferred  | Less Preferred                                       |
| Transportation   | Least Preferred | Most Preferred                                 | More Preferred  | More Preferred                                       |
| Engineering, Cost, Construction<br>Complexity and Implementation | Least Preferred | Less Preferred                                 | More Preferred  | No Preference  |
| City Building  | Least Preferred | More Preferred                                 | No Preference   | Most Preferred                                       |
| Overall Recommendation   |                 | Preferred                                      | Interim Preferred   |  |

Perspectives on cultural environment and socio-economic updated



Opportunity to address immediate concerns while still planning for a longer-term vision

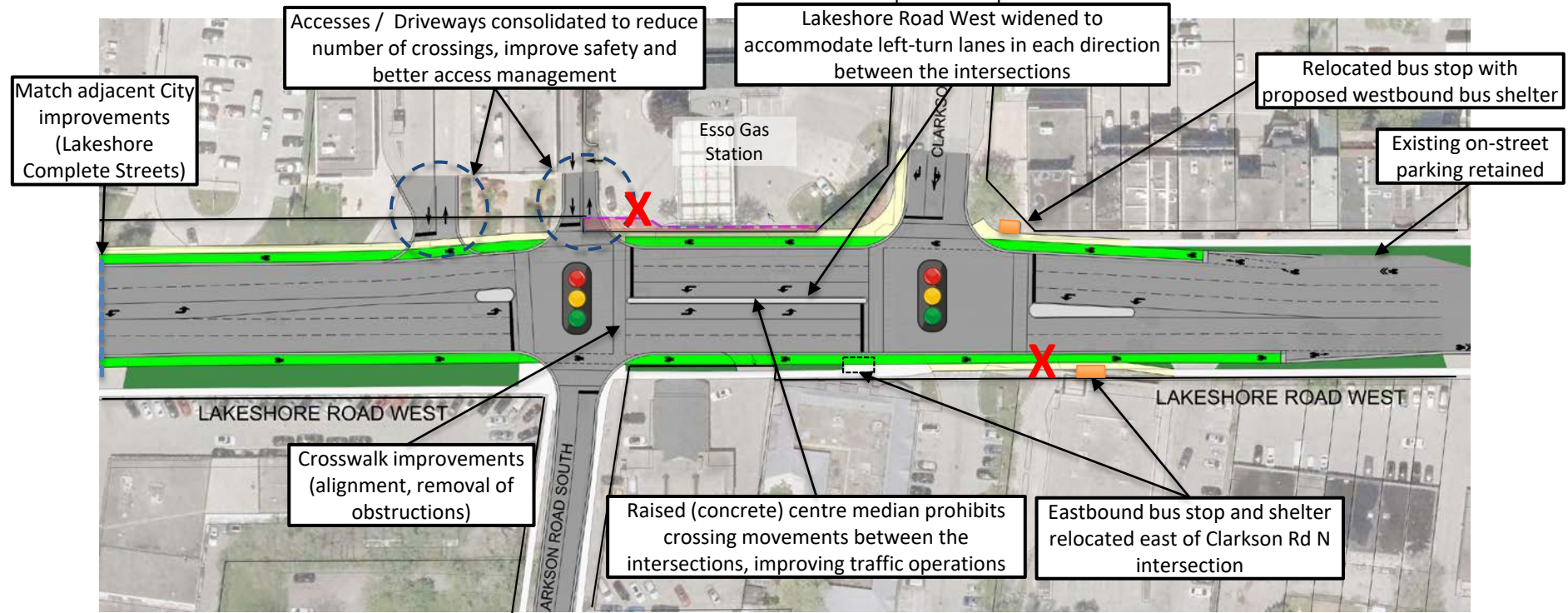
# Preferred Solution (Long Term)



- Existing property boundaries
- Potential Transit Improvements (To be confirmed)
- Active Transport Improvements (Cycle Tracks)
- Boulevard / Streetscaping Opportunities
- X Existing Clarkson Road North Closed
- Proposed Right of Way (ROW)
- Sidewalk
- Future Property Requirements

# Interim Preferred Solution

- Existing Right of Way (ROW)
- Proposed ROW
- Transit Improvements
- Active Transport Improvements (Cycle Tracks)
- X Access Closed
- Property required



# Interim Preferred Solution Rendering

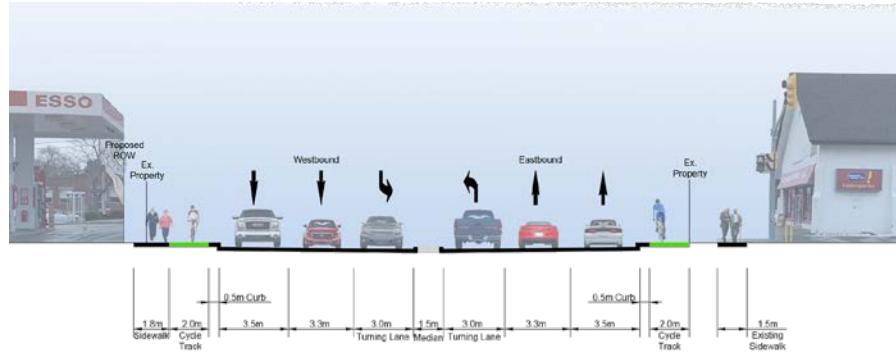
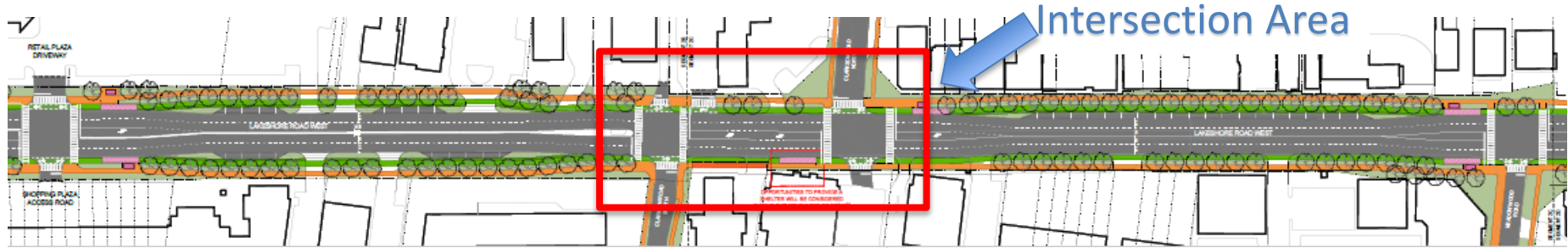
Existing (East from Clarkson Rd South)



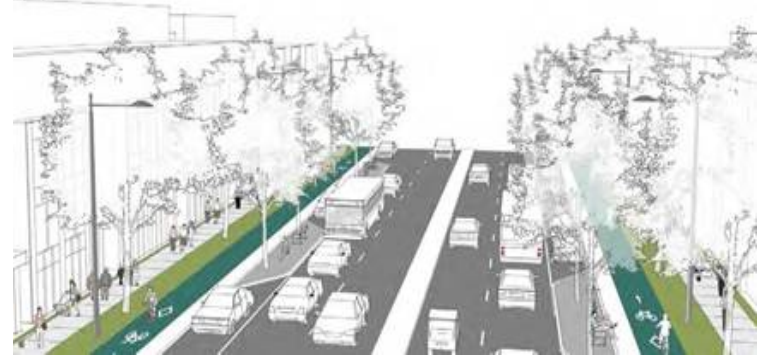
Interim Preferred



# Lakeshore Complete Streets Study



Interim Preferred – Through Intersection Area



Interim Preferred - Outside of Intersection Area

# Project Timeline and Next Steps



## Next Steps



Finalize Preliminary Design



Document Study Findings



Mississauga Council for approval

| CLARKSON ROAD AND LAKESHORE ROAD INTERSECTION<br>MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT STUDY |   |
|---|---|
| PUBLIC INFORMATION CENTRE (PIC #3) SUMMARY REPORT   |   |
| <b>Purpose of PIC:</b>  | The purpose of the PIC was to provide updates on further refinements to the preferred solution presented at PIC #2 and next steps for the project.  |
| Venue   |   |
| <b>Date:</b>  | Wednesday, April 27, 2022   |
| <b>Time:</b>  | 6:30 to 8:00 p.m.   |
| <b>Format:</b>  | The PIC consisted of a virtual Webex meeting and supporting materials posted on project website. The virtual meeting included a presentation about the project and breakout session to discuss questions about the project in small groups. The presentation materials were posted on the project website on April 27, 2022. Comments and questions were requested to be submitted to the project team by May 20, 2022. |
| Notification  |   |
| <b>Newspaper</b>  | <ul style="list-style-type: none"> <li>PIC Notice published in the Mississauga News on April 14 and 21, 2022.</li> </ul>  |
| <b>Mail / Email</b>   | <ul style="list-style-type: none"> <li>The Notice (hard copy) was mailed to property owners and tenants in the study area during the week of April 11, 2022.</li> <li>Agencies, interest groups, and the public (on the project mailing list) were notified via email on April 14, 2022.</li> <li>Indigenous Communities were notified via email on April 14, 2022.</li> </ul>  |
| <b>Project Website</b>  | <ul style="list-style-type: none"> <li>The Notice was posted on the project website on April 14, 2022.</li> <li>The PIC information package was posted on the project website on April 27, 2022.</li> </ul>   |
| Virtual Meeting Attendees   |   |
| <b>City of Mississauga</b>  | <ul style="list-style-type: none"> <li>Rory O'Sullivan (Project Manager)</li> </ul>   |
| <b>CIMA+</b>  | <ul style="list-style-type: none"> <li>Stephen Keen (Project Manager)</li> <li>David Hiett</li> </ul>   |
| <b>Attendance</b>   | <ul style="list-style-type: none"> <li>Public – 100</li> <li>Elected Officials – 1 (Councillor Mullins)</li> </ul>  |
| Media Attendance  |   |
| No media attendance.  |   |

| CLARKSON ROAD AND LAKESHORE ROAD INTERSECTION<br>MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT STUDY |  |
|---|--|
| PUBLIC INFORMATION CENTRE (PIC #3) SUMMARY REPORT   |  |
| Comments  |  |
| <b>Comment Deadline:</b>  | May 20, 2022<br>Comments and responses are documents in Table 1.   |
| <b>Breakout Room Discussion</b>   | <p><b>Question 1: What information stood out to you in the presentation?</b></p> <p>Room 1:</p> <ul style="list-style-type: none"> <li>• Surprised with preferred option given its cost and inconvenience to the surrounding residents.</li> <li>• Appreciates that the team has listened.</li> <li>• Median in front of gas station is a good thing.</li> <li>• What is being done to slow traffic speed and make it safer for pedestrians?</li> <li>• Will bike lanes be physically separate from cars?</li> <li>• Is BIA on board with this solution?</li> </ul> <p>Room 2:</p> <ul style="list-style-type: none"> <li>• Preference for interim solution, does not think ultimate solution is a good use of money.</li> <li>• Doesn't view taking property as a concern considering implementation is so far in the future. More of a vision than a plan. Don't panic over cost. Wants to see flashing beacons when pedestrian push buttons so drivers are aware people will be crossing (see Oakville).</li> <li>• Pedestrian crossing was added to Lorne Park Secondary School similar to what was mentioned above. Really likes it, would like more in the City. Question 1: will utilities need to be moved? Question 2: will Clarkson get bike lanes? Question 3: development on Clarkson will bring more traffic to this intersection. Are these solutions going to be enough to handle more traffic? Trains will also be running more frequently north of development so traffic will likely go south bringing more traffic to the intersection.</li> <li>• Would like clarity on the interim solution, when will it be built? What's the timeline for final solution? Property only increases in value over time so buying property will be more expensive in the future.</li> <li>• Cost. To see such a drastic difference in cost between interim and final is concerning why spend so much on one intersection.</li> <li>• Concerns with cost as well thinks widening makes way more sense than taking property.</li> <li>• Costs of the properties seems high. Interim solution seems like a great plan.</li> </ul> |

| <b>CLARKSON ROAD AND LAKESHORE ROAD INTERSECTION<br/>         MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT STUDY</b> |   |
|--|---|
| <b>PUBLIC INFORMATION CENTRE (PIC #3) SUMMARY REPORT</b>   |   |
|  | <ul style="list-style-type: none"> <li>Concerned about use of land, why take land away from businesses and use it for a road? Thinks there would be better use of land than a road like affordable housing, parks, businesses, etc.</li> <li>Property is zoned for mid-rise. This is a waste of valuable land that could be redeveloped. Shortage of property is an issue better options than a road.</li> </ul> <p>Room 3:</p> <ul style="list-style-type: none"> <li>That there is a focus on the interim solution. Participants expressed concern about the timeline and concern for when the next phase will begin.</li> <li>Participants remarked that this project seems to be a high priority and is costly. They were unclear who the sponsor of the project is.</li> <li>Participants expressed support for bike lanes and the development for Clarkson Village</li> <li>Comments about whether or not the interim solution could use more phased lights.</li> </ul> <p>Room 4:</p> <ul style="list-style-type: none"> <li>Happy that the city recognizes that we need the long-term option to align the intersections</li> <li>Extra space on Clarkson Road South for a left-turn lane</li> <li>Desire for a right turn lane from Clarkson Road South to Lakeshore</li> <li>Concerns about the project costs for both the interim and ultimate condition</li> <li>A concern was raised about Clarkson Road and potential for increased traffic on the roadway</li> <li>Presentation talked about safety but not as much about traffic such as signal timing improvements and signal coordination</li> <li>Why this intersection was being prioritized over other streets and/or intersections in the City.</li> <li>Don't think there's currently that much traffic or safety issues in existing conditions. However, others feel that there are safety issues and have been affected by them.</li> </ul> <p><b>Question 2: In what ways do you think the interim solution presented addresses safety and traffic concerns at the intersections while still planning for a longer-term vision for Clarkson Village?</b></p> <p>Room 1:</p> <ul style="list-style-type: none"> <li>Car movements will be restricted which will help as will separate bike lanes.</li> <li>Likes the solution, including closing some of the access points</li> </ul> |

| <b>CLARKSON ROAD AND LAKESHORE ROAD INTERSECTION<br/>         MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT STUDY</b> |  |
|--|--|
| <b>PUBLIC INFORMATION CENTRE (PIC #3) SUMMARY REPORT</b>   |  |
|  | <ul style="list-style-type: none"> <li>• Much less expensive than long term solution.</li> <li>• Interim looks like a good long term solution – loss of gas station would be huge inconvenience.</li> <li>• Insufficient time for pedestrians to cross Lakeshore, also improvements to signal timing would be helpful</li> <li>• Long term solution too expensive for problem its trying to solve and could be spent elsewhere</li> <li>• Why not close Clarkson Rd S instead?</li> </ul> <p>Room 2: No comment</p> <p>Room 3:</p> <ul style="list-style-type: none"> <li>• Participants expressed concerns about the timeline to get to the permanent solution</li> <li>• Concern about length of constructions</li> <li>• Participants requested to see examples of where both the interim solution and permanent solution have been successful.</li> <li>• Wondered about the opportunity to incorporate smart lights or advance turning lights.</li> <li>• Questions and concern about the Mississauga Road and Lakeshore intersection.</li> </ul> <p>Room 4: No comment</p> |
|  | <p><b>Question 3: How do you think the interim solution in conjunction with the improvements planned as part of the Lakeshore Complete Streets Study will improve the pedestrian and cycling experience along the Lakeshore corridor?</b></p> <p>Room 1:</p> <ul style="list-style-type: none"> <li>• Waiting for outcome of Lakeshore Complete Streets Study</li> <li>• Having separated bike lanes continuous behind curb all the way through</li> <li>• Need more ped crossings</li> <li>• Adding two more lanes of cars seems excessive and unsafe for pedestrians.</li> </ul> <p>Room 2: No comment</p> <p>Room 3:</p> <ul style="list-style-type: none"> <li>• Support for bike lanes and adding them.</li> <li>• A participant commented that it would be an improvement, especially to the bus station</li> <li>• Questions about the bike lanes in Petro Canada Bridge. Concern that it is very narrow.</li> </ul>  |

| CLARKSON ROAD AND LAKESHORE ROAD INTERSECTION<br>MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT STUDY |  |
|---|--|
| PUBLIC INFORMATION CENTRE (PIC #3) SUMMARY REPORT   |  |
|   | Room 4: No comment   |
|   | <p><b>Question 4: What questions are you left with?</b></p> <p>Room 1: No comment</p> <p>Room 2: No comment</p> <p>Room 3:</p> <ul style="list-style-type: none"> <li>• What is the timeline for both interim solution and permanent solution from start to finish?</li> <li>• Where is the anticipated additional volume of traffic coming from?</li> <li>• Is the interim solution include a westbound to turn left hand turn lane going south? (Advanced green)</li> </ul> <p>Room 4: No comment</p>          |
|   | <p><b>Question 5: If you had to go back to your neighbours and describe what you learned tonight, what might you tell them?</b></p> <p>Room 1: No comment</p> <p>Room 2: No comment</p> <p>Room 3:</p> <ul style="list-style-type: none"> <li>• Glad to see interim solution. Do really love the longer solution, but unsure about timeline.</li> <li>• Not sure they've been convinced the solution can't be reached from other options (signals), or less costly solution</li> </ul> <p>Room 4: No comment</p> |

Note: Public comments submitted during the PIC #3 comment period are documented in the correspondence record in Appendix N of this Project File Report.