Volume Two
Appendices A-M

Mississauga Transitway Environmental Assessment Report

City of Mississauga
January 1992

MISSISSAUGA *Transportation and Works*

Ministry of Transportation
Ontario

LET'S MOVE

MISSISSAUGA TRANSITWAY PLANNING STUDY
ENVIRONMENTAL ASSESSMENT REPORT
VOLUME 2: APPENDICES A - M

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APPENDIX 'A'

SUMMARY OF FIRST ROUND OF PUBLIC INVOLVEMENT

- MARCH 1990

MISSISSAUGA TRANSITWAY PLANNING STUDY EA REPORT

APPENDIX A - SUMMARY OF FIRST ROUND OF PUBLIC INVOLVEMENT

This report summarizes the events leading up to and surrounding the Public Information Centres for the Transitway project in March 1990. The complete documentation, including all original comment sheets and attendance lists, may be reviewed; requests should be directed to the Director of Transportation and Engineering Planning, Transportation and Works Department, City of Mississauga, 11th Floor, Mississauga Civic Centre, 300 City Centre Drive, Mississauga, Ontario L5B 3C1.

INFORMATION CENTRE

SUMMARY REPORT

MISSISSAUGA TRANSITWAY PLANNING STUDY

SUMMARY OF THE FIRST SERIES OF

PUBLIC INFORMATION CENTRES

MARCH 29, 1990

McCORMICK RANKIN

MISSISSUAGA BUSWAY PLANNING STUDY

SUMMARY OF FIRST PUBLIC INFORMATION CENTRE

Background

The Planning Study to identify a functional plan and property protection requirements for the Mississauga Busway was initiated by the City of Mississauga in December 1989. The study is being carried out with full involvement of interested agencies, government offices, and the public, in accordance with the Environmental Assessment Act process. It is not, however, proposed to proceed with an EA submission at this time. The study is expected to be complete by early 1991.

Since the Busway study area is the Parkway Belt West/Highway 403 corridor, with numerous adjacent subdivisions and other corridor uses, involvement of corridor residents in the study is important. Accordingly, three sets of well publicized periods of public involvement are planned for the Busway study. The first is to introduce the study and exchange information on issues to be addressed; the second to review and comment on the alternatives and analysis; and the third to review and comment on the technically preferred concept and detailed plans. It may be noted that in the City Centre and Highway 403 Arterial Extension areas, the Busway concept was reviewed in public as part of other studies in 1989.

Accordingly, a first Public Information Centre was held on March 29, 1990 at the centrally located Mississauga Civic Centre. This report summarizes the proceedings of the Information Centre.

Purpose of Information Centre

- to inform the public, and particularly those in the immediate area, of the study and its background;
- to make plans of the study area available for review by the public;
- to inform area residents of the potential alternatives and the analysis process to be carried out;
- to meet the requirements of the Environmental Assessment Act in terms of public involvement in the studies.

Public Awareness

The City of Mississauga fostered awareness of the study and of the Public Information Centre by the following means:

- letter and notification to area M.P.'s, M.P.P.'s and municipal councillors (Mississauga, Etobicoke, Metro Toronto).
- letter and meeting with all interested agencies not already represented on the Busway Technical Coordinating Committee.
- advertisements in the Mississauga News (March 21, 23, 25,28, 1990); the Etobicoke Guardian (March 21, 28 1990); and the Toronto Star "Neighbours West" insert (March 22, 29, 1990).

- distribution of 5,000 brochures (appended) through Mississauga Transit, either at its Home Show display booth or in boxes on buses.

- distribution by hand of 34,000 brochures to each residential address in the area bounded by Eglinton Avenue, Highway 427, Burnhamthorpe Road, and the west boundary of Mississauga.

Information Centre Format

The Public Information Centre was held between 4 and 8 p.m. Thursday, March 29, 1990, in the Great hall of the Mississauga Civic Centre, 300 City Centre Drive. The Civic Centre is well known and centrally located in the study area. Weather conditions were good.

The Information Centre consisted of a set of panels describing the study process, background work done to date, and existing conditions in the study area (see appended copies of text displays). A set of 1:5000 scale photomosaics was used to illustrate the study area. Members of the study's Technical Coordinating Committee circulated among the visitors, discussing, explaining, and listening to the comments on the study.

Coffee was provided, as were tables and chairs for filling out comment sheets.

The Centre was staffed as follows:

Kees Schipper	City of Mississauga
Bob Sasaki	City of Mississauga
Eric Gupta	City of Mississauga
Brian Ogden	Ministry of Transportation
Ian Williams	M.M. Dillon
Dave McCall	M.M. Dillon
Lee Sims	IBI Group
Calvin Beach	IBI Group
John Sutherns	McCormick Rankin
Steve Schijns	McCormick Rankin

Public Response

A turnout of in the order of 110 people was achieved, almost entirely consisting of residents in close proximity to the proposed corridor. This relatively low turnout (in proportion to the publicity effort) was due in part to the general nature of the plans and the lack of specific proposals potentially affecting properties at this early point in the study.

Registered attendees numbered 56, while 9 comment sheets were submitted (see appendices).

Summary of Public Comments

In general, both the City (and its consultants) and the attendees shared information on the project, and concerns of residents were mainly in terms of potential impacts (noise, visual, congestion, pollution, etc.) on their properties adjacent to the corridor. Some disappointment was expressed at the lack of alternative alignments or station locations on the plans, but it was explained that the Information Centre was an information gathering exercise prior to the development of alternatives.

Concern was expressed by some as to the potential destruction of some of the woodlots now in the corridor, while noise barriers were a common suggestion. Some questioned the need for the Busway, its location in the Highway 403 corridor, or the proposed diesel bus technology. However once the Busway study rationale was explained, there was little disagreement with the basic Busway concept or the proposed study process.

APPENDIX 'A-1'

DISPLAY PANELS FOR PUBLIC INFORMATION CENTRE #1

MISSISSAUGA BUSWAY PLANNING STUDY

PUBLIC INFORMATION CENTRE # 1 - MARCH 29, 1990

LIST OF DISPLAY MATERIAL

1. Introduction to Study/Study Objectives

2a Information Centre Purpose/Your Involvement
2b Current Status of Busway
3. Study Background

4. What Is a Busway?

5. Study Organization

6. Study Process/Environment Assessment Act

7. Study Schedule

8. Key Map (1:20,000 photomosaic) (not included here)

9. Transportation Demand

10a Transit Service
10b Staging
11. Existing Conditions (1:5,000 photomosaic) (not included here)

12. Factors for Comparison of Alternatives

13. Future Course of Action

ADDITIONAL MATERIAL (not included here)

- Videos of Ottawa and Pittsburgh Busways
- Mississauga Transit Display and Handouts
- Highway 403 Arterial Extension Plan (1:500 coloured plan) - for reference
- Parkway Belt West Plan (1:2,000 coloured plan) - for reference

REPORTS

- Mississauga Transportation Study Executive Summary
- Parkway Belt West Plan
- City of Mississauga Official Plan
- Mississauga Ten Year Transit Service Strategy Plan Phase 1 Report
- City of Etobicoke Official Plan

INFORMATION CENTRE PURPOSE

THE PURPOSE OF TODAY'S PUBLIC INFORMATION CENTRE IS TO ENSURE PUBLIC AWARENESS OF THE PROJECT BY PRESENTING A SUMMARY OF WORK DONE TO DATE, INCLUDING AN UNDERSTANDING OF EXISTING CONDITIONS IN THE STUDY AREA. THROUGH THIS PROCESS, THE STUDY TEAM WILL BECOME AWARE OF BUSWAY-RELATED ISSUES THAT ARE OF CONCERN TO AREA RESIDENTS AND BUSINESSES.

YOUR INVOLVEMENT

YOUR COMMENTS WILL BE USED IN DEVELOPING ALTERNATIVES AND RECOMMENDATIONS, AND FUTURE INFORMATION CENTRES WILL ALSO BE HELD SO THAT YOU CAN KEEP TRACK OF THE STUDY'S PROGRESS.

PLEASE SIGN THE ATTENDANCE REGISTER, REVIEW THE DISPLAYS, TALK TO THE STUDY STAFF, AND FILL OUT A COMMENT SHEET (EITHER HERE OR AT HOME).

INTRODUCTION TO STUDY

WELCOME TO THIS PUBLIC INFORMATION CENTRE. THE CITY OF MISSISSAUGA, WITH SUPPORT FROM THE MINISTRY OF TRANSPORTATION OF ONTARIO, IS UNDERTAKING A PLANNING STUDY FOR THE MISSISSAUGA BUSWAY.

THIS BUS-ONLY ROADWAY IS PROPOSED FOR THE FUTURE IN THE HIGHWAY 403-PARKWAY BELT CORRIDOR FROM WEST OF WINSTON CHURCHILL BOULEVARD TO THE RENFORTH DRIVE/EGLINTON AVENUE AREA.

STUDY OBJECTIVES

THE OBJECTIVES OF THE PLANNING STUDY ARE TO:

- DETERMINE THE BEST LAYOUT OF THE BUSWAY AND ASSOCIATED FACILITIES SUCH AS STATIONS.

- PREPARE FUNCTIONAL DESIGN PLANS TO ALLOW PROPERTY PROTECTION.

- CARRY OUT THE STUDY WITH PUBLIC INVOLVEMENT AND IN A MANNER CONSISTENT WITH THE ENVIRONMENTAL ASSESSMENT ACT OF ONTARIO.

STUDY BACKGROUND

- MISSISSAUGA IS ONE OF CANADA'S FASTEST GROWING CITIES

	1981	1988	ULTIMATE (2021±)
POPULATION	300,000	420,000	704,000
JOBS	150,000	245,000	530,000

- MISSISSAUGA'S CITY CENTRE, AT HIGHWAY 403, HURONTARIO STREET AND BURNHAMTHORPE ROAD, IS PLANNED FOR UP TO 110,000 JOBS IN THE LONG TERM.

- THE "PARKWAY BELT WEST PLAN" (1978), IS A LONG-RANGE PLAN WHICH GOVERNS THE USES OF THE HIGHWAY 403/HYDRO CORRIDOR. IN THE PLAN, A PORTION OF THE CORRIDOR IS RESERVED FOR FUTURE USE BY TRANSIT.

- THE MISSISSAUGA TRANSPORTATION STUDY (1985) DEFINED THE BASIC ROAD AND TRANSIT NETWORKS NEEDED TO SERVE THE CITY IN THE FUTURE. PRELIMINARY PLANS OF CONCEPTS FOR THE MISSISSAUGA BUSWAY WERE IDENTIFIED AT THAT TIME. SEVERAL CORRIDORS ACROSS THE CITY WERE ANALYZED AND THE HIGHWAY 403/PARKWAY BELT CORRIDOR WAS RECOMMENDED FOR THE BUSWAY LOCATION.

- SEVERAL OTHER PLANNING STUDIES CARRIED OUT OVER THE PAST DECADE HAVE SUPPORTED THE NEED FOR THE MISSISSAUGA BUSWAY.

- THE PROVINCIAL GOVERNMENT IS SUPPORTIVE OF THE BUSWAY, BOTH AS A TRANSPORTATION FACILITY AND AS A KEY ELEMENT IN THE "GATEWAYS" INITIATIVE.

CURRENT STATUS OF MISSISSAUGA BUSWAY

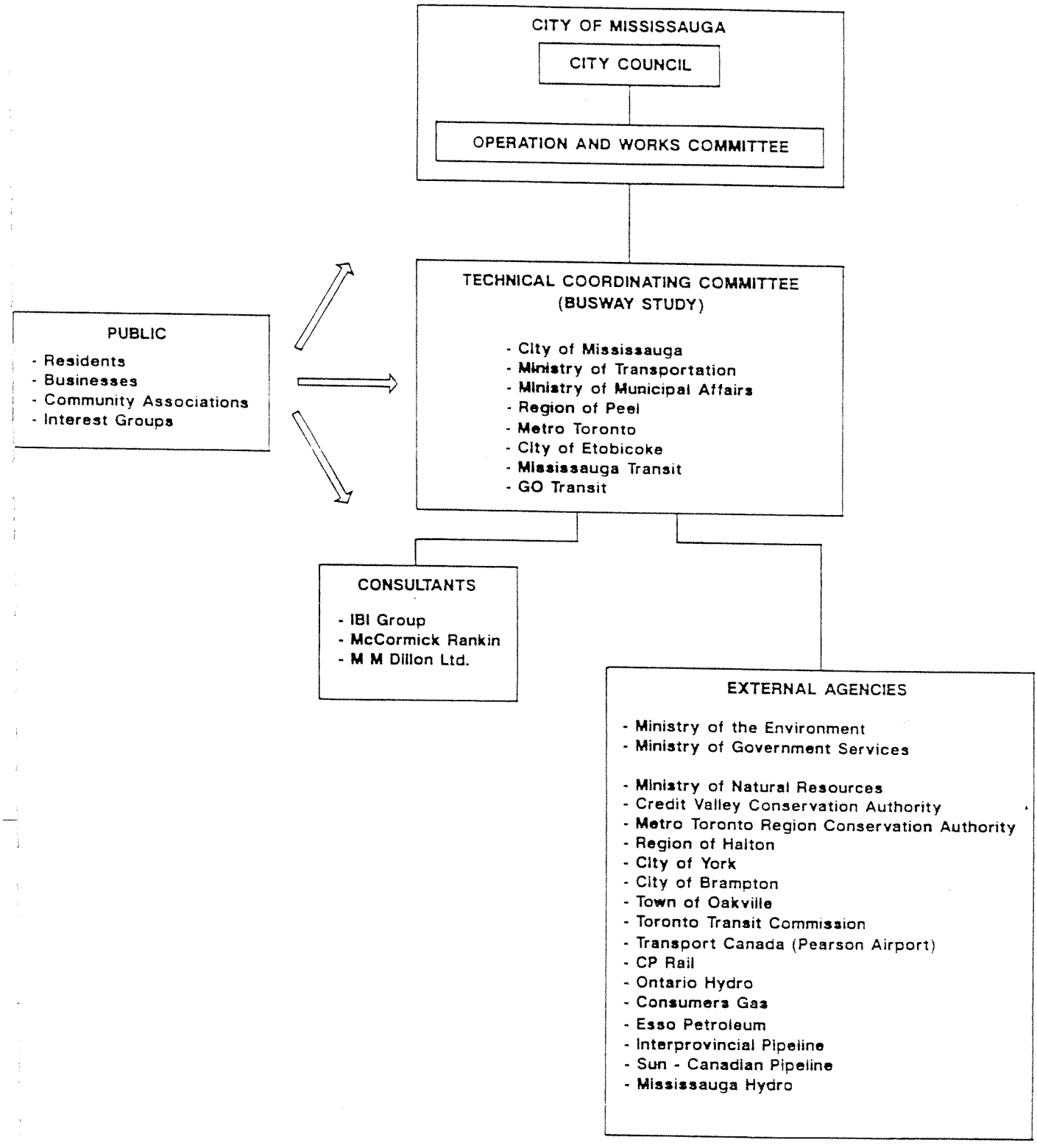
- IN CARRYING OUT THE MISSISSAUGA TRANSPORTATION STUDY, CITY COUNCIL HAS ACCEPTED THE USE OF THE HIGHWAY 403-PARKWAY BELT FOR THE BUSWAY, BUT DETAILED BUSWAY PLANS HAVE NOT YET BEEN PREPARED IN MOST OF THE CORRIDOR.

- SOME ADVANCE PLANNING WORK HAS BEEN CARRIED OUT IN THE CITY CENTRE AND HIGHWAY 403 ARTERIAL EXTENSION AREAS.

- THE CITY'S 10 YEAR TRANSIT SERVICE STRATEGY PLAN (1989) IDENTIFIED IMMEDIATE BUS PLANNING GOALS, IN PREPARATION FOR THE FUTURE USE OF THE BUSWAY.

- WITH CONTINUED RAPID GROWTH IN TRAVEL DEMAND IN MISSISSAUGA, IT IS NOW TIME TO BEGIN DETAILED PLANNING OF THE BUSWAY. THIS PRESENTATION IS PART OF THE PLANNING PROCESS.

STUDY ORGANIZATION



WHAT IS A BUSWAY?

- A BUSWAY IS A ROAD USED ONLY BY TRANSIT VEHICLES. IT USUALLY HAS BRIDGES AT CROSSING ROADS AND HAS FREQUENT STATIONS WHERE PASSENGERS CAN TRANSFER BUSES AND WHERE BUSES CAN ENTER THE BUSWAY FROM CITY STREETS.

- BY USING A BUSWAY, BUSES CAN AVOID CONGESTED ROADWAYS AND PROVIDE RELIABLE, CONVENIENT, COST-EFFICIENT SERVICE.

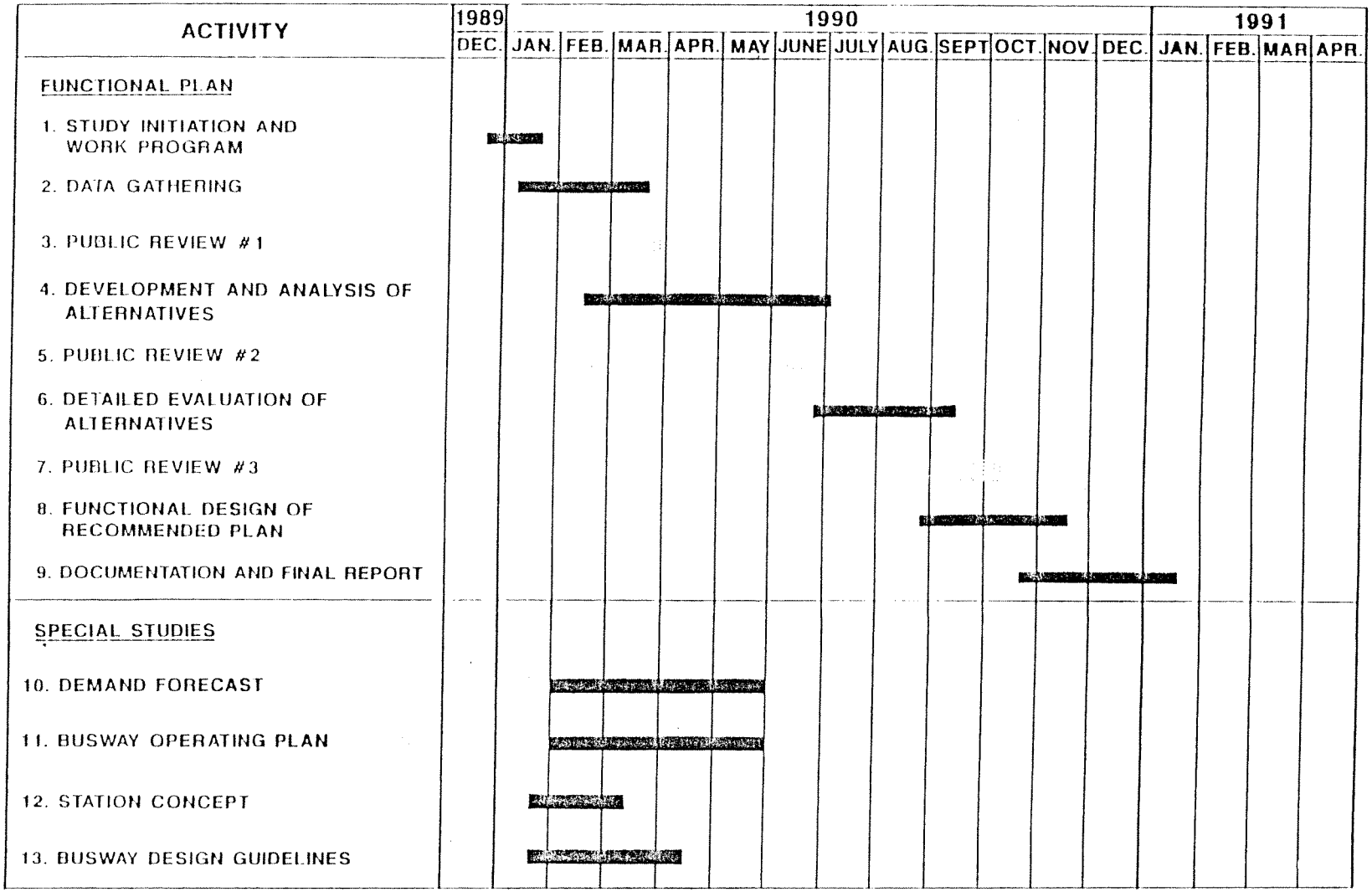
- BUSES CAN CIRCULATE IN A LOCAL NEIGHBOURHOOD BEFORE USING THE BUSWAY, OR THEY CAN TRAVEL ON EXPRESS ROUTES ON THE BUSWAY ALONE. MANY OTHER BUS ROUTES AND SERVICES ARE ALSO POSSIBLE.

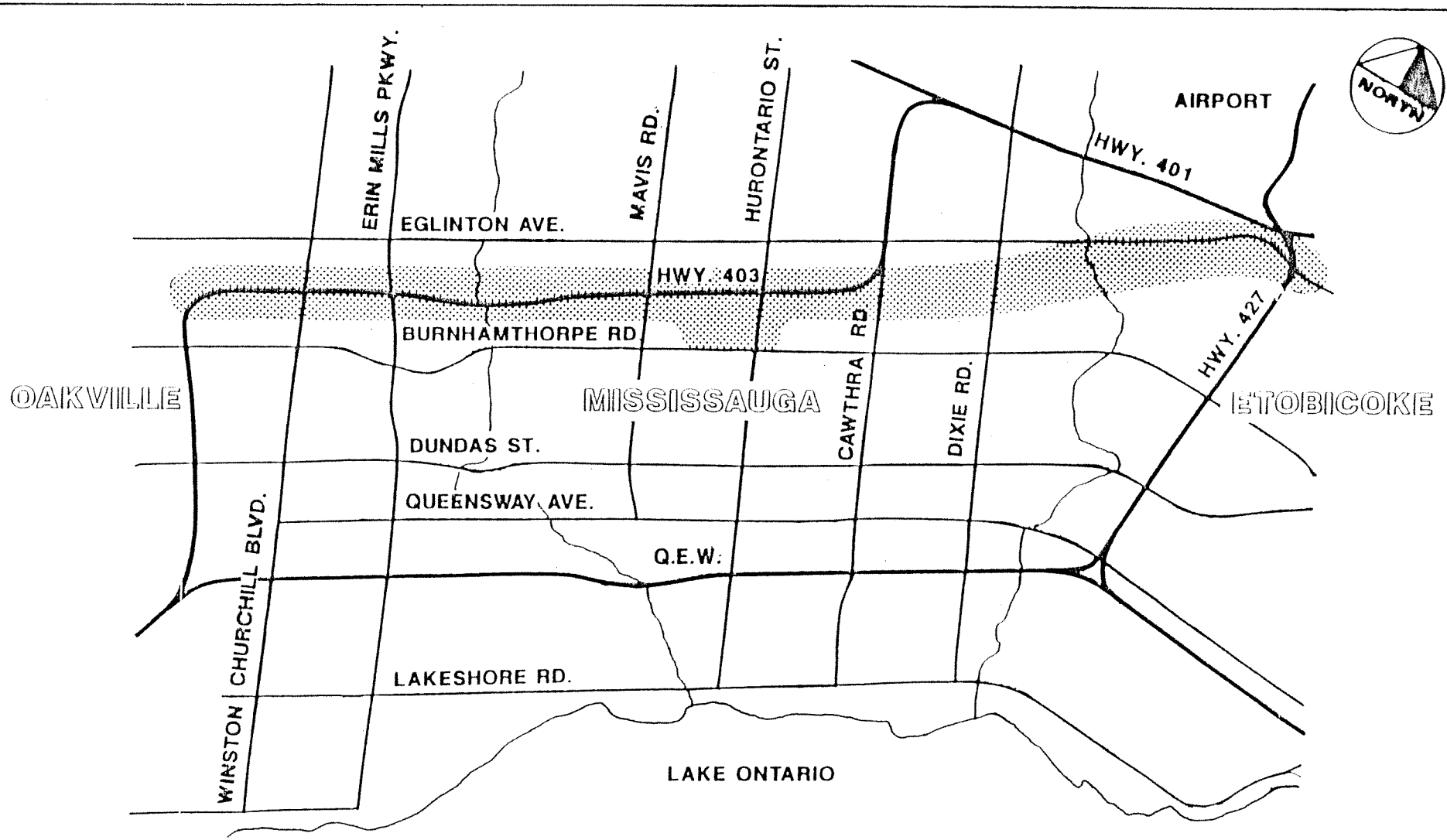
- A BUSWAY CAN BE BUILT IN SEGMENTS, AND IS CHEAPER TO BUILD THAN MOST OTHER RAPID TRANSIT FACILITIES. IT HAS A HIGH CAPACITY, AND CAN BE DESIGNED TO CONVERT TO RAIL TRANSIT USE IF NEEDED IN THE LONG TERM.

- ALONG WITH STREETS, FREEWAYS AND RAIL LINES, BUSWAYS CAN BE IMPORTANT IN THE PROVISION OF A BALANCED TRANSPORTATION SYSTEM.

- BUSWAYS ARE IN USE IN MANY CITIES AROUND THE WORLD.

MISSISSAUGA BUSWAY PLANNING STUDY
PROPOSED STUDY SCHEDULE





MISSISSAUGA BUSWAY FUNCTIONAL PLANNING STUDY

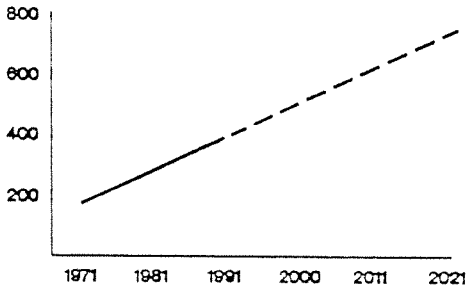
KEY MAP

0 SCALE 5000m

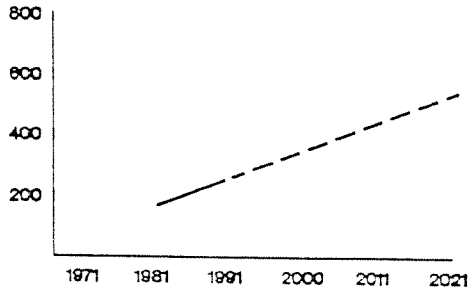
FUNCTIONAL PLAN STUDY AREA

WHY DOES THE CITY OF MISSISSAUGA NEED HIGH CAPACITY TRANSIT ?

- A 1985 transportation study identified the need for an east/west transit facility to satisfy future travel demand.
- To support Mississauga's Official Land Use Plan particularly the City Centre area.
- Response to growth in the western portion of the Greater Toronto Area.
- Response to population and employment growth in Mississauga City Centre area.
- Number of jobs in the Mississauga City Centre area ultimate development projected to increase to over 100,000.

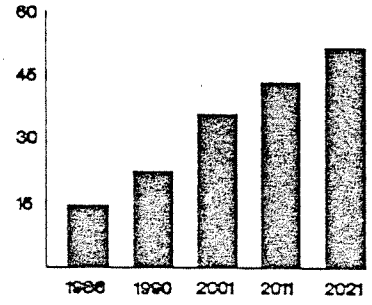


POPULATION (In '000)



EMPLOYMENT (In '000)

TRANSPORTATION DEMAND



MISSISSAUGA TRANSIT RIDERSHIP
(In '000,000/year)

- Higher transit ridership is required to accommodate projected growth in population and employment.
- Busway will be the backbone of the Mississauga Transit System.
- Busway will serve trips to:
  - Mississauga City Centre
  - 403/Eglinton corridor
  - Airport & Airport Corporate Centre
  - Eglinton corridor (Toronto)
  - North Metro Toronto
  - Bloor Subway

WHY A BUSWAY ?

- Has the capacity (15,000 persons per hour or more in the peak direction) to meet Mississauga's needs.
- Is easily integrated with existing surface transit systems.
- Can be used by various transit operators.
- Can be staged by building sections as required.
- Would be less expensive to construct than rail rapid transit.
- Can be transformed to rail rapid transit in the long term.

TRANSIT SERVICE OPTIONS

A transit service can be provided using various technologies. A combination of options can be used to meet transportation needs.

Examples of some transit options and their approximate service capacities are indicated below :

Transit Option	Capacity (persons/hr)
Bus on arterial road	2,500
Articulated bus	3,200
Bus on reserved bus lane	5,000
Busway	10,000 - 15,000
Light rail transit	10,000 - 20,000
GO-train	12,000
Heavy rail transit	35,000 - 40,000

A traffic lane on a freeway has a capacity of 2,500 persons per hour at typical peak hour automobile occupancies while a suburban arterial lane has a practical capacity of 1,000 persons per hour.

STAGING OF THE BUSWAY

The progression to busway operation in the Highway 403 corridor will be staged over a number of years. Improved transit service up to full busway operation will occur as required.

Mississauga's ten year transit service strategy plan includes a forecast of the expected increase in population and jobs and recommends staged transit improvements to service the forecasted increase in population and jobs.

Staged transit improvements up to full busway operation could include :

- express bus service west of the Credit River (South Common Mall, Erin Mills Centre, Meadowvale Town Centre) linking to the Mississauga City Centre area and the Bloor Subway;
- widening of Eglinton Avenue from four to six lanes to provide interim bus-only lanes;
- construction of Mississauga City Centre, west and east busway terminals;
- provision of express bus services on sections of Highway 403;
- construction of key sections of the busway, for example the crossing of the Credit River, combined with the use of arterial roads and Highway 403 for bus services;
- construction of a major portion of the busway, for example the section west of Mississauga City Centre to the Erin Mills Town Centre;
- full implementation of the busway.

FACTORS FOR COMPARISON OF ALTERNATIVES

THE FOLLOWING ITEMS ARE EXAMPLES OF WHAT WILL BE CONSIDERED IN COMPARING ALIGNMENT AND STATION LOCATION ALTERNATIVES AND SELECTING A PREFERRED ALTERNATIVE. OTHER INDICATORS MAY BE DEVELOPED OVER THE COURSE OF THE STUDY.

FACTOR	TYPICAL INDICATORS
TRANSPORTATION SERVICE	• POTENTIAL RIDERSHIP/CAPACITY • COMPATIBILITY WITH EXISTING AND FUTURE TRANSIT OPERATIONS • PEDESTRIAN/PRIVATE VEHICLE ACCESSIBILITY • COMPATIBILITY WITH EXISTING AND FUTURE ROAD NETWORK
NATURAL ENVIRONMENT	• POTENTIAL IMPACTS TO: – WATER RESOURCES – NATURAL HABITATS – SIGNIFICANT WOODLOTS – ENVIRONMENTALLY SENSITIVE AREAS
SOCIAL/ECONOMIC	• POTENTIAL IMPACTS TO: – RESIDENTS – COMMUNITY FEATURES – EXISTING BUILDINGS – ARCHAEOLOGICAL/HERITAGE FEATURES AS A RESULT OF: – BUSWAY CONSTRUCTION – NOISE EFFECTS – AIR QUALITY EFFECTS – VISUAL INTRUSION
LAND USE	• COMPATIBILITY WITH EXISTING AND FUTURE LAND USES • COMPATIBILITY WITH PARKWAY BELT PLAN AND OTHER PLANS
COSTS	• CAPITAL COSTS – TOTAL CAPITAL COST – PROPERTY ACQUISITION COST – CONSTRUCTION COST • ABILITY TO STAGE CAPITAL COST EXPENDITURE • OPERATING COSTS

FUTURE COURSE OF ACTION

THE BUSWAY PLANNING STUDY WILL CONTINUE TO BE CARRIED OUT DURING 1990, AND FURTHER PUBLIC INFORMATION CENTRES ARE PLANNED FOR JUNE AND SEPTEMBER-OCTOBER OF 1990.

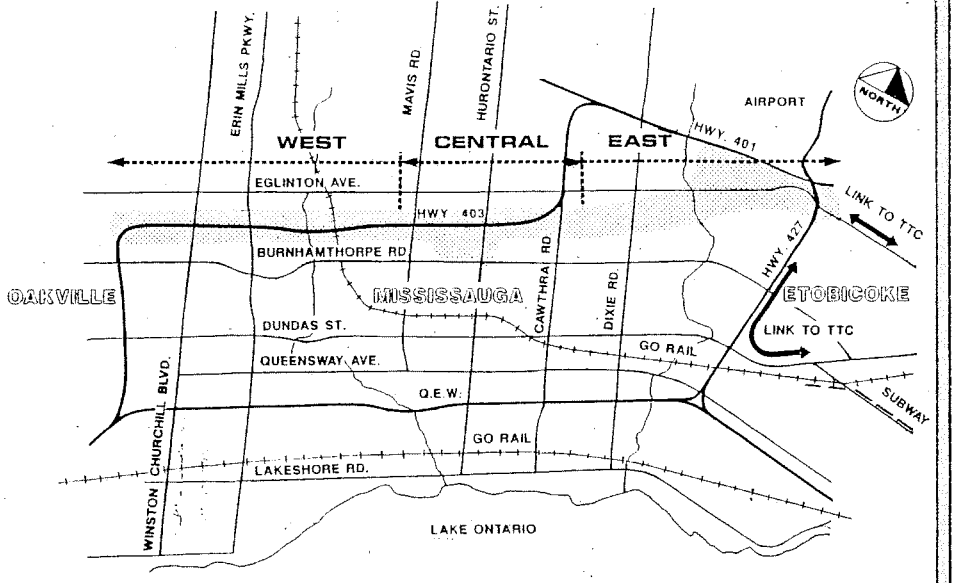
A FINAL REPORT AND RECOMMENDATIONS TO COUNCIL ARE ANTICIPATED FOR THE START OF 1991.

ENVIRONMENTAL ASSESSMENT APPROVAL MUST BE OBTAINED FROM THE PROVINCE BEFORE CONSTRUCTION OF THE BUSWAY ITSELF MAY BEGIN. HOWEVER, PENDING AVAILABILITY OF FUNDS, SOME BUSWAY-RELATED FACILITIES AND RELATED OPERATIONAL CHANGES MAY BE PUT IN PLACE FOLLOWING COUNCIL ACCEPTANCE OF THE STUDY RECOMMENDATIONS.

WITH FUNDING AND APPROVALS IN PLACE, KEY LINKS OF THE BUSWAY ARE ANTICIPATED TO BE BUILT IN THE 1990'S. THE TIMING OF THE COMPLETION OF THE ENTIRE BUSWAY WILL REFLECT DEMAND GROWTH AND FUNDING AVAILABILITY.

APPENDIX 'A2'

ADVERTISEMENTS FOR PUBLIC INFORMATION CENTRE #1



MISSISSAUGA BUSWAY PLANNING STUDY

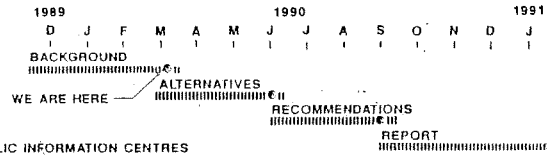
CONSULTANTS
WEST SECTION: IBI GROUP
CENTRAL SECTION: McCORMICK RANKIN
EAST SECTION: M M DILLON LTD.

KEY MAP

0 SCALE 5km

STUDY AREA

Study Schedule



Public Information Centre

VISIT US ON THURSDAY, MARCH 29, 1990

The best way to find out about the Busway and to express your views is at one of the Public Information Centres to be held during the Busway Planning Study. The first location is:

Great Hall
Mississauga Civic Centre
300 City Centre Drive,
from 4 p.m. to 8 p.m.
Thursday, March 29, 1990.

Study staff will be on hand to explain the project and listen to you, and comment sheets will be available.

You will be notified of future Information Centres (in June and in the fall) as they are confirmed.

Who Can You Call?

To obtain further information or to express your views, any of the following can be contacted weekdays between 8:30 a.m. and 4:30 p.m.

Overall Project Manager

Mr. Kees Schipper, P. Eng.
Director, Traffic & Transportation
Department of Public Works
City of Mississauga
300 City Centre Drive
MISSISSAUGA, Ontario
L5B 3C1

Tel: (416) 896-5787
Fax: (416) 896-5220

West Section Consultant

Mr. Lee Sims,
IBI Group
240 Richmond Street West
TORONTO, Ontario
M5V 1W1

Tel: (416) 596-1930
Fax: (416) 596-0644

Central Section Consultant

Mr. John Sutherns, P.Eng.
McCormick Rankin
2655 North Sheridan Way
MISSISSAUGA, Ontario
L5K 2P8

Tel: (416) 823-8500
Fax: (416) 823-8503

East Section Consultant

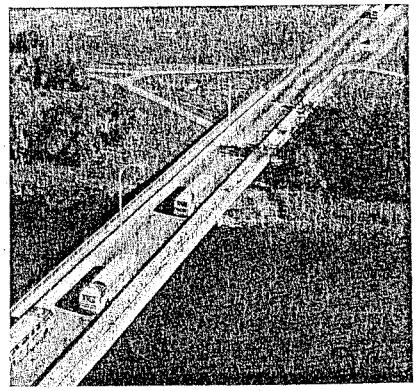
Mr. Ian Williams, P.Eng.
M. M. Dillon Limited
47 Sheppard Avenue East
TORONTO, Ontario
M2N 5X5

Tel: (416) 229-4646
Fax: (416) 229-4692

MISSISSAUGA BUSWAY PLANNING STUDY

BROCHURE #1 MARCH 1990

INSIDE:



City of Mississauga

Ministry of Transportation Ontario

BUSWAYS

What is a Busway?

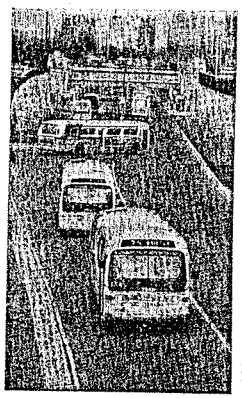
A Busway is a road used only by transit vehicles. It usually has bridges at crossing roads and has frequent stations where passengers can switch buses and where buses can enter the busway from City streets.

Flexible Operation is the Key to Busway Success

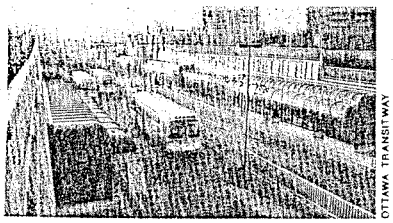
As traffic grows, buses find it more and more difficult to operate efficiently on city streets. Other traffic is also affected. In corridors where sufficient transit demand is, or will be, present, a Busway is among the most flexible ways of providing good transit service.

For example, the same bus that picks passengers up in their neighbourhood can go right on to the Busway and travel express to their destination. Other buses can provide fast service from station to station on the Busway.

A Busway can also be built one stage at a time, and although it has a very high capacity, it may be converted to other transit uses many years later if necessary. And because buses can operate on the Busway free from slow-moving roadway traffic and traffic lights, a faster, more convenient and more efficient service is possible. This can save the City and its taxpayers a great deal of money in the long run.



OTTAWA TRANSITWAY



OTTAWA TRANSITWAY

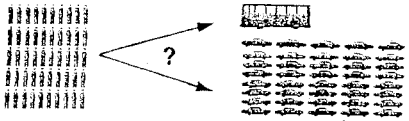
Focus on Busway Stations

Busway stations are focal points for local buses, express buses, intercity buses, and their passengers. Different station types are possible, depending on the characteristics of the surrounding area. Stations are brightly lit, attractive, and functional.

In much of the Mississauga Busway corridor, stations with a simple platform for passengers to transfer to and from street buses may be appropriate. In busy areas, more complex stations could be built right into developments, provide convenience facilities, and be focal points for access to other transit systems.

Station locations and their roles will be examined in depth during the Busway Planning Study.

A Bus - or Cars, Cars, Cars?



Most importantly, by providing an attractive, fast, and efficient transit service, a Busway encourages more people to use transit and leave their cars at home. This keeps traffic down, saves energy, and helps the environment, while still allowing Mississauga to grow and prosper.

MISSISSAUGA BUSWAY PLANNING STUDY

Background

The City of Mississauga, and in particular the City Centre area, are expected to continue to grow rapidly over the coming decades. The City's Official Plan provides for a population of over 700,000, or nearly 300,000 more than live here today. Over 100,000 people are anticipated to work in the City Centre in thirty years. Jobs and population are increasing throughout the entire Greater Toronto Area - in 20 years, the GTA population is expected to surpass 5 million.

In order to keep people moving in Mississauga's future significant changes will be needed - in particular, many more people must use transit, and that transit service must be fast, comfortable, and convenient.

The Mississauga Transportation Study in 1985 recognized the need for a high level of transit service in the city, and recommended that a bus - only roadway be built in the Highway 403 - Parkway Belt corridor to serve as the backbone of the city's ultimate transit network.

The City's 10 year Transit Service Strategy Plan (1989) prioritized immediate bus planning goals, and Busway Planning Study now underway will bring the Busway a step closer to operation.

Study Organization

The study is being carried out by the City of Mississauga. The City's Public Works Department is being assisted by consulting firms. The funding for the study is provided by the City and the Ministry of Transportation of Ontario. Experts from the City, the Ministry, key transit operators, and other agencies provide advice and direction to the consultants at regular meetings. Public input is also solicited at Public Information Centres held at three key points during the study.

At the end of the study, final recommendations will be presented to Mississauga City Council for their acceptance.

What is Being Studied?

The prime objective of the planning study is to develop a functional plan that will allow the City to identify and protect property requirements for the Busway and associated facilities such as stations.

In a manner consistent with the Environmental Assessment Act of Ontario, alternatives will be compared, socio-economic and environmental impacts will be addressed, and recommendations will be made based on a full understanding of the Busway's need, layout, and impact.

The study will answer the question of how a Busway can be built without seriously affecting existing roads, properties, residents, and the natural environment. As well, the cost, operation, station layout, and technical feasibility of the project will be determined.

The results will allow the City subsequently to seek approval for the design, building, and operation of the Busway. However, this future work (including provincial approval) is not part of the current study.

How You Can be Involved

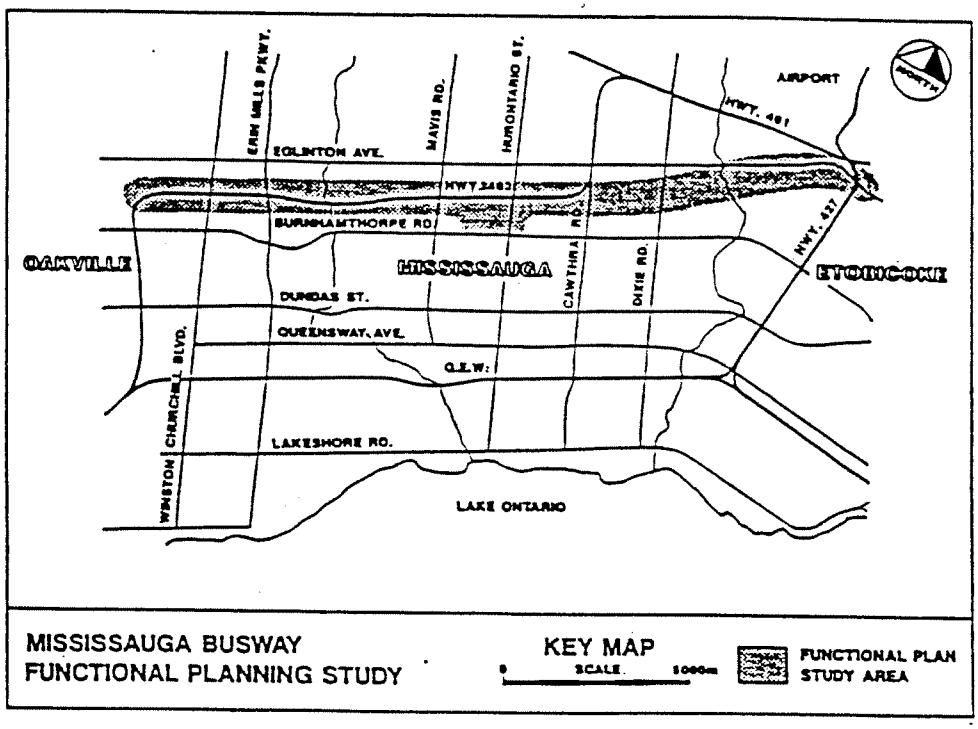
Any of the study staff can be contacted by phone, fax, or mail, or through your local City Councillor. Contact information is listed in this brochure. For a clear explanation of the Busway concept and planning work to date, try to attend the Public Information Centres to be held at three times during the study. The first one is at City Hall on March 29, 1990, from 4 to 8 p.m., with others to follow in June and in the fall this year. Your written comments are particularly valuable to the study staff.

CITY OF MISSISSAUGA

TEXT FOR HANDOUT AND NEWSPAPER ADS.

PUBLIC INFORMATION CENTRE

MISSISSAUGA BUSWAY FUNCTIONAL PLANNING STUDY



The City of Mississauga is undertaking a planning study for the Mississauga Busway. The busway will be a road used only by transit vehicles with bridges at crossing roads. In keeping with recommendations of previous studies the project will focus on the area within the Highway 403 Parkway Belt Corridor and lands adjacent to it. It is intended that this facility will be constructed in a west to east orientation extending from west of Winston Churchill Boulevard to the vicinity of Highway 427/Eglinton Avenue. As part of this study, a busway alignment and property requirements will be determined. The study is expected to be completed in early 1991.

A Public Information Centre has been arranged to enable the public to review the scope and objectives of the study. The Information Centre will be an informal meeting where interested members of the public will be able to drop in at their convenience to discuss the project with representatives of the City and the Consultants.

... 2

The Information Centre will be held as follows:

THURSDAY, MARCH 29, 1990
4:00 p.m. to 8:00 p.m.
GREAT HALL
MISSISSAUGA CIVIC CENTRE
300 CITY CENTRE DRIVE

If you are unable to attend this meeting and have any questions regarding the study, please contact any of the following:

Overall Project Manager

Mr. Kees J. Schipper, P. Eng.
Director, Traffic & Transportation
Department of Public Works
City of Mississauga
300 City Centre Drive
Mississauga, Ontario
L5B 3C1

Tel: (416) 896-5787
Fax: (416) 896-5220

East Section Consultant

Mr. Ian Williams, P. Eng.
M.M. Dillon Limited
47 Sheppard Avenue East
Willowdale, Ontario
M2N 6H5

Tel: (416) 229-4646
Fax: (416) 229-4692

Central Section Consultant

Mr. John Sutherns, P. Eng.
McCormick Rankin
2655 North Sheridan Way
Mississauga, Ontario
L5K 2P8

Tel: (416) 823-8500
Fax: (416) 823-8503

West Section Consultant

Mr. Lee Sims
IBI Group
240 Richmond Street West
Toronto, Ontario
M5V 1W1

Tel: (416) 596-1930
Fax: (416) 596-0644

APPENDIX 'B'

SUMMARY OF SECOND ROUND OF PUBLIC INVOLVEMENT

- JUNE 1990

MISSISSAUGA TRANSITWAY PLANNING STUDY EA REPORT

APPENDIX B - SUMMARY OF SECOND ROUND OF PUBLIC INVOLVEMENT

This report summarizes the events leading up to and surrounding the Public Information Centres for the Transitway project in June, 1990. The complete documentation, including all original comment sheets and attendance lists, may be reviewed; requests should be directed to the Director of Transportation and Engineering Planning, Transportation and Works Department, City of Mississauga, 11th Floor, Mississauga Civic Centre, 300 City Centre Drive, Mississauga, Ontario L5B 3C1.

INFORMATION CENTRE

SUMMARY REPORT

MISSISSAUGA TRANSITWAY PLANNING STUDY

SUMMARY OF THE SECOND SERIES OF

PUBLIC INFORMATION CENTRES

JUNE 18, 19, 20, 1990

McCORMICK RANKIN

MISSISSAUGA BUSWAY PLANNING STUDY

SUMMARY OF SECOND SERIES OF PUBLIC INFORMATION CENTRES

Background

The Planning Study to identify a functional plan and property protection requirements for the Mississauga Busway was initiated by the City of Mississauga in December 1989. The study is being carried out with the full involvement of interested agencies, government offices and the public, in accordance with the Environmental Assessment Act process. The study is expected to be complete by early 1991.

The Busway study area is the Parkway Belt West/Highway 403 corridor. With numerous adjacent residential development and other corridor uses, involvement of the corridor residents is important to the study. Accordingly, three sets of well publicized periods of public involvement are being undertaken for the Busway study. The first was to introduce the study and exchange information on issues to be addressed; the second to review and comment on the alternatives and analysis; and the third to review and comment on the technically preferred concept and detailed plans. It may be noted that in the City Centre and Highway 403 Arterial Extension areas, the Busway concept was reviewed in public as part of other studies in 1989.

The first Public Information Centre to introduce the study was held on March 29, 1990 at the Mississauga Civic Centre. The second series of Public Information Centres were held on June 18, 19, 20, 1990 at three locations: the Glen Forest Secondary School, the Mississauga Civic Centre and the South Common Community Centre respectively. This report summarizes the proceedings of the second series of Information Centres.

Purpose of Information Centres

- To ensure public awareness of the study process by presenting a summary of work done to date, including 1:1000 scale plans of alternatives.
- To review the development and preliminary analysis of alternative alignments and station concepts.
- Through this public review process, the study team will become aware of busway-related issues that are of concern to area residents and businesses.

Public Awareness

The City of Mississauga fostered awareness of the study and of the Public Information Centres by the following means:

- letter and notification to area M.P.'s, M.P.P.'s and municipal councillors (Mississauga, Etobicoke, Metro Toronto).

- letter and meeting (June 14, 1990) with all interested agencies not already represented on the Busway Technical Coordinating Committee.

- advertisements in the Mississauga News (June 10, 13, 15, 17, 1990); the Etobicoke Guardian (June 10, 13, 1990); and the Toronto Star "Neighbours West" insert (June 7, 14, 1990).

- distribution of 5,000 brochures (appended) through Mississauga Transit, either at its information counter or in boxes on buses.

- distribution by postal walk of approximately 34,000 brochures to each residential address in the area bounded by Eglinton Avenue, Highway 427, Burnhamthorpe Road and the west boundary of Mississauga.

- Mississauga Cable 10 television discussion and phone in program (one hour), Monday, June 11, 1990. The interview included:

City of Mississauga Councillor	-	Maja Prentice
City of Mississauga Director of Transportation	-	Kees Schipper
McCormick Rankin	-	John Sutherns

- Mississauga Civic Centre Counter

- Mississauga Transit Phone Message

- meeting with City Centre Property Owners (May 18, 1990)

- Mayor's letter direct mail to all Mississauga ratepayer organizations

- Mayor's letter direct mail to all City Centre Businesses (350)

- media release for press review distributed on Canada Newswire and by fax direct to print, radio and TV

- follow-up media calls

- public service announcement request/news release for public meetings by fax direct to radio and TV

- briefing package to Mayor, Members of Council and Department Heads

- message on Cable 10 character generator

- survey in brochure

- survey identical to brochure survey on City Page in community section of Mississauga News (distributed to more than 80,000 homes)

- 14 radio spots on CJMR radio (during Blue Jay games)

Information Centre Format

The Public Information Centres were held between 4 and 8 p.m. June 18, 19, 20, 1990. The locations were as follows:

Monday, June 18, 1990 4 p.m. to 8 p.m.	Cafeteria Glen Forest Secondary School 3575 Fieldgate Drive Mississauga
Tuesday, June 19, 1990 4 p.m. to 8 p.m.	Great Hall Mississauga Civic Centre 300 City Centre Drive Mississauga
Wednesday, June 20, 1990 4 p.m. to 8 p.m.	South Common Community Centre 2233 South Millway Mississauga

Weather conditions were good for two of the three nights. Light rain fell during part of the June 20 Centre.

The Information Centres consisted of a set of panels describing the study process, background work done to date and existing conditions in the study area. Each consultant displayed 1:1000 scale boards of the proposed Busway alignments within their section and included cross sections at key locations. Alternative station layouts were also provided at 1:2000 scale. A set of 1:5000 scale photomosaics was used to illustrate the study area. Members of the study's Technical Coordinating Committee circulated among the visitors, discussing, explaining and listening to the comments on the study.

Coffee was provided, as were tables and chairs for filling out comment sheets.

The Centres were staffed during all or part of the three events by the following:

Kees Schipper	City of Mississauga
Bob Sasaki	City of Mississauga
Eric Gupta	City of Mississauga
Dolores Bartl-Hofmann	City of Mississauga
Vince Mauceri	City of Mississauga
Beatrice Plummer	City of Mississauga
Brian Ogden	Ministry of Transportation
Frank Goh	GO Transit

Doug Thwaites	Regional Municipality of Peel
Ali Mekky	Regional Municipality of Peel
Tom Mulligan	Metro Toronto
Allan Smithies	City of Etobicoke
Ian Williams	M.M. Dilion
Chris Bishop	M.M. Dillon
Lee Sims	IBI Group
Calvin Beach	IBI Group
John Sutherns	McCormick Rankin
Steve Schijns	McCormick Rankin
Alan de Lange	McCormick Rankin

Public Response

A turnout in the order of 150 people was achieved, almost entirely consisting of residents in close proximity to the proposed corridor. This is a relatively low turnout despite the publicity effort and the size of the study area.

Registered attendees number 105, while 32 comment sheets were submitted (copies appended).

Summary of Public Comments

In general, both the City (and its consultants) and the attendees shared information on the project and concerns of the residents were mainly in terms of potential impacts (noise, visual, congestion, pollution, etc.). Approximately 14 of 32 comment sheets came from residents immediately adjacent to the busway/Highway 403 corridor. The comments were as follows:

Eastern Section

- Residents with homes backing onto or close to the Busway alignment preferred alternative E 6 because of its relative closeness to Fieldgate Drive.

- Noise increase was a major concern the residents wanted addressed.

Central Section

- Noise increase - Residents were concerned with the size of noise barriers and preferred to have trees planted in front of the barriers to improve appearance.

- Several residents were worried about the wildlife (deer, beavers) that have been seen in the corridor.

- In the Hurontario to Central Parkway corridor south side residents preferred the north alignment while north side residents preferred the southern alignment.

- Property values - Two to three residents were concerned with the devaluation of their properties if one of the proposed alignments was built in their vicinity.

Western Section

- Noise increase - Again residents were concerned about the possibility of increased noise levels.

- Property values - Again devaluation of property was a concern to individuals on Martley Crescent and Alta Court.

Overall concern was expressed with regards to the potential destruction of woodlots within the corridor, while noise barriers were a common suggestion.

Various comments were made by residents not located directly on the busway route. These included:

- Two or three individuals preferred the electric system alternative to buses.

- When would the Busway be started and operating.

- Various individuals questioned the Erindale GO Station location and its hook up with the busway.

- The future TTC and Airport linkages and how they would interact with the busway.

- Concerns with the future of Light Rapid Transit (LRT) along Burnhamthorpe.

The general atmosphere of the Information Centres was positive and residents appreciated the opportunity for comments.

APPENDIX 'B-1'

DISPLAY PANELS FOR PUBLIC INFORMATION CENTRE #2

MISSISSAUGA BUSWAY PLANNING STUDY

PUBLIC INFORMATION CENTRE #2 - JUNE 18, 19, 20, 1990

LIST OF DISPLAY MATERIAL

1. Introduction to Study / Study Objectives
2. Information Centre Purpose / Your involvement
3. Current Status of Busway
4. Study Background
5. What is a Busway?
6. Study Organization
7. Study Process / Environmental Assessment Act
8. Study Schedule
9. Key Map (1:20,000 Photomosaic) (not included here)
10. Transportation Demand
11. Transit Strategy / Bus Routing
12. Station Types and Functions
13. Analysis Factors
14. Alternative Busway Alignments (1:5,000 photomosaic) (not included here)
15. Feasible Alignment Alternatives (1:1,000 plan for each alternative) (")
16. Station Concept Alternatives (1:2,000 plan for each alternative) (")
17. Typical Cross Sections (at key points, as required) (")
18. Preliminary Analysis of Alternative Alignments
19. Linkage to Erindale GO Station
20. Future Course of Action

INTRODUCTION TO STUDY

WELCOME TO THIS PUBLIC INFORMATION CENTRE. THE CITY OF MISSISSAUGA, WITH SUPPORT FROM THE MINISTRY OF TRANSPORTATION OF ONTARIO, IS UNDERTAKING A PLANNING STUDY FOR THE MISSISSAUGA BUSWAY.

THIS BUS-ONLY ROADWAY IS PROPOSED FOR THE FUTURE IN THE HIGHWAY 403-PARKWAY BELT CORRIDOR FROM WEST OF WINSTON CHURCHILL BOULEVARD TO THE RENFORTH DRIVE/EGLINTON AVENUE AREA.

STUDY OBJECTIVES

THE OBJECTIVES OF THE PLANNING STUDY ARE TO:

- DETERMINE THE BEST LAYOUT OF THE BUSWAY AND ASSOCIATED FACILITIES SUCH AS STATIONS.
- PREPARE FUNCTIONAL DESIGN PLANS TO ALLOW PROPERTY PROTECTION.
- CARRY OUT THE STUDY WITH PUBLIC INVOLVEMENT AND IN A MANNER CONSISTENT WITH THE ENVIRONMENTAL ASSESSMENT ACT OF ONTARIO.

INFORMATION CENTRE PURPOSE

THE PURPOSE OF TODAY'S PUBLIC INFORMATION CENTRE IS TO ENSURE PUBLIC AWARENESS OF THE STUDY PROGRESS BY PRESENTING A SUMMARY OF WORK DONE TO DATE. THIS INCLUDES THE DEVELOPMENT AND PRELIMINARY ANALYSIS OF ALTERNATIVE BUSWAY ALIGNMENTS AND STATION CONCEPTS. THROUGH THIS PUBLIC REVIEW PROCESS, THE STUDY TEAM WILL BECOME AWARE OF BUSWAY-RELATED ISSUES THAT ARE OF CONCERN TO AREA RESIDENTS AND BUSINESSES.

YOUR INVOLVEMENT

YOUR COMMENTS WILL BE USED IN ANALYSING ALTERNATIVES AND DEVELOPING RECOMMENDATIONS. ONCE THIS FURTHER WORK IS CARRIED OUT AND TECHNICAL RECOMMENDATIONS MADE, ADDITIONAL PUBLIC INFORMATION CENTRES WILL BE HELD SO THAT YOU CAN REVIEW AND COMMENT ON THE RESULTS.

PLEASE SIGN THE ATTENDANCE REGISTER, REVIEW THE DISPLAYS, TALK TO THE STUDY STAFF, AND FILL OUT A COMMENT SHEET (EITHER HERE OR AT HOME).

CURRENT STATUS OF MISSISSAUGA BUSWAY

- IN CARRYING OUT THE MISSISSAUGA TRANSPORTATION STUDY, CITY COUNCIL HAS ACCEPTED THE USE OF THE HIGHWAY 403-PARKWAY BELT FOR THE BUSWAY, BUT DETAILED BUSWAY PLANS HAVE NOT YET BEEN PREPARED IN MOST OF THE CORRIDOR.

- SOME ADVANCE PLANNING WORK HAS BEEN CARRIED OUT IN THE CITY CENTRE AND HIGHWAY 403 ARTERIAL EXTENSION AREAS.

- THE CITY'S 10 YEAR TRANSIT SERVICE STRATEGY PLAN (1989) IDENTIFIED IMMEDIATE BUS PLANNING GOALS, IN PREPARATION FOR THE FUTURE USE OF THE BUSWAY.

- DETAILED PLANNING OF THE BUSWAY HAS BEGUN. THE CURRENT STUDY WAS INTRODUCED AT A PUBLIC INFORMATION CENTRE IN MARCH, 1990. TODAY'S PRESENTATION IS ANOTHER STEP IN THE PLANNING PROCESS.

STUDY BACKGROUND

- MISSISSAUGA IS ONE OF CANADA'S FASTEST GROWING CITIES

	1981	1988	ULTIMATE (2021±)
POPULATION	300,000	420,000	704,000
JOBS	150,000	245,000	530,000

- MISSISSAUGA'S CITY CENTRE, AT HIGHWAY 403, HURONTARIO STREET AND BURNHAMTHORPE ROAD, IS PLANNED FOR UP TO 110,000 JOBS IN THE LONG TERM.

- THE "PARKWAY BELT WEST PLAN" (1978), IS A LONG-RANGE PLAN WHICH GOVERNS THE USES OF THE HIGHWAY 403/HYDRO CORRIDOR. IN THE PLAN, A PORTION OF THE CORRIDOR IS RESERVED FOR FUTURE USE BY TRANSIT.

- THE MISSISSAUGA TRANSPORTATION STUDY (1985) DEFINED THE BASIC ROAD AND TRANSIT NETWORKS NEEDED TO SERVE THE CITY IN THE FUTURE. PRELIMINARY PLANS OF CONCEPTS FOR THE MISSISSAUGA BUSWAY WERE IDENTIFIED AT THAT TIME. SEVERAL CORRIDORS ACROSS THE CITY WERE ANALYZED AND THE HIGHWAY 403/PARKWAY BELT CORRIDOR WAS RECOMMENDED FOR THE BUSWAY LOCATION.

- SEVERAL OTHER PLANNING STUDIES CARRIED OUT OVER THE PAST DECADE HAVE SUPPORTED THE NEED FOR THE MISSISSAUGA BUSWAY.

- THE PROVINCIAL GOVERNMENT IS SUPPORTIVE OF THE BUSWAY, BOTH AS A TRANSPORTATION FACILITY AND AS A KEY ELEMENT IN THE "GATEWAYS" INITIATIVE.

WHAT IS A BUSWAY?

- A BUSWAY IS A ROAD USED ONLY BY TRANSIT VEHICLES. IT USUALLY HAS BRIDGES AT CROSSING ROADS AND HAS FREQUENT STATIONS WHERE PASSENGERS CAN TRANSFER BUSES AND WHERE BUSES CAN ENTER THE BUSWAY FROM CITY STREETS.

- BY USING A BUSWAY, BUSES CAN AVOID CONGESTED ROADWAYS AND PROVIDE RELIABLE, CONVENIENT, COST-EFFICIENT SERVICE.

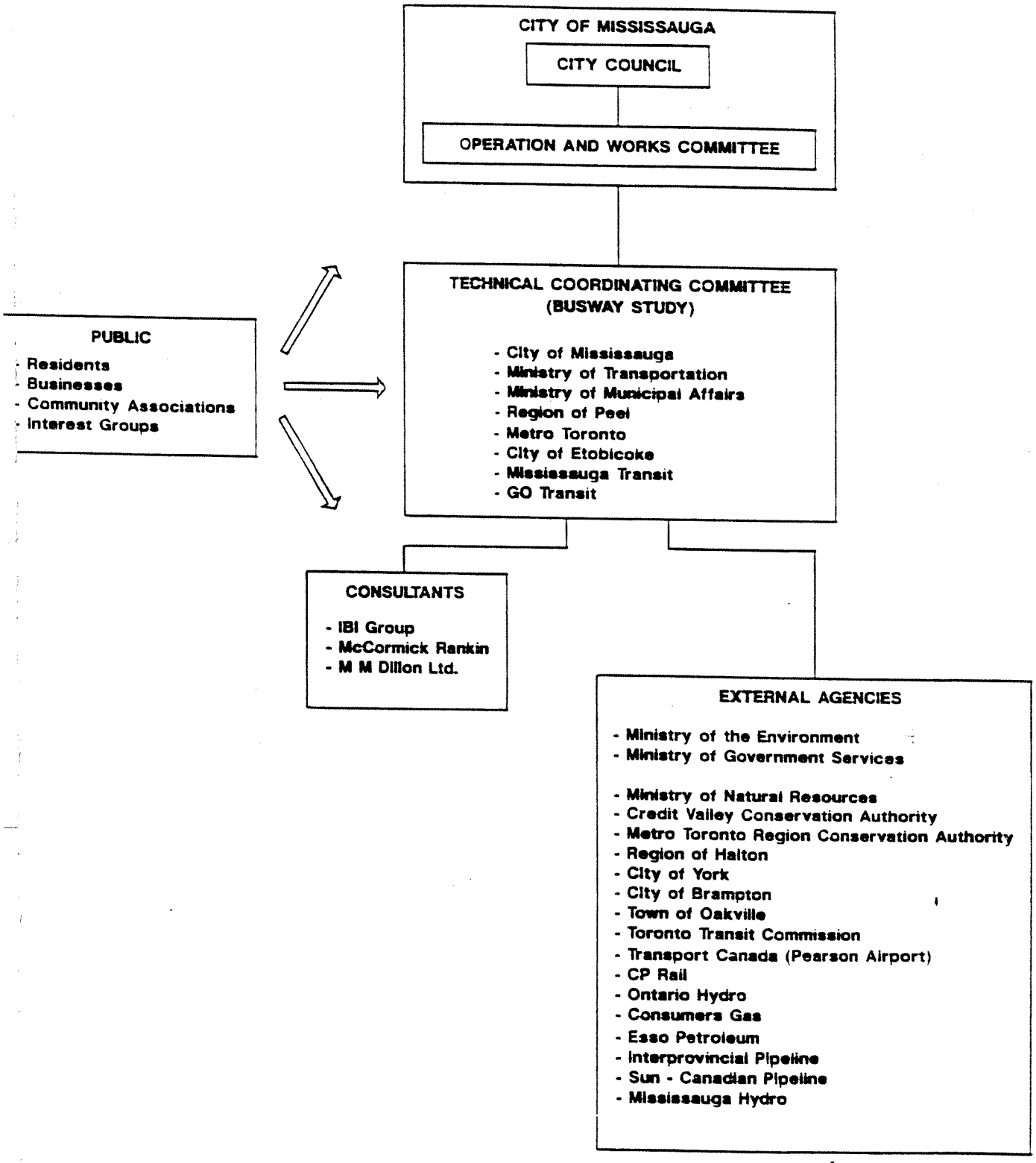
- BUSES CAN CIRCULATE IN A LOCAL NEIGHBOURHOOD BEFORE USING THE BUSWAY, OR THEY CAN TRAVEL ON EXPRESS ROUTES ON THE BUSWAY ALONE. MANY OTHER BUS ROUTES AND SERVICES ARE ALSO POSSIBLE.

- A BUSWAY CAN BE BUILT IN SEGMENTS, AND IS CHEAPER TO BUILD THAN MOST OTHER RAPID TRANSIT FACILITIES. IT HAS A HIGH CAPACITY, AND CAN BE DESIGNED TO CONVERT TO RAIL TRANSIT USE IF NEEDED IN THE LONG TERM.

- ALONG WITH STREETS, FREEWAYS AND RAIL LINES, BUSWAYS CAN BE IMPORTANT IN THE PROVISION OF A BALANCED TRANSPORTATION SYSTEM.

- BUSWAYS ARE IN USE IN MANY CITIES AROUND THE WORLD.

STUDY ORGANIZATION



STUDY PROCESS

THE STUDY IS BEING CARRIED OUT BY THE CITY OF MISSISSAUGA. THE CITY'S PUBLIC WORKS DEPARTMENT IS BEING ASSISTED BY CONSULTING FIRMS. THE FUNDING FOR THE STUDY IS PROVIDED BY THE CITY AND THE MINISTRY OF TRANSPORTATION OF ONTARIO. EXPERTS FROM THE CITY, THE MINISTRY, KEY TRANSIT OPERATORS, AND OTHER AGENCIES PROVIDE ADVICE AND DIRECTION TO THE CONSULTANTS AT REGULAR MEETINGS. PUBLIC INPUT IS ALSO SOLICITED AT PUBLIC INFORMATION CENTRES HELD AT THREE KEY POINTS DURING THE STUDY.

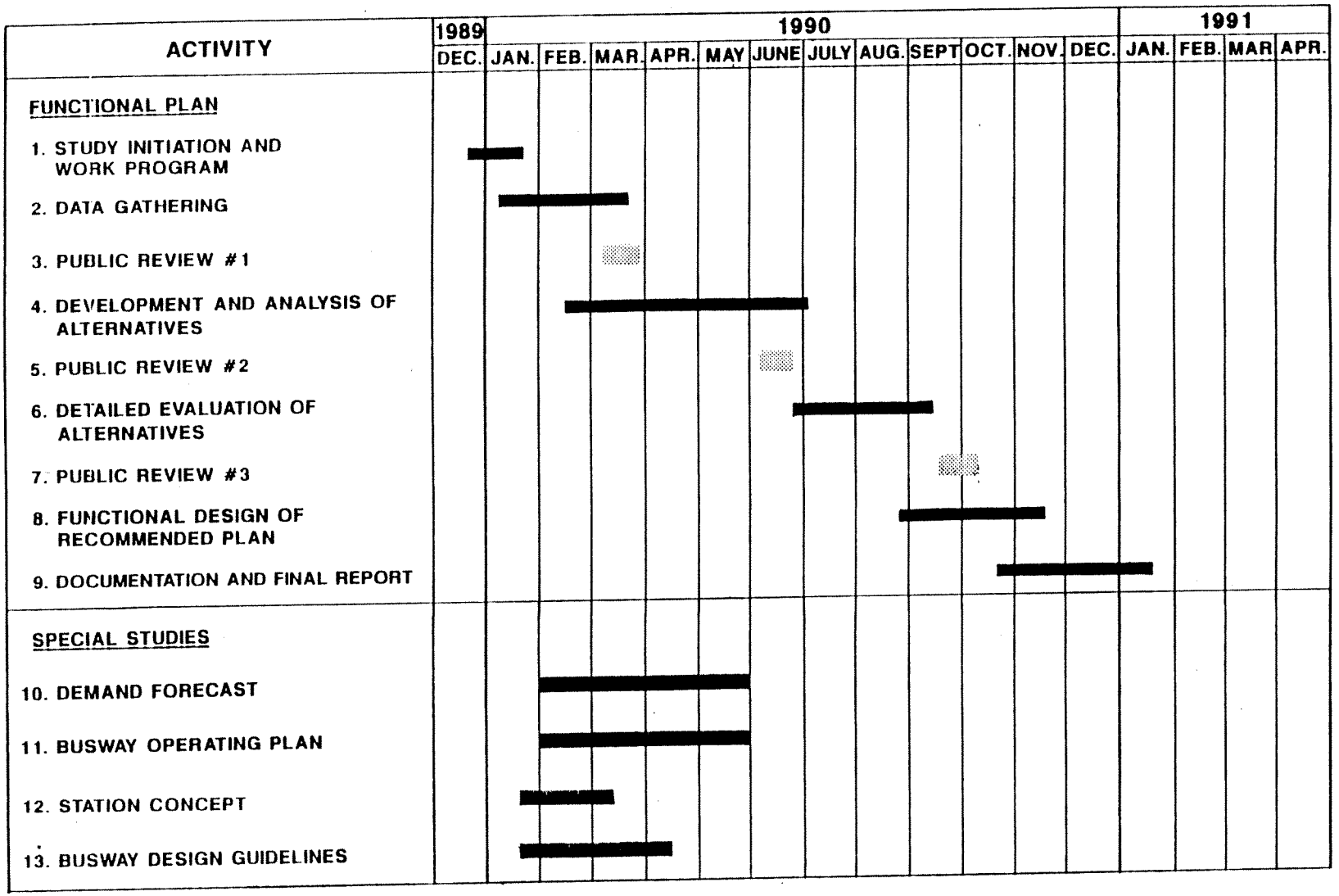
AT THE END OF THE STUDY, FINAL RECOMMENDATIONS WILL BE PRESENTED TO MISSISSAUGA CITY COUNCIL FOR THEIR ACCEPTANCE.

ENVIRONMENTAL ASSESSMENT ACT OF ONTARIO

THE BUSWAY PLANNING STUDY IS BEING CARRIED OUT ACCORDING TO THE ENVIRONMENTAL ASSESSMENT ACT OF ONTARIO PLANNING PROCESS GUIDELINES. THIS PROCEDURE WILL ALLOW THE CITY TO SEEK FORMAL ENVIRONMENTAL ASSESSMENT APPROVAL AT SOME POINT IN THE FUTURE.

THE ENVIRONMENTAL ASSESSMENT PROCESS REQUIRES PUBLIC INVOLVEMENT IN THE PLANNING PROCESS AND FULL DOCUMENTATION OF STUDY PROCEDURES, RESULTS, AND IMPACT MANAGEMENT WHERE REQUIRED.

MISSISSAUGA BUSWAY PLANNING STUDY
PROPOSED STUDY SCHEDULE



THREE TYPES OF STATION ARE PLANNED FOR THE MISSISSAUGA BUSWAY:

- ■ "GATEWAY" TYPE STATIONS WILL BE PLACES WHERE EXTERNAL TRANSIT SYSTEMS WILL MEET THE BUSWAY, USUALLY CLOSE TO OR WITHIN MAJOR EMPLOYMENT CENTRES.
- ● "ARTERIAL" TYPE STATIONS WILL BE LOCATED AT EACH MAJOR NORTH-SOUTH ROADWAY, AND WILL HAVE RAMPS TO ALLOW NORTH-SOUTH BUSES TO ENTER OR LEAVE THE BUSWAY.
- ▲ "INTERMEDIATE" TYPE STATIONS WILL BE SMALLER, SIMPLER AFFAIRS, WHERE PASSENGERS WILL TRANSFER BETWEEN NORTH-SOUTH ROUTES AND BUSWAY BUSES.

STATION TYPE		
GATEWAY	**ARTERIAL**	**INTERMEDIATE**
WINSTON CHURCHILL CITY CENTRE HURONTARIO CAWTHRA EGLINTON/RENFORTH	ERIN MILLS GLEN ERIN MISSISSAUGA ROAD CREDITVIEW/GO MAVIS TOMKEN DIXIE FIELDGATE	CONFEDERATION CENTRAL PARKWAY ETOBICOKE CREEK CENTENNIAL PARK ORBITOR

PLANNING PRINCIPLES OF STATION LAYOUT

THE GUIDING PRINCIPLES OF BUSWAY STATION LAYOUT AS APPLICABLE TO THE MISSISSAUGA BUSWAY ARE AS FOLLOWS:

- EFFICIENT BUS OPERATION
- "USER-FRIENDLY" FOR BUS PASSENGERS
- ADEQUATE CAPACITY FOR ULTIMATE DEMANDS
- FLEXIBILITY (BUS ROUTING, OPERATION, AND NON-BUS TECHNOLOGY)
- COMPATIBILITY WITH SURROUNDINGS (AESTHETICS; TRAFFIC OPERATION; ADJACENT DEVELOPMENT; ENVIRONMENTAL IMPACT)
- ECONOMICAL (STATION AND PROPERTY COST; ABILITY TO STAGE)
- KISS AND RIDE PROVISIONS WHERE POSSIBLE
- PARK AND RIDE PROVISIONS WHERE APPROPRIATE AND FEASIBLE

FACTORS FOR COMPARISON OF ALTERNATIVES

THE FOLLOWING ITEMS ARE EXAMPLES OF WHAT WILL BE CONSIDERED IN COMPARING ALIGNMENT AND STATION LOCATION ALTERNATIVES AND SELECTING A PREFERRED ALTERNATIVE. OTHER INDICATORS MAY BE DEVELOPED OVER THE COURSE OF THE STUDY.

FACTOR	TYPICAL INDICATORS
TRANSPORTATION SERVICE	• POTENTIAL RIDERSHIP/CAPACITY • COMPATIBILITY WITH EXISTING AND FUTURE TRANSIT OPERATIONS • PEDESTRIAN/PRIVATE VEHICLE ACCESSIBILITY • COMPATIBILITY WITH EXISTING AND FUTURE ROAD NETWORK
NATURAL ENVIRONMENT	• POTENTIAL IMPACTS TO: – WATER RESOURCES – NATURAL HABITATS – SIGNIFICANT WOODLOTS – ENVIRONMENTALLY SENSITIVE AREAS
SOCIAL/ECONOMIC	• POTENTIAL IMPACTS TO: – RESIDENTS – COMMUNITY FEATURES – EXISTING BUILDINGS – ARCHAEOLOGICAL/HERITAGE FEATURES AS A RESULT OF: – BUSWAY CONSTRUCTION – NOISE EFFECTS – AIR QUALITY EFFECTS – VISUAL INTRUSION
LAND USE	• COMPATIBILITY WITH EXISTING AND FUTURE LAND USES • COMPATIBILITY WITH PARKWAY BELT PLAN AND OTHER PLANS
COSTS	• CAPITAL COSTS – TOTAL CAPITAL COST – PROPERTY ACQUISITION COST – CONSTRUCTION COST • ABILITY TO STAGE CAPITAL COST EXPENDITURE • OPERATING COSTS

MISSISSAUGA BUSWAY PLANNING STUDY
EAST SECTION
Screening Analysis of Alternatives

ALTERNATIVE ALIGNMENT / LINK		ANALYSIS FACTOR					RECOMMENDED FOR FURTHER REVIEW
NO.	DESCRIPTION	TRANSPORTATION PERFORMANCE	NATURAL FEATURES	LAND USE, SOCIAL, CULTURAL FEATURES	COST	KEY ISSUES	
E2	From Fieldgate to north side of Eglinton at Orbitor (original Parkway Belt alignment).	Fair performance. Airport Corporate Centre served through Renforth Gateway only.	Some impacts on wooded area and on Etobicoke Creek - new crossing location. No significant impacts anticipated.	Uses protected Parkway Belt corridor; hence, minimal direct impacts. Potential visual impacts on Centennial Golf Course.	Comparatively low property acquisition and construction costs.	Use of Parkway Belt route.	YES
E3	From Fieldgate to north side of Eglinton Avenue at Spectrum Way.	Good performance. Can possibly accommodate four stations in Airport Corporate Centre area.	Some impacts on wooded area and at Etobicoke Creek - new crossing location in area of comparatively high banks.	No buildings required. Does not impact on any approved development plans. Does effect potential land use plans on north side of Eglinton, west of Orbitor and south of Eglinton, west of Spectrum. Station sites, however, will create opportunities for integrated land use/station construction.	Medium property acquisition and construction cost.	Good transportation service. Potential future land use impacts/opportunities	YES

MISSISSAUGA BUSWAY PLANNING STUDY
EAST SECTION
Screening Analysis of Alternatives

ALTERNATIVE ALIGNMENT / LINK		ANALYSIS FACTOR					RECOMMENDED FOR FURTHER REVIEW
NO.	DESCRIPTION	TRANSPORTATION PERFORMANCE	NATURAL FEATURES	LAND USE, SOCIAL, CULTURAL FEATURES	COST	KEY ISSUES	
E4	From Fieldgate to north side of Eglinton at a point just west of Etobicoke Creek. (Using an abandoned north-south Hydro Right-of-Way south of Eglinton Avenue.)	Excellent performance. Possibly five stations at Airport Corporate Centre. Protects for possible link into west side of Pearson International Airport.	Comparatively minor impacts as Etobicoke Creek crossing is immediately adjacent to an existing bridge (Eglinton Avenue).	No buildings required. Does not impact on any approved development plans. Does effect various potential development proposals; however, will create opportunities for integrated land use/station development.	Comparatively high property acquisition and construction costs.	Excellent transportation service. Potential future land use impacts/opportunities.	YES
E5	From Fieldgate to north side of Eglinton at a point about 200 m east of Fieldgate.	Excellent performance. Possibly five stations of Airport Corporate Centre. Protects for possible link into west side of Pearson International Airport.	Comparatively minor impacts as Etobicoke Creek crossing is immediately adjacent to an existing bridge (Eglinton Avenue).	No buildings required. Does not impact on any approved development plans. Does effect various potential development proposals; however, will create opportunities for integrated land use/station development.	Comparatively high property acquisition and construction costs.	Excellent transportation service. Potential future land use impacts/opportunities.	YES

MISSISSAUGA BUSWAY PLANNING STUDY
EAST SECTION
Screening Analysis of Alternatives

ALTERNATIVE ALIGNMENT / LINK		ANALYSIS FACTOR					RECOMMENDED FOR FURTHER REVIEW
NO.	DESCRIPTION	TRANSPORTATION PERFORMANCE	NATURAL FEATURES	LAND USE, SOCIAL, CULTURAL FEATURES	COST	KEY ISSUES	
E6	From Fieldgate to north side of Eglinton at a point just east of Fieldgate.	Excellent performance. Possibly five stations at Airport Corporate Centre. Protects for possible link into west side of Pearson International Airport.	Comparatively minor impacts as Etobicoke Creek crossing is immediately adjacent to an existing bridge (Eglinton Avenue).	No buildings required. Does not impact on any approved development plans. Does effect various potential development proposals; however, will create opportunities for integrated land use/station development.	Comparatively high property acquisition and construction costs.	Excellent transportation service. Potential future land use impacts/opportunities.	YES
E7	From Fieldgate to south side of Eglinton at a point just west of Etobicoke Creek. Along south side of Eglinton Avenue, crossing to north side at Spectrum.	Good. Provides up to four stations in Airport Corporate Centre.	Comparatively minor impacts; crosses Etobicoke Creek, immediately adjacent to an existing bridge (Eglinton Avenue).	No buildings required. Does not impact on any approved development plans. Will effect various potential development plans; however, will create opportunities for integrated land use/station development.	Comparatively high construction and property acquisition costs.	Good transportation service. Potential future land use impacts opportunities.	YES

MISSISSAUGA BUSWAY PLANNING STUDY
EAST SECTION
Screening Analysis of Alternatives

ALTERNATIVE ALIGNMENT / LINK		ANALYSIS FACTOR					RECOMMENDED FOR FURTHER REVIEW
NO.	DESCRIPTION	TRANSPORTATION PERFORMANCE	NATURAL FEATURES	LAND USE, SOCIAL, CULTURAL FEATURES	COST	KEY ISSUES	
E8	From Fieldgate to south side of Eglinton at a point 200 m of Fieldgate. Along south side of Eglinton Avenue, crossing to north side at Spectrum.	Good. Provides up to four stations in Airport Corporate Centre.	Comparatively minor impacts; crosses Etobicoke Creek, immediately adjacent to an existing bridge (Eglinton Avenue).	No buildings required. Does not impact on any approved development plans. Will effect various potential development plans; however, will create opportunities for integrated land use/station development.	Comparatively high construction and property acquisition costs.	Good transportation service. Potential future land use/ impact opportunities.	YES
E9	From Fieldgate to south side of Eglinton at a point immediately east of Fieldgate. Along south side of Eglinton Avenue, crossing to north side at Spectrum.	Good. Provides up to four stations in Airport Corporate Centre.	Comparatively minor impacts; crosses Etobicoke Creek, immediately adjacent to an existing bridge (Eglinton Avenue).	No buildings required. Does not impact on any approved development plans. Will effect various potential development plans; however, will create opportunities for integrated land use/station development.	Comparatively high construction and property acquisition costs.	Good transportation service. Potential future land use/ impact opportunities.	YES

MISSISSAUGA BUSWAY PLANNING STUDY
EAST SECTION
Screening Analysis of Alternatives

ALTERNATIVE ALIGNMENT / LINK		ANALYSIS FACTOR					RECOMMENDED FOR FURTHER REVIEW
NO.	DESCRIPTION	TRANSPORTATION PERFORMANCE	NATURAL FEATURES	LAND USE, SOCIAL, CULTURAL FEATURES	COST	KEY ISSUES	
E14	Fieldgate to Eglinton at Renforth along an alignment within the existing Ontario Hydro Corridor.	Poor service. No stations in the Airport Corporate Centre. No compatible with protected Renforth Gateway site.	Some impacts at new Etobicoke Creek crossing site. No major impacts anticipated.	Very significant direct damage to the Centennial Park Golf Course. Alignment is unacceptable to Ontario Hydro due to major conflict with tower lines.	High (due to need to attempt to resolve conflicts with Hydro tower lines.	Unacceptable to Ontario Hydro. Significant impacts on Golf Course.	NO

NOTES:

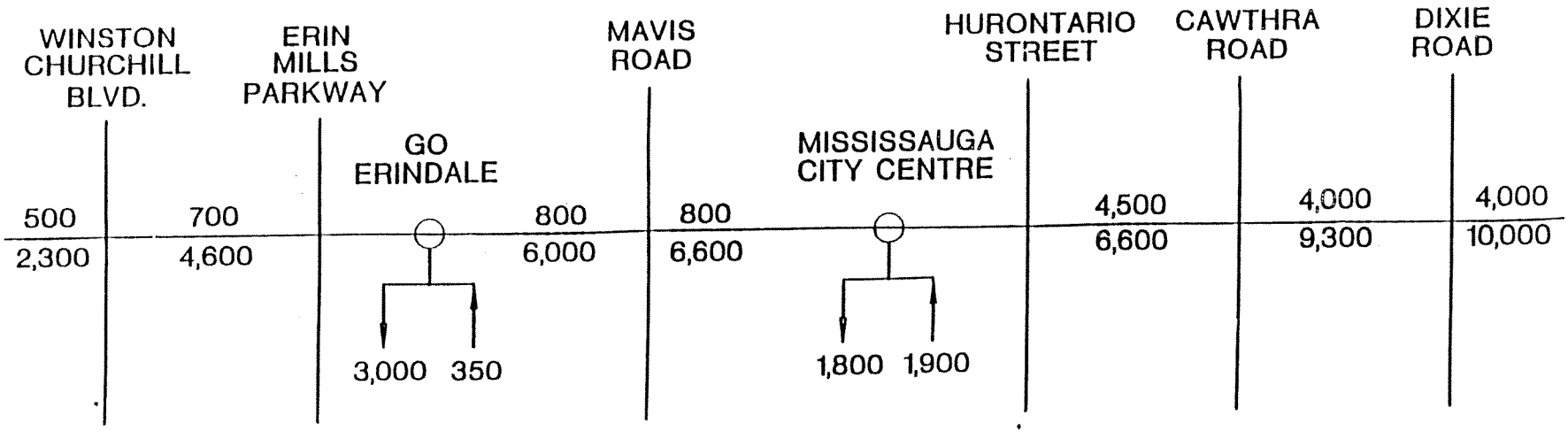
1. ***Alternative link E1 is the section from Cawthra to Fieldgate and is a common link on all full alternatives. It is, therefore, not referenced above.***

MISSISSAUGA BUSWAY PLANNING STUDY
EAST SECTION
Screening Analysis of Alternatives

ALTERNATIVE ALIGNMENT / LINK		ANALYSIS FACTOR					RECOMMENDED FOR FURTHER REVIEW
NO.	DESCRIPTION	TRANSPORTATION PERFORMANCE	NATURAL FEATURES	LAND USE, SOCIAL, CULTURAL FEATURES	COST	KEY ISSUES	
E12	Any alternative using an exclusive right-of-way on Matheson Boulevard.	Good service to Airport Corporate Centre. Not compatible with protected Renforth Gateway site.	Depends upon which alternative is selected to cross Etobicoke Creek. No major issues anticipated.	Significant impact on existing and approved land use on both side of Matheson Boulevard.	High due to significant property damage.	Property damage to Matheson Boulevard corridor.	NO
E13	Fieldgate to Eglinton at Renforth along the north side of the existing Hydro Right-of-Way.	Poor service. No stations in the Airport Corporate Centre. Not compatible with protected Renforth Gateway site.	Some impacts at new Etobicoke Creek crossing site. No major impacts anticipated.	Very significant direct damage to the Centennial Park Golf Course.	Low (subject to cost of reinstating major section of the Golf Course).	Poor transportation service. Significant impacts of Golf Course. No overriding advantages.	NO

A computer model of transportation behaviour was developed to project potential usage of the Mississauga busway. The model takes into account the distribution of population and employment, the choice of modes and the interaction between the busway and other transit routes.

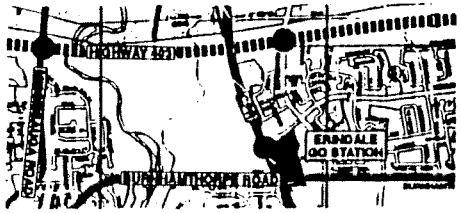
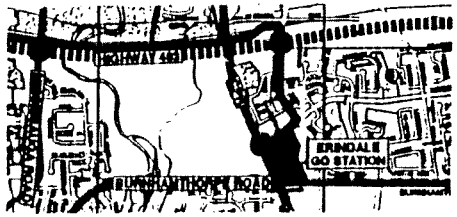
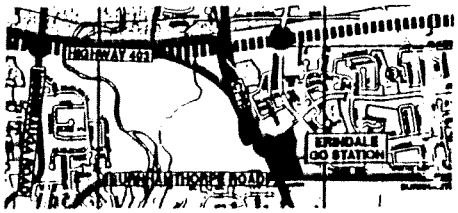
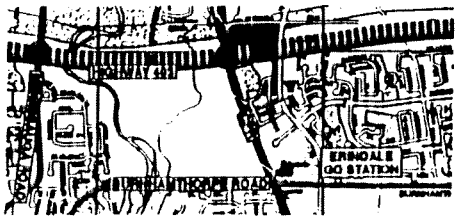
By the year 2021 it is expected that the following numbers of persons would use the various segments of the Mississauga busway in the morning peak hour:



By comparison, approximately 28,000 people per hour ride the Yonge subway south of College Street in the a.m. peak hour.

LINKAGE TO ERINDALE GO STATION

The busway route crosses the Milton GO line in the vicinity of Erindale station. Four alternatives have been identified for connections between the GO line and the busway and to accommodate east-west bus feeders to the GO station.

Alternative	Concept	Advantages	Disadvantages	Recommended for Future Review
1. Maintain GO station as is.		• Maintain connections between Burnhamthorpe Rd. and GO station.	• No interchange between busway and GO service. • No use of Busway for Feeder services.	Yes
2. Provide ramps to Creditview Road for feeder buses to GO.		• Maintain connections between Burnhamthorpe Rd. and GO station. • GO feeder buses from west of the Credit River can use the busway.	• No interchange between busway main line routes and GO service.	Yes
3. Provide busway ramps directly into GO station.		• Maintain connections between Burnhamthorpe Rd. and GO station. • GO feeder buses from west of the Credit River can use the busway without travelling on local roads.	• No interchange between busway main line routes and GO service. • Expensive, requires new bridge across Hwy 403. • Possible disruption to planned park.	No
4. Relocate GO station to busway.		• All busway routes connect with GO service.	• GO connection with Burnhamthorpe Rd. removed. • Limited area provided for GO parking.	Yes

FUTURE COURSE OF ACTION

THE BUSWAY PLANNING STUDY WILL CONTINUE TO BE CARRIED OUT OVER THE SUMMER AND FURTHER INFORMATION CENTRES AT WHICH TECHNICAL RECOMMENDATIONS WILL BE AVAILABLE FOR REVIEW ARE PLANNED FOR SEPTEMBER-OCTOBER OF 1990.

A FINAL REPORT AND RECOMMENDATIONS TO COUNCIL ARE ANTICIPATED FOR THE START OF 1991.

ENVIRONMENTAL ASSESSMENT APPROVAL MUST BE OBTAINED FROM THE PROVINCE BEFORE CONSTRUCTION OF THE BUSWAY ITSELF MAY BEGIN. HOWEVER, PENDING AVAILABILITY OF FUNDS, SOME BUSWAY-RELATED FACILITIES AND RELATED OPERATIONAL CHANGES MAY BE PUT IN PLACE FOLLOWING COUNCIL ACCEPTANCE OF THE STUDY RECOMMENDATIONS.

WITH FUNDING AND APPROVALS IN PLACE, KEY LINKS OF THE BUSWAY ARE ANTICIPATED TO BE BUILT IN THE 1990'S. THE TIMING OF THE COMPLETION OF THE ENTIRE BUSWAY WILL REFLECT DEMAND GROWTH AND FUNDING AVAILABILITY.

ALTERNATIVE BUSWAY ALIGNMENTS - WEST SECTION

ALIGNMENT ALTERNATIVE			ANALYSIS FACTOR				KEY ISSUES	RECOMMENDED FOR FURTHER REVIEW
NO.	DESCRIPTION	LOCATION	TRANSPORTATION PERFORMANCE	NATURAL FEATURES	SOCIAL/CULTURAL FEATURES	COST		
W1	"Transportation" Corridor	North side of Hydro Corridor between ninth line and the Credit River.	- Convenient station locations	- Impact on Mullet Creek - Impact on Credit River and Valley	- Close to houses, needs noise/visual barrier	- Needs noise/visual barrier	- Proximity to residences	Yes, west of Credit River not available east of the Credit River
W2	Hydro Corridor	Between Hydro lines	- Good alignment for station location	- Impact on Mullet Creek - Impact on Credit River and Valley	- Disruption to Ontario Hydro's Corridor and to Hydro's future flexibility - Close to houses, noise/visual barriers required at certain locations	- Pipeline relocation required - Some Hydro towers may need to be relocated	- Loss of flexibility to Hydro - Pipeline relocation	No
W3	"Utility" Corridor	Between Hydro Corridor and Hwy. 403	- Good alignment for station location - Flexibility for bus ramp locations - Stations location flexibility	- Impact on Mullet Creek - Impact on Credit River and Valley	- Visible from homes north of Parkway Belt, noise/visual barrier required at certain locations	- Pipeline relocation required	- Deviation may be required at 403 Interchange locations - Pipeline relocation	Yes
W4	Hwy. 403 Median	Between eastbound and westbound roadways	- Stations difficult to provide - Affects MTO plans to widen Hwy.	- Minimal impact on natural features	- Minimum impact on homes - No noise/visual barriers required	- High Busway construction cost - Skew bridges req'd to enter and leave median	- Lack of width for busway - Difficult station location - Loss of flexibility to MTO	No
W5	South side	South of Hwy. 403	- Station locations and access difficult to provide - Requires crossing of Hwy. 403	- Impact on Mullet Creek - Impact on Credit River and Valley - Some impact on vegetation	- Close to houses, needs noise/visual barrier	- Needs noise/visual barrier - Interchange crossings expensive	- Access/exit to and from Hwy. 403 - Proximity to residences - Problems at station location interchanges	No

MISSISSAUGA BUSWAY COMMENT CARD TEAR AND MAIL/DROP OFF JUNE 1990 BROCHURE #2

Your input will help the Study Team develop the preferred Busway plan. If you are unable to attend one of the Public Information Centres you can tear out this page and send in or drop off your comments.

Do you live near the proposed Busway? Yes ☐ No ☐ Do you expect to use the Busway? Yes ☐ No ☐

What are your main concerns regarding the Busway?

What features would you like to have included in the Busway Plan?

Other Comments (attach separate page if needed)?

Your Name:
Address:

Please drop your comments off at one of the Information Centres, at Mississauga Civic Centre, or at any City of Mississauga Community Centre. Or, you can mail them to:

Mr. Kees Schipper, P.Eng.
Director, Traffic & Transportation
Department of Public Works
City of Mississauga
300 City Centre Drive
MISSISSAUGA, Ontario
L5B 3C1

Who Can You Call?

To obtain further information or to express your views, any of the following can be contacted weekdays between 8:30 a.m. and 4:30 p.m.

Overall Project Manager
Mr. Kees Schipper, P. Eng.
Director, Traffic & Transportation
Department of Public Works
City of Mississauga
300 City Centre Drive
MISSISSAUGA, Ontario
L5B 3C1

Tel: (416) 896-5787
Fax: (416) 896-5220

West Section Consultant
Mr. Lee Sims,
IBI Group
240 Richmond Street West
TORONTO, Ontario
M5V 1W1

Tel: (416) 596-1930
Fax: (416) 596-0644

Central Section Consultant
Mr. John Sutherns, P.Eng.
McCormick Rankin
2655 North Sheridan Way
MISSISSAUGA, Ontario
L5K 2P8

Tel: (416) 823-8500
Fax: (416) 823-8503

East Section Consultant
Mr. Ian Williams, P.Eng.
M. M. Dillon Limited
47 Sheppard Avenue East
TORONTO, Ontario
M2N 5X5

Tel: (416) 229-4646
Fax: (416) 229-4692

Public Information Centres

The best way to find out about the Busway and to express your views is at one of the Public Information Centres to be held during the Busway Planning Study.

Upcoming Information Centres are:

Monday, June 18, 1990 **4 p.m. to 8 p.m.**	**Cafeteria** **Glen Forest Sec. School** **3575 Fieldgate Drive** **Mississauga**
Tuesday, June 19, 1990 **4 p.m. to 8 p.m.**	**Great Hall** **Mississauga Civic Centre** **300 City Centre Drive,** **Mississauga**
Wednesday, June 20, 1990 **4 p.m. to 8 p.m.**	**South Common** **Community Centre** **2233 South Millway** **Mississauga**

Study staff will be on hand to explain the project and listen to you, and comment sheets will be available.

Key Busway Decisions To Be Made This Year; Public Comment Invited

The Mississauga Busway Planning Study was initiated in late 1989 to identify the property protection requirements for the facility. The study is now well underway, with alternative alignments and stations being developed and analysed.

The Study was introduced to the public at an information centre in March, and a second series of Public Information Centres is planned for June. The need for, and history of, the Busway project, the study process and context, and broader issues such as bus use and route strategy alternatives will be on view. In addition, large-scale busway plans will illustrate the alternative alignments, stations, and other facilities, while analysis material comparing various options will be presented. The analysis will in some cases indicate a preference but no final recommendations on any aspect of the Busway are being made at this point.

Public comments (written and verbal) on any Busway-related issue will assist in the evaluation of alternatives, the identification of a preferred alternative, and the detailed planning of that alternative in a way that responds to all the concerns of the public. This work will be carried out over the summer and will be presented for public review at a third series of Information Centres in the fall of this year, before being presented to City Council for approval.

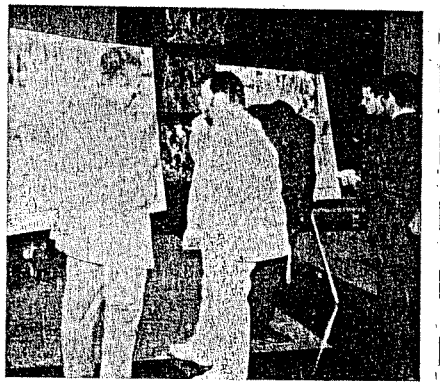
Issues on which public input is sought include:
- what is the best Busway alignment?
- where should stations be located?
- what features should stations have - park and ride lots, kiss and ride facilities, direct links with nearby development, etc.?
- what should the busway and stations look like (including issues of landscaping, visual barriers, station design, etc.)?
- how will the Busway affect existing residents (noise, visual intrusion, and so on)?
- etc.

MISSISSAUGA BUSWAY PLANNING STUDY

BROCHURE #2 JUNE 1990

INSIDE:

- SECOND SERIES OF PUBLIC INFORMATION CENTRES TO BE HELD JUNE 18, 19, & 20
- BUSWAY STUDY REACHES KEY POINT
- ALTERNATIVE ROUTES AND STATION LOCATIONS IDENTIFIED
- MINISTER ANNOUNCES BUSWAY SUPPORT

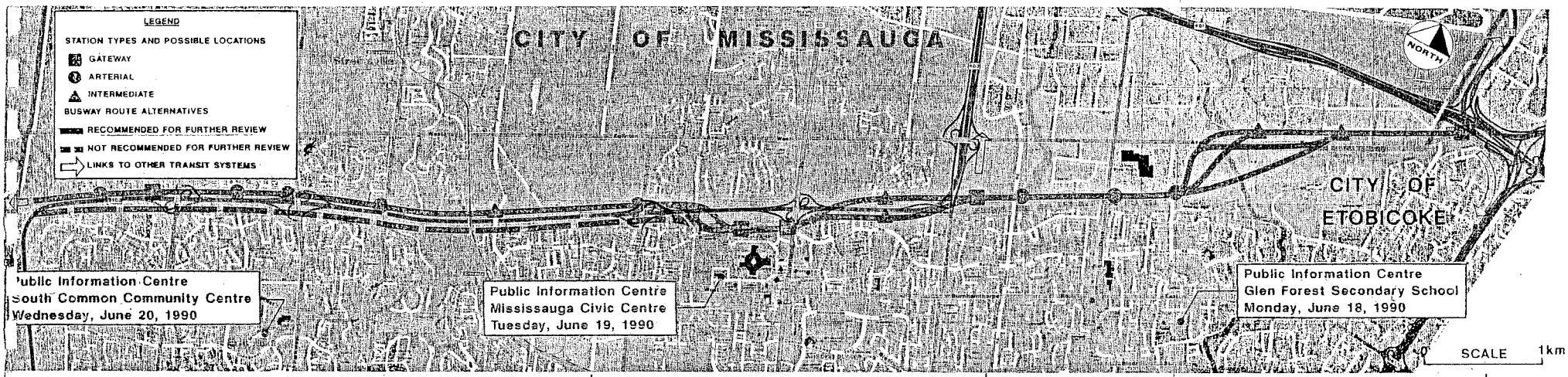


City of Mississauga

Ministry of Transportation Ontario

APPENDIX 'B-2'

ADVERTISEMENTS FOR PUBLIC INFORMATION CENTRE #2



Busway Station Types

Three types of station are planned for the Mississauga Busway:

- **"Gateway"** type stations will be places where external transit systems will meet the Busway, usually close to or (within) major employment centres.
- **"Arterial"** type stations will be located at each major north-south roadway, and will have ramps to allow north-south buses to enter or leave the Busway.
- **"Intermediate"** type stations will be smaller, simpler affairs, where passengers will transfer between north-south routes and Busway buses.

The plan of central Mississauga above shows the Busway route alternatives, potential Busway station locations and types, and the locations of the three Public Information Centres to be held in June. Detailed large-scale plans of the route and station alternatives will be displayed at the Information Centres.

Numerous other alternatives, not shown on the plan above for the sake of clarity, have been identified, studied, and set aside. Only those alignments shown as above are proposed to be analyzed in detail. As well, station locations and layouts are subject to change.

"Let's Move - Transportation Solutions For The 90's"

In April, 1990, William Wrye, Ontario Minister of Transportation, announced Ontario's commitment to a continuous program of rapid transit expansion in the Greater Toronto Area for the 1990's. The map above shows that the Mississauga Busway plays a key part in the network of rapid transit facilities planned for Mississauga and Metropolitan Toronto.

Analysis Factors

When choosing between alternative Busway routes, each option is evaluated using factors such as:

Transportation Performance - which alternative best serves the current and future transportation needs of Mississauga?

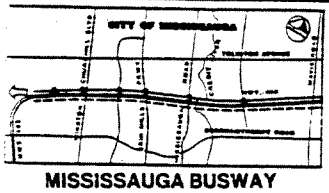
Natural Features - which route is least disruptive of existing vegetation, watercourses, and wildlife?

Social/Cultural Features - which option fits best into the surrounding neighbourhood by supporting its future development without intruding on exisitng residents?

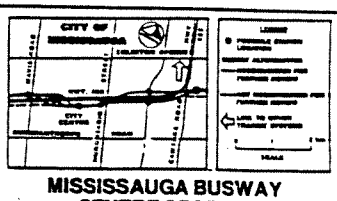
Cost - what is the most cost-effective approach to building and operating the Busway and all its related facilities?

SUN. JUNE 10 1990 MISSISSAUGA NEWS

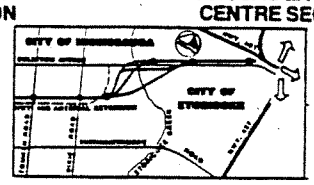
Mississauga Busway Planning Study
Notice of Public Information Centres



MISSISSAUGA BUSWAY
WEST SECTION



MISSISSAUGA BUSWAY
CENTRE SECTION



MISSISSAUGA BUSWAY
EAST SECTION

The Mississauga Busway Planning Study was initiated in late 1989 to identify the property protection requirements for the facility. The study is now well underway, with alternative alignments and stations being developed and analysed.

The study was introduced to the public at an information centre in March, and a second series of Public Information Centres is planned for June. The information centres will be informal meetings where interested members of the public will be able to drop in at their convenience to discuss the project with representatives of the City and the Consultants.

The need for, and history of the Busway project, the study process and context, and broader issues such as bus use and route strategy alternatives will be on display. In addition, large-scale busway plans will illustrate the alternative alignments, stations, and other facilities, while analysis material comparing various options will be presented.

The study is being carried out in accordance with the intent of the Ontario Environmental Assessment Act. This includes an analysis of need and an assessment of alternatives before a recommendation is made. All interested members of the public will have an opportunity to review this information during the course of the study. The final study recommendations will be documented and will be available for public review and comment in accordance with the rights provided under the Act.

A preferred alternative will be presented for public review at a third series of Information Centres in the fall of this year, before being presented to City Council for approval.

Public Information Centres are being held as follows:

Date:	Mon., June 18, 1990	Tues., June 19, 1990	Wed., June 20, 1990
Time:	4:00 p.m. to 8:00 p.m.	4:00 p.m. to 8:00 p.m.	4:00 p.m. to 8:00 p.m.
Location:	Cafeteria Glenforest Secondary School 3575 Fieldgate Dr. Mississauga	Great Hall Mississauga Civic Centre 300 City Centre Dr. Mississauga	South Common Community Centre 2233 South Millway Mississauga

If you are unable to attend any of these meetings and have questions regarding the study, please contact any of the following:

Overall Project Manager
Mr. Kees J. Schipper, P. Eng.
Director, Traffic & Transportation
Public Works Department
City of Mississauga
Mississauga, Ontario
L5B 3C1
Tel: (416) 896-5787
Fax: (416) 896-5220

Central Section Consultant
Mr. John Sutherns, P. Eng.
McCormick Rankin
2655 North Sheridan Way
Mississauga, Ontario
L5K 2P8
Tel: (416) 823-8500
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APPENDIX 'C'

SUMMARY OF THIRD ROUND OF PUBLIC INVOLVEMENT

- NOVEMBER 1990

MISSISSAUGA TRANSITWAY PLANNING STUDY EA REPORT

APPENDIX C - SUMMARY OF THIRD ROUND OF PUBLIC INVOLVEMENT

This report summarizes the events leading up to and surrounding the Public Information Centres for the Transitway project in November 1990. The complete documentation, including all original comment sheets and attendance lists may be reviewed; requests should be directed to the Director of Transportation and Engineering Planning, Transportation and Works Department, City of Mississauga, 11th floor, Mississauga Civic Centre, 300 City Centre Drive, Mississauga, Ontario L5B 3C1.

INFORMATION CENTRE

SUMMARY REPORT

MISSISSAUGA BUSWAY PLANNING STUDY

SUMMARY OF THE THIRD SERIES OF

PUBLIC INFORMATION CENTRES

NOVEMBER 1990

McCORMICK RANKIN

TABLE OF CONTENTS

APPENDICES

1.0 INTRODUCTION

This report documents and summarizes the Mississauga Busway third Public Information Centre held on November 5th and 6th, 1990.

The information centres provided an opportunity for public awareness and response to the proposed Mississauga Busway alignments. The general comments were positive except in areas where the alignment was close to residents' houses. In this case the alignment under consideration was the desired alignment.

2.0 BACKGROUND

The City of Mississauga initiated the Mississauga Busway Planning Study to identify a functional plan and property protection requirements in December 1989. The study is being carried out with the full involvement of interested agencies, government offices and the public, in accordance with the Environmental Assessment Act on Ontario. The study will be completed as a one-stage Individual Environmental Assessment and an E.A. report will be submitted for appraisal by the Ministry of the Environment of Ontario.

With numerous adjacent residential developments and other corridor uses, involvement of the corridor residents is essential. Three sets of well publicized periods of public involvement have been undertaken for the Busway study. As part of the Environmental process a fourth information centre will be conducted.

The first public information centre introduced the study and exchanged information on issues to be addressed. The second centre reviewed and commented on the alternatives and analysis. The third reviewed analysis and identified a preferred alignment (and in three locations, alternative alignments under consideration). The fourth and final information centre will document the preferred alignment and address the reasonings for selecting the alternative.

3.0 PURPOSE OF INFORMATION CENTRES

- To ensure public awareness of the study process by presenting a summary of work done to date, including 1:1000 scale plans of alternatives.

- To review the development and preliminary analysis of alternative alignments and station concepts.

- Through this public review process, the study team will become aware of busway related issues.

4.0 PUBLIC AWARENESS

Notification to various external agencies and the general public was conducted through various methods. These included:

- Letter and notification to area MP's, MPP's and municipal councillors (Mississauga, Etobicoke, Metro Toronto).

- Letter and meeting (October 18, 1990) with all interested agencies not already represented on the Busway Technical Co-ordinating Committee.

- Small advertisements in the Mississauga News (October 17, 31, 1990); the Etobicoke Guardian (October 31, 1990); the Toronto Star "Neighbours West" insert (October 18, November 1, 1990).

- Full page advertisements in the Mississauga News (October 24, 1990); the Toronto Star "Neighbours West" insert (October 25, 1990).

- Advertised in the October Mississauga Board of Trade.

- Advertisement of Environmental Assessment for the Busway in the Mississauga News (October 24, 26, 31, 1990).

- Distribution of 5,000 brochures (appended) through Mississauga Transit, either at its information counter or in boxes on buses.

- Distribution by hand to area business located:
  - Fewster Drive
  - Encino Street
  - Crestlawn Drive
  - Buyoyne Drive
  - Fieldgate (north of Bough Beeches)
  - Creekbank east to Renforth Drive (from Eglinton to the 401)
  - Rakely Crescent
  - Lone Oak Crescent
  - Eglinton Avenue north and south from Fieldgate to Renforth
  - All City Centre businesses

- Distribution through Mississauga News hand delivery service to all Mississauga homes and apartments including:

  - mailing to inaccessible homes
  - mailing to inaccessible apartments
  - distribution to Etobicoke homes bordered by Eglinton
  - Burnhamthorpe and Highway 427

- Mississauga Civic Centre counter

- Mississauga Transit phone message

- Meeting with City Centre property owners (November 19, 1990)

- Mayor's letter direct mail to all Mississauga Ratepayers and Condominium Associations

- Commissioner's letter direct mail to City Centre property owners

- Commissioner's letter direct mail to City Centre businesses

- Media release for press review distribution on Canada Newswire and by fax direct to print, radio and television

- Follow-up media calls

- Public service announcement request / news release for public meeting faxed direct to radio and television stations

- Briefing package to Mayor, Members of Council and Department Heads

- Message on Cable 10 character generator

- Survey of brochure

- Briefing for councillors

5.0 INFORMATION CENTRE FORMAT

The Public Information Centres were held between 4:00 and 8:00 p.m. on November 5 an 6, 1990. The location was:

Great Hall
Mississauga Civic Centre
300 City Centre Drive
Mississauga, Ontario

Bad weather conditions on November 5, 1990 may have contributed to the low turnout. November 6 resulted in better weather and a higher turnout.

The Information Centres consisted of a set of panels describing the study process, background, work done to date and existing conditions in the study area. Each consultant displayed 1:1000 scale boards of the proposed Busway alignments within their section and included cross-sections at key locations. The preferred alignments and alignments under consideration were presented for public input. A set of 1:5000 scale photomosaics was used to illustrate the study area and describe the alternatives that had been previously reviewed and eliminated. Members of the study's Technical Coordinating Committee circulated among the visitors, discussing, explaining and listening to the comments on the study.

Coffee was provided, as were tables and chairs for filling out comment sheets.

The centre was staffed by:

Bob Sasaki	City of Mississauga
Dolores Bartl-Hofmann	City of Mississauga
Doug Thwaites	Regional Municipality of Peel
Randy McLean	Metro Planning
Ian Williams	M. M. Dillon
Chris Bishop	M. M. Dillon
Laurie Mace	M. M. Dillon
Perry Perera	M. M. Dillon
Lee Sims	IBI Group
Calvin Beach	IBI Group
John Sutherns	McCormick Rankin
Steve Schijns	McCormick Rankin
Alan de Lange	McCormick Rankin

6.0 PUBLIC RESPONSE

Registered attendees numbered 127, while 48 comment sheets were submitted (copies appended). This is a relatively low turnout despite the publicity effort and the size of the study area.

In addition to the Public Information Centre responses approximately 291 comments were received through the mail.

7.0 SUMMARY OF PUBLIC COMMENTS

7.1 Information Centre

In general, both the City (and its consultants) and the attendees shared information on the project and concerns of the residents were mainly in terms of potential impacts (noise, visual, congestion, woodlots, pollution, etc.). Approximately 30 of 48 comment sheets received at the information centre were from residents immediately adjacent to the Busway / Highway 403 corridor. The comments were as follows:

East Section

- Residents with homes backing onto or close to the Busway alignment in the Fieldgate area preferred Alternative E6 because of its relative closeness to Fieldgate Drive.

- Noise increase and the removal of developed forest in the Bakely area was a concern to a number of residents.

- Residents in the Renforth / Eglinton area expressed concern regarding adequate parking at the Renforth Station. They did not want commuters parking in the residential areas.

Central Section

- Only residents attended from the south side of the corridor west of Confederation Parkway. They supported the preferred alignment of the Busway on the north side between Mavis Road and Duke of York Blvd. They felt the south service road was enough development in their immediate vicinity.

- Numerous residents from Chalfield Lane and Alta Crescent expressed strong objection to the southern alignment extending from Hurontario Street to Cawthra Road. The closeness of the Busway to their homes and the removal of the developed trees was of major concern to the residents. Other concerns were that noise, air pollution, visual intrusion and reduced property values could result from the alignment. Preservation of the woodlot was a major concern to the residents. The consensus of the adjacent south side residents was that shifting of the Busway to the north side was strongly preferred (i.e. the alignment under consideration).

West Section

- Residents in the Ambercroft Trail and Ranfield Crescent area were concerned with the proximity of the Busway station entrances. Increased noise levels and diesel fumes were also a concern.

- One resident was concerned with the crossing of the Credit River and suggested that an existing crossing integrated with the Busway crossing would be more suitable.

Various comments were made by residents not located directly on the busway route. These included:

- When would the Busway be started and operating
- The future TTC and Airport linkages and how they would interact with the Busway
- Problems with the costs involved

Generally the atmosphere of the Information Centres was positive, except for a various concerns regarding the alignments in the Hurontario / Cawthra and Winston Churchill / Mavis corridors where the alignments were located close to residential homes. Various individuals were pleased with the presentation and the level of detail explained.

7.2 Mailed Responses

A part of the public awareness program for the Mississauga Busway, the Mississauga Busway brochure was distributed throughout the City of Mississauga. As part of the brochure a detachable questionnaire was available for comment and 291 responses were received to date. The various comments received included:

- Concerns from residents adjacent to the Busway with regards to woodlot removal, noise, air pollution and closeness of the alignment to their homes.

- Various individuals suggested the costs involved in the construction could be used for better things and opposed the Busway concept.

- Parking at the various stations was addressed by residents adjacent to proposed sites and they wanted adequate parking to prevent Busway users from parking on residential streets.

- Questions regarding the Busway and a possible linkages with the Airport were numerous.

- Numerous responses addressed the present Mississauga Transit operations and made enquiries regarding timing, existing bus routes and suggested bus routes. Numerous complaints regarding the existing level of service and routing were noted.

- A high number of comments thought the system was a good idea that would assist the present day system and hoped to see it implemented soon.

Table 1 summarizes numerically the various comments received from the Information Centre and mail.

In addition to the various comments received the comments sheet and brochure contained various questions regarding notification of the proposed Busway, whether they lived close to the study and how often they planned to use the Busway when implemented. These comments are summarized in Table 2.

Generally, the Mississauga Busway is being well received. Various alignment concerns and operational problems will have to be addressed in order for the Busway to gain full acceptance.

PUBLIC INFORMATION CENTRE #3 : NOVEMBER 5,6 1990

TABLE 1

COMMENT	ATTEND P.I.C. #3	NOT ATTEND P.I.C. #3	TOTAL
NOISE (Y)	8	10	18
PROXIMITY (Y)	13	7	20
NEED NOW (Y)	10	76	86
HIGH COST (Y)	2	21	23
RAIL (Y)	0	12	12
PARKING (Y)	3	18	21
TTC/L.B.P.I.A.* (Y)	2	32	34
ENVIRONMENT (Y)	14	6	20
MISS. TRANSIT (Y) (CURRENT SERVICE)	1	83	84
BUSWAY L.O.S.* (Y)	0	35	35

TOTAL COMMENT SHEETS: 48 attend 316 mail in

ADJACENT (Y) + PROXIMITY (Y) = 20

ADJACENT (Y) + NEED NOW (Y) = 6

TOTAL ADJACENT = 44

WILL USE BUSWAY (Y) + NOW NEVER USE TRANSIT (N) = 50

*NOTE: L.B.P.I.A. – Lester B. Pearson International Airport
L.O.S. – Level Of Service

PUBLIC INFORMATION CENTRE #3 : NOVEMBER 5,6 1990

TABLE 2

1. KNOWLEDGE (Y)	195	ATTENDED P.I.C. #3 (Y)	48
2. FLYER (Y)	204	NOISE (Y)	18
ADVERTISMENT (Y)	25		
T.V. (Y)	17	PROXIMITY (Y)	20
NEWSPAPER (Y)	146		
FRIEND/NEIGHBOUR (Y)	36	NEED NOW (Y)	86
COMMUNITY ORGANIZATIONS (Y)	6		
		HIGH COST (Y)	23
3. DISTANCE (1 km)	151		
(5 km)	149	RAIL (Y)	12
(10 km)	36		
(more)	28	PARKING (Y)	21
ADJACENT (Y)	44	TTC/L.B.P.I.A.* (Y)	34
4. WILL USE BUSWAY (Y)	198	ENVIRONMENT (Y)	20
5. NOW USE TRANSIT (daily)	80	MISS. TRANSIT (Y)	84
(weekly)	53		
(monthly)	72	BUSWAY L.O.S.* (Y)	35
(never)	151		

COMMENT SHEETS: 364

Your comments are again invited by completing this questionnaire:

1. Did you know about the City's plans to construct a Busway?
YES ☐ NO ☐

2. Where did you learn about it?

This flyer ☐ Newspaper Articles ☐
Advertising ☐ Friend/Neighbours ☐
Television ☐ Community Organizations ☐

3. How near do you live to the proposed Busway?

1 km ☐ 5 km ☐ 10 km ☐ more ☐

4. Do you expect to use the Busway?
YES ☐ NO ☐

5. How frequently do you use transit now?

Daily ☐ Weekly ☐ Monthly ☐ Never ☐

Do you have any concerns or comments: _____

_____

_____

_____

_____

_____

Name and address: _____

_____

_____

_____

_____

APPENDIX 'C-1'

DISPLAY PANELS FOR PUBLIC INFORMATION CENTRE #3

MISSISSAUGA BUSWAY PLANNING STUDY

PUBLIC INFORMATION CENTRE #3 - NOVEMBER 5, 6, 1990

LIST OF DISPLAY MATERIAL

1. Introduction to Study/Study Objectives
2. Information Centre Purpose/Your Involvement
3. Current Status of Busway
4. Study Background
5. What is a Busway?
6. Study Organization
7. Study Process/Environmental Assessment Act
8. Study Schedule (not included here)
9. Key Map (1:20,000 Photomosaic) (not included here)
10. Transportation Demand
11. Transit Strategy/Bus Routing
12. Station Types and Functions
13. Analysis Factors
14. Alternative Busway Alignments (1:5,000 Photomosaic) (not included here)
15. Analysis and Evaluation Summaries
16. Station Concept Alternatives (1:2,000 plan for each alternative) (not included here)
17. Technically Preferred Alternative (1:1,000 plans in roll form for reference) (")
18. Typical Cross Sections (at key points, as required) (")
19. Future Course of Action

INTRODUCTION TO STUDY

WELCOME TO THIS PUBLIC INFORMATION CENTRE. THE CITY OF MISSISSAUGA, WITH SUPPORT FROM THE MINISTRY OF TRANSPORTATION OF ONTARIO, IS UNDERTAKING A PLANNING STUDY FOR THE MISSISSAUGA BUSWAY.

THIS BUS-ONLY ROADWAY IS PROPOSED FOR THE FUTURE IN THE HIGHWAY 403-PARKWAY BELT CORRIDOR FROM WEST OF WINSTON CHURCHILL BOULEVARD TO THE RENFORTH DRIVE/EGLINTON AVENUE AREA.

STUDY OBJECTIVES

THE OBJECTIVES OF THE PLANNING STUDY ARE TO:

- DETERMINE THE BEST LAYOUT OF THE BUSWAY AND ASSOCIATED FACILITIES SUCH AS STATIONS.
- PREPARE FUNCTIONAL DESIGN PLANS TO ALLOW PROPERTY PROTECTION.
- CARRY OUT THE STUDY WITH PUBLIC INVOLVEMENT AND IN A MANNER CONSISTENT WITH THE ENVIRONMENTAL ASSESSMENT ACT OF ONTARIO.
- PREPARE AND SUBMIT FOR APPROVAL A ONE - STAGE ENVIRONMENTAL ASSESSMENT REPORT

INFORMATION CENTRE PURPOSE

THE PURPOSE OF TODAY'S PUBLIC INFORMATION CENTRE IS TO ENSURE PUBLIC AWARENESS OF THE STUDY PROGRESS BY PRESENTING A SUMMARY OF WORK DONE TO DATE. THIS INCLUDES THE DEVELOPMENT AND ANALYSIS OF ALTERNATIVE BUSWAY ALIGNMENTS AND STATION CONCEPTS. THE TECHNICALLY PREFERRED BUSWAY PLAN IS ALSO PRESENTED FOR PUBLIC REVIEW. THROUGH THIS PUBLIC REVIEW PROCESS, THE STUDY TEAM, CITY COUNCIL, AND THE PROVINCE WILL BECOME AWARE OF BUSWAY-RELATED ISSUES THAT ARE OF CONCERN TO AREA RESIDENTS AND BUSINESSES.

YOUR INVOLVEMENT

YOUR COMMENTS WILL BE USED IN REFINING THE TECHNICALLY PREFERRED BUSWAY PLAN. ADDITIONAL PUBLIC INFORMATION CENTRES WILL BE HELD SO THAT YOU CAN REVIEW AND COMMENT ON THE REFINED PLAN BEFORE IT IS PRESENTED TO CITY COUNCIL FOR APPROVAL. ADDITIONAL OPPORTUNITIES FOR PUBLIC REVIEW WILL FOLLOW AS PART OF THE ENVIRONMENTAL ASSESSMENT PROCESS.

PLEASE SIGN THE ATTENDANCE REGISTER, REVIEW THE DISPLAYS, TALK TO THE STUDY STAFF, AND FILL OUT A COMMENT SHEET (EITHER HERE OR AT HOME).

CURRENT STATUS OF MISSISSAUGA BUSWAY

- IN CARRYING OUT THE MISSISSAUGA TRANSPORTATION STUDY, CITY COUNCIL HAS ACCEPTED THE USE OF THE HIGHWAY 403-PARKWAY BELT FOR THE BUSWAY.

- SOME ADVANCE PLANNING WORK HAS BEEN CARRIED OUT IN THE CITY CENTRE AND HIGHWAY 403 ARTERIAL EXTENSION AREAS.

- THE CITY'S 10 YEAR TRANSIT SERVICE STRATEGY PLAN (1989) IDENTIFIED IMMEDIATE BUS PLANNING GOALS, IN PREPARATION FOR THE FUTURE USE OF THE BUSWAY.

- DETAILED PLANNING OF THE BUSWAY IS WELL UNDERWAY. THE CURRENT STUDY WAS INTRODUCED AT A PUBLIC INFORMATION CENTRE IN MARCH, 1990.

- ALTERNATIVE BUSWAY AND STATION PLANS WERE REVIEWED AT PUBLIC INFORMATION CENTRES IN JUNE, 1990. BASED ON COMMENTS MADE AT THAT TIME AND SUBSEQUENT ANALYSIS OF ALTERNATIVES, A TECHNICALLY PREFERRED BUSWAY PLAN WAS IDENTIFIED. THAT PLAN IS THE ONE PRESENTED FOR REVIEW AT TODAY'S INFORMATION CENTRE.

STUDY BACKGROUND

- MISSISSAUGA IS ONE OF CANADA'S FASTEST GROWING CITIES

	1981	1988	ULTIMATE (2021±)
POPULATION	300,000	420,000	704,000
JOBS	150,000	245,000	530,000

- MISSISSAUGA'S CITY CENTRE, AT HIGHWAY 403, HURONTARIO STREET AND BURNHAMTHORPE ROAD, IS PLANNED FOR UP TO 110,000 JOBS IN THE LONG TERM.

- THE "PARKWAY BELT WEST PLAN" (1978), IS A LONG-RANGE PLAN WHICH GOVERNS THE USES OF THE HIGHWAY 403/HYDRO CORRIDOR. IN THE PLAN, A PORTION OF THE CORRIDOR IS RESERVED FOR FUTURE USE BY TRANSIT.

- THE MISSISSAUGA TRANSPORTATION STUDY (1985) DEFINED THE BASIC ROAD AND TRANSIT NETWORKS NEEDED TO SERVE THE CITY IN THE FUTURE. PRELIMINARY PLANS OF CONCEPTS FOR THE MISSISSAUGA BUSWAY WERE IDENTIFIED AT THAT TIME. SEVERAL CORRIDORS ACROSS THE CITY WERE ANALYZED AND THE HIGHWAY 403/PARKWAY BELT CORRIDOR WAS RECOMMENDED FOR THE BUSWAY LOCATION.

- SEVERAL OTHER PLANNING STUDIES CARRIED OUT OVER THE PAST DECADE HAVE SUPPORTED THE NEED FOR THE MISSISSAUGA BUSWAY.

- THE PROVINCIAL GOVERNMENT IS SUPPORTIVE OF THE BUSWAY, BOTH AND AS A KEY ELEMENT IN THE "GATEWAYS" INITIATIVE AND AS A MAJOR COMPONENT OF THE "LET'S MOVE" PROGRAM FOR RAPID TRANSIT EXPANSION IN THE GREATER TORONTO AREA.

WHAT IS A BUSWAY?

- A BUSWAY IS A ROAD USED ONLY BY TRANSIT VEHICLES. IT USUALLY HAS BRIDGES AT CROSSING ROADS AND HAS FREQUENT STATIONS WHERE PASSENGERS CAN TRANSFER BUSES AND WHERE BUSES CAN ENTER THE BUSWAY FROM CITY STREETS.

- BY USING A BUSWAY, BUSES CAN AVOID CONGESTED ROADWAYS AND PROVIDE RELIABLE, CONVENIENT, COST-EFFICIENT SERVICE.

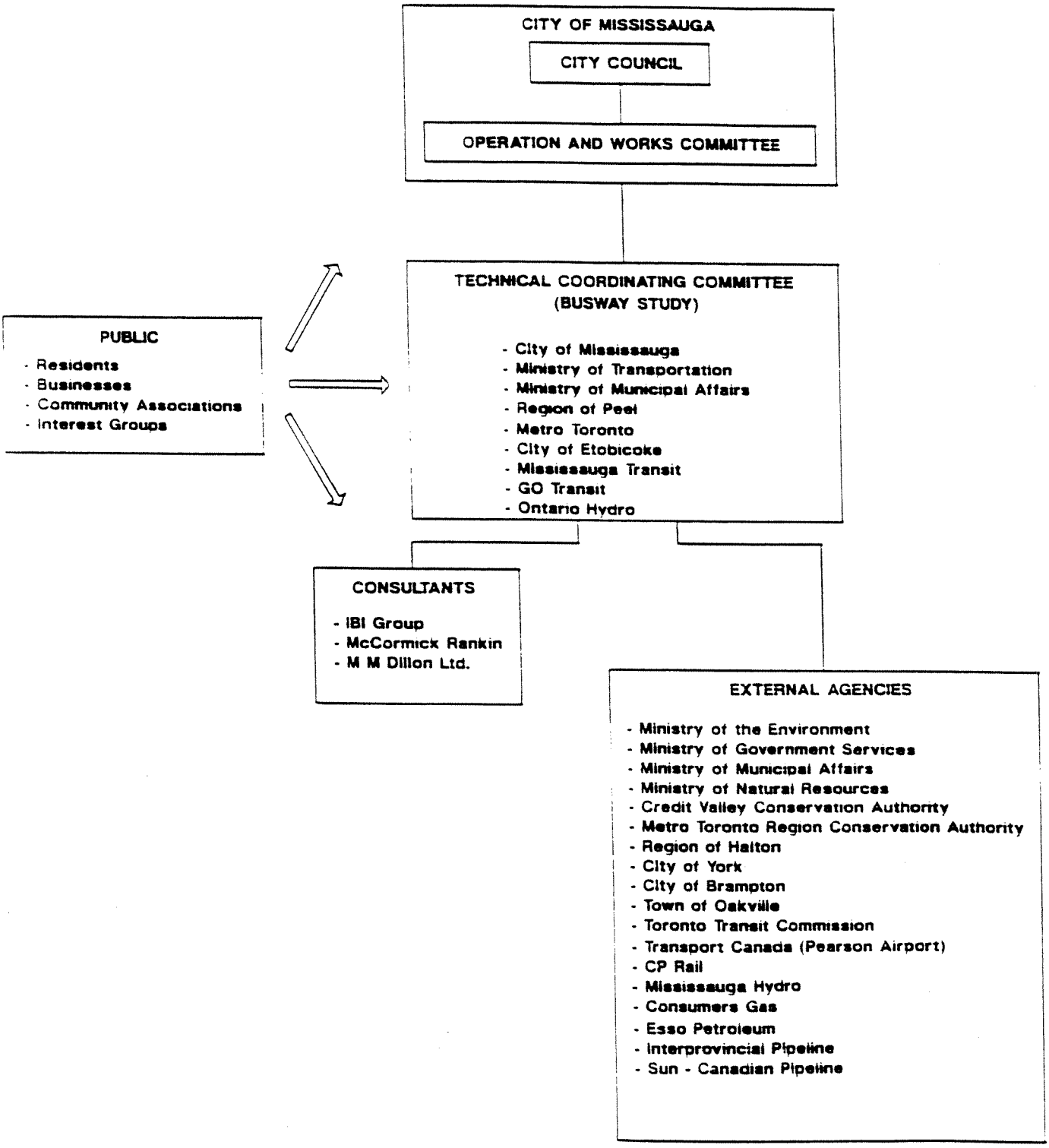
- BUSES CAN CIRCULATE IN A LOCAL NEIGHBOURHOOD BEFORE USING THE BUSWAY, OR THEY CAN TRAVEL ON EXPRESS ROUTES ON THE BUSWAY ALONE. MANY OTHER BUS ROUTES AND SERVICES ARE ALSO POSSIBLE.

- A BUSWAY CAN BE BUILT IN SEGMENTS, AND IS CHEAPER TO BUILD THAN MOST OTHER RAPID TRANSIT FACILITIES. IT HAS A HIGH CAPACITY, AND CAN BE DESIGNED TO CONVERT TO RAIL TRANSIT USE IF NEEDED IN THE LONG TERM.

- ALONG WITH STREETS, FREEWAYS AND RAIL LINES, BUSWAYS CAN BE IMPORTANT IN THE PROVISION OF A BALANCED TRANSPORTATION SYSTEM.

- BUSWAYS ARE IN USE IN MANY CITIES AROUND THE WORLD.

STUDY ORGANIZATION



STUDY PROCESS

THE STUDY IS BEING CARRIED OUT BY THE CITY OF MISSISSAUGA. THE CITY'S TRANSPORTATION AND WORKS DEPARTMENT IS BEING ASSISTED BY CONSULTING FIRMS. THE FUNDING FOR THE STUDY IS PROVIDED BY THE CITY AND THE MINISTRY OF TRANSPORTATION OF ONTARIO. EXPERTS FROM THE CITY, THE MINISTRY, KEY TRANSIT OPERATORS, AND OTHER AGENCIES PROVIDE ADVICE AND DIRECTION TO THE CONSULTANTS AT REGULAR MEETINGS. PUBLIC INPUT IS ALSO SOLICITED AT PUBLIC INFORMATION CENTRES HELD AT FOUR KEY POINTS DURING THE STUDY.

AT THE END OF THE STUDY, FINAL RECOMMENDATIONS WILL BE PRESENTED TO MISSISSAUGA CITY COUNCIL FOR THEIR ACCEPTANCE. THE RECOMMENDED PLAN WILL THEN BE SUBMITTED TO THE MINISTRY OF THE ENVIRONMENT OF ONTARIO FOR APPROVAL UNDER THE ENVIRONMENTAL ASSESSMENT ACT.

ENVIRONMENTAL ASSESSMENT ACT OF ONTARIO

THE BUSWAY PLANNING STUDY IS BEING CARRIED OUT ACCORDING TO THE ENVIRONMENTAL ASSESSMENT ACT OF ONTARIO PLANNING PROCESS GUIDELINES. IT IS THE INTENT OF THE CITY TO SEEK FORMAL ENVIRONMENTAL ASSESSMENT APPROVAL AT THE CONCLUSION OF THE STUDY.

THE ENVIRONMENTAL ASSESSMENT PROCESS REQUIRES PUBLIC INVOLVEMENT IN THE PLANNING PROCESS AND FULL DOCUMENTATION OF STUDY PROCEDURES, RESULTS, AND IMPACT MANAGEMENT WHERE REQUIRED.

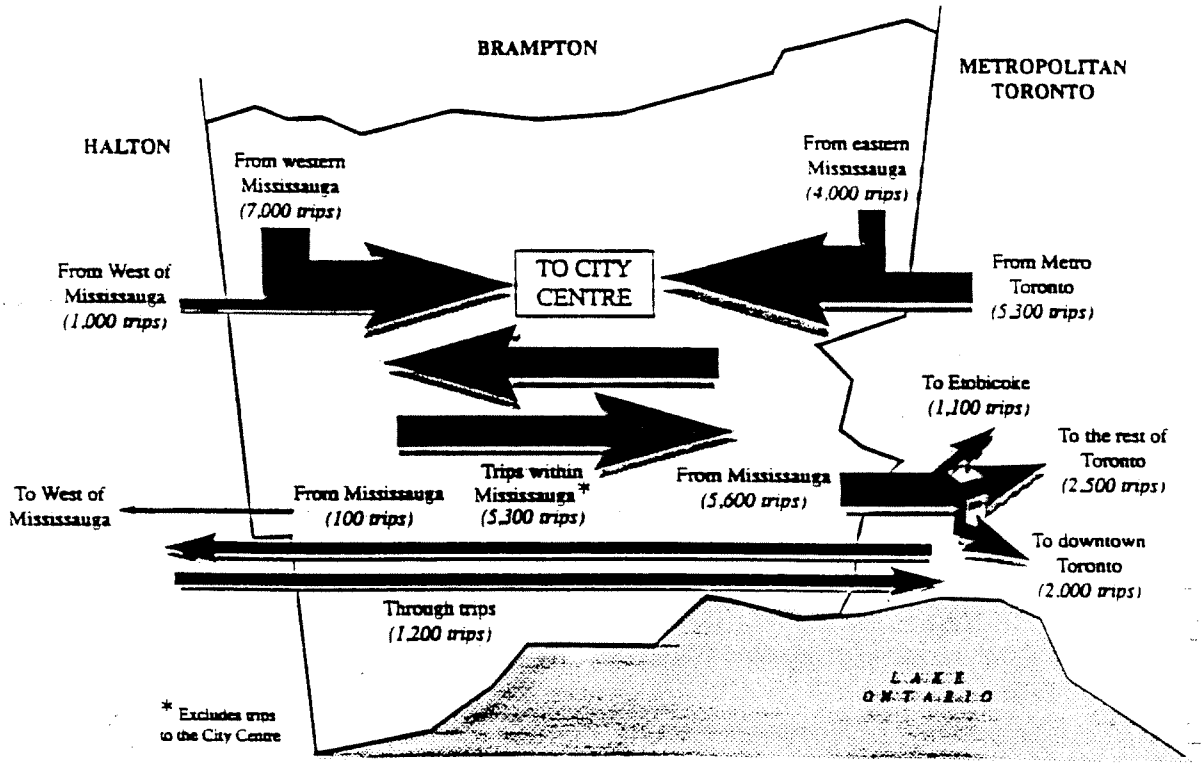
TRANSPORTATION DEMAND

Based on population and employment projections for Mississauga, the number of trips made in the morning rush hour is expected to more than double by the year 2021. The Mississauga Busway will help to achieve the high transit share of trip making that will be required to keep future traffic congestion at manageable levels.

The busway will serve major travel sectors including:

- trips to City Centre;
- east-west trips within Mississauga;
- trips to the subway and Downtown Toronto;
- other trips to Metropolitan Toronto.

The passenger demand projection for the Busway is shown below.



PASSENGERS USING THE MISSISSAUGA BUSWAY
2021 MORNING PEAK HOUR

The maximum volume on the Mississauga Busway is estimated to be 10,000 to 12,000 passengers (trips) per hour in the peak direction. This compares to the approximately 30,000 passengers per hour riding the Yonge subway in the peak direction, during the morning rush hour.

PRINCIPLES OF BUSWAY STATION DESIGN

PASSENGERS

- Kiss and ride provisions where possible
- Sheltered waiting areas with easy access
- Passenger information facilities (display boards, electronic signage)

OPERATIONS

- Efficient bus access to and from station
- Minimum conflicts with traffic and pedestrians
- Provision for turnarounds and layover
- Access to/from busway where possible
- Dedicated stopping areas for each connecting route

PHYSICAL

- Capacity to handle the passenger and operating demands for the next 30 years
- Compatible with surroundings (aesthetics, adjacent development, traffic operations, environmental impact)
- Economic (station and property cost, ability to stage)

IBI GROUP

MISSISSAUGA BUSWAY
DESIRABLE STATION FEATURES

	Kiss & Ride Area	Parking Area	Busbays on Local Street	Off street Bus Turnaround and Layover Area	Ramp to and from Busway
Ridgeway	Yes[1]	Yes[1]	Yes	Yes	Yes
Winston Churchill	Yes[1]	Yes[1]	No	Yes	Yes
Glen Erin	Yes	No	No	Yes	Yes
Erin Mills Pkwy.	No	No	No	Yes	Yes
Mississauga Rd.	Yes	No	Yes	Yes	Yes
Creditview	Yes	Yes	Yes	Yes	Yes
Mavis	Yes	No	No	Yes	Yes
City Centre	No	No	No	Yes	Yes
Hurontario	No	No	No[2]	Yes	Yes
Central Parkway	No	No	Yes	No	No
Cawthra	Yes	Yes	No	Yes	Yes
Tomken	Yes	No	Yes	Yes	Yes
Dixie	Yes	Yes	Yes	Yes	Yes
Fieldgate	Yes	Yes[2]	Yes	Yes	Yes
Spectrum/Satellite	No	No	Yes	No	No
Orbitor/Explorer	No	No	Yes	No	No
Renforth					

Notes

(1) Because of the proximity of the Ridgeway and Winston Churchill Stations, only one parking facility would be required for both stations.

(2) Depends on the location of the station.

IBI GROUP

MISSISSAUGA BUSWAY
STATION DESIGN CHARACTERISTICS

September 12, 1990

Busway Station	Likely Passenger Demand Characteristics at Busway Station[1]				Expected Characteristics of Connecting Routes[2]			Platform/Bus Stop Requirements by Direction[3]				Desirable Station Type[4]
								Mississauga Transit		Other Carriers		
	Through Demand Across Busway	Transfer Demand between Connecting Routes	Demand To/From Busway Corridor	Potential Walk-in Demand	Operate Across Busway	Turnaround at Busway	Operate onto Busway	Connecting Routes	Busway Routes	Connecting Routes	Busway Routes	
Ridgeway	Low	Low	Medium	Medium	Possibly	Yes	Possibly	1	1			On or off street
Winston Churchill	Low	Low	Medium	Medium	Yes	Yes	Yes	2	2	2	1	Off street
Glen Erin	Low-Med.	Medium	Medium	Low	Possibly	Yes	Yes	2	2			On or off street
Erin Mills Parkway	Medium	Low	High	Low	Yes	Yes	No	2	3			Off street
Mississauga Road	Low	Low	Medium	Low	Yes	Yes	Yes	1	3			On street
Erindale/Creditview	Low	High	Medium	Medium	Unlikely	Yes	Yes	3	5			On or off street
Mavis	Low	Low	Low-Med	Low	Yes	Yes	Possibly	1	3			On or off street
City Centre	n.a.	High	High	High	No	Yes	Yes	20	10	2	1	Off street
Hurontario	High	High	High	High	Yes	No	Yes	2	3	1		Off street
Central Parkway	Low	Low	Low	Low	Yes	No	No	1	3		1	On street
Cawthra	Low	Low	Medium	Low	Yes	Yes	Yes	1	3	2	1	Off street
Tomken	Low	Low	Medium	Low	Yes	Yes	Yes	1	3			Off street
Dixie	Medium	Medium	Medium	Medium	Yes	Yes	Yes	2	3	1	1	Off street
Fieldgate	Low	Low	Low	Medium	Yes	No	No	1	3			On or off street
Spectrum/Satellite	n.a.	n.a.	Medium	High	No	No	No	1	3			On street
Orbitor/Explorer	n.a.	n.a.	Medium	High	No	No	No	1	3			On street
Renforth	Low	High	High	High	Yes	Yes	No	1	7	2	2	Off street

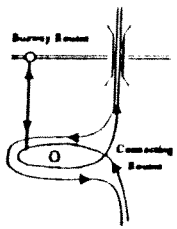
(1) Passenger demand characteristics are the estimated passenger volumes during the AM peak hour for the year 2021 expressed as:

Low	under 500 passengers/hour on the buses, under 100 walk-ins/hour
Medium	500-2,000 passengers/hour on the buses, 100-200 walk-ins/hour
High	over 2,000 passengers/hour on the buses, over 200 walk-ins/hour

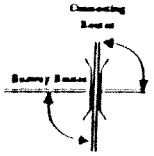
(2) The buses on the connecting routes at the busway station would stop at the station. Depending on the demand, some buses would proceed across the busway to other destinations, some buses would turnaround at the station, and some buses would operate onto the busway.

(3) The platform or bus stop requirements are the facilities for accommodating passengers boarding and alighting the buses on the connecting routes (either passing through or terminating at the station) and on the busway routes (either passing through or branching on to the busway at the station)

(4) Desireable station types include:



Off Street Station



On Street Station
(Crossing Routes)

On Street Station
(Parallel Routes)

IBI GROUP

MISSISSAUGA BUSWAY
DRAFT - MASTER FACTOR LIST
FOR
EVALUATION OF FEASIBLE ALTERNATIVES

FACTOR	INDICATOR	MEASURES
3. Social/Cultural	Noise	18. Number of residents experiencing 5+ dBA (Leq) increase in noise levels (based on modelling of future ambient and projected busway levels)
	Cultural	19. Number and significance of historical sites or archaeological sites affected.
	Social	20. Number of properties from which land is required. 21. Number of residences, businesses, community, cultural or recreational features disrupted or displaced. 22. Number of properties with disrupted access. 23. Number of residents whose day-to-day community and recreational activities are disrupted.
	Visual	24. Visual intrusion (length of busway at grade, elevated, below grade).
	Land Use	25. Compatibility with adjacent existing or future land uses.
4. Cost	Capital	26. One-time property acquisition costs. 27. One-time construction costs (e.g., percentage increase over least expensive alternative). 28. Ability to stage construction costs.
	Operating	29. On-going costs of operating and maintaining the busway and associated facilities. 30. On-going land rental costs.

21 August 1990

MISSISSAUGA BUSWAY
DRAFT - MASTER FACTOR LIST
FOR
EVALUATION OF FEASIBLE ALTERNATIVES

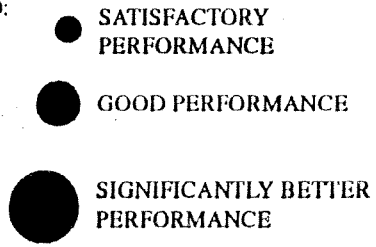
FACTOR	INDICATOR	MEASURES
1. Transportation Performance	Compatibility	1. Compatibility with existing and future transit network (descriptive). 2. Compatibility with existing and future road operations/network facilities (descriptive).
	Accessibility	3. Pedestrian access (# of residents/employees within 300 m radius by year 2021). 4. Transit access. 5. Potential for private vehicle parking (park and ride). 6. Potential for private vehicle drop-off.
	Service	7. Travel time (percentage increase over slowest alternative). 8. Effects on local roads. 9. Reliability (descriptive).
2. Natural Environment	Aquatic	10. Number of rare species affected. 11. Amount and significance of wetlands disrupted or displaced. 12. Increase in downstream erosion potential. 13. Change in stream fisheries (e.g., migrative capability spawning sites).
	Terrestrial	14. Effect on wildlife (e.g., movement corridors, habitat removed). 15. Amount and significance of vegetation affected. 16. Number of rare species affected.
	Atmospheric	17. Air quality (description of impacts around stations).

MISSISSAUGA BUSWAY
COMPARISON OF ALTERNATIVE ALIGNMENTS - WEST SECTION

ALTERNATIVE / FACTOR	NORTH ALIGNMENT W1 ON NORTH SIDE OF HYDRO CORRIDOR		SOUTH ALIGNMENT W3 BETWEEN HYDRO CORRIDOR AND HIGHWAY 403		HYBRID ALIGNMENT W1a BETWEEN HYDRO CORRIDOR AND HIGHWAY 403 EAST OF WINSTON CHURCHILL BLVD., ON NORTH SIDE TO WEST	
	ANALYSIS	PERFORMANCE	ANALYSIS	PERFORMANCE	ANALYSIS	PERFORMANCE
TRANSPORTATION PERFORMANCE	• Further from Highway 403, more flexibility for highway operations • Stations closer to north side development		• Adjacent to Hwy. 403, restricts flexibility somewhat • Stations slightly further from development		• Adjacent to Hwy. 403 from Winston Churchill east • Two of four stations further from development.	
SOCIAL/ CULTURAL	• Busway adjacent to houses on north side of corridor, will require mitigation • Removes access to two soccer fields • Visual intrusion to adjacent houses		• Busway 150m further from houses on north side, reduces noise impacts. • Disruption with two existing soccer fields is avoided. • Reduced visual intrusion in area already developed.		• 150m further from almost all houses (compared to W1) with reduced noise impacts • Disruption with two existing soccer fields is avoided. • Reduced visual intrusion in area already developed.	
NATURAL ENVIRONMENTAL	• Passes through some wooded areas		• Some trees in 403 corridor affected		• Some trees in 403 corridor affected	
COST	• Construction costs $150 million		• Construction cost $177 million • More bridges required		• Construction cost $165 million	
SUMMARY	Least cost but has greatest impacts as it is closest to houses.		Further away from houses, less impact but most costly.		Further away from existing built-up area and therefore has less impacts, intermediate costs.	

RECOMMENDATION: Hybrid Alignment - W1a

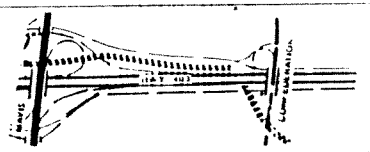
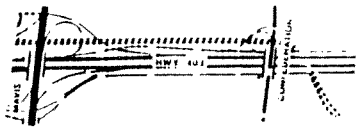
LEGEND:



MISSISSAUGA BUSWAY: EVALUATION OF ALTERNATIVE ALIGNMENTS

CENTRE SECTION: MAVIS ROAD TO CAWTHRA ROAD

SECTION 3/4/5: HIGHWAY 403 CROSSING

ALTERNATIVE / FACTOR	ALTERNATIVE C		ALTERNATIVE D		ALTERNATIVE E	
						
	ANALYSIS	PERFORMANCE	ANALYSIS	PERFORMANCE	ANALYSIS	PERFORMANCE
TRANSPORTATION PERFORMANCE						
Compatibility	- Splits Highway 403 express/collector lanes. - Requires additional grade separation (Busway/N. Collector) to link with Recommended Mavis Station Alternative.	●	- Maintains integrity of Highway 403 express/collector lanes.	●	- Minimizes impact on Highway 403 except at crossing.	●
Accessibility	N/A		N/A		N/A	
Service	- All equivalent		- All equivalent		- All equivalent	
NATURAL ENVIRONMENT						
Aquatic	- Mary Fixx Creek culvert	●	- Mary Fixx Creek culvert	●	- Mary Fixx Creek diversion	●
Terrestrial	- Low impact from Busway but North Collector forced into woods.		- Direct impact from Busway but no future impact by North Collector.		- No forest impact	
Atmospheric						
SOCIAL/CULTURAL						
Noise	- Busway depressed, easily mitigated. - Still noise impact from North Collector.	●	- Busway depressed, easily mitigated-protects Highway noise for benefit.	●	- Significant potential impact;barrier required.	●
Cultural						
Social						
Visual	- Least visible alternative. - Reflects proximity		- Least disruption to Highway density residental West of Confederation Parkway.		- Proximity problem already raised by residents.	
Land Use	- Forces North Collector to use utility strip. - Greatest impact on City Centre property.		- Uses North side utility strip. - Least impact on City Centre property.		- Avoids North side utility strip; retains transit strip as well on South side.	
COST						
Capital	- $25.4 Million	●	- $26.9 Million	●	- $27.4 Million - Largest freeway crossing	●
Operating						
SUMMARY	- Not outstanding in any area; greater impact on surroundings than Alternative D.		- Preferred; minimum impact on residents and City Centre.		- Similar function as Alternative D but with greater impact on residents.	

● **Satisfactory Performance** ● **Good Performance** ● **Best Performance**

FUTURE COURSE OF ACTION

FURTHER REFINEMENT OF THE TECHNICALLY PREFERRED BUSWAY PLAN WILL BE CARRIED OUT. IMPACTS WILL BE QUANTIFIED AND MITIGATION MEASURES WILL BE IDENTIFIED. THE FINAL DETAILED FUNCTIONAL PLAN WILL BE AVAILABLE FOR PUBLIC REVIEW AT INFORMATION CENTRES IN EARLY 1991.

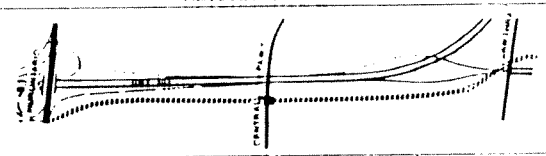
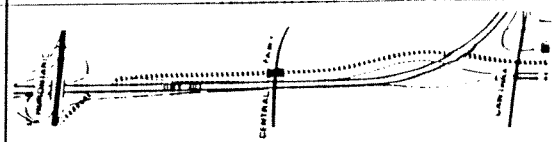
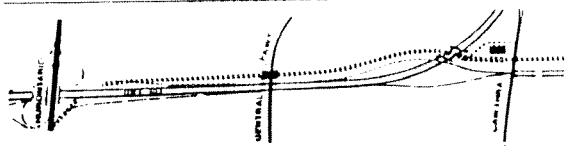
A FINAL REPORT AND RECOMMENDATIONS TO COUNCIL ARE ANTICIPATED SHORTLY THEREAFTER. SUBMISSION OF AN ENVIRONMENTAL ASSESSMENT REPORT TO THE MINISTRY OF THE ENVIRONMENT IS INTENDED BY THE SUMMER OF 1991.

ENVIRONMENTAL ASSESSMENT APPROVAL MUST BE OBTAINED FROM THE PROVINCE BEFORE CONSTRUCTION OF THE BUSWAY ITSELF MAY BEGIN. HOWEVER, THE CITY OF MISSISSAUGA MAY CONTINUE TO MAKE IMPROVEMENTS TO EXISTING TRANSIT OPERATIONS AND FACILITIES AS REQUIRED.

WITH FUNDING AND APPROVALS IN PLACE, KEY LINKS OF THE BUSWAY ARE ANTICIPATED TO BE BUILT IN THE 1990'S. THE TIMING OF THE COMPLETION OF THE ENTIRE BUSWAY WILL REFLECT DEMAND GROWTH AND FUNDING AVAILABILITY.

MISSISSAUGA BUSWAY: EVALUATION OF ALTERNATIVE ALIGNMENTS
CENTRE SECTION: MAVIS ROAD TO CAWTHRA ROAD

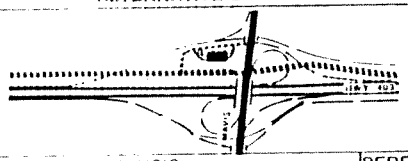
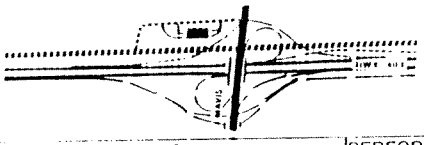
SECTION 9/10/11: HURONTARIO TO CAWTHRA

ALTERNATIVE / FACTOR	ALTERNATIVE C		ALTERNATIVE D		ALTERNATIVE E	
						
	ANALYSIS	PERFORMANCE	ANALYSIS	PERFORMANCE	ANALYSIS	PERFORMANCE
TRANSPORTATION PERFORMANCE						
Compatibility	- Good requiring crossing to North side West of Cawthra. Minor restriction to future EB basket weave. No crossing of Highway 403.	●	- Two major crossings of Highway 403. - Significant constraint on future Westbound basketweave.	●	- Two major crossings of Highway 403 (one underpass, one overpass) - Significant constraint on future WB basketweave	●
Accessibility	- Good accessibility for pedestrians. Greatest walk-in potential due to higher density development than on North side.		- Good accessibility for pedestrians.		- Good accessibility for pedestrians.	
Service	- Equivalent		- Equivalent		- Equivalent	
NATURAL ENVIRONMENT						
Aquatic	N/A	●	N/A	●	N/A	●
Terrestrial	- High impact on forested area		- High impact on forested area		- High impact on forested area	
Atmospheric						
SOCIAL/CULTURAL						
Noise	- Moderate increase in noise level; may be mitigated.	●	- Minor increase in noise; more easily mitigated than Alternative C.	●	- Minor increase in noise.	●
Cultural	N/A		N/A		N/A	
Social	- Greatest perceived impact due to proximity.					
Visual	- High disruption due to immediate location of Busway		- Unrestricted visibility accross Hydro corridor.		- Greater impact than Alternative D due to elevation.	
Land Use	- Occupies Parkway Belt Transit Corridor.		- Occupies Parkway Belt Utility Corridor.		- Occupies Parkway Belt Utility Corridor	
COST						
Capital	- $30 Million	●	- $43 Million plus cost premium for constrained basketweave.	●	- $40 Million plus cost premium for constrained basketweave.	●
Operating						
SUMMARY	- Preferred; minimum distruption to freeway corridor some impact on South side residents.		- Significant distruption of freeway corridor and impact on North side residents.		- Significant distruption of freeway corridor and impact on North side residents.	

● **Satisfactory Performance** ● **Good Performance** ● **Best Performance**

MISSISSAUGA BUSWAY: EVALUATION OF ALTERNATIVE ALIGNMENTS
CENTRE SECTION: MAVIS ROAD TO CAWTHRA ROAD

SECTION 1/2/3: MAVIS TO CONFEDERATION

ALTERNATIVE / FACTOR	ALTERNATIVE C		ALTERNATIVE D	
				
	ANALYSIS	PERFORMANCE	ANALYSIS	PERFORMANCE
TRANSPORTATION PERFORMANCE				
Compatibility	- Slightly better geometrics (N-W Ramp); other ramps similar.	●	- Signing for N-W Ramp more difficult. - N-W Ramp traffic passes through signal. - Slightly more balanced flows on Highway 403 entry ramps.	●
Accessibility	- Good access from Mavis; North Collector limits access from development.		- Good access from roads and surroundings.	
Service	- N-W Ramp traffic remaoved from signalized intersection.		- Greater storage space at intersection, especially for Northbound left turn.	
NATURAL				
Aquatic Terrestrial Atmospheric	- No significant impact.	●	- No significant impact.	●
SOCIAL/CULTURAL				
Noise	- Introduction of North Collector is significant new noise source.		- Less noise impact, as road consentration is farther away. - Greater scope for mitigation.	
Cultural				●
Social	- Shifts road futher away from existing houses East of Mavis Road.	●	- Maintains existing road location, therefore no impact.	
Visual	- North Collector is barrier between station and new development.		-	
Land Use	- North Collector has significant impact on Hydro property.		- Potential link to development NW of station. - Less impact on Hydro and Pipelines.	
COST				
Capital Operating	- $27.1 Million plus additional cost of N. Collector - Busway and N. Collector crossings of Mavis Road: If similarly timed, some problem;if not simultaneous, a significant staging problem.	●	- $25.3 Million - Easily staged - Least North Collector cost	●
SUMMARY	- Greater potential for disruption of area; higher cost.		- Preferred, least impact and lowest cost, while preserving operation.	

● **Satisfactory Performance**

● **Good Performance**

● **Best Performance**

MISSISSAUGA BUSWAY

COMPARISON OF E6 & E10

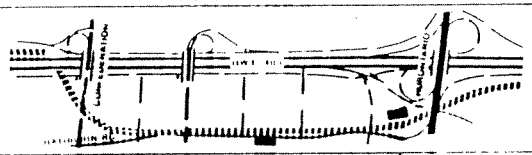
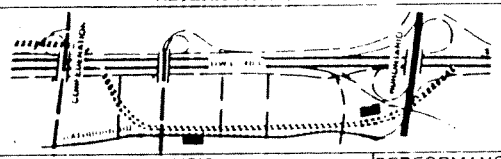
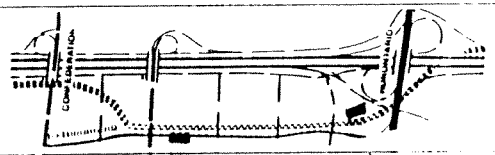
Criteria where E6 or E10 perform better than, or equal to the best of, all other alternatives.

	CRITERIA	BEST PERFORMANCE
a)	NATURAL ENVIRONMENTAL	E6 (not significantly better)
b)	COMPATIBILITY WITH POTENTIAL FUTURE DEVELOPMENT	E6
c)	POTENTIAL NOISE IMPACTS	E6
d)	POTENTIAL VISUAL IMPACTS	E6
e)	EASE OF CONNECTION TO FUTURE N-S ARTERIAL	E6
f)	PROTECTION FOR POSSIBLE LINKAGE INTO WEST END OF AIRPORT	E6
g)	POTENTIAL "WALK-IN" RIDERS WITHIN 300 m OF STATION SITES - Residents - Employees	 E10 E6
h)	SERVICE TO AIRPORT CORPORATE CENTRE (Total max. No. of stations E6 = 8 E10 = 7)	E6 (1 additional station)
i)	COST (E6 = $ 210 million E10 = $167 million)	E10

MISSISSAUGA BUSWAY: EVALUATION OF ALTERNATIVE ALIGNMENTS

CENTRE SECTION: MAVIS ROAD TO CAWTHRA ROAD

SECTION 6/7/8 CONFEDERATION TO HURONTARIO

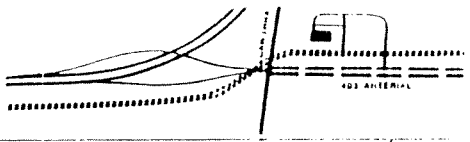
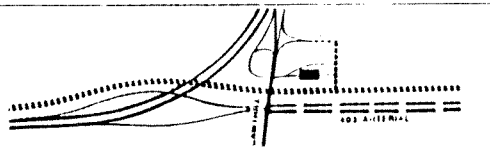
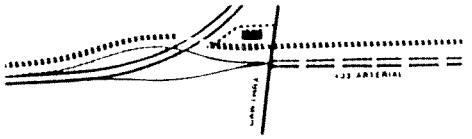
ALTERNATIVE / FACTOR	ALTERNATIVE C		ALTERNATIVE D		ALTERNATIVE E	
						
	ANALYSIS	PERFORMANCE	ANALYSIS	PERFORMANCE	ANALYSIS	PERFORMANCE
TRANSPORTATION PERFORMANCE						
Compatibility	- Station spacing too close for optimum Busway operation.	●	- Preferred Station spacing.	●	- Equivalent to Alternative D.	●
Accessibility	- Access focused on Rathburn Road.		- Good access via Duke of York Boulevard and Rathburn Road.			
Service	- Less walk-in than Alternative D. - Highest shuttle service demand.		- Optimum walk-in.			
NATURAL ENVIRONMENT						
Aquatic	- Equivalent	●	- Equivalent	●	- Equivalent	●
Terrestrial						
Atmospheric						
SOCIAL/CULTURAL						
Noise					- Least noise	
Cultural						
Social		●	- Significant impact on urban design of Rathburn corridor; significant design opportunity.	●		●
Visual			- More visible presence in City Centre.		- Hidden from view-no impact.	
Land Use	- Less desirable location relative to Square One.		- Preferred location for development access. Requires additional property.		- Preferred location for development access. Minimum property impact.	
COST						
Capital	- Highest cost due to length of tunnel.	●	- Minimum cost	●	- Higher structural and operating cost than Alternative D.	●
Operating						
SUMMARY	- Concept designed for three stations; not appropriate for two.		- Preferred; lowest cost, least complex.		- Lengthy tunnel; higher cost than Alternative D.	

● **Satisfactory Performance** ● **Good Performance** ● **Best Performance**

MISSISSAUGA BUSWAY: EVALUATION OF ALTERNATIVE ALIGNMENTS

CENTRE SECTION: MAVIS ROAD TO CAWTHRA ROAD

SECTION 12/13: CAWTHRA STATION

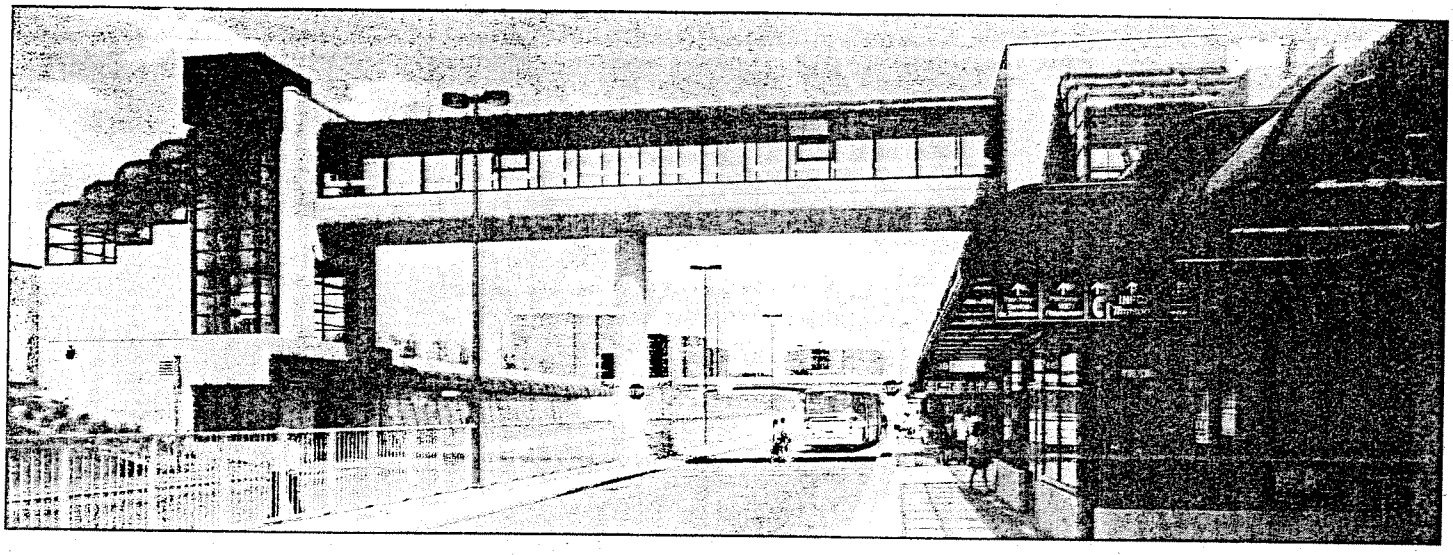
ALTERNATIVE / FACTOR	ALTERNATIVE C		ALTERNATIVE D		ALTERNATIVE E	
						
	ANALYSIS	PERFORMANCE	ANALYSIS	PERFORMANCE	ANALYSIS	PERFORMANCE
TRANSPORTATION PERFORMANCE						
Compatibility	- Incompatible with ultimate Cawthra/ 403 Arterial interchange.		- Compatible with ultimate Cawthra/ 403 Arterial interchange.		- Profile requires significant alterations to Cawthra Road to be feasible. Incompatible with Busway alignment South of Highway 403.	
Accessibility	- Accessible to and from all directions.	●	- Direct access in all directions except to Arterial Eastbound (minor move, for Park and Ride only).	●	- Accessible to and from all directions.	●
Service	- Risk of low level of service, as all traffic is routed through Cawthra/Arterial interchange.		- Optimum level of service due to grade separated moves-no weaves.		- Additional intersection on Cawthra potentially dangerous due to sight distance, spacing.	
NATURAL ENVIRONMENT						
Aquatic	- Equivalent	●	- Equivalent	●	- Equivalent	●
Terrestrial						
Atmospheric						
SOCIAL/CULTURAL						
Noise	- Slight noise increase in traffic on 403 Arterial.		- Minimal impact on neighbourhood.		- Significantly greater visual impact and risk of noise impact due to elevation.	
Cultural		●		●		●
Social						
Visual						
Land Use	- Use of MGS/Hydro property for roads and parking.		- Use of MGS/Hydro property for roads and parking		- Use of MGS/Hydro property for roads and parking.	
COST						
Capital	- Lower cost - only two grade separations.	●	- Higher cost due to three grade separations.	●	- Lowest cost - minor difference.	●
Operating						
SUMMARY	- All traffic through key intersection is drawback.		- Preferred; slight premium for optimum layout and accessibility.		- Prefer not to introduce signalized intersection on Cawthra; constrained profile; incompatible with South side Busway.	

● **Satisfactory Performance**

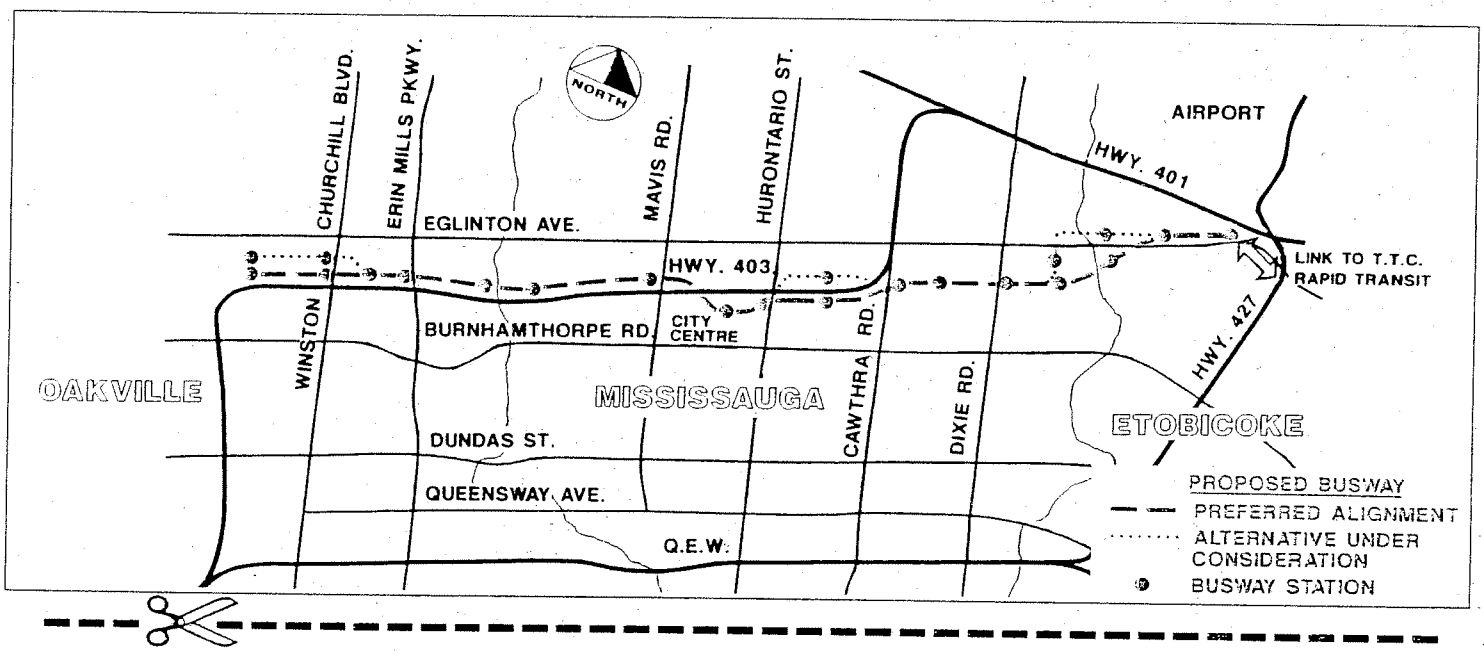
◐ **Good Performance**

● **Best Performance**

Busway and Station (Blair Station, Ottawa, Ontario)



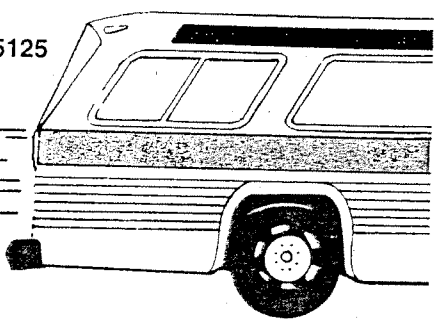
The Preferred Busway Route and Station Locations



Please drop your comments off at one of the Information Centres or at any City of Mississauga Community Centre. Or you can mail them to:

Transportation and Works Department
City of Mississauga
300 City Centre Drive
Mississauga, Ontario
L5B 3C1

For more information call 896-5787 or 896-5125



Mississauga - *Let's Move*

APPENDIX 'C-2'

ADVERTISEMENTS FOR PUBLIC INFORMATION CENTRE #3

BY THE TIME

you decide which route to drive...
you could have been chauffeured to work

The Mississauga Busway for a quicker, better transportation option

What is a Busway? It's a form of rapid transit - a two lane road on which only transit vehicles travel. It works by ensuring that transit vehicles can move without restriction and quickly to points through Mississauga and beyond.

The City of Mississauga is now planning a Busway that, when completed, will drop you conveniently at major Mississauga destinations and will "express" you to rapid transit connections outside the city.

The Busway will be located in the Highway 403/Parkway Belt Corridor, and once constructed will become an integral part of a Greater Toronto Area transit network.

The Busway is designed to adapt to your transit needs. Buses are a convenient, cost effective mode of transport and can in future be converted to more clean and efficient fuels such as natural gas. The Busway may also be converted to a transitway using rail if this mode of transportation better meets the future needs of commuters.

The preferred route and station locations have been selected following careful study of how the Busway can be constructed to to be compatible with properties, residents and the natural environment. As well, the City, in co-ordination with other transit agencies and government offices, has carefully reviewed the transportation needs of the community, the cost and ultimate operation of the Busway.

The City of Mississauga initiated the Busway study in late 1989 to examine the possible route alignment and station locations for the facilitiy. The study will conclude in Spring 1991 when the preferred route and station locations will be recommended to Council. An Environmental Assessment Report will then be submitted to the Ministry of the Environment for approval.

Public comments have been received through two series of Information Centres held in spring and summer throughout the City. The preferred route and locations shown on the map (reverse side) is based on the technical analysis and public input received to date.

Information Centres will again be held on November 5 and 6 from 4 to 8 p.m. in the Civic Centre,Great Hall.

Your comments are again invited by completing this questionnaire:

Did you know about the City's plans to construct a Busway?
YES ☐ NO ☐

Where did you learn about it?

This flyer ☐ Newspaper Articles ☐
Advertising ☐ Friend/Neighbours ☐
Television ☐ Community Organizations ☐

How near do you live to the proposed Busway?

1 km ☐ 5 km ☐ 10 km ☐ more ☐

Do you expect to use the Busway?
YES ☐ NO ☐

How frequently do you use transit now?

Daily ☐ Weekly ☐ Monthly ☐ Never ☐

Do you have any concerns or comments: _____

_____

_____

_____

_____

Name and address: _____

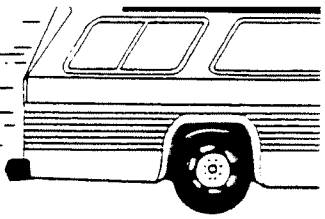
_____

_____

_____

_____

BY THE TIME



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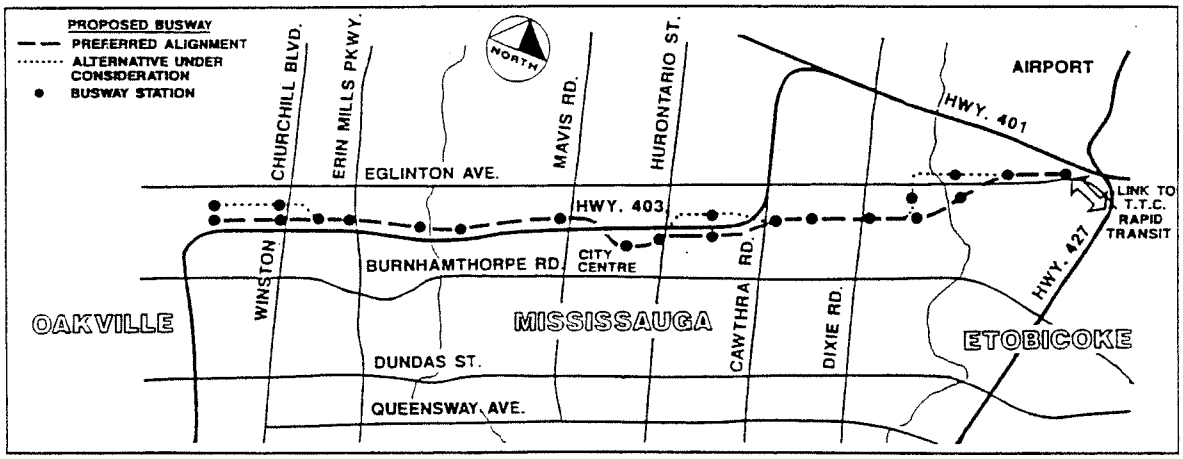

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Do you expect to use the Busway?
YES ☐ NO ☐

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Do you have any concerns or comments:

_____

_____

_____

_____

Name and address:

_____

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_____

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Transportation and Works Department
City of Mississauga 300 City Centre Drive
Mississauga, Ontario L5B 3C1

For more information call 896-5787 or 896-5125

City of Mississauga

NEWSPAPER ADVERTISEMENT

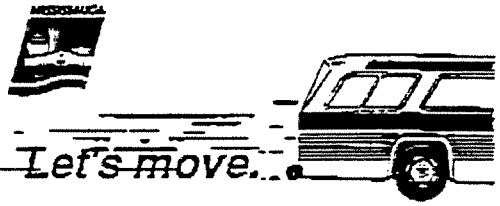
BY THE TIME

you decide which route to drive...
you could have been chauffeured to work

The Mississauga Busway will get you there quickly and conveniently. When completed, this form of rapid transit will "express" you along the Highway 403 corridor through Mississauga with stops located at major destinations and will connect you to other Mississauga and Greater Toronto transit routes.

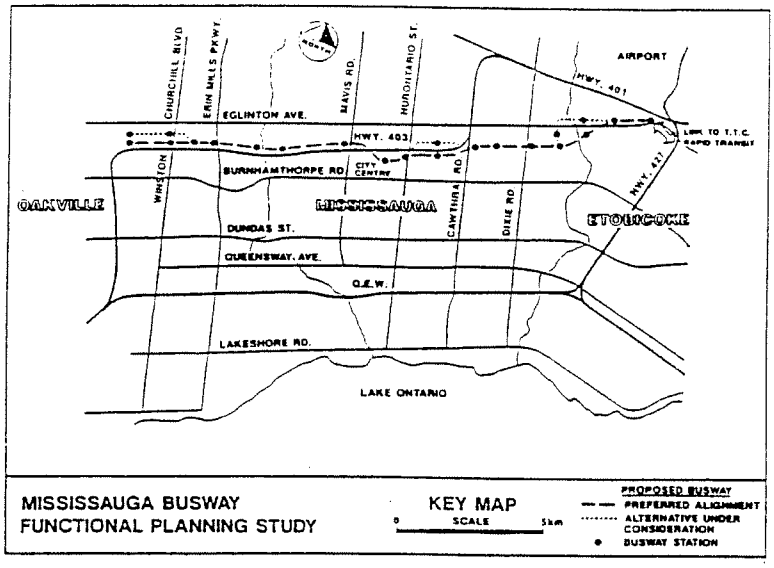
How you spend your time is up to you. But by visiting one of our Information Centres at the Civic Centre on **November 5 and 6 from 4 to 8 p.m.** you can be a part of the decision made today that will influence our transportation future.

For more information call the City of Mississauga at **896-5787 or 896-5125.**



Mississauga - *Let's move...*

Notification of Environmental Assessment Study
Mississauga Busway Functional Planning Study



The City of Mississauga has initiated a Study to develop a functional plan for the Mississauga Busway that will allow the City to identify and protect property requirements for the busway and associated facilities such as stations. The proposed Busway is located generally in the Highway 403/ Parkway Belt West corridor across Mississauga, from west of Winston Churchill Boulevard to Renforth Drive. Busway stations are proposed for all major north-south roadways that cross the Busway.

The study was initiated in December 1989 and includes a comprehensive Public participation program. Two series of Public Information Centres have occurred (in March and June of 1990), while two more are planned for November 1990 and in early 1991. The Centres provide a forum for members of the public and interest groups to become involved in the study and discuss any potential concerns with members of the Project Team. Public notification of these Centres occurs through newspaper advertising and household delivery of brochures within the study corridor.

At the completion of the study, it is the intent of the City to formally submit a One-Stage Environmental Assessment Report to the Ministry of the Environment for review and individual approval under the Environmental Act.

Comments and information regarding this study are being collected to assist the City of Mississauga in meeting requirements under the Environmental Assessment Act. They will be maintained as a public data base and will be kept on file for use during the study and, unless otherwise requested, may be included in Study documentation which is made available for public review.

You are encouraged to contact Study staff if you have questions or concerns about this project. If you believe after consulting with Study staff that serious environmental concerns remain unresolved, it is your right to request that the study be subject to a formal public hearing under the Environmental Assessment Act. The decision on your request rests with the Minister of the Environment.

We would invite you to attend one of the upcoming Information Centres or to contact one of the following:

Overall Project Manager
Mr. Kees J. Schipper, P.Eng.
Director, Traffic & Transportation
Transportation & Works Department
City of Mississauga
Mississauga, Ontario
L5B 3C1

Tel: (416) 896-5787
Fax: (416) 896-5220

East Section Consultant
Mr. Ian Williams, P.Eng.
M.M. Dillon Limited
47 Sheppard Avenue East
Willowdale, Ontario
M2N 6H5

Tel: (416) 229-4646
Fax: (416) 229-4692

Central Section Consultant
Mr. John Sutherns, P.Eng.
McCormick Rankin
2655 North Sheridan Way
Mississauga, Ontario
L5K 2P8

Tel: (416) 823-8500
Fax: (416) 823-8503

West Section Consultant
Mr. Lee Sims
IBI Group
240 Richmond Street West
Toronto, Ontario
M5V 1W1

Tel: (416) 596-1930
Fax: (416) 596-0644

The busway plan, alternatives, analysis, and a technically preferred alignment will be available for review at Public Information Centres to be held 4:00 p.m. to 8:00 p.m., Monday, November 5, 1990 and Tuesday, November 6, 1990 in the Great Hall, Mississauga Civic Centre, 300 City Centre Drive, Mississauga, Ontario.

Qty 5x 350 mailed

October 22, 1990

Dear Mississauga City Centre Businesses:

The environment and traffic congestion are issues and concerns that have a great impact on the quality of life in our community. I'm pleased to say that the City of Mississauga is taking an important step to reduce these problems by planning for transit and transportation improvements that will make travelling in our City much more enjoyable and convenient.

The Mississauga Busway Study is an important element in our efforts to remove cars from roads and highways, thereby easing traffic congestion and reducing air pollution due to vehicle exhaust.

The Busway will be located from Winston Churchill Blvd. to Renforth Dr. in the Highway 403/Parkway Belt and along Eglinton Avenue east of the Etobicoke Creek. Once completed, this two lane, bus only road will complete a 140 kilometre Greater Toronto Area network connecting Mississauga commuters through the Eglinton Transit corridor to the Toronto rapid transit system.

Information Centres have been held in the spring and summer to gather public comment on important aspects of the Busway such as:

- Where should the stations be located?
- What features should stations have? (Features could include park and ride lots, kiss and ride facilities as well as direct links to nearby developments.)
- What should the busway stations look like?

.../2

I would like to invite you to attend the next Information Centres to be held on Monday, November 5 and Tuesday, November 6 from 4 to 8 p.m. in the Civic Centre Great Hall. During these sessions, you and the public in attendance will be introduced to the most current route alignment and station location recommendations for the Mississauga Busway.

Your input will ensure that this important facility meets the needs and expectations of the residents and business community in our and neighbouring municipalities. I hope you will come out and encourage your staff and members of your organization to attend the Information Centres.

I look forward to seeing you in November.

Sincerely,

G.S. Spencer, P.Eng.
Commissioner of Transportation and Works

Lett. to M.P.P.'s./M.P.'s.

CITY OF MISSISSAUGA
INCORPORATED 1974

OFFICE OF THE MAYOR

October 17, 1990

Dear :

The environment and traffic congestion are issues and concerns that have a great impact on the quality of life in our community. I'm pleased to say that the City of Mississauga is taking an important step to reduce these problems by planning for transit and transportation improvements that will make travelling in our City much more enjoyable and convenient.

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- What should the busway stations look like?

.../2

THE CORPORATION OF THE CITY OF MISSISSAUGA
300 CITY CENTRE DRIVE, MISSISSAUGA, L5B 3C1
TELEPHONE (416) 896-5000

I would like to invite you to attend the next Information Centres to be held on Monday, November 5 and Tuesday, November 6 from 4 to 8 p.m. in the Civic Centre Great Hall. During these sessions, you and Mississauga residents in attendance will be introduced to the most current route alignment and station location recommendations for the Mississauga Busway.

Your input and comments on the planned Busway are important to ensure that this important City facility meets the needs and expectations of the residents in your community. As representatives of citizens in your area I hope you will come out and encourage residents in your community to attend the Information Centres.

I look forward to seeing you in November.

Sincerely,

HAZEL McCALLION

Public Works Departme

City of Mississauga
300 City Centre Drive
Mississauga, Ontario
L5B 3C1

Tel: (416) 896-5000
FAX: (416) 896-5220

MISSISSAUGA File: 17 111 89128

October 1, 1990

Mr. John Yudelman
Strategic Policy Branch
Ministry of Tourism and Recreation
10th Floor, 77 Bloor Street West,
Toronto, Ontario
M7A 2R9

Dear Mr. Yudelman:

RE: MISSISSAUGA BUSWAY FUNCTIONAL PLANNING STUDY

The City of Mississauga is currently undertaking a Functional Planning Study for the Mississauga Busway. In accordance with the requirements of the Class Environment Assessment Process, a public consultation program has been included as part of the study Relevant background information was presented for public review in March 1990. Since that time, alternative Busway alignments and stations have been developed and a preliminary analysis of alternatives have been developed and an evaluation of alternatives has been carried out. The planning principles and operating strategy for the Busway have also been significantly advanced.

A second round of technical and public review was held in June 1990 to review the work completed to date and to invite comments. In addition, a third round is scheduled for November 5 and 6, 1990, at the Mississauga Civic Centre "Great Hall", 4:00 p.m. – 8:00 p.m. The purpose of this session is to display the technically preferred alignment and station locations.

Apart from the above mentioned information centre, a meeting with External Agencies who have an interest in the project is scheduled for:

October 18, 1990,
2:00 p.m.,
Committee Room "C",
2nd Floor,
Mississauga Civic Centre.

A representative of your office is invited to attend this meeting to discuss any issues regarding the Busway that may be of concern.

Yours truly,

K. Schipper

Kees J. Schipper, P.Eng.,
Director of Traffic & Transportation,
Transportation and Works Department.

MK/kgd
1619E

Mr. Frank Bean
Chairman
Region of Peel
10 Peel Centre Drive
Brampton, Ontario
L6T 4B9 Mr. Bean_
Ms. Margaret Marland, MPP
Mississauga South
1523 Hurontario Street
Mississauga, Ontario
L5G 3H7 Ms. Marland_
Mr. Steve Offer, MPP
Mississauga North
277B Queen Street, South
Mississauga, Ontario
L5M 1L9 Mr. Offer_
Mr. John Sola, MPP
Mississauga East
35 King Street, East
Unit 14B
Mississauga, Ontario
L5A 4E2 Mr. Sola_
Mr. Steve Mahoney, MPP
Mississauga West
1140 Burnhamthorpe Road W.
Unit 126
Mississauga, Ontario
L5C 4E9 Mr. Mahoney_
Dr. Robert Horner, MP
Mississauga West
1140 Burnhamthorpe Road, West
Suite 215
Mississauga, Ontario
L5C 4E9 Dr. Horner_
Ms. Albina Guarnieri, MP
Mississauga East
Suite 103
377 Burnhamthorpe Road E.
Mississauga, Ontario
L5A 3Y1 Ms. Guarnieri_
Mr. Don Blenkarn, MP
Mississauga South
20 Stavebank Road N.
Mississauga, Ontario
L5G 2T4 Mr. Blenkarn_

If you or a representative of your organization are unable to attend this special meeting but would like someone from the City to make a presentation at one of your fall meetings, please call Dolores Bartl-Hofmann of the Public Affairs Office at 896-5051 to make the necessary arrangements.

Your input and comments on the planned Busway are important to ensure that this important City facility meets the needs and expectations of the residents in your community. As representatives of citizens in your area I hope you will come out and encourage residents in your community to attend the Information Centre in November.

I look forward to seeing you on October 3.

Sincerely,

HAZEL McCALLION

September 7, 1990

Dear Presidents and Members of
Mississauga Ratepayers Organizations:

The environment and traffic congestion are issues and concerns that have a great impact on the quality of life in our community. I'm pleased to say that the City of Mississauga is taking an important step to reduce these problems by planning for transit and transportation improvements that will make travelling in our City much more enjoyable and convenient.

The Mississauga Busway Study is an important element in our efforts to remove cars from roads and highways, thereby easing traffic congestion and reducing air pollution due to vehicle exhaust.

The Busway will be located from Winston Churchill Blvd. to Renforth Dr. in the Highway 403/Parkway Belt and along Eglinton Avenue east of the Etobicoke Creek. Once completed, this two lane, bus only road will complete a 140 kilometre Greater Toronto Area network connecting Mississauga commuters through the Eglinton Transit corridor to the Toronto rapid transit system.

Information Centres have been held in the spring and summer to gather public comment on important aspects of the Busway such as:

- Where should the stations be located?
- What features should stations have? (Features could include park and ride lots, kiss and ride facilities as well as direct links to nearby developments.)
- What should the busway stations look like?

I would like to invite you to attend a special meeting for City Ratepayers' organizations to inform you of the most current route alignment and station location recommendations. This special, informal meeting will take place from 7 to 9 p.m. on Wednesday, October 3 in the Municipal Hearing Room on the second floor of the Civic Centre. The special ratepayers' meeting will be followed by a third and final Information Centre for the public to be held on November 5 and 6 from 4 to 8 p.m. in the Civic Centre Great Hall.

.../2

If you or a representative of your organization are unable to attend this special meeting but would like someone from the City to make a presentation at one of your fall meetings, please call Dolores Bartl-Hofmann of the Public Affairs Office at 896-5051 to make the necessary arrangements.

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I look forward to seeing you on October 3.

Sincerely,

HAZEL McCALLION

September 7, 1990

Dear Presidents and Members of
Mississauga Condominium Associations:

The environment and traffic congestion are issues and concerns that have a great impact on the quality of life in our community. I'm pleased to say that the City of Mississauga is taking an important step to reduce these problems by planning for transit and transportation improvements that will make travelling in our City much more enjoyable and convenient.

The Mississauga Busway Study is an important element in our efforts to remove cars from roads and highways, thereby easing traffic congestion and reducing air pollution due to vehicle exhaust.

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.../2

Public Works Department

City of Mississauga
300 City Centre Drive
Mississauga, Ontario
L5B 3C1

Tel: (416) 896-5000
FAX: (416) 896-5220

File: 17 111 89128

September 12, 1990

Nubilis Holdings Limited
1260 Caledonia Road
Toronto, Ontario
M6A 2X5

Dear Sir:

RE: Mississauga Busway Planning Study

As part of the Mississauga Busway Functional Planning Study, a technically preferred alignment and functional plan has been identified within the Mississauga City Centre area. The study recommendations represent a continuation of the work contained in the Mississauga City Centre Busway/Gateway Planning Study - Technical Status Report, presented at the May 18, 1990, meeting with interested City Centre Property Owners. This information is currently under review by interested parties, and it will be presented to the public during the Planning Study's third round of Public Information Centres. The Information Centres will be held on the evenings of November 5 and 6, 1990 in the Great Hall of the Mississauga Civic Centre.

Prior to review of the plans by the public, interested City Centre Property Owners are hereby invited to attend a meeting to review both the technically preferred Busway plan and the materials to be displayed at the Information Centres.

The meeting will be held as follows:

Friday, October 19, 1990
2:30 p.m., Committee Room 'A', 2nd Floor
Mississauga Civic Centre
300 City Centre Drive
Mississauga, Ontario

For further information, please contact Mr. Kees Schipper of the City of Mississauga at 896-5787 or John Sutherns, McCormick Rankin and Associates Limited at 823-8500.

Yours very truly

G. S. Spencer, P. Eng.
Commissioner
Transportation and Works

RS/edm
1963E/0423E

APPENDIX 'D'

SUMMARY OF FOURTH ROUND OF PUBLIC INVOLVEMENT

- FEBRUARY 1991

MISSISSAUGA TRANSITWAY PLANNING STUDY EA REPORT

APPENDIX D - SUMMARY OF FOURTH ROUND OF PUBLIC INVOLVEMENT

This report summarizes the events leading up to and surrounding the Public Information Centres for the Transitway project in February, 1991. The complete documentation, including all original comment sheets and attendance lists, may be reviewed; requests should be directed to the Director of Transportation and Engineering Planning, Transportation and Works Department, City of Mississauga, 11th Floor, Mississauga Civic Centre, 300 City Centre Drive, Mississauga, Ontario L5B 3C1.

INFORMATION CENTRE
SUMMARY REPORT

MISSISSAUGA BUSWAY PLANNING STUDY

SUMMARY OF THE FOURTH

PUBLIC INFORMATION CENTRE

FEBRUARY 1991

McCORMICK RANKIN

TABLE OF CONTENTS

APPENDICES

1.0 INTRODUCTION

This report documents and summarizes the Mississauga Busway fourth Public Information Centre held on February 25, 1991.

The Information Centre provided an opportunity for public awareness and response to the proposed Mississauga Busway recommended alignment. The general comments were very positive except for some adjacent residents who felt the alignment was still too close to residents' houses.

2.0 BACKGROUND

The City of Mississauga initiated the Mississauga Busway Planning Study to identify a functional plan and property protection requirements in December 1989. The study is being carried out with the full involvement of interested agencies, government offices and the public, in accordance with the Environmental Assessment Act on Ontario. The study will be completed as a one-stage Individual Environmental Assessment and an E.A. report will be submitted for approval by the Ministry of the Environment of Ontario.

With numerous adjacent residential developments and other corridor uses, involvement of the corridor residents is essential. Four sets of well publicized periods of public involvement have been undertaken for the Busway study.

The first round of public review in March 1990 introduced the study and exchanged information on issues to be addressed. The second round (June 1990) provided an opportunity to review and comment on the alternatives and analysis. In the third round (November 1990), a preferred alignment and, in some areas, an alignment under consideration was presented for public review and comment. The fourth and final information centre, in February 1991, documented the recommended alignment and the rationale for its selection.

In addition to the Public Information Centre, a special evening session of the Operation and Works Committee will be held Wednesday, March 6, 1991 at 7:30 p.m. in the Council Chamber. This meeting will provide the opportunity for individuals to express

their views in person to members of the Committee. City Council review of the recommended Busway alignment and station locations will occur at an evening session of Council, Monday, March 18, 1991 at 7:30 p.m. in the Council Chamber.

3.0 PURPOSE OF INFORMATION CENTRE

- To ensure public awareness of the study process by presenting a summary of all work done to date, including 1:1000 scale plans of recommended alternative.

- To review the recommended alignment and station locations.

4.0 PUBLIC AWARENESS

Notification of the Information Centre to various external agencies and the general public was by the following methods:

- Letter and notification to area MP's, MPP's and municipal councillors (Mississauga, Etobicoke, Metro Toronto).

- Letter and meeting (February) with all interested agencies not already represented on the Busway Technical Co-ordinating Committee.

- Advertisements in the Mississauga News (February 13, 15, 20, 1991); the Etobicoke Guardian (February 13, 20, 1991); the Toronto Star "Neighbours West" insert (February 14, 21, 1991).

- Advertised in the February Mississauga Board of Trade.

- Distribution of 5,000 brochures (appended) through Mississauga Transit, either at its information counter or in boxes on buses.

- Distribution of approximately 34,000 brochures by hand to Mississauga residents between Eglinton Avenue and Burnhamthorpe Road, and to houses in Etobicoke between Highway 427 / Rathburn Road and Highway 401.

- Distribution of brochures to businesses along Eglinton Avenue (north and south) from Fieldgate Drive to Renforth Drive and the corner bordered by Eglinton Avenue, Renforth Drive, Highway 401 and Creekbank Road.

- Mississauga Civic Centre counter

- Mississauga Transit phone message

- Direct mailing of flyers to attendees of third information centres

- Mayor's letter by direct mail to all Mississauga Ratepayers and Condominium Associations

- Commissioner's letter by direct mail to City Centre property owners

- Commissioner's letter by direct mail to City Centre businesses

- Media release for press review distribution on Canada Newswire and by fax direct to print, radio and television

- Follow-up media calls

- Public service announcement request / news release for public meeting for fax direct to radio and television

- Briefing package to Mayor, Members of Council and Department Heads

- Message on Cable 10 character generator

- Briefing for councillors

5.0 INFORMATION CENTRE FORMAT

The Public Information Centre was held between 4:00 and 8:00 p.m. on February 25, 1991. The location was:

Great Hall
Mississauga Civic Centre
300 City Centre Drive
Mississauga, Ontario

In addition to the staffed information centre, the displays remained set up for viewing February 26 and 27. Attendees were encouraged to comment on the project and if they required any further information they could contact the Transportation and Works Department.

The Information Centre consisted of a set of panels describing the study process, background, work done to date and existing conditions in the study area. Each consultant displayed 1:1000 scale boards of the recommended Busway alignments within their section and included cross-sections at key locations. A set of 1:5000 scale photomosaics was used to illustrate the study area and describe the alternatives that had been previously reviewed and analyzed. Members of the study's Technical Coordinating Committee circulated among the visitors, discussing, explaining and listening to the comments on the study.

Coffee was provided, as were tables and chairs for filling out comment sheets.

The centre was staffed on February 25th by:

Bob Sasaki	City of Mississauga
Ian Williams	M. M. Dillon
Laurie Mace	M. M. Dillon
Perry Perrea	M. M. Dillon
Calvin Beach	IBI Group
Steve Schijns	McCormick Rankin
Alan de Lange	McCormick Rankin

6.0 PUBLIC RESPONSE

Registered attendees numbered 109, while 36 comment sheets were submitted (copies appended). Overall attendance on February 25th was estimated to be 150.

As the displays were unattended on February 26th and 27th, it is unknown how many people visited the displays in total. Very few comment sheets were received after February 25th. Attendance was consistent with the 150 $\pm$ level noted for each of the two previous rounds of review.

7.0 SUMMARY OF PUBLIC COMMENTS

Concerns expressed by attendees were mainly in terms of potential impacts (noise, visual, congestion, woodlots, pollution, etc.)on adjacent residential areas. Many residents in the study area supported the concept and were questioning when the system would be implemented. Of the 36 comment sheets received, approximately 18 expressed favourable comments towards the Busway.

East Section

- Residents with homes backing onto or close to the Busway in the Fieldgate area were pleased with the recommended alignment (E6) along the Eglinton corridor.

- Residents in the Forest Fire lane area suggested a walkway be provided through the Ontario Hydro substation site to allow access to the Cawthra Station area.

Central Section

- Numerous residents from Chalfield Lane and Alta Court expressed favourable comments regarding the recommended alignment, compared to the preferred alternative shown in November. Representatives of the residents committee were available at the Information Centre to discuss the

scale model showing the plan between Hurontario Street and Cawthra Road. Many of the residents were pleased with the model and appreciated the City's efforts.

- Some residents east of Central Parkway expressed some concern regarding the recommended alignment. The closeness of the Busway to their homes, increased noise, air pollution and visual intrusion were concerns. They felt the alignment should be moved closer to Highway 403.

West Section

- Some residents were concerned with the station access roads and their relative proximity to residents' backyards.

- Many residents were pleased with the removal of the Glen Erin station, while one person felt Mississauga Road should not have a station.

Overall

Various comments were made by residents not located directly on the busway route. These included:

- Support for the Busway concept and its early implementation.

- It would contribute to improved transit service and help the City Centre develop in the long term.

- The project was long over due and should be initiated to provide better service to communities inside and outside Mississauga.

- Many queries as to the timing and staging of construction were made.

- Some residents were concerned about the cost of the project and questioned why the system was required.

Generally, the atmosphere of the Information Centre was positive. Most of the proximity concerns had already been noted in previous rounds of public involvement, and tended to be raised by residents who had not attended previous Public Information Centres. Many of the concerns that had been discussed at prior Information Centres have been addressed and most residents in all three areas of the Busway were pleased with the recommended alignment and level of detail.

APPENDIX 'D-1'

DISPLAY PANELS FOR PUBLIC INFORMATION CENTRE #4

MISSISSAUGA BUSWAY PLANNING STUDY

PUBLIC INFORMATION CENTRE #4 - FEBRUARY 25, 1991

LIST OF DISPLAY MATERIAL

1. Introduction to Study/Study Objectives
2. Information Centre Purpose/Your Involvement
3. Current Status of Busway
4. Study Background
5. What is a Busway?
6. Study Organization
7. Study Process/Environmental Assessment Act
8. Process for Analysis of Alternatives
9. Study Schedule
10. Key map (1:20,000 Photomosaic)(not included here)
11. Transportation Demand
12. Transit Strategy/Bus Routing
13. Station Types and Functions
14. Results of Previous Public Information Centres
15. Analysis Factors
16. Noise Impacts
17. Alternative Busway alignments (1:5,000 Photomosaic)(not included here)
18. Analysis and Evaluation Summary
19. Technically Recommended Alternative (1:1,000 plans in roll form for reference)(not included here)
20. Typical Cross Sections (at key points, as required)(not included here)
21. Parkway Belt West Plan (not included here)
22. Future Course of Action

INTRODUCTION TO STUDY

WELCOME TO THIS PUBLIC INFORMATION CENTRE. THE CITY OF MISSISSAUGA, WITH SUPPORT FROM THE MINISTRY OF TRANSPORTATION OF ONTARIO, IS UNDERTAKING A PLANNING STUDY FOR THE MISSISSAUGA BUSWAY.

THIS BUS-ONLY ROADWAY IS PROPOSED FOR THE FUTURE IN THE HIGHWAY 403-PARKWAY BELT CORRIDOR FROM WEST OF WINSTON CHURCHILL BOULEVARD TO THE RENFORTH DRIVE/EGLINTON AVENUE AREA.

STUDY OBJECTIVES

THE OBJECTIVES OF THE PLANNING STUDY ARE TO:

- DETERMINE THE BEST LAYOUT OF THE BUSWAY AND ASSOCIATED FACILITIES SUCH AS STATIONS.
- PREPARE FUNCTIONAL DESIGN PLANS TO ALLOW PROPERTY PROTECTION.
- CARRY OUT THE STUDY WITH PUBLIC INVOLVEMENT AND IN A MANNER CONSISTENT WITH THE ENVIRONMENTAL ASSESSMENT ACT OF ONTARIO.
- PREPARE AND SUBMIT FOR APPROVAL A ONE - STAGE ENVIRONMENTAL ASSESSMENT REPORT

INFORMATION CENTRE PURPOSE

THE PURPOSE OF TODAY'S PUBLIC INFORMATION CENTRE IS TO ENSURE PUBLIC AWARENESS OF THE STUDY'S TECHNICAL RECOMMENDATIONS. THIS INCLUDES THE BUSWAY ALIGNMENT, STATION CONCEPTS, AND BUSWAY APPEARANCE. THROUGH THIS PUBLIC REVIEW PROCESS, THE STUDY TEAM, CITY COUNCIL, AND THE PROVINCE WILL BECOME AWARE OF BUSWAY-RELATED ISSUES THAT ARE OF CONCERN TO AREA RESIDENTS AND BUSINESSES.

YOUR INVOLVEMENT

YOUR COMMENTS WILL BE USED TO ASSIST CITY COUNCIL AND THE MINISTRY OF THE ENVIRONMENT IN CONSIDERING THE TECHNICALLY RECOMMENDED BUSWAY PLAN. ADDITIONAL OPPORTUNITIES FOR PUBLIC REVIEW WILL FOLLOW AS PART OF THE ENVIRONMENTAL ASSESSMENT PROCESS.

PLEASE SIGN THE ATTENDANCE REGISTER, REVIEW THE DISPLAYS, TALK TO THE STUDY STAFF, AND FILL OUT A COMMENT SHEET (EITHER HERE OR AT HOME).

CURRENT STATUS OF MISSISSAUGA BUSWAY

- IN CARRYING OUT THE MISSISSAUGA TRANSPORTATION STUDY, CITY COUNCIL HAS ACCEPTED THE USE OF THE HIGHWAY 403-PARKWAY BELT FOR THE BUSWAY.

- SOME ADVANCE PLANNING WORK HAS BEEN CARRIED OUT IN THE CITY CENTRE AND HIGHWAY 403 ARTERIAL EXTENSION AREAS.

- THE CITY'S 10 YEAR TRANSIT SERVICE STRATEGY PLAN (1989) IDENTIFIED IMMEDIATE BUS PLANNING GOALS, IN PREPARATION FOR THE FUTURE USE OF THE BUSWAY.

- THE CURRENT BUSWAY PLANNING STUDY WAS INTRODUCED AT A PUBLIC INFORMATION CENTRE IN MARCH, 1990.

- ALTERNATIVE BUSWAY AND STATION PLANS WERE REVIEWED AT PUBLIC INFORMATION CENTRES IN JUNE, 1990.

- ANALYSIS OF ALTERNATIVES AND A TECHNICALLY PREFERRED BUSWAY PLAN (ALONG WITH ALTERNATIVES IN THREE AREAS) WERE REVIEWED AT PUBLIC INFORMATION CENTRES IN NOVEMBER, 1990.

- FURTHER ANALYSIS AND A REVIEW OF PUBLIC INPUT HAS RESULTED IN THE RECOMMENDED BUSWAY PLAN.

STUDY BACKGROUND

- MISSISSAUGA IS ONE OF CANADA'S FASTEST GROWING CITIES

	1981	1990	ULTIMATE (2021±)
POPULATION	300,000	465,000	704,000
JOBS	150,000	294,000	530,000

- MISSISSAUGA'S CITY CENTRE, AT HIGHWAY 403, HURONTARIO STREET AND BURNHAMTHORPE ROAD, IS PLANNED FOR UP TO 110,000 JOBS IN THE LONG TERM.

- THE "PARKWAY BELT WEST PLAN" (1978), IS A LONG-RANGE PLAN WHICH GOVERNS THE USES OF THE HIGHWAY 403/HYDRO CORRIDOR. IN THE PLAN, A PORTION OF THE CORRIDOR IS RESERVED FOR FUTURE USE BY TRANSIT.

- THE MISSISSAUGA TRANSPORTATION STUDY (1985) DEFINED THE BASIC ROAD AND TRANSIT NETWORKS NEEDED TO SERVE THE CITY IN THE FUTURE. PRELIMINARY PLANS OF CONCEPTS FOR THE MISSISSAUGA BUSWAY WERE IDENTIFIED AT THAT TIME. SEVERAL CORRIDORS ACROSS THE CITY WERE ANALYZED AND THE HIGHWAY 403/PARKWAY BELT CORRIDOR WAS RECOMMENDED FOR THE BUSWAY LOCATION.

- SEVERAL OTHER PLANNING STUDIES CARRIED OUT OVER THE PAST DECADE HAVE SUPPORTED THE NEED FOR THE MISSISSAUGA BUSWAY.

- THE PROVINCIAL GOVERNMENT IS SUPPORTIVE OF THE BUSWAY, BOTH AND AS A KEY ELEMENT IN THE "GATEWAYS" INITIATIVE AND AS A MAJOR COMPONENT OF THE "LET'S MOVE" PROGRAM FOR RAPID TRANSIT EXPANSION IN THE GREATER TORONTO AREA.

WHAT IS A BUSWAY?

- A BUSWAY IS A ROAD USED ONLY BY TRANSIT VEHICLES. IT USUALLY HAS BRIDGES AT CROSSING ROADS AND HAS FREQUENT STATIONS WHERE PASSENGERS CAN TRANSFER BETWEEN BUSES AND WHERE BUSES CAN ENTER THE BUSWAY FROM CITY STREETS.

- BY USING A BUSWAY, BUSES CAN AVOID CONGESTED ROADWAYS AND PROVIDE RELIABLE, CONVENIENT, COST-EFFICIENT SERVICE.

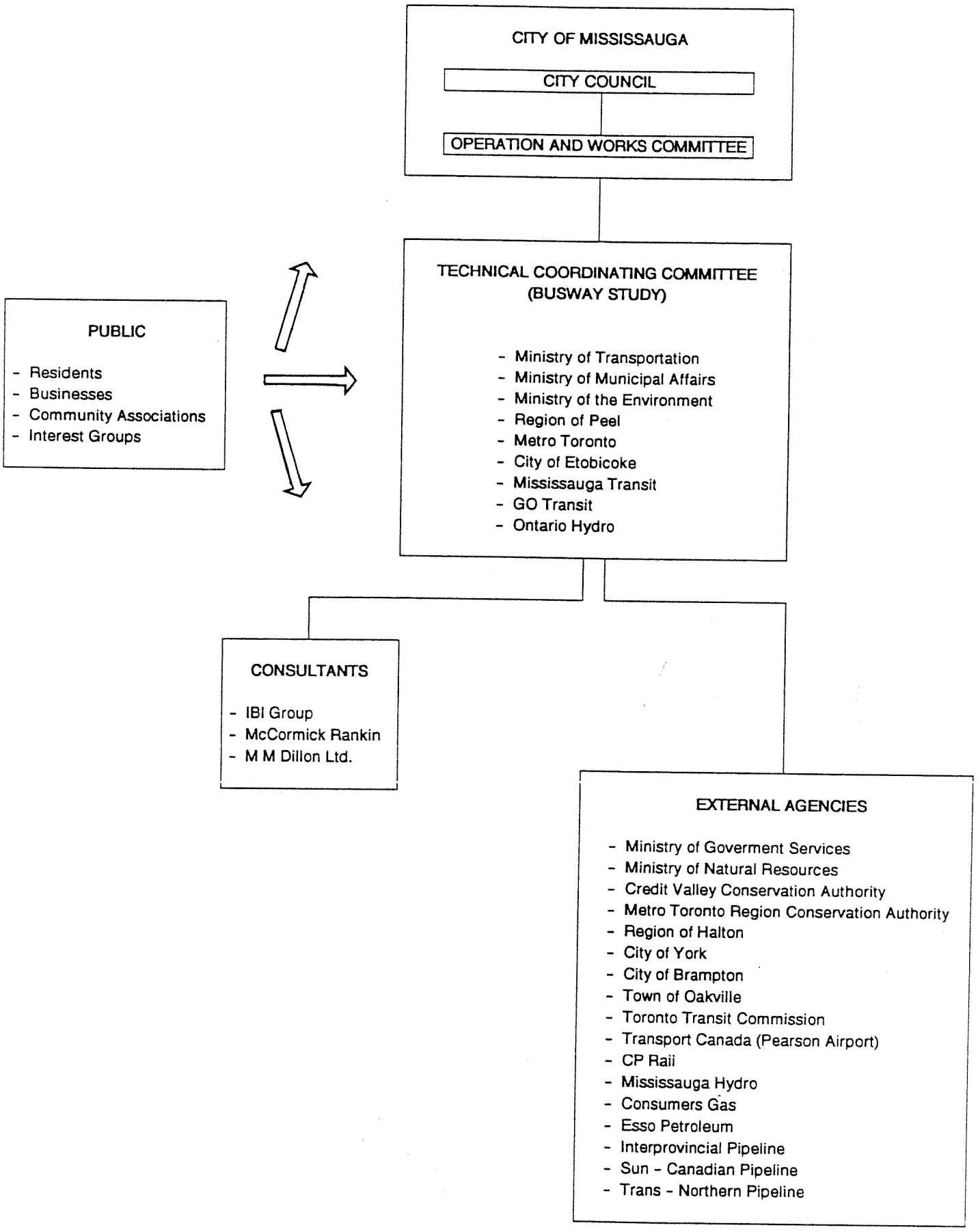
- BUSES CAN CIRCULATE IN A LOCAL NEIGHBOURHOOD BEFORE USING THE BUSWAY, OR THEY CAN TRAVEL ON EXPRESS ROUTES ON THE BUSWAY ALONE. MANY OTHER BUS ROUTES AND SERVICES ARE ALSO POSSIBLE.

- A BUSWAY CAN BE BUILT IN SEGMENTS, AND IS CHEAPER TO BUILD THAN MOST OTHER RAPID TRANSIT FACILITIES. IT HAS A HIGH CAPACITY, AND CAN BE DESIGNED TO CONVERT TO RAIL TRANSIT USE IF NEEDED IN THE LONG TERM.

- ALONG WITH STREETS, FREEWAYS AND RAIL LINES, BUSWAYS CAN BE IMPORTANT IN THE PROVISION OF A BALANCED TRANSPORTATION SYSTEM.

- BUSWAYS ARE IN USE IN MANY CITIES AROUND THE WORLD.

STUDY ORGANIZATION



STUDY PROCESS

THE STUDY IS BEING CARRIED OUT BY THE CITY OF MISSISSAUGA. THE CITY'S TRANSPORTATION AND WORKS DEPARTMENT IS BEING ASSISTED BY CONSULTING FIRMS. THE FUNDING FOR THE STUDY IS PROVIDED BY THE CITY AND THE MINISTRY OF TRANSPORTATION OF ONTARIO. EXPERTS FROM THE CITY, THE MINISTRY, KEY TRANSIT OPERATORS, AND OTHER AGENCIES PROVIDE ADVICE AND DIRECTION TO THE CONSULTANTS AT REGULAR MEETINGS. PUBLIC INPUT IS ALSO SOLICITED AT PUBLIC INFORMATION CENTRES HELD AT FOUR KEY POINTS DURING THE STUDY.

WE ARE NOW AT THE END OF THE STUDY AND, FINAL RECOMMENDATIONS ARE BEING PRESENTED TO MISSISSAUGA CITY COUNCIL FOR THEIR ACCEPTANCE. THE RECOMMENDED PLAN WILL THEN BE SUBMITTED TO THE MINISTRY OF THE ENVIRONMENT OF ONTARIO FOR APPROVAL UNDER THE ENVIRONMENTAL ASSESSMENT ACT.

ENVIRONMENTAL ASSESSMENT ACT OF ONTARIO

THE BUSWAY PLANNING STUDY IS BEING CARRIED OUT ACCORDING TO THE ENVIRONMENTAL ASSESSMENT ACT OF ONTARIO PLANNING PROCESS GUIDELINES. IT IS THE INTENT OF THE CITY TO SEEK FORMAL ENVIRONMENTAL ASSESSMENT APPROVAL AT THE CONCLUSION OF THE STUDY.

THE ENVIRONMENTAL ASSESSMENT PROCESS REQUIRES PUBLIC INVOLVEMENT IN THE PLANNING PROCESS AND FULL DOCUMENTATION OF STUDY PROCEDURES, RESULTS, AND IMPACT MANAGEMENT WHERE REQUIRED.

PROCESS FOR ANALYSIS OF ALTERNATIVES

1. IDENTIFY ALL POSSIBLE ALTERNATIVE BUSWAY ALIGNMENTS
2. REVIEW (PUBLIC INFORMATION CENTRE #1, MARCH 1990)
3. ANALYZE FEASIBILITY OF ALTERNATIVES; SET ASIDE UNFEASIBLE OPTIONS
4. REVIEW (PUBLIC INFORMATION CENTRE #2, JUNE 1990)
5. DETAILED EVALUATION OF FEASIBLE ALTERNATIVES; IDENTIFY PREFERRED ALIGNMENT AND AREAS OF FURTHER STUDY
6. REVIEW (PUBLIC INFORMATION CENTRE #3, NOVEMBER 1990)
7. REFINE PREFERRED ALIGNMENT; DETERMINE FINAL RECOMMENDATIONS

WE ARE HERE

8. REVIEW (PUBLIC INFORMATION CENTRE #4, FEBRUARY 1991)
9. DOCUMENTATION AND FORMAL APPROVALS PROCESS

THE PREFERRED BUSWAY ALIGNMENT AND AREAS OF FURTHER STUDY (STEP 5 ABOVE) ARE SHOWN ON THE 1:1000 SCALE PLANS

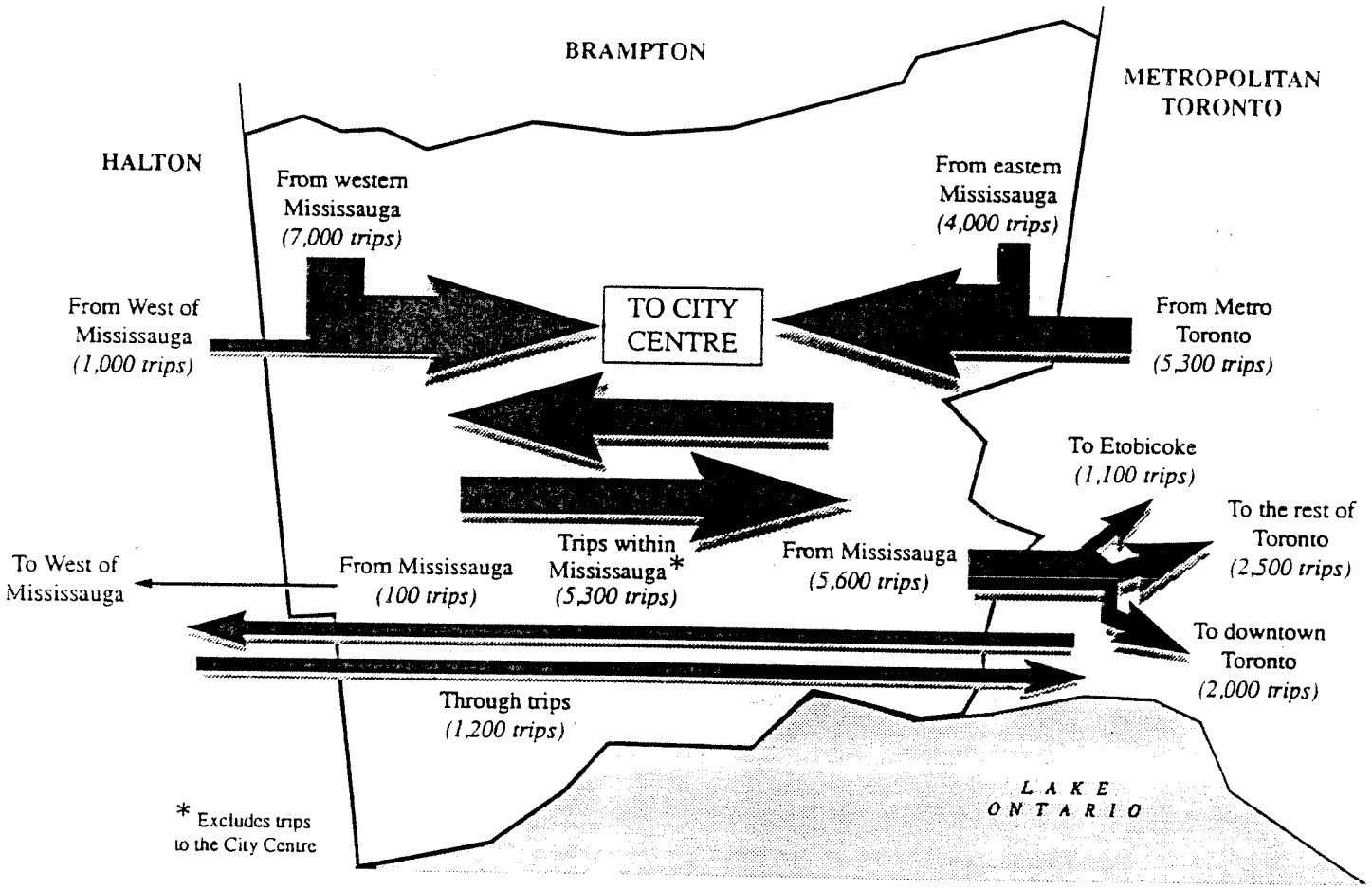
TRANSPORTATION DEMAND

Based on population and employment projections for Mississauga, the number of trips made in the morning rush hour is expected to more than double by the year 2021. The Mississauga Busway will help to achieve the high transit share of trip making that will be required to keep future traffic congestion at manageable levels.

The busway will serve major travel sectors including:

- trips to City Centre;
- east-west trips within Mississauga;
- trips to the subway and Downtown Toronto;
- other trips to Metropolitan Toronto.

The passenger demand projection for the Busway is shown below.



PASSENGERS USING THE MISSISSAUGA BUSWAY
2021 MORNING PEAK HOUR

The maximum volume on the Mississauga Busway is estimated to be 10,000 to 12,000 passengers (trips) per hour in the peak direction. This compares to the approximately 30,000 passengers per hour riding the Yonge subway in the peak direction, during the morning rush hour.

MISSISSAUGA BUSWAY

STATION DESIGN CHARACTERISTICS

Busway Station	Likely Passenger Demand Characteristics at Busway Station[1]				Expected Characteristics of Connecting Routes[2]			Platform/Bus Stop Requirements by Direction [3]				Desirable Station Type[4]
								Mississauga Transit		Other Carriers		
	Through Demand Across Busway	Transfer Demand between Connecting	Demand To/From Busway Corridor	Potential Walk-in Demand	Operate Across Busway	Turnaround at Busway	Operate onto Busway	Connecting Routes	Busway Routes	Connecting Routes	Busway Routes	
Ridgeway	Low	Low	Medium	Medium	Possibly	Yes	Possibly	1	1			On or off street
Winston Churchill	Low	Low	Medium	Medium	Yes	Yes	Yes	2	2	2	1	Off street
Erin Mills Parkway	Medium	Low	High	Low	Yes	Yes	No	2	3			Off street
Mississauga Road	Low	Low	Medium	Low	Yes	Yes	Yes	1	3			On street
Erindale/Creditview	Low	High	Medium	Medium	Unlikely	Yes	Yes	3	5			On or off street
Mavis	Low	Low	Low-Med	Low	Yes	Yes	Possibly	1	3			On or off street
City Centre	n.a.	High	High	High	No	Yes	Yes	20	10	2	1	Off street
Hurontario	High	High	High	High	Yes	No	Yes	2	3	1		Off street
Central Parkway	Low	Low	Low	Low	Yes	No	No	1	3		1	On street
Cawthra	Low	Low	Medium	Low	Yes	Yes	Yes	1	3	2	1	Off street
Tomken	Low	Low	Medium	Low	Yes	Yes	Yes	1	3			Off street
Dixie	Medium	Medium	Medium	Medium	Yes	Yes	Yes	2	3	1	1	Off street
Fieldgate	Low	Low	Low	Medium	Yes	No	No	1	3			On or off street
Fieldgate North	Low	Low	Medium	Medium	No	No	Yes	1	3	—	—	On street
Spectrum	n.a.	n.a.	Medium	High	No	No	No	1	3			On street
Orbitor	n.a.	n.a.	Medium	High	No	No	No	1	3			On street
Renforth	Low	High	High	High	Yes	Yes	No	1	7	2	2	Off street

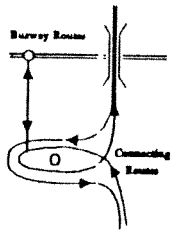
(1) Passenger demand characteristics are the estimated passenger volumes during the AM peak hour for the year 2021 expressed as:

Low under 500 passengers/hour on the buses, under 100 walk-ins/hour
Medium 500-2,000 passengers/hour on the buses, 100-200 walk-ins/hour
High over 2,000 passengers/hour on the buses, over 200 walk-ins/hour

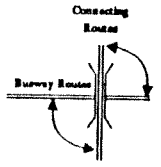
(2) The buses on the connecting routes at the busway station would stop at the station. Depending on the demand, some buses would proceed across the busway to other destinations, some buses would turnaround at the station, and some buses would operate onto the busway.

(3) The platform or bus stop requirements are the facilities for accommodating passengers boarding and alighting the buses on the connecting routes (either passing through or terminating at the station) and on the busway routes (either passing through or branching on to the busway at the station).

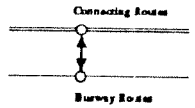
(4) Desireable station types include:



Off Street Station



On Street Station (Crossing Routes)



On Street Station (Parallel Routes)

PRINCIPLES OF BUSWAY STATION DESIGN

PASSENGERS

- Kiss and ride provisions where possible
- Sheltered waiting areas with easy access
- Passenger information facilities (display boards, electronic signage)

OPERATIONS

- Efficient bus access to and from station
- Minimum conflicts between traffic and pedestrians
- Provision for turnarounds and layover
- Bus access to/from busway where possible
- Dedicated stopping areas for each connecting route

PHYSICAL

- Capacity to handle the passenger and operating demands for the next 30 years
- Compatible with surroundings (aesthetics, adjacent development, traffic operations, environmental impact)
- Economic (station and property cost, ability to stage)

MISSISSAUGA BUSWAY
DESIRABLE STATION FEATURES

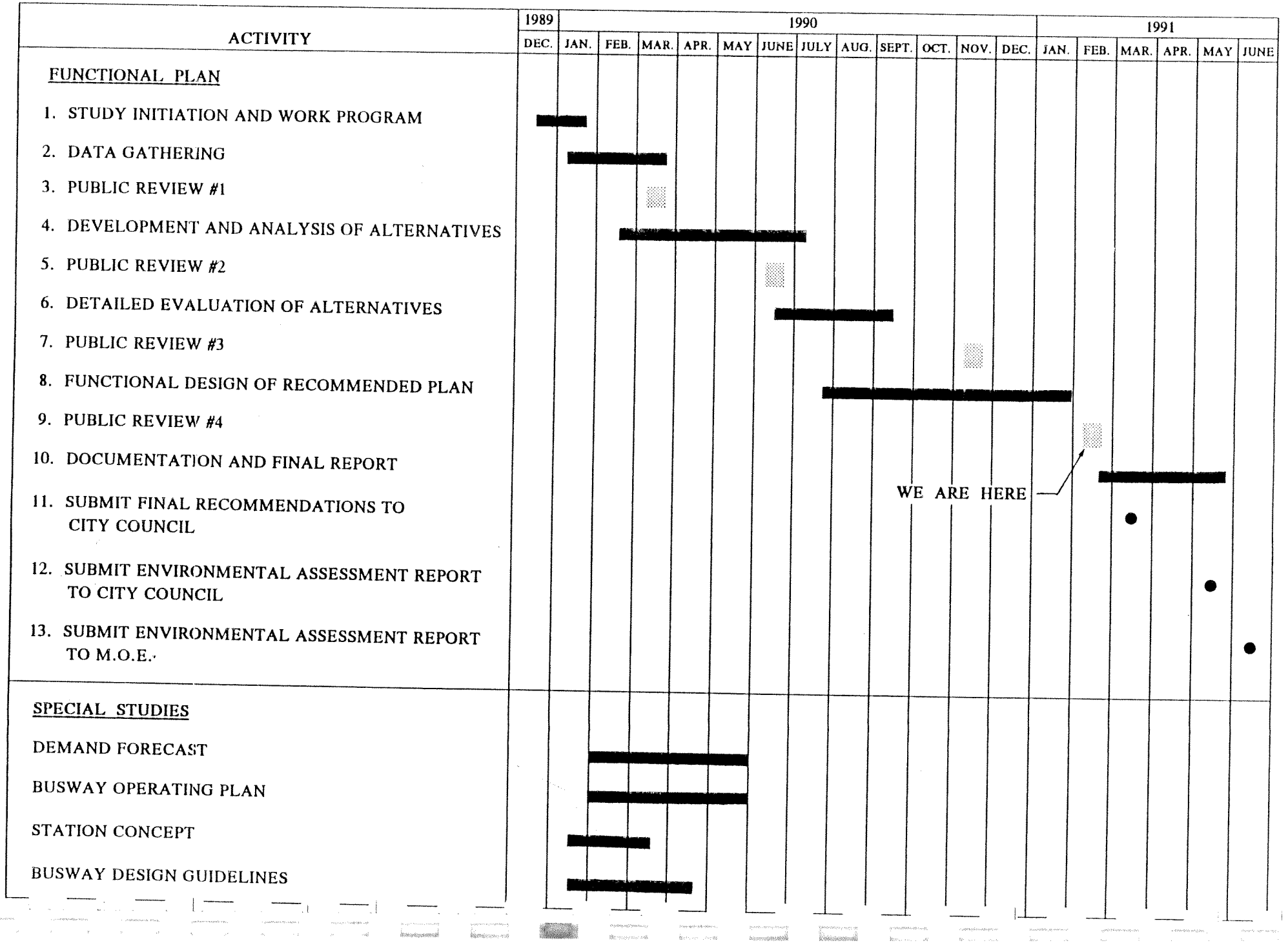
	Kiss & Ride Area	Parking Area	Busbays on Local Street	Off street Bus Turnaround and Layover Area	Ramp to and from Busway
Ridgeway	Yes(1)	Yes(1)	Yes	Yes	Yes
Winston Churchill	Yes(1)	Yes(1)	No	Yes	Yes
Erin Mills Pkwy.	No	No	No	Yes	Yes
Mississauga Rd.	Yes	No	Yes	Yes	Yes
Creditview	Yes	Yes	Yes	Yes	Yes
Mavis	Yes	No	No	Yes	Yes
City Centre	No	No	No	Yes	Yes
Hurontario	No	No	Yes	Yes	Yes
Central Parkway	No	No	Yes	No	No
Cawthra	Yes	Yes	No	Yes	Yes
Tomken	Yes	No	Yes	Yes	Yes
Dixie	Yes	Yes	Yes	Yes	Yes
Fieldgate	Yes	No	Yes	Yes	Yes
Fieldgate North	No	No	Yes	No	No
Spectrum	No	No	Yes	No	No
Orbitor	No	No	Yes	No	No
Renforth	Yes	Yes	No	Yes	Yes

Notes

(1) Because of the proximity of the Ridgeway and Winston Churchill Stations, only one parking facility would be required for both stations.
(2) Depends on the location of the station.

IBI GROUP

MISSISSAUGA BUSWAY PLANNING STUDY
STUDY SCHEDULE



MISSISSAUGA BUSWAY FUNCTIONAL PLANNING STUDY
RESULTS OF PREVIOUS PUBLIC INFORMATION CENTRES

PREVIOUS PUBLIC INFORMATION CENTRES	TOTAL ATTENDANCE (APPROXIMATE)	COMMENT SHEETS RECEIVED	MAILED RESPONSES	SUMMARY OF PUBLIC COMMENTS	ACTION TAKEN
P.I.C. #1 Mississauga Civic Centre March 29, 1990	110	9		- Concerns regarding potential impacts. (noise, visual, congestion, pollution) - Questions regarding the rationale for selecting the Highway 403 corridor and Bus technology. - The time of a possible starting date for the Busway and what bus routes would connect with the proposed system.	- Noise impact analysis study was conducted - Berm / barrier visual screening incorporated in plans. - The rationale for selecting Busway technology and the Highway 403 corridor were established in previous studies and in earlier analysis. - A construction staging strategy will be developed following the study. Bus routing will depend on staging and travel patterns.
P.I.C. #2 Glen Forest Secondary School June 18, 1990	35	8		- Substantial support for the Busway concept - In the West Section (Ridgeway Dr. to Mavis Rd.) local residents were concerned with possible increased noise levels. - Some questioned how the Busway and the Erindale GO station could be linked.	- Proceed with study - A noise impact study addressing the effects of alternative Busway alignments in the area was done. - Linkage is subject to discussions with GO Transit.
Mississauga Civic Centre June 19, 1990	65	21		- Residents in the Central Section (Mavis Rd. to Cawthra Rd.) preferred the northerly alignment (C2). Concern focussed on potential impacts on wooded areas and the possibility of increased noise levels.	- Numerous designs and alternatives were developed for the area to minimize noise and environmental impacts.
South Common Community Centre June 20, 1990	50	10	7	- In the East Section (Cawthra Rd. to Renforth Rd.) local residents preferred the northerly alignment (E6) to the southerly alignment (E10). - Individuals suggested provision of parking facilities at proposed Gateway stations.	- Detailed analysis of the costs and benefits of (E6) versus (E10), as well as discussions with property owners occurred. - Parking requirements are protected for at key stations.
P.I.C. #3 Mississauga Civic Centre November 5,6 1990	150	48	336	- In the West Section local residents were concerned with the proximity of the Busway station entrances. - In the Central Section numerous residents from Chalfield Lane and Alta Crescent objected to the southern alignment alternative east of Hurontario Street. - Residents in the East Section still preferred the northerly alignment (E6). - Questions regarding the types of bus routes that would be integrated with the system, future links with the Airport, and links with the existing T.T.C. subway system were common. - The most common comment expressed support for the Busway and its implementation. - Many responses raised issues with current and future Mississauga Transit operation.	- Refinement of the station designs is ongoing. - Additional alternatives between Hurontario Street and Cawthra Road were reviewed with the area residents. A model of a preferred plan was developed. Support for the revised plan was subsquently given. - E6 alignment is recommended, following revisions and analysis - An operating strategy that provides as good a service as possible to the Airport and T.T.C. will be developed as the Busway is implemented. - Busway study is proceeding to seek provincial approval. - Mississauga Transit operation will be improved with Busway implementation. Specific routing questions were answered.

11 September 1990

MISSISSAUGA BUSWAY
DRAFT - MASTER FACTOR LIST
FOR
EVALUATION OF FEASIBLE ALTERNATIVES

FACTOR	INDICATOR	MEASURES
1. Transportation Performance	Compatibility	1. Compatibility with existing and future transit network (descriptive).
		2. Compatibility with existing and future road operations/network facilities (descriptive).
	Accessibility	3. Pedestrian access (# of residents/employees within 300 m radius by year 2021).
		4. Transit access.
		5. Potential for private vehicle parking (park and ride).
		6. Potential for private vehicle drop-off.
	Service	7. Travel time (percentage increase over slowest alternative).
		8. Effects on local roads.
		9. Reliability (descriptive).
2. Natural Environment	Aquatic	10. Number of rare species affected.
		11. Amount and significance of wetlands disrupted or displaced.
		12. Increase in downstream erosion potential.
		13. Change in stream fisheries (e.g., migrative capability spawning sites).
	Terrestrial	14. Effect on wildlife (e.g., movement corridors, habitat removed).
		15. Amount and significance of vegetation affected.
		16. Number of rare species affected.
	Atmospheric	17. Air quality (description of impacts around stations).

MISSISSAUGA BUSWAY
DRAFT - MASTER FACTOR LIST
FOR
EVALUATION OF FEASIBLE ALTERNATIVES

FACTOR	INDICATOR	MEASURES
3. Social/Cultural	Noise	18. Number of residents experiencing 5+ dBA (Leq) increase in noise levels (based on modelling of ambient future and projected Busway levels).
	Cultural	19. Number and significance of historical sites or archaeological sites affected.
	Social	20. Number of properties from which land is required. 21. Number of residences, businesses, community, cultural or recreational features disrupted or displaced. 22. Number of properties with disrupted access. 23. Number of residents whose day-to-day community and recreational activities are disrupted.
	Visual	24. Visual intrusion (length of busway at grade, elevated, below grade).
	Land Use	25. Compatibility with adjacent existing or future land uses.
4. Cost	Capital	26. One-time property acquisition costs. 27. One-time construction costs (e.g., percentage increase over least expensive alternative). 28. Ability to stage construction costs.
	Operating	29. On-going costs of operating and maintaining the busway and associated facilities. 30. On-going land rental costs.

NOISE IMPACT OF MISSISSAUGA BUSWAY

MAIN NOISE SOURCES

- HIGHWAY 403
- ARTERIAL ROADS (DIXIE, MAVIS, ERIN MILLS, ETC.)
- MISSISSAUGA BUSWAY

IMPACT OF BUSWAY

- "SNAPSHOT" OF NOISE LEVELS IN THE YEAR 2021 (REPRESENTING ULTIMATE DEVELOPMENT) AT A TYPICAL LOCATION:

SOURCE	TRAFFIC VOLUME IN RUSH HOUR	AVERAGE NOISE LEVEL @30 m, from source	@ 130 m, from source
HIGHWAY 403	13,000 vehicles per hour	69 dBA	62
ARTERIALS	5,000 vehicles per hour	65 dBA	59
BUSWAY	250 vehicles per hour	48 dBA	47

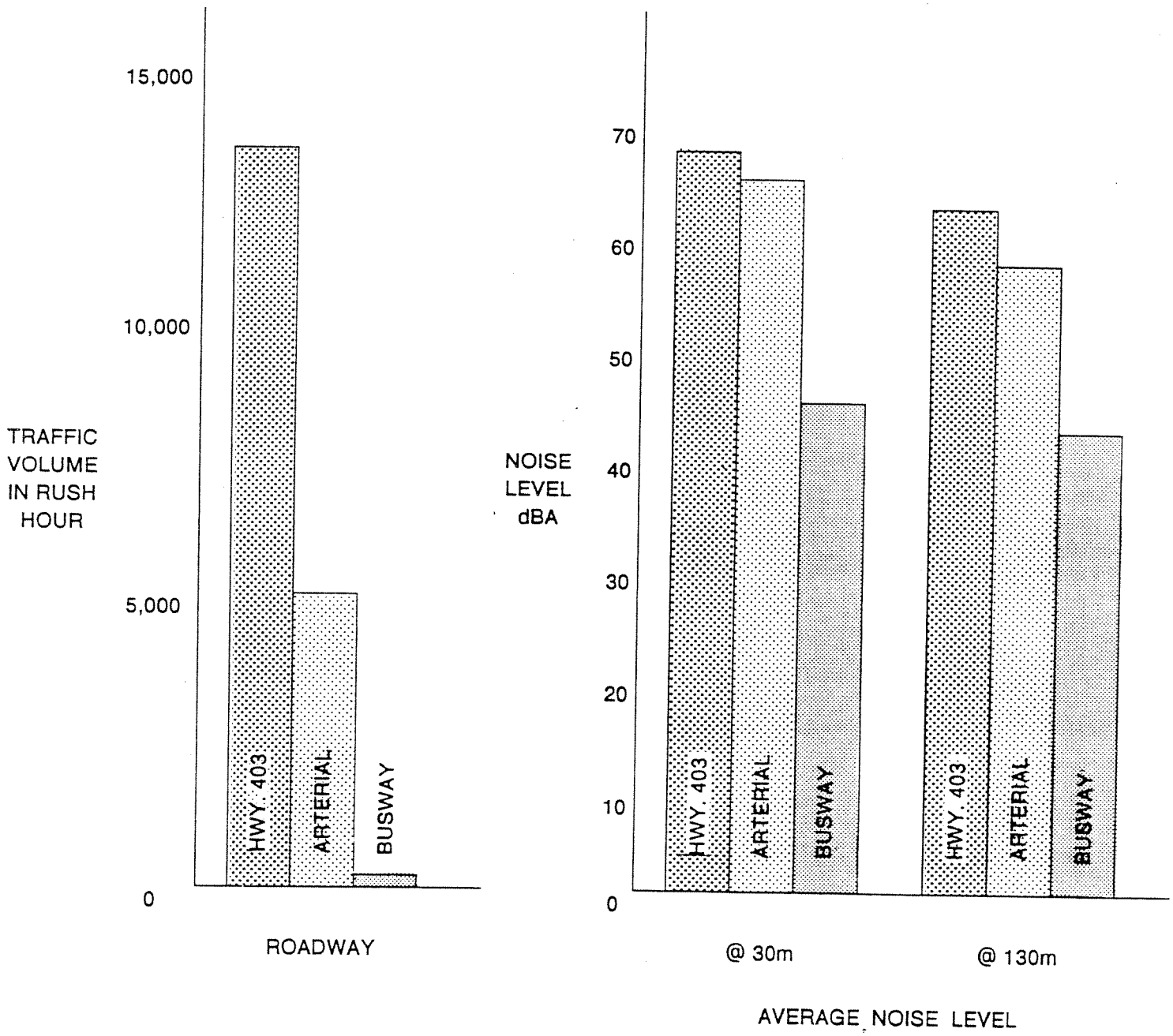
ANALYSIS:

- NOISE IS DOMINATED BY CAR AND TRUCK TRAFFIC
- IMPACT DUE TO BUSES IS EITHER MINOR OR NOT NOTICEABLE IN MOST AREAS
- BUS NOISE WOULD HAVE TO EQUAL OR EXCEED ROAD NOISE TO HAVE A SIGNIFICANT IMPACT

MITIGATION

- TO ENSURE MINIMAL NOISE IMPACT
- MEASURES INCLUDE EARTH BERMS, WALLS, TREES, BUSWAY LOWERING

NOISE IMPACT OF MISSISSAUGA BUSWAY



MISSISSAUGA BUSWAY
COMPARISON OF ALTERNATE ALIGNMENTS - WEST SECTION

ALTERNATIVE / FACTOR	NORTH ALIGNMENT W1 — ON NORTH SIDE OF HYDRO CORRIDOR		HYBRID ALIGNMENT W1a — BETWEEN HYDRO CORRIDOR AND HIGHWAY 403 EAST OF WINSTON CHURCHILL BLVD. ON NORTH SIDE TO WEST	
	ANALYSIS	PERFORMANCE	ANALYSIS	PERFORMANCE
TRANSPORTATION PERFORMANCE	• Further from Highway 403, more flexibility for highway operations • Stations closer to north side development		• Adjacent to Hwy. 403 east of Winston Churchill • Two of four stations further from development.	
SOCIAL/ CULTURAL	• Busway adjacent to houses on north side of corridor, may require mitigation. Maximum noise impact +5 dBA • Removes access to two soccer fields • Visual intrusion to adjacent houses		• 150m further from almost all houses (compared to W1) with reduced noise impacts. Maximum noise impact +2 dBA. • Disruption of two existing soccer fields is avoided • Reduced visual intrusion in area already developed	
NATURAL ENVIRONMENTAL	• Passes through some wooded areas		• Some trees in 403 corridor affected	
COST	• Construction cost aprox. $135 million		• Construction cost aprox. $140 million	
SUMMARY	Lesser cost but has greater impacts as it is closer to houses.		RECOMMENDED Further away from existing built-up area and therefore has less impacts, intermediate costs.	

LEGEND:

 SATISFACTORY PERFORMANCE

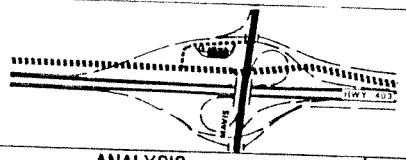
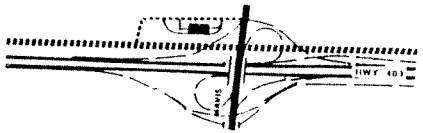
 GOOD PERFORMANCE

 SIGNIFICANTLY BETTER PERFORMANCE

MISSISSAUGA BUSWAY: EVALUATION OF ALTERNATIVE ALIGNMENTS

CENTRE SECTION: MAVIS ROAD TO CAWTHRA ROAD

SECTION 1/2: MAVIS TO CONFEDERATION

ALTERNATIVE / FACTOR	ALTERNATIVE C		ALTERNATIVE D	
				
	ANALYSIS	PERFORMANCE	ANALYSIS	PERFORMANCE
TRANSPORTATION PERFORMANCE				
Compatibility	- Slightly better geometrics (N-W Ramp); other ramps similar.	●	- Signing for N-W Ramp more difficult. - N-W Ramp traffic passes through signal. - Slightly more balanced flows on Highway 403 entry ramps.	●
Accessibility	- Good access from Mavis; North Collector limits access from development.		- Good access from roads and surroundings.	
Service	- N-W Ramp traffic remaoved from signalized intersection.		- Greater storage space at intersection, especially for Northbound left turn.	
NATURAL				
Aquatic Terrestrial Atmospheric	- No significant impact.	●	- No significant impact.	●
SOCIAL/CULTURAL				
Noise	- Introduction of North Collector is significant new noise source.		- Less noise impact, as road consentration is farther away. - Greater scope for mitigation.	
Cultural Social Visual Land Use	- Shifts road futher away from existing houses East of Mavis Road. - North Collector is barrier between station and new development. - North Collector has significant impact on Hydro property.	●	- Maintains existing road location, therefore no impact. - - Potential link to development NW of station. - Less impact on Hydro and Pipelines.	●
COST				
Capital Operating	- $27.1 Million plus additional cost of N. Collector - Busway and N. Collector crossings of Mavis Road: if similarily timed, some problem;if not simultaneous, a significant staging problem.	●	- $25.3 Million - Easily staged - Least North Collector cost	●
SUMMARY	- Greater potential for disruption of area; higher cost.		- Recommended; least impact and lowest cost, while preserving operation.	

● **Satisfactory Performance**

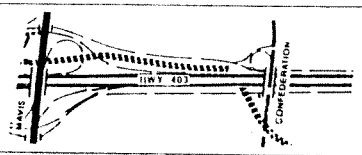
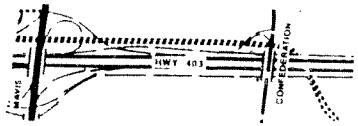
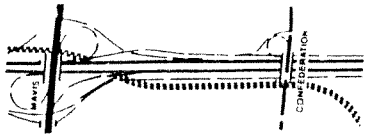
● **Good Performance**

● **Best Performance**

MISSISSAUGA BUSWAY: EVALUATION OF ALTERNATIVE ALIGNMENTS

CENTRE SECTION: MAVIS ROAD TO CAWTHRA ROAD

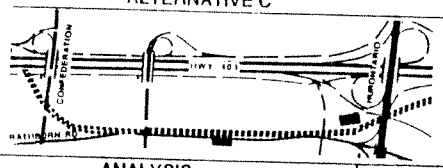
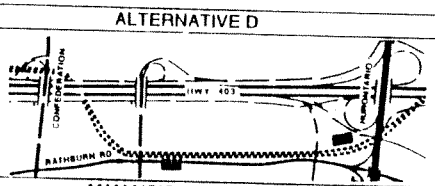
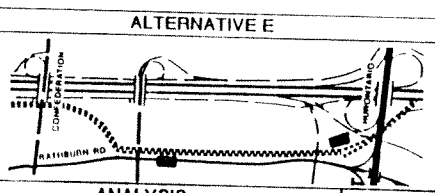
SECTION 3/4/5: HIGHWAY 403 CROSSING

ALTERNATIVE / FACTOR	ALTERNATIVE C		ALTERNATIVE D		ALTERNATIVE E	
						
	ANALYSIS	PERFORMANCE	ANALYSIS	PERFORMANCE	ANALYSIS	PERFORMANCE
TRANSPORTATION PERFORMANCE						
Compatibility	- Splits Highway 403 express/collector lanes. - Requires additional grade separation (Busway/N. Collector) to link with Recommended Mavis Station Alternative.	●	- Maintains integrity of Highway 403 express/collector lanes.	●	- Minimizes impact on Highway 403 except at crossing.	●
Accessibility	N/A		N/A		N/A	
Service	- All equivalent		- All equivalent		- All equivalent	
NATURAL ENVIRONMENT						
Aquatic	- Mary Fixx Creek culvert	●	- Mary Fixx Creek culvert	●	- Mary Fixx Creek diversion	●
Terrestrial	- Low impact from Busway but North Collector forced into woods.		- Direct impact from Busway but no future impact by North Collector.		- No forest impact	
Atmospheric						
SOCIAL/CULTURAL						
Noise	- Busway depressed, easily mitigated. - Still noise impact from North Collector.	●	- Busway depressed, easily mitigated-protects Highway noise for benefit.	●	- Significant potential impact;barrier required.	◔
Cultural						
Social						
Visual	- Least visible alternative. - Reflects proximity		- Least disruption to Highway density residental West of Confederation Parkway.		- Proximity problem already raised by residents.	
Land Use	- Forces North Collector to use utility strip. - Greatest impact on City Centre property.		- Uses North side utility strip. - Least impact on City Centre property.		- Avoids North side utility strip; retains transit strip as well on South side.	
COST						
Capital	- $23.0 Million	●	- $18.0 Million	●	- $21.0 Million - Largest freeway crossing	●
Operating						
SUMMARY	- Not outstanding in any area; greater impact on surroundings than Alternative D.		- Recommended; minimum impact on residents and City Centre.		- Similar function as Alternative D but with greater impact on residents.	

◔ Satisfactory Performance ● Good Performance ● Best Performance

MISSISSAUGA BUSWAY: EVALUATION OF ALTERNATIVE ALIGNMENTS
CENTRE SECTION: MAVIS ROAD TO CAWTHRA ROAD

SECTION 6/7/8 CONFEDERATION TO HURONTARIO

ALTERNATIVE / FACTOR	ALTERNATIVE C		ALTERNATIVE D		ALTERNATIVE E	
						
	ANALYSIS	PERFORMANCE	ANALYSIS	PERFORMANCE	ANALYSIS	PERFORMANCE
TRANSPORTATION PERFORMANCE						
Compatibility	- Station spacing too close for optimum Busway operation.	●	- Preferred Station spacing.	●	- Equivalent to Alternative D.	●
Accessibility	- Access focused on Rathburn Road.		- Good access via Duke of York Boulevard and Rathburn Road.			
Service	- Less walk-in than Alternative D. - Highest shuttle service demand.		- Optimum walk-in.			
NATURAL ENVIRONMENT						
Aquatic	- Equivalent	●	- Equivalent	●	- Equivalent	●
Terrestrial						
Atmospheric						
SOCIAL/CULTURAL						
Noise		●		●	- Least noise	●
Cultural						
Social			- Significant impact on urban design of Rathburn corridor; significant design opportunity.			
Visual			- More visible presence in City Centre.		- Hidden from view-no impact.	
Land Use	- Less desirable location relative to Square One.		- Preferred location for development access. Requires additional property.		- Preferred location for development access. Minimum property impact.	
COST						
Capital	- $99.0 Million - Highest cost due to length of tunnel.	●	- $83.0 Million - Minimum cost	●	- $99.0 Million - Higher structural and operating cost than Alternative D.	●
Operating						
SUMMARY	- Concept designed for three stations; not appropriate for two.		- Recommended; lowest cost, least complex.		- Lengthy tunnel; higher cost than Alternative D.	

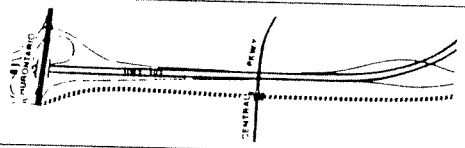
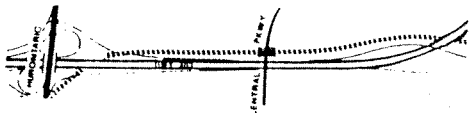
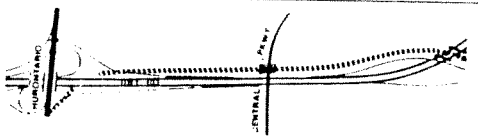
● **Satisfactory Performance**

● **Good Performance**

● **Best Performance**

MISSISSAUGA BUSWAY: EVALUATION OF ALTERNATIVE ALIGNMENTS
CENTRE SECTION: MAVIS ROAD TO CAWTHRA ROAD

SECTION 9/10/11: HURONTARIO TO CAWTHRA

ALTERNATIVE / FACTOR	ALTERNATIVE C		ALTERNATIVE D		ALTERNATIVE E	
						
	ANALYSIS	PERFORMANCE	ANALYSIS	PERFORMANCE	ANALYSIS	PERFORMANCE
TRANSPORTATION PERFORMANCE						
Compatibility	- Good requiring crossing to North side West of Cawthra. Minor restriction to future EB basket weave. No crossing of Highway 403.	●	- Two major crossings of Highway 403. - Significant constraint on future Westbound basketweave.	●	- Two major crossings of Highway 403 (one underpass, one overpass) - Significant constraint on future WB basketweave.	●
Accessibility	- Good accessibility for pedestrians. Greatest walk-in potential due to higher density development than on North side.		- Good accessibility for pedestrians.		- Good accessibility for pedestrians.	
Service	- Equivalent		- Equivalent		- Equivalent	
NATURAL ENVIRONMENT						
Aquatic	N/A	●	N/A	●	N/A	●
Terrestrial	- High impact on forested area		- High impact on forested area		- High impact on forested area	
Atmospheric						
SOCIAL/CULTURAL						
Noise	- Moderate increase in noise level; may be mitigated.	●	- Minor increase in noise; more easily mitigated than Alternative C.	◐	- Minor increase in noise.	◐
Cultural	N/A		N/A		N/A	
Social	- Greatest perceived impact due to proximity.					
Visual	- High disruption due to immediate location of Busway		- Unrestricted visibility accross Hydro corridor.		- Greater impact than Alternative D due to elevation.	
Land Use	- Occupies Parkway Belt Transit Corridor.		- Occupies Parkway Belt Utility Corridor.		- Occupies Parkway Belt Utility Corridor.	
COST						
Capital	- $30.0 Million	◐	- $43 Million plus cost premium for constrained basketweave.	●	- $40 Million plus cost premium for constrained basketweave.	●
Operating						
SUMMARY	- Recommended; minimum distruption to freeway corridor some impact on South side residents. - See Detailed Plans		- Significant distruption of freeway corridor and impact on North side residents. - See Detailed Plans		- Significant distruption of freeway corridor and impact on North side residents. - Set Aside	

● **Satisfactory Performance**

◐ **Good Performance**

◐ **Best Performance**

MISSISSAUGA BUSWAY - COMPARISON OF ALTERNATIVE ALIGNMENTS
EAST SECTION

DILLON

ALTERNATIVE	ALTERNATIVE E3		ALTERNATIVE E4		ALTERNATIVE E5		ALTERNATIVE E6		ALTERNATIVE E7		ALTERNATIVE E8		ALTERNATIVE E9		ALTERNATIVE E10		ALTERNATIVE E2	
	Tomken to Fieldgate, diagonally to Spectrum, north side of Eglinton		Tomken to Fieldgate, north along west side of Etobicoke Creek, east along north side of Eglinton		Tomken to Fieldgate, north through private property, east along north side of Eglinton		Tomken to Fieldgate, north along Fieldgate, east along north side of Eglinton		Like E4 but east along south side of Eglinton to Spectrum and then along the north side		Like E5 east along south side of Eglinton to Spectrum and then along the north side		Like E6 but east along south side of Eglinton to Spectrum and then along the north side		Along Parkway Belt diagonally from Fieldgate around west side of gas station to Orbitor, along north side of Eglinton		Like E10 but along Parkway Belt to Eglinton and crosses to north side	
FACTORS	ANALYSIS	PERFORMANCE	ANALYSIS	PERFORMANCE	ANALYSIS	PERFORMANCE	ANALYSIS	PERFORMANCE	ANALYSIS	PERFORMANCE	ANALYSIS	PERFORMANCE	ANALYSIS	PERFORMANCE	ANALYSIS	PERFORMANCE	ANALYSIS	PERFORMANCE
TRANSPORTATION PERFORMANCE	• low flexibility to connect to north/south arterial west of Etobicoke Creek • least flexibility to accommodate possible future Busway link to airport, east of Etobicoke Creek • 2,787 residents within 300 m radius of stations by 2021 • 8,663 employees within 300 m radius by 2021 • 1.6% longer than fastest travel time		• low flexibility to connect to north/south arterial west of Etobicoke Creek • most flexibility to accommodate possible future Busway link to airport, east of Etobicoke Creek • 2,787 residents within 300 m radius of stations by 2021 • 8,663 employees within 300 m radius of stations by 2021 • 3.6% longer than fastest travel time		• medium flexibility to connect to north/south arterial west of Etobicoke Creek • most flexibility to accommodate possible future Busway link to airport, east of Etobicoke Creek • 1,946 residents within 300 m radius of stations by 2021 • 8,731 employees within 300 m radius of stations by 2021 • 3.8% longer than fastest travel time		• most flexibility to connect to north/south arterial west of Etobicoke Creek • most flexibility to accommodate possible future Busway link to airport, east of Etobicoke Creek • 1,946 residents within 300 m radius of stations by 2021 • 8,731 employees within 300 m radius of stations by 2021 • 3.9% longer than fastest travel time		• low flexibility to connect to north/ south arterial west of Etobicoke Creek • less flexibility to accommodate possible future Busway link to airport, east of Etobicoke Creek • 2,787 residents within 300 m radius of stations by 2021 • 8,663 employees within 300 m radius of stations by 2021 • 3.5% longer than fastest travel time		• medium flexibility to connect to north/south arterial west of Etobicoke Creek • less flexibility to accommodate possible future Busway link to airport, east of Etobicoke Creek • 1,946 residents within 300 m radius of stations by 2021 • 8,731 employees within 300 m radius of stations by 2021 • 3.7% longer than fastest travel time		• most flexibility to connect north/south arterial west of Etobicoke Creek • less flexibility to accommodate possible future Busway link to airport, east of Etobicoke Creek • 1,946 residents within 300 m radius of stations by 2021 • 8,731 employees within 300 m radius of stations by 2021 • 3.8% longer than fastest travel time		• low flexibility to connect to future north/south arterial west of Etobicoke Creek • least flexibility to accommodate possible future Busway link to airport, east of Etobicoke Creek • 2,850 residents within 300 m radius of stations by 2021 • 6,640 employees within 300 m radius of stations by 2021 • shortest travel time		• low flexibility to connect to future north/south arterial west of Etobicoke Creek • least flexibility to accommodate possible future Busway link to airport, east of Etobicoke Creek • 2,850 residents within 300 m radius of stations by 2021 • 6,640 employees within 300 m radius of stations by 2021 • shortest travel time	
NATURAL ENVIRONMENT	• low erosion potential at creek bank; erosion of west valley wall likely • 200 m bisecting major Etobicoke Creek forest; 100 m through edge of small forest		• low erosion potential at creek bank; erosion of valley walls likely • 200 m bisecting small forest; 200 m through oak hedgerow		• low erosion potential at creek bank; erosion of valley wall likely • 200 m through small treed hedgerow		• low erosion potential at creek bank; erosion of valley walls likely • exemplum individual tree specimens		• low erosion potential at creek bank; high erosion potential along valley walls south of Eglinton Avenue • 200 m through edge of Etobicoke Creek forest; 200 m bisecting small forest; 200 m through oak hedgerow		• low erosion potential at creek bank; high erosion potential along valley walls south of Eglinton Avenue • 200 m through edge of Etobicoke Creek forest; 200 m through small treed hedgerow		• low erosion potential at creek bank; high erosion potential along valley walls south of Eglinton Avenue • 200 m through edge of Etobicoke Creek forest		• low erosion potential at creek bank; no erosion of valley walls likely • 250 m bisecting major Etobicoke Creek forest; 100 m through edge of small forest; 100 m through treed hedgerow		• low erosion potential at creek bank; no erosion of valley walls likely • 250 m bisecting major Etobicoke Creek forest; 100 m through edge of small forest; 100 m through treed hedgerow near Eglinton Avenue	
SOCIAL-CULTURAL	• most potential for noise level increases from proposed Fieldgate station • highest potential for heritage or archaeological sites due to creek crossing at new location • land required from 10 private, 11 public properties • 250 m at-grade • least potential for joint development on lands along alignment		• medium potential for noise level increases from proposed Tomken, Fieldgate, Renforth stations; alignment below grade • high potential for heritage archaeological sites; crossing creek at site of existing bridge on Eglinton Avenue • land required from 10 private, 11 public properties • 250 m at-grade • medium potential for joint development on lands along alignment; best service to Airport Corporate Centre		• medium potential for noise level increases from proposed Fieldgate station; alignment swings away from residential area • high potential for heritage or archaeological sites; crossing creek at site of existing bridge on Eglinton Avenue • land required from 10 private, 10 public properties • 250 m at-grade • good potential for joint development on lands along alignment; best service to Airport Corporate Centre		• least potential for noise level increases from proposed Fieldgate station; alignment swings furthest away from residential area • high potential for heritage or archaeological sites; crossing creek at site of existing bridge on Eglinton Avenue • land required from 11 private, 10 public properties • 250 m at-grade; least visual impact, follows existing road corridors • highest potential for joint development on lands along alignment; best service to Airport Corporate Centre		• medium potential for noise impacts from proposed Fieldgate station; alignment below grade • high potential for heritage or archaeological sites; crossing creek at site of existing bridge on Eglinton Avenue • land required from 11 private, 11 public properties • 250 m at-grade • good potential for joint development or lands along alignment; better service to Airport Corporate Centre		• medium potential for noise level increases from proposed Fieldgate station; swings farthest away from residential area • high potential for heritage or archaeological sites; crossing creek at site of existing bridge on Eglinton Avenue • land required from 11 private, 11 public properties • 250 m at-grade • good potential for joint development on lands along alignment; better service to Airport Corporate Centre		• least potential for noise level increases from proposed Fieldgate station; swings farthest away from residential area • high potential for heritage or archaeological sites; crossing creek at site of existing bridge on Eglinton Avenue • land required from 11 private, 11 public properties • 250 m at-grade • highest potential for joint development on lands along alignment; better service to Airport Corporate Centre		• most potential for noise level increases from proposed station at Rekely • most potential for noise level increases from proposed stations at Tomken, Fieldgate, Renforth; at-grade near residential area • highest potential for heritage or archaeological sites due to creek crossing at new location • land required from 13 private, 11 public properties • 1750 m at-grade; most visual impact, crosses creek at a new location • low potential for joint development on lands along alignment; divides property owned by Joluk Construction; least service to Airport Corporate Centre		• most potential for noise level increases from proposed station at Rekely • most potential for noise level increases from proposed stations at Tomken, Fieldgate, Renforth; at-grade near residential area • highest potential for heritage or archaeological sites due to creek crossing at new location • land required from 11 private, 12 public properties • 1750 m at-grade; most visual impact, crosses creek at new location • low potential for joint development on lands along alignment; abuts Centennial Golf Course; least service to Airport Corporate Centre	
COST	• construction cost approximately $194 million • purchase of 11 public hectares, 9 private hectares • rental of 15 ha of Hydro land		• construction cost approximately $199 million • purchase of 11 public hectares, 9 private hectares • rental of 17 ha of Hydro land		• construction cost approximately $206 Million • purchase of 11 public hectares, 13 private hectares • rental of 13 ha of Hydro land		• construction cost approximately $201 million • purchase of 10 public hectares, 13 private hectares • rental of 13 ha of Hydro land		• construction cost approximately $195 million • purchase of 12 public hectares, 9 private hectares • rental of 5 hectares of Hydro land		• construction cost approximately $197 million • purchase of 11 public hectares, 11 private hectares • rental of 13 hectares of Hydro land		• construction cost approximately $198 million • purchase of 10 public hectares, 11 private hectares • rental of 13 hectares of Hydro land		• construction cost approximately $171 million • purchase of 14 public hectares, 5 private hectares • rental of 15 hectares of Hydro land		• construction cost approximately $171 million • purchase of 16 public hectares, 4 private hectares • rental of 15 hectares of Hydro land	
SUMMARY	• marginally less service to Airport Corporate Centre, and less service to developable lands west of Etobicoke Creek, and bisects developable parcel east of Etobicoke Creek SET ASIDE		• good service to Airport Corporate Centre, but less service than E5 and E6 to developable lands west of Etobicoke Creek SET ASIDE		• second best overall, but most expensive ($35 million more) SET ASIDE		• marginally best overall, but second most expensive ($30 million more) CARRIED FORWARD		• marginally more environmental impact and less service than E4 SET ASIDE		• marginally less service and more environmental impact than E5 SET ASIDE		• marginally more environmental impact and less service than E6 SET ASIDE		• significantly less expensive but less service to Airport Corporate Centre, and most visual and noise impacts CARRIED FORWARD		• significantly less expensive but less service to Airport Corporate Centre, and most visual and noise impacts SET ASIDE	

ALTERNATIVE	ALTERNATIVE E6 (Open Cut)		ALTERNATIVE E10	
	Tomken to Fieldgate, north along Fieldgate, east along north side of Eglinton		Follow Parkway Belt diagonally from Fieldgate around west side of gas station to Orbitor, along north side of Eglinton	
FACTORS	ANALYSIS	PERFORMANCE	ANALYSIS	PERFORMANCE
TRANSPORTATION PERFORMANCE	• most flexibility to connect to north/south arterial west of Etobicoke Creek • most flexibility to accommodate possible future Busway link to airport, east of Etobicoke Creek • 1,946 residents within 300 m radius of stations by 2021 • 6,731 employees within 300 m radius of stations by 2021 • 3.9% longer than fastest travel time		• low flexibility to connect to future north/south arterial west of Etobicoke Creek • least flexibility to accommodate possible future Busway link to airport, east of Etobicoke Creek • 2,850 residents within 300 m radius of stations by 2021 • 6,640 employees within 300 m radius of stations by 2021 • shortest travel time	
NATURAL ENVIRONMENT	• low erosion potential at creek bank; erosion of valley walls likely • minimum individual tree specimens		• low erosion potential at creek bank; no erosion of valley walls likely • 250 m bisecting major Etobicoke Creek forest; 100 m through edge of small forest; 100 m through treed hedgerow	
SOCIAL-CULTURAL	• least potential for noise level increases from proposed Fieldgate station; alignment swings furthest away from residential area • high potential for heritage or archaeological sites; crossing creek at site of existing bridge on Eglinton Avenue • land required from 11 private, 10 public properties • 250 m at-grade; least visual impact, follows existing road corridors • highest potential for joint development on lands along alignment; best service to Airport Corporate Centre		• most potential for noise level increases from proposed station at Rakely • most potential for noise level increases from proposed stations at Tomken, Fieldgate, Renforth; at-grade near residential area • highest potential for heritage or archaeological sites due to creek crossing at new location • land required from 13 private, 11 public properties • 1750 m at-grade; most visual impact, crosses creek at a new location • low potential for joint development on lands along alignment; divides property owned by Joluk Construction; least service to Airport Corporate Centre	
COST	• construction cost approximately $176 million • purchase of 10 public hectares, 22 private hectares • rental of 13 ha of Hydro land		• construction cost approximately $171 million • purchase of 16 public hectares, 6 private hectares • rental of 15 hectares of Hydro land	
SUMMARY	• slightly more expensive, but provides best service and has lower social and natural environment impacts RECOMMENDED		• less expensive but less service to Airport Corporate Centre, more natural environment impacts and most visual and noise impacts	

MISSISSAUGA BUSWAY

What can we do to Enhance E10?

a) NATURAL ENVIRONMENTAL

Not an issue

b) COMPATIBILITY WITH POTENTIAL FUTURE DEVELOPMENT

Provide direct local bus service to Fieldgate Station

c) POTENTIAL NOISE IMPACTS

Under study — probably mitigatable

d) POTENTIAL VISUAL IMPACTS

Some mitigation possible — difficult at Golf Course without cost increase

e) EASE OF CONNECTIONS TO FUTURE N-S ARTERIAL

Signal phasing and traffic operational features at Station/Fieldgate/Arterial connections

f) PROTECTION FOR POSSIBLE LINKAGE INTO THE WEST END OF THE AIRPORT

Cannot readily be achieved with E10 (possible use of abandoned Hydro Corridor?)

g) POTENTIAL WALK-IN RIDERS WITHIN 300 m OF STATION SITES

Difficult to adjust without major land use changes

h) SERVICE TO AIRPORT CORPORATE CENTRE

High level of bus service on Eglinton Avenue

i) COST

N.A.

(**Note:** To reduce E6 cost some design options are available. E.g. construction of depressed sections in open cut without retaining walls.)

FUTURE COURSE OF ACTION

THE RECOMMENDED BUSWAY PLAN WILL BE PRESENTED TO THE CITY'S OPERATION AND WORKS COMMITTEE AT A SPECIAL PUBLIC EVENING MEETING AT 7:30 P.M., MARCH 6, 1991. IF APPROVED, A PRESENTATION TO CITY COUNCIL WILL FOLLOW AT 7:30 P.M., MARCH 18, 1991.

PREPARATION OF AN ENVIRONMENTAL ASSESSMENT REPORT, WHICH DOCUMENTS THE PLANNING PROCESS AND STUDY CONCLUSIONS, IS NOW UNDERWAY. SUBMISSION OF THE REPORT TO THE MINISTRY OF THE ENVIRONMENT IS INTENDED BY THE SUMMER OF 1991.

ENVIRONMENTAL ASSESSMENT APPROVAL MUST BE OBTAINED FROM THE PROVINCE BEFORE CONSTRUCTION OF THE BUSWAY ITSELF MAY BEGIN. HOWEVER, THE CITY OF MISSISSAUGA MAY CONTINUE TO MAKE IMPROVEMENTS TO EXISTING TRANSIT OPERATIONS AND FACILITIES AS REQUIRED.

WITH FUNDING AND APPROVALS IN PLACE, KEY LINKS OF THE BUSWAY ARE ANTICIPATED TO BE BUILT IN THE 1990'S. THE TIMING OF THE COMPLETION OF THE ENTIRE BUSWAY WILL REFLECT DEMAND GROWTH AND FUNDING AVAILABILITY.

APPENDIX 'D-2'

ADVERTISEMENTS FOR PUBLIC INFORMATION CENTRE

BROCHURE #4 (FRONT)

BY THE TIME

you find your car keys...
you could be enjoying the morning paper.

The Busway is an important part of the City of Mississauga's plan to get you moving. Imagine being chauffeured to work with your morning paper or to your favourite shopping centre along a route with no stop lights or traffic. Taking the Busway is your ticket to convenience.

The Busway will be a new roadway used by transit vehicles only and will stretch 18 kilometres across the middle of the City in the Highway 403/Parkway Belt corridor (see maps for detail). It will provide rapid transit service linking on-street bus routes to the City Centre and other major job locations, to the airport, and the Greater Toronto transit network (TTC).

A Busway costs less to build than a subway or light rail line and will continue to save money as equipment improves and transportation vehicles are possibly converted to cleaner, less expensive fuels. Unlike a rail line, a Busway can be built and operated in sections providing immediate service improvements.

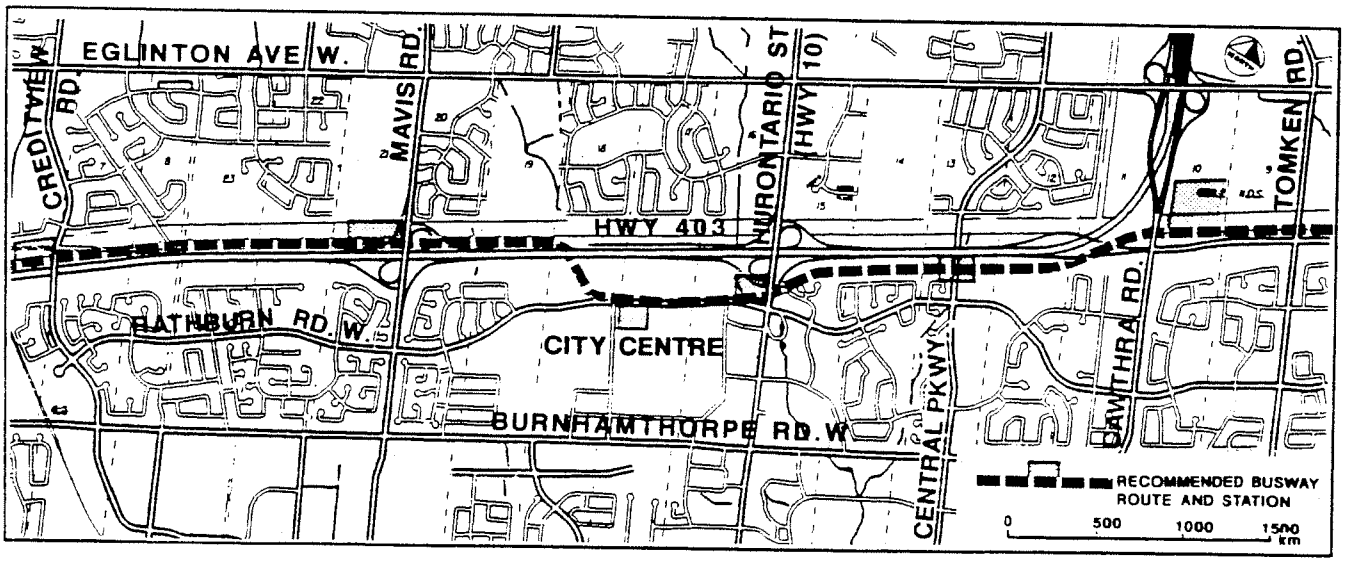
Transit riders will have direct access to Busway stations by parking at designated stations or by taking one of Mississauga Transit's direct surface routes. The Busway and stations will be located as far away as possible from homes backing on the Parkway Belt and will be designed to harmonize with adjoining neighbourhoods. Sections will be shielded from view from existing homes.

The Busway study, underway since late 1989, and the preliminary plans for the Busway were reviewed by the public during three Information Centres held in 1990. The recommended plans, based on technical analysis and the public's input, will be available for review in the Civic Centre Great Hall from 4 p.m. Monday, February 25 to 6 p.m. Wednesday, February 27. Study staff will be available on Monday, February 25 from 4 p.m. to 8 p.m. to discuss the project.

A special evening session of the Operation and Works Committee will be held on Wednesday, March 6 at 7:30 p.m. in the Council Chamber. If you wish to express your views in person to the members of the committee, please register as a deputant by calling the Office of the Clerk, 896-5426. City Council will review the recommended Busway alignment and station locations at an evening session of Council, Monday, March 18 at 7:30 p.m. in the Council Chamber.

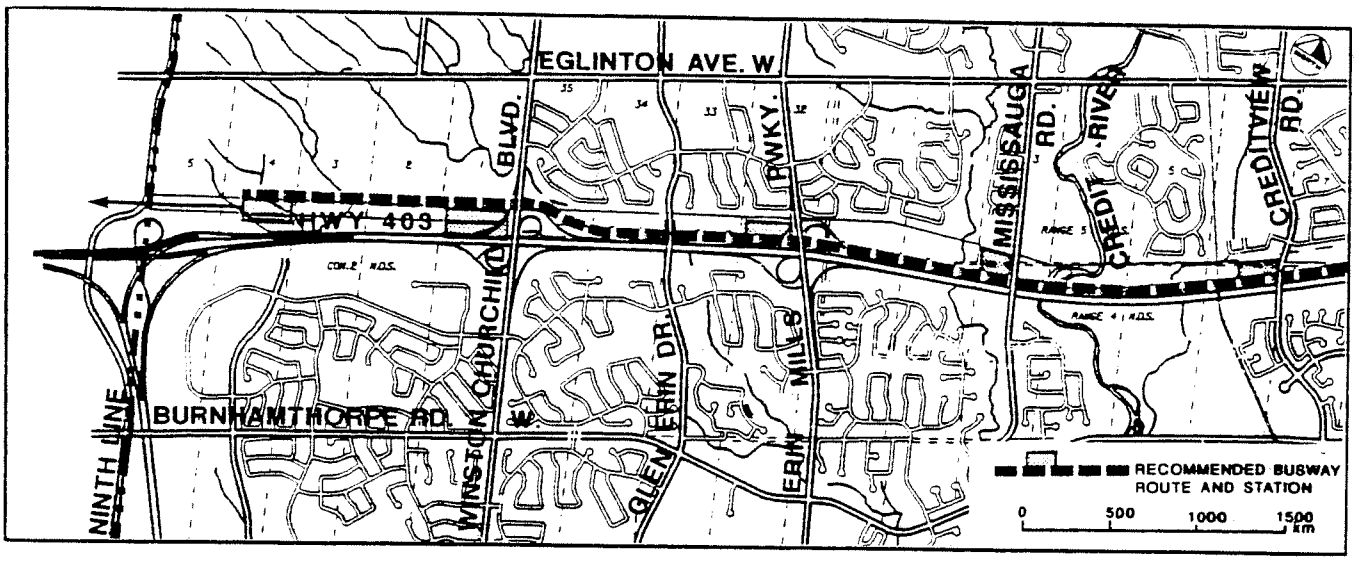
An Environmental Assessment Report will then be submitted to the Ministry of the Environment for approval. The assessment process has additional opportunities for public review of the study recommendation. Construction of key elements of the Busway will follow provincial approval.

Proposed Alignment and Station Locations - Central Section

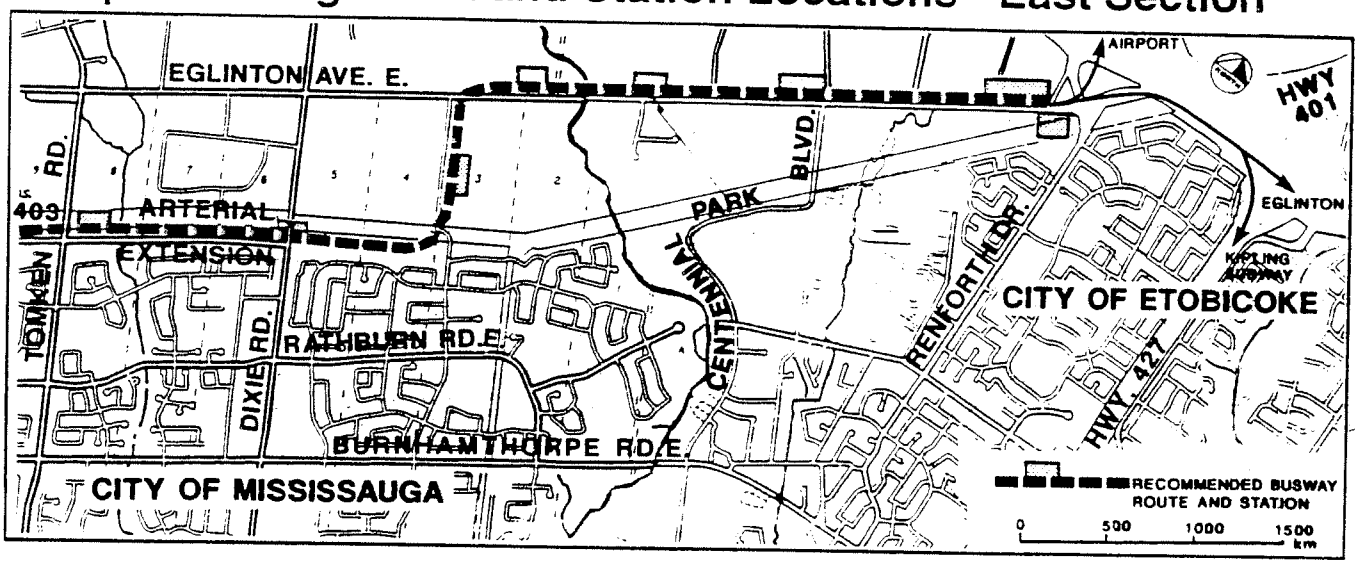


BROCHURE #4 (BACK)

Proposed Alignment and Station Locations - West Section



Proposed Alignment and Station Locations - East Section



Find out more about the Busway by attending:

Public Information Centre
Monday, February 25, 4 to 8 p.m.
Civic Centre Great Hall

Special Evening Session of the
Operations and Works Committee
Wednesday, March 6, 7:30 p.m.
Council Chamber

For more information call 896-5787 or 896-5125

Mississauga - *Let's Move*

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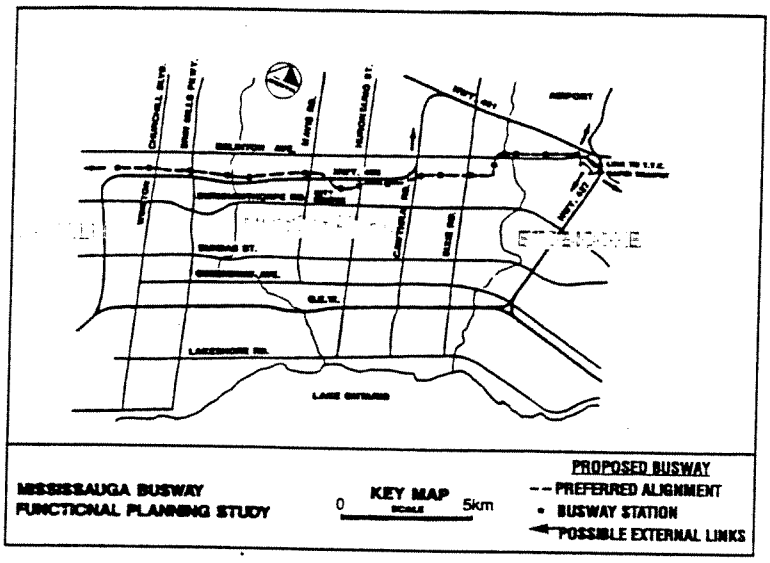
Environmental Assessment Study
Mississauga Busway Planning Study
Notice of Public Information Centre



The City of Mississauga is nearing completion of a study for the Mississauga Busway that will allow the City to identify and protect property requirements for the Busway and associated facilities such as stations. The proposed Busway is located generally in the highway 403/Parkway Belt West corridor across Mississauga, from west of Winston Churchill Boulevard to Renforth Drive. Busway stations are proposed for major north-south roadway crossings.

The study was initiated in December 1989 and includes a comprehensive public participation program. Three series of Public information Centres have occurred (in March, June, and November of 1990) and the next public information centre is planned for **Monday, February 25, 1991.**

The centres provide a forum for members of the public and interest groups to become involved in the study and discuss any concerns with members of the Project Team. Public notification of these centres occurred through newspaper advertising and household delivery of brochures within the study corridor.

At the completion of the study, it is the intent of the City of Mississauga to submit a One-Stage Environmental Assessment Report to the Ministry of the Environment for review and individual approval under the Environmental Assessment Act.

Comments and information regarding this study are being collected to assist the City of Mississauga in meeting requirements under the Environmental Assessment Act. They will be maintained as a public data base and, unless otherwise requested, may be included in study documentation which is made available for public review.

Please contact study staff if you have questions or concerns about this project. If you believe after consulting with study staff that serious environmental concerns remain unresolved, it is your right to request that the study be subject to a public hearing under the Environmental Assessment Act. The decision on your request rests with the Minister of the Environment.

We invite you to attend the upcoming Information Centre or to contact any of the following:

Overall Project Manager

Mr. Kees J. Schipper, P. Eng.
Director, Traffic & Transportation
City of Mississauga
Mississauga, Ontario
L5B 3C1

Tel: (416) 896-5787
Fax: (416) 896-5220

West Section Consultant

Mr. Lee Sims.
IBI Group
240 Richmond Street West
Toronto, Ontario
M5V 1W1

Tel: (416) 596-1930
Fax: (416) 596-0644

Central Section Consultant

Mr. John Sutherns, P. Eng.
McCormick Rankin & Assoc. Ltd.
2655 North Sheridan Way
Mississauga, Ontario
L5K 2P8

Tel: (416) 823-8500
Fax: (416) 823-8503

East Section Consultant

Mr. Chris Bishop, P. Eng.
M. M. Dillon Limited
47 Sheppard Avenue East
Willowdale, Ontario
M2N 6H5

Tel: (416) 229-4646
Fax: (416) 229-4692

The Busway plan, alternatives, analysis, and the recommended alignment will be available for review at the Public Information Centre to be held: **4:00 p.m. to 8:00 p.m., Monday, February 25, 1991, in the Great Hall, Mississauga Civic Centre, 300 City Centre Drive, Mississauga, Ontario.**

Following the information centre the study findings will be presented to the City's Operations and Works Committee on March 6, 1991. If you wish to express your views in person to the members of the Committee, please register as a deputant by calling the **Office of the clerk, 896-5426.** The Committee meeting will be held at **7:30 p.m., Wednesday, March 6, 1991.** The recommendation of the Operations and Works committee will be presented to Council on March 18, 1991 for approval.

NEWSPAPER NOTICE

BY THE TIME

you find your car keys...
you could be relaxing with your morning paper.

The Mississauga Busway will get you there quickly and conveniently. When completed, this form of rapid transit will "express" you along the Highway 403 corridor through Mississauga with stops located at major destinations and will connect you to other Mississauga and Greater Toronto transit routes.

How you spend your time is up to you. But by visiting the Information Centre at the Civic Centre on **February 25 from 4 p.m. to 8 p.m.** or attending the Special Operation & Works Committee meeting on **March 6 at 7:30 p.m.**, you can be a part of the decision made today that will influence our transportation future.

For more information call the City of Mississauga at **896-5787 or 896-5125.**

MISSISSAUGA

Mississauga - *Let's move.*

#1

SUN Feb 10/91

#2

WED Feb/13/91

CITY OF MISSISSAUGA
INCORPORATED 1974

OFFICE OF THE MAYOR

February, 1991

Dear Members of the Mississauga City Centre Business Community:

I would like to take this opportunity to thank you for your interest in the Mississauga Busway. I am pleased to have received your valuable input to the recommended alignment and station locations.

Once again, I would like to invite you and members of your organization to view the Busway plans at an Information Centre Monday, February 25 from 4 to 8 p.m. in the Civic Centre Great Hall. Staff will be on hand to answer questions and discuss details. If you are unable to join us on Monday, the display will be open for public inspection until 8 p.m. on Wednesday, February 27.

The recommended alignment and station locations will be presented to the Operation and Works Committee at a special evening session in the Council Chamber on Wednesday, March 6 at 7:30 p.m. The committee's recommendation will be forwarded to Council for their review and approval on Monday, March 18 at 7:30 p.m.

I have enclosed an advance copy of an information flyer which shows the alignment and station locations in some detail. If you would like additional copies or more information, please don't hesitate to call the Transportation and Works Department at 896-5787 or 895-5125.

I thank you again for your support of the Busway and I hope you will be able to join us on one of the meeting dates.

Sincerely,

HAZEL McCALLION

THE CORPORATION OF THE CITY OF MISSISSAUGA
300 CITY CENTRE DRIVE, MISSISSAUGA, ONTARIO L5B 3C1

CITY OF MISSISSAUGA
INCORPORATED 1974

OFFICE OF THE MAYOR

February, 1991

Dear Executive & Members of Mississauga Ratepayer Organizations:

I would like to take this opportunity to thank you for your interest in the Mississauga Busway. I am pleased to have received your valuable input to the recommended alignment and station locations.

Once again, I would like to invite you and members of your community to view the Busway plans at an Information Centre Monday, February 25 from 4 to 8 p.m. in the Civic Centre Great Hall. Staff will be on hand to answer questions and discuss details. If you are unable to join us on Monday, the display will be open for public inspection until 8 p.m. on Wednesday, February 27.

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Sincerely,

HAZEL McCALLION

THE CORPORATION OF THE CITY OF MISSISSAUGA
300 CITY CENTRE DRIVE, MISSISSAUGA, ONTARIO L5B 3C1
TELEPHONE (416) 896-5000

Public Works Department

City of Mississauga
300 City Centre Drive
Mississauga, Ontario
L5B 3C1

Tel: (416) 896-5000
FAX: (416) 896-5220

MISSISSAUGA File: 17 111 89128

to External Technical Agencies

January 16, 1991

Dear Madam/Sir:

RE: MISSISSAUGA BUSWAY FUNCTIONAL PLANNING STUDY

The Transportation and Works Department of the City of Mississauga is nearing the completion of the Functional Planning Study for the Mississauga Busway. During the third round of review, relevant background material, a preferred alignment and an alignment under consideration were presented to the external agencies and the public for review in November 1990. The study's technical committee has now completed the evaluation of the two alternatives and has determined the recommended alignment. These findings will be carried forward as part of the full Individual Environmental Assessment targeted for submission to the Ministry of the Environment by the summer of 1991.

A meeting of the external agencies and Environmental Assessment Reviewers that have an interest in the project is scheduled for 2:00 p.m., Thursday, January 24, 1991, at McCormick, Rankin & Associates Limited offices, 3rd Floor (reception), 2655 North Sheridan Way, Mississauga, Ontario (map attached). A representative of your office is requested to attend this meeting to review the technically recommended Busway plan as well as to raise any issues or concerns regarding the Busway prior to completion of the Environmental Assessment Report.

The final Public Information Centre will be held from 4:00 p.m. to 8:00 p.m. on Monday, February 25 in the:

Mississauga Civic Centre,
Great Hall,
300 City Centre Drive,
Mississauga, Ontario.

Local residents and interested parties will be made aware of the centres through newspaper advertisements and brochure distribution.

At the conclusion of the fourth round of review, public and technical comments will be incorporated into the final recommendation.

If any further information is required, please contact Mr. Mel Kayama at (416) 896-5749.

We look forward to your representation at the January 24th meeting.

Yours truly,

CITY OF MISSISSAUGA
INCORPORATED 1974

OFFICE OF THE MAYOR

February, 1991

To Chairman Tonks & Members of Metro Council:

I would like to take this opportunity to invite you to view the recommended alignment and station locations of the Mississauga Busway at an Information Centre Monday, February 25 from 4 to 8 p.m. in the Civic Centre Great Hall. Staff will be on hand to answer questions and discuss details. If you are unable to join us on Monday, the display will be open for public inspection until 8 p.m. on Wednesday, February 27.

The recommended alignment and station locations will be presented to the Operation and Works Committee at a special evening session in the Council Chamber on Wednesday, March 6 at 7:30 p.m. The Committee's recommendation will be forwarded to Council for their review and approval on Monday, March 18 at 7:30 p.m.

I have enclosed an advance copy of an information flyer which shows the alignment and station locations in some detail. If you would like additional copies or more information, please don't hesitate to call the Transportation and Works Department at 896-5787 or 895-5125.

I thank you for your interest and support of the Mississauga Busway.

Sincerely,

HAZEL McCALLION

THE CORPORATION OF THE CITY OF MISSISSAUGA
300 CITY CENTRE DRIVE, MISSISSAUGA, ONTARIO L5B 3C1
TELEPHONE (416) 896-5000

RM 459

APPENDIX 'E'

PUBLIC INVOLVEMENT - MISSISSAUGA TRANSPORTATION STUDY

MISSISSAUGA TRANSITWAY PLANNING STUDY EA REPORT

APPENDIX 'E' - PUBLIC INVOLVEMENT - MISSISSAUGA TRANSPORTATION STUDY

The Mississauga Transportation Study was carried out in the 1982-85 period by the City of Mississauga. An extensive public involvement process was included, but since the study was not carried out as an EA type study and several years have passed, some of the documentation is missing or was never produced. The available material does, however, confirm the nature and extent of the public involvement process at that time.

Public Displays

MISSISSAUGA TRANSPORTATION STUDY

In September, 1982, the City of Mississauga started a comprehensive transportation study of the City. Preliminary plans have been prepared for a number of alternative road and transit networks.

Information centres have been arranged to give interested residents an opportunity to review and comment on the alternative road and transit network proposals.

These information centres will be as follows:

Monday, November 21, 1983
Meadowvale Comm. Centre — 2:00 p.m. - 5:00 p.m.
6655 Glen Erin Drive — 7:00 p.m. - 9:00 p.m.
Large Auditorium

Wednesday, November 23, 1983
Malton Comm. Centre — 2:00 p.m. - 5:00 p.m.
3540 Morning Star Dr. — 7:00 p.m. - 9:00 p.m.
Small Auditorium

Monday, November 28, 1983
Mississauga Valley C.C. — 2:00 p.m. - 5:00 p.m.
1275 Mississauga Valley Blvd. — 7:00 p.m. - 9:00 p.m.
Small Auditorium

Tuesday, November 29, 1983
Port Credit Library — 3:30 p.m. - 5:00 p.m.
20 Lakeshore Rd. E. — 7:00 p.m. - 8:30 p.m.
Auditorium

Additional information may be obtained from Ron Miller of the City Planning staff, telephone 279-7600, extension 470, or Bob Blay, McCormick Rankin Consulting Engineers, telephone 274-3477.

The Corporation of the City of Mississauga
Planning Department
Mississauga, Ontario

25673

MISSISSAUGA NEWS
NOV. 9, 16 1983

Note: attendance at Nov. 21 Information Centre totalled 12 perso

Toronto Star

PUBLIC DISPLAY MISSISSAUGA TRANSPORTATION STUDY

All citizens of Mississauga are invited to view and discuss the preliminary findings of the Mississauga Transportation Study. The Study sets out assumptions for future urban growth; evaluates alternative transportation networks; discusses transportation planning issues; and identifies the need for improvements to road and transit networks.

Staff will be available to explain the Study and its findings, and to respond to questions, at the following locations:

Meadowvale Community Centre
6655 Glen Erin Drive
Monday, November 26, 1984
3:00 to 5:00 p.m. and 7:00 to 9:00 p.m

Huron Park Recreation Centre
830 Paisley Boulevard West
Tuesday, November 27, 1984
3:00 to 5:00 p.m. and 7:00 to 9:00 p.m.

Clarke Hall
161 Lakeshore Road West
Thursday, November 29, 1984
3:00 to 5:00 p.m. and 7:00 to 9:00 p.m.

For further information, please call Ron Miller, City Planning Department, 279-7600, extension 470.

R. G. B. Edmunds
Commissioner of Planning
Planning Department

TORONTO STAR
NOV. 1984

Fle. SP230

November 14, 1983

Cable 10 Mississauga
3573 Wolfedale Road
Mississauga
Ontario

Dear Sir,

Would you kindly broadcast the enclosed schedule concerning information centres for the Mississauga Transportation Study on Cable 10 as a public service. Please call me at 279-7600, extension 319, if you require additional information.

Thank you for your assistance.

Yours truly,

D. Barrett
Manager of Office Services
Planning Department

Enclosure:

CITY OF MISSISSAUGA

1974

PUBLIC DISPLAYS

MISSISSAUGA TRANSPORTATION STUDY

In September, 1982, the City of Mississauga started a comprehensive transportation study of the City. Preliminary plans have been prepared for a number of alternative road and transit networks.

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Monday, Nov. 21, 1983	Meadowvale Community Centre 6655 Glen Erin Drive Large Auditorium	2:00 p.m. - 5:00 p.m. 7:00 p.m. - 9:00 p.m.
Wednesday, Nov. 23, 1983	Malton Community Centre 3540 Morning Star Drive Small Auditorium	2:00 p.m. - 5:00 p.m. 7:00 p.m. - 9:00 p.m.
Monday, Nov. 28, 1983	Mississauga Valley C. C. 1275 Mississauga Valley Blvd. Small Auditorium	2:00 p.m. - 5:00 p.m. 7:00 p.m. - 9:00 p.m.
Tuesday, Nov. 29, 1983	Port Credit Library 20 Lakeshore Road East Auditorium	3:30 p.m. - 5:00 p.m. 7:00 p.m. - 8:30 p.m.

Additional information may be obtained from Ron Miller of the City Planning staff, telephone 279-7600, extension 470, or Bob Blay, McCormick Rankin Consulting Engineers, telephone 274-3477.

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THE CORPORATION OF THE CITY OF MISSISSAUGA
1 CITY CENTRE DRIVE, MISSISSAUGA, ONTARIO, L5B 1M2
TELEPHONE (416) 279-7600

FORM 469

LOCAL MEDIA LIST

GLOBE AND MAIL 444 FRONT ST. W TORONTO, ONT. M5V 2S9	277-4684	Zuhair Kashmeri (Kash) Reporter
MEADOWVALE WORLD MEADOWVALE WORLD 6611 Falconer Drive Unit 1P Mississauga, Ont. L5N 1R3	826-6775	Gail McCabe, Editor
MISSISSAUGA NEWS 3145 WOLFEDARE ROAD MISSISSAUGA, ONT. L5C 3A9	273-8111	Mike Toth, Editor Mary Louise Birks, City Hall
MISSISSAUGA LOCAL 1125 AEROWOOD DRIVE MISSISSAUGA, ONT. L4W 1Y6	629-1301	Mike Solomon, Writer
REVIEW CHAIN P.O.BOX 640 MISSISSAUGA, ONT. L5M 2C2	826-3425	Dale Williams, Editor
STREETSVILLE BOOSTER 24 FALCONER DRIVE MISSISSAUGA, ONT. L5N 1B1	826-3672	Linda McCallion, Editor
TORONTO DAILY STAR, NEIGHBOURS WEST 77 CITY CENTRE DRIVE, 102G MISSISSAUGA, ONT. L5B 1M5	276-2544	Frank Calleja, Bureau Chief Mike Funston, Reporter
THE MISSISSAUGAN 1260 Eglinton Ave. E. Suite 3 Mississauga, Ont. L4W 1K8	624-8443	Lawrence J. Stikeman, Editor
THE VALLEY ECHO P.O.BOX 132, Stn. A. MISSISSAUGA, ONT. L5A 2Z7	276-7955	Frank Juzenas
CJMR RADIO P.O.BOX 1190, PORT CREDIT STN. MISSISSAUGA, ONT. L5G 4M3	279-1190	Mike Caine, Station Manager.
CABLE 10 3573 WOLFEDALE ROAD MISSISSAUGA, L5C 3T6	270-2124	B. MATHESON

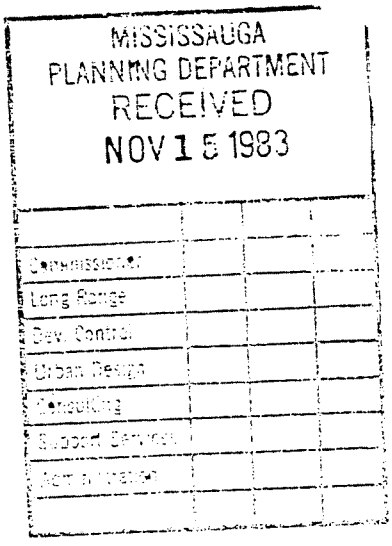
RATEPAYERS SEMINAR - NOV. 9, 1983

FINAL ATTENDANCE FIGURES.

A total of 20 Ratepayers Associations had representatives attending the Seminar on the evening of Nov. 9, 1983 at City Hall in Council Chambers. The breakdown for each Ward is as follows:

Ward 1	1 Assoc. had representatives, from a possible 8.	(Orchard Heights)
Ward 2	8 Assoc. had representatives, from a possible 14. (Albertson-Bramblewood Lane, Lorne Crest, Lorne Park, Meadow-Wood Rattray, Mississauga-Kane, Park Royal, Tecumseh, Trenholme.)	
Ward 3	1 Assoc. had representatives, from a possible 7.	(Applewood Hills)
Ward 4	1 Assoc. had representatives, from a possible 5.	(Mississauga Core)
Ward 5	2 Assoc. had representatives, from a possible 2.	(Malton Comm. and Malton)
Ward 6	1 Assoc. had representatives, from a possible 7.	(Glensharon)
Ward 7	2 Assoc. had representatives, from a possible 4.	(Applewood Acres, Blossom Gardens)
Ward 8	2 Assoc. had representatives, from a possible 4.	(TEMPO, Glen Erin)
Ward 9	2 Assoc. had representatives, from a possible 3.	(Meadowvale Village, Meadowvale Residents)

A total of 25 representatives attended the Seminar.



SP230

CITY OF MISSISSAUGA

OFFICE OF THE MAYOR

November 23, 1983

Dear ,

RE: MISSISSAUGA TRANSPORTATION STUDY

At the recent Ratepayers Seminar, preliminary plans for a number of alternative road and transportation networks were presented for discussion.

These plans will be on display at a series of Information Centres to be held in the near future. A schedule for the Centres is enclosed and I would urge representatives of your Association to attend and to submit your comments on the proposals.

Yours very truly,

HAZEL McCALLION
Mayor

Encl.

Sent to all Ratepayers Organizations except those represented at the Ratepayers Seminar. See list attached.

THE CORPORATION OF THE CITY OF MISSISSAUGA
1 CITY CENTRE DRIVE, MISSISSAUGA, ONTARIO L5B 1M2
TELEPHONE (416) 279-7600

PUBLIC DISPLAYS

MISSISSAUGA TRANSPORTATION STUDY

In September, 1982, the City of Mississauga started a comprehensive transportation study of the City. Preliminary plans have been prepared for a number of alternative road and transit networks.

Information centres have been arranged to give interested residents an opportunity to review and comment on the alternative road and transit network proposals.

These information centres will be as follows:

Monday, Nov. 28, 1983	Mississauga Valley C. C. 1275 Mississauga Valley Blvd. Small Auditorium	2:00 p.m. - 5:00 p.m. 7:00 p.m. - 9:00 p.m.
Tuesday, Nov. 29, 1983	Port Credit Library 20 Lakeshore Road East Auditorium	3:30 p.m. - 5:00 p.m. 7:00 p.m. - 8:30 p.m.

Additional information may be obtained from Ron Miller of the City Planning staff, telephone 279-7600, extension 470, or Bob Blay, McCormick Rankin Consulting Engineers, telephone 274-3477.

0079a

CITY OF MISSISSAUGA
TRANSPORTATION STUDY

INTERIM REPORT
PHASE 8
PUBLIC PARTICIPATION

McCORMICK RANKIN

JUNE 1984

PHASE 8 PUBLIC PARTICIPATION

8.01 Identify Ratepayer Associations, Interest Groups, Review Ward Boundaries and Investigate Locations for Future Meetings

The organized ratepayers associations and interest groups have been identified. Based on these organizations and ward boundaries it was decided that the four public meetings should be held in the following general areas:

Malton
Meadowvale
Valleys
Port Credit

8.02 Prepare Preliminary Display Material, Hand Outs, Draft of Newspaper Advertisement, Notice to Ratepayer Associations

The preliminary display material etc. was distributed for the meeting with the Ward Councillors and the Executive of the Ratepayer Associations.

8.03 Attend Initial Meeting with Ward Councillors and Executive of Ratepayer Associations

A presentation of the study scope and objectives, was made to the Ward Councillors and Executive of the Ratepayer Associations on June 1983.

8.04 Prepare Display Material, Hand Outs, Draft of Newspaper Advertisement, Notice to Ratepayer Association.

The display material etc. was prepared by November 2, 1983.

8.05 Meet with Ward Councillors

A meeting with the Ward Councillors and Executive of Ratepayers Association was held on November 9, 1983. During this meeting the display material and hand outs which had been prepared for the public information centres was reviewed.

8.06 Attend Public Information Centre Meetings to Review Alternatives (Corridors & Networks)

Public information centres were held at the following locations:

Monday, November 21, 1983 - Meadowvale Community Centre,
6655 Glen Erin Drive, Large Auditorium,
2:00 - 5:00 p.m. and 7:00 - 9:00 p.m.

Wednesday, November 23, 1983 - Malton Community Centre,
3540 Morning Star Drive, Small Auditorium,
2:00 - 5:00 p.m. and 7:00 - 9:00 p.m.

Monday, November 28, 1983 - Mississauga Valleys Community Centre, 1275 Mississauga Valley Blvd., Small Auditorium, 2:00 - 5:00 p.m. and 7:00 - 9:00 p.m.

Tuesday, November 29, 1983 - Port Credit Library, 20 Lakeshore Road East, Auditorium, 3:30 - 5:00 p.m. and 7:00 - 8:30 p.m.

A report summarizing the results of the public information centres will be presented during the meeting of December 9, 1983.

11. OTHER BUSINESS - PUBLIC INFORMATION CENTRES DEC.9, 1983

As discussed during the last meeting, the Public Information Centres were scheduled for the month of November as follows:

INFORMATION CENTRES (1983)

Monday, November 21 - Meadowvale Community Centre
6655 Glen Erin Drive, Large Auditorium
2:00 - 5:00 p.m. and 7:00 - 9:00 p.m.

Wednesday, November 23 - Malton Community Centre
3540 Morning Star Drive, Small Auditorium
1:00 - 5:00 p.m. and 7:00 - 9:00 p.m.

Monday, November 28 - Mississauga Valley Community Centre
1275 Mississauga Valley Blvd., Small Auditorium
2:00 - 5:00 p.m. and 7:00 - 9:00 p.m.

Tuesday, November 29 - Port Credit Library,
20 Lakeshore Road East, Auditorium
3:30 - 5:00 p.m. and 7:00 - 8:30 p.m.

A copy of the report that was prepared to document the data illustrated on the display boards at these Information Centres has been included for the information of the committee members.

The attendance at these information centres, while not large, was good in the fact that it gave the residents the opportunity to discuss the transportation study plus any other concerns that they may have with representatives of the City.

In summary, everyone appreciated the opportunity of understanding the background and purpose of the study and, in general, everyone supported the alternative networks being considered.

The major issues that were raised at these centres are as follows:

1. Why do the proposed transit networks not include an L.R.T. line on Airport Road to serve the Malton area in general and the International Centre, more specifically?

2. Residents located on Hurontario Street south of Q.E.W. were supportive of the L.R.T. line but were concerned about the impact that the proposed widenings would have on the value of their property.

3. A representative of the Glensharon Association expressed his concern about the financial justification for the extension of the Queensway west of Mavis Road to Winston Churchill Blvd. (see attached comment form which was the only one filled out during the four information centres).

CITY OF MISSISSAUGA

TRANSPORTATION STUDY

INFORMATION CENTRE

You are invited to comment on the alternative road and transit networks. Kindly leave your response with staff or forward it by December 15, 1983 to:

R. G. B. Edmunds
Commissioner of Planning
City of Mississauga
1 City Centre Drive
Mississauga
Ontario
L5B 1M2

COMMENTS:

During 1976 Meadowvale Residents Assoc. along with twelve other ratepayers' groups questioned the cost-benefit of completing the Queensway W arterey beyond Mavis Rd to Winston Churchill Blvd, a distance of ~3 miles. The cost may be about $1.15 MM per mile for bridging and an overpass at Mississauga Rd. Consequently, we are anxious to know the cost/benefit of providing this 3 mile link to nowhere, as it were. Hopefully it is hoped that the current transportation study will unequivocally work out the cost benefit of providing this 3 miles of stop-and-go traffic.

Our Association is very interested to understand the rationale for the growth of jobs and its traffic generation to the metro area - CBD, Etobicoke, etc. The growth of metro jobs may provide variable forecasts depending on weighting of reductions, et al.

Our Association has appreciated the opportunity for public participation.

NAME Roy Saari

ADDRESS Meadowvale Residents Assoc.
c/o 2382 Rosemary Dr
Mississauga, L5C 1X2

0079a

McCORMICK RANKIN

CONSULTING ENGINEERS

GO-ALRT NORTHERN SECTION

MISSISSAUGA SEGMENT

PUBLIC INFORMATION CENTRES

84 12 11

Special Presentation

December 5, 1984	Erin Mills Rotary Club by R. Nairn, slide presentation on GO-ALRT and Mississauga Transportation Studies

Information Centres

December 5, 1984	University of Toronto Erindale Campus
	77 signed in (19 students) 110 estimated total attendants
December 7, 1984	Mississauga Valley Community Centre
	50 signed in attendants

Display Information

GO-ALRT - Mississauga Segment - full display

GO-ALRT - Oakville & Brampton Segments - full display on alternate dates

GO-ALRT - Brampton & Oakville Segments - partial display on alternate dates

GO-ALRT - Etobicoke Segment - partial display on 2nd date

Mississauga Transportation Study - partial display

Summary Comment Sheets (49 total)

Alignment Endorsement	- Eglinton	2
	- Eglinton/403	3
	- Parkway Belt (Hwy. 403)	20
	- Burnhamthorpe	2
Issues Concerned	- Long term link to communities	8
	- Link to Oakville	2
	- Link to Brampton	2
	- Link to Airport	1
	- Local transit integration (existing transit inadequate - 6)	11
	- Link to TTC (subway)	4

	- Link to U of T Erindale	1
	- Link to Industrial Area	1
	- GO Transit service improvement (incl. local bus interface)	2
	- Travel time	4
	- Walk-in access	8
	- Interim express implementation	10
	- Costs (property values)	4
	- Noise	6
	- Visual	3
	- Natural Environment	2
Presentation	- Endorsement of Analysis & Assessment	8

Requests

- Copy of Mississauga Transportation (6)
- Brief status report for public
- Travel time saving
- Summary of proposals (dates, costs, fares, service schedules)
- Data on technology, guideway alternatives, right-of-way station interface, TTC studies
- Funding of implementation

Questions

- Can public be contacted or invited to CPC office for more detail discussion in reply to questions?

Summary Oral Comments

Concerns

- Local service (particularly elderly citizens)
- Express service to Metro Toronto and Brampton
- Burnhamthorpe land use not compatible with transportation corridor
- Provide service to attract ridership even during development stages

Endorsement

- Parkway Belt (Hwy. 403) alignment
- Deletion of Hurontario from rapid transit initiatives
- Inter-regional strategy for few stations and rapid service including connection to Airport

Interest

- New technology for future

Appreciation

- Amount and thoroughness of information
- Quality of displays
- Summary statements for guidance
- Number of studies in progress

Encourage

- Improvement in local service
- Interim implementation strategy by Mississauga Transportation Study and long term link to downtown Toronto
- Role of Provincial Government in co-ordination of various Transit Authorities for an integrated transit service throughout Greater Toronto Area

Recommend	- GO Transit service improvements with local bus interface - Integrated fare system with direct connections to provide more efficient service and encourage higher use of transit systems
Location of Centre	- The University was found to be a good forum for communication with younger generation, as well as, local residents

NAME	ADDRESS	AFFILIATION (RESIDENT / STUDENT / PLACE OF EMPLOYMENT)
Doug Peters	2 Robert Speck Pkwy Ste [illegible]	Developer
LESLIE SCOTT	10 HIGH PARK AVE TORONTO	STUDENT
Mel & JOYCE LITTLE	1012 SAWGRASS CRES	RESIDENT
[illegible]	3263 [illegible] Cir	Resident
Allan [illegible]	3351 HORNBEAM CR #76	Student
Eric [illegible]	2470 Council Ring Rd	Student
Len Butcher	2582 BARCELLA CR	Resident/Home Owners.
Rob Tooley	Erindale College	student
[illegible] Baker	4101 MARIGOLD CRES.	resident
[illegible]	[illegible]	resident
M. FRANKS	4171 WHEELWRIGHT CRES	resident
G. McLAREN	2547 HOMELANDS DR. MISS	RESIDENT
Keith West	896 Thistle Down Circle	Ministry of the Environment
D.A. TAIT	2770 Council Ring Rd Miss	Resident
G. FREDERICKS	2714 JERRING MEWS MISS	RESIDENT.
[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]
Paul Brent	4232 Butternut Crt	RESIDENT
[illegible] LEON	3239 [illegible] CRES.	RESIDENT
[illegible]	701 [illegible] Wood	[illegible]
[illegible] FOSTER	[illegible] Dean C-	Mississauga [illegible]
[illegible]	[illegible]	[illegible]
D MacCutchon	4053 TRAPPE Cr.	MISSISSAUGA RESIDENT
J. [illegible]	[illegible] [illegible] Cres	[illegible]
L Maddeaux	4297 Thorn Gardens	Miss. Erin Mills
A & V M BARTON	2870 REMEZ CT	ERIN MILLS MISS
F + N CARRUTHERS	2827 Council Ring Rd	RESIDENT OF MISSISSAUGA
Roger Allan	3049 Fallowy Dr	Resident
Britt PATY	3349 MISS RD. ~~MISS.~~	STUDENT
Joanne Timmins	6350 Neuchatel Rd.	STUDENT.
DOMINIC Ng	911 [illegible] DRIVE	SOGGY
JOHN + HAZEL POTTER	1016 SAWGRASS CRES.	RESIDENT
[illegible]	2901 Jerring Mews	Resident
James Whitford	#804 - 20 Mississauga Valley Blvd.	Unitarian Cong. of S. Peel
[illegible]	3361 [illegible] Dr. Mississauga	Resident & Student
John [illegible]	151 ALDERBRAE AVE. TOR.	STUDENT
[illegible]	27 Brenton [illegible]	Business
G FANAKEN	1544 SWANAGE	RESIDENT
CHRIS GAUER	4212 SHELBY CRES	WEST WILLOW COMMUNITY ASSOC

SIGN IN PLEASE

DEC 5 1984

NAME	ADDRESS	AFFILIATION (RESIDENT / STUDENT / PLACE OF EMPLOYMENT)
P. Montgomery	3274 Mississauga Rd.	
[illegible]	2 Fieldway, Toro	Bell Canada
[illegible]	[illegible]	[illegible]
Diane Brown	286 [illegible]	Student
Stephen M. Webb	171 Hallam Ave. Toronto	Part-time Student
[illegible]	1611 [illegible] Cres. Mississauga	Computer Troubleshooter
Santie Edy	101 Balmoral Dr. Bramalea	Student
D. Allen	Scarboro	Student
Brian O'Neil	3513 Mississauga Rd.	Resident
Paul [illegible]	180 Miss. Valley Blvd, Miss. #188	STUDENT.
John Kerry	12 Ardsley Court Miss.	Student
Ed Galea	3349 Curdross Rd Miss	student
Jennifer Pearce	3349 Mississauga Rd House 14	Student
Lilian Wu	32 Omeara Court, Toronto.	Student
Isabel Murray	2243 Buttonbush Miss.	Admin. Assist
[illegible]	29 Trails[illegible]	Student
Frank Bean	45 Harrow Rd W #84 [illegible]	Business Services
Lorna Walker	1060 Warleigh Court Miss.	Credit College - Business
Chester L. Knowles	2470 Council Ring Rd Miss	Policy Advisor
David [illegible]	23 Bernick Rd Willowdale	Student
C. [illegible]	180 Mississauga Valley Blvd	STUDENT
James [illegible]	[illegible]	OAKVILLE
[illegible]	[illegible]	[illegible]
Ken Dawn	[illegible] Blvd Tor.	North York
Keith [illegible]	457 Canterbury Cr, Oakville	
[illegible]	24 [illegible]	
Gordon Graine	701 Meadow Wood Rd. Miss.	U of T.
John [illegible]	105 Alberta Ave. To.	U of T. Staff
[illegible]	32 [illegible] Rd	U.T
Jack Young	9 Ridgehill Dr. Brampton	U. of T.
[illegible]	13 [illegible]	Mississauga LACA
R C [illegible]	2275 Otami Trail	U of T
[illegible]	[illegible] Miss.	Tax [illegible]
[illegible]	[illegible]	U of T - Erindale
[illegible]	[illegible]	Student, Staff

SIGN IN PLEASE

DEC 7 1984

NAME	ADDRESS	AFFILIATION (RESIDENT / STUDENT / PLACE OF EMPLOYMENT)
Ken Franklin	4149 TEAKWOOD DR.	CITY OF MISSISSAUGA
NEVILLE PROSPER	2888 GLACE BAY [illegible]	MISSISSAUGA
WALLY LASHMANIUK	897 WILLOWBANK	Mississauga
Doug Paton	73 King St Miss	Peel Board of Ed
P. Easterbrook	1236 Mona Rd. MISS	Ryerson. Polytech.
C. KRETSCHMANN	1423 MISS. VALLEY BLVD	MISS. / MUTUAL LIFE
J. Cramm	Commerce Crt. W.	TransCanada Pipeline
R. BRIDGES	COMMERCE CRT W.	TRANS CANADA PIPELI
M. Brunet.	CITY CTRE	CITY PLANNING (LACH
M. Evans	" "	City Rec. + Parks (LACAC)
T.H. Downey	1250 MISSISSAUGA VLY BLVD	RETIRED
E.J. CHANDLER	700 UNIVERSITY AVE. T.O.	ONTARIO HYDRO
Marcia Jenn	"	MTL Head Office
SHERRYL DAOUST	755 THE QUEENSWAY EAST	DUFFERIN-PEEL R.C.S.S.
Russell Mathew	39½ Euclid Ave. Toronto	Student
LUCY DANILKO	43 WESTMINSTER AVE TOR.	Student.
Wendy Crooker	Brampton Daily Times	Reporter (BRAMPTON
Stuart Smith	SHIPP CORP.	
[illegible]	SHIPP CORP.	
D. Poolman	RR#1 Kettleby	Hatch Associates
M. MOORHOUSE	105 ADELAIDE St. WEST	NORTH AMERICAN L
E. FORAN.	3695 KANEFF CRES.	RES JANE McGILVEAN.
Connie Perrett	2579 Hurontario St.	Real Estate
D. Bradford	11-1330 Miss Vly Blvd	—
N.G. TYRRELL	95 BURNSIDE DR.	PUBLIC
G W ROBINSON	4290 WILCOX RD	"
R. KHANNA	RR#4 BRAMPTON	PUBLIC
H. MADI	1850 BLOOR #811	Mississauga Stude
BOB STOFKO	3395 CLIFF RD #43	PUBLIC
D. J. FADER.	158 GLAMIS AVE.	TORONTO, ONT.
M. Holowka	4151 TWINE CR. MISS	RESIDENT
DOUG VARLEY.	3575 KANEFF CR. #408 MISS.	RESIDENT
H.E. STEELE	701-1320 MISS. VALLEY BLVD	RESIDENT - HUMBER COLL
P.E. Oehm	55 Armadale Ave. Toronto	—
Tony Lewis	55 Armadale Ave. Toronto	
GORDON BAKER	3483 PINESMOKE CR	RESIDENT

SIGN IN PLEASE

DEC 7 1984

NAME	ADDRESS	AFFILIATION (RESIDENT / STUDENT / PLACE OF EMPLOYMENT)
Tony Chan	R.R.#3 Cataloo East	
K Hammays	1356 AVONBRIDGE DR	RESIDENT
E Hammays	LI	RESIDENT/MISS HOSP
Howard Richter	1423 MISS VALL BLVD #716	RESIDENT.
JOHN W. DEVNEY	3331 BRISTOL DR. BURLINGTON	MISSISSAUGA TRAN.
Wellington Hay	1243 Underwood A	Mississauga
[illegible] + Mrs Nott	236 MISS. VALLEY	[illegible]
HENRY VOS	4282 JEFTON MISS ONT	RESIDENT/MISSISSAUGA
Nancy Watts	2120 [illegible]	[illegible] (BRAMPTON)
Wing Chan	4307 Tea Garden Cir	Resident.
N DAVIS	4161 DURLEY CRES	MISS.

APPENDIX 'F'

CITY COUNCIL ENDORSEMENT

MISSISSAUGA TRANSITWAY PLANNING STUDY EA REPORT

APPENDIX F - CITY COUNCIL ENDORSEMENT

Mississauga City Council has endorsed the proposed Mississauga Transitway at three key points, as documented:

Appendix F-1:	Approval of Mississauga Transportation Study, including Conceptual Transitway location and mode; July 25, 1985
Appendix F-2:	Approval of Recommendations of Mississauga Transitway Planning Study; September 23, 1991.
Appendix F-3:	Approval of Official Plan Amendment - Mississauga Transitway, incorporating the Transitway plan as approved in the City of Mississauga Official Plan; November 1, 1991.

Minutes of the relevant Committee of Council meetings which preceded the full Council sessions may be obtained by request from the Office of the Clerk, City of Mississauga, Mississauga Civic Centre, 300 City Centre Drive, Mississauga, Ontario L5B 3C1.

Relevant public newspaper notices are included, where available.

APPENDIX F-1

MISSISSAUGA CITY COUNCIL RESOLUTION OF APPROVAL

RE: MISSISSAUGA TRANSPORTATION STUDY

JULY 25, 1985

File: SP: 230

SP 230

City of Mississauga

MEMORANDUM

	Action	Info.	Sign
Commissioner			
Long Range		✓	
Dev. Control			
Urban Design			
Consulting			
Support Services			
Administration			

R.G.B. Edmunds/Planning

W.P. Taylor/Engineering & Works

Dept.

From Linda Mailer

Dept. Clerk's

July 18, 1985

Re: Mississauga Transportation Study
File: D.01.02

General Committee at its meeting on July 15, 1985, considered your report dated July 15, 1985, with respect to the above noted matter and recommended the following:

1066-85 (a) That the location of a busway in the Highway 403 east-west corridor, between Winston Churchill Boulevard and the Etobicoke/Mississauga boundary, with an initial connection to the Bloor Subway and possible connections to the Eglinton Avenue and Sheppard/Finch corridors, be endorsed.

(b) That the 1985-1995 Road Improvement Program as amended by the following be endorsed:

- adding the widening of Erin Mills Parkway north of Britannia Road to six lanes in the 1991 - 1995 period;

- replacing Royal Windsor Drive with Beryl Road as the southerly limit of the four-lane widening improvement to Winston Churchill Boulevard.

(c) That the transportation network for roads and transit described in the City Centre Transportation Plan attached as Appendix 2 to the Planning Department report of July 15, 1985 be endorsed.

(d) That the following studies be undertaken:

- a preliminary design study of the proposed busway along Highway 403 from Winston Churchill Boulevard to the Mississauga/Etobicoke boundary, including the City Centre interface, and a similar study jointly by the Cities of Mississauga and Etobicoke for the extension of the busway from the Mississauga/Etobicoke boundary to the Bloor Subway, to address the costs, property requirements, financing, construction staging, and other relevant matters;

/continued

- a study of the organizational structure and equipment requirements to carry out the City of Mississauga transportation function;

- the review and possible revision of the Five-Year Capital Budget, the Mississauga Official Plan, and the City Centre Secondary Plan in light of the recommendations contained in the Planning Department report of July 15, 1985 regarding the Mississauga Transportation Study;

- a joint study by the Cities of Etobicoke and Mississauga regarding the arterial road extension of Highway 403 east from Fieldgate Drive to Eglinton Avenue.

(e) That discussions commence as soon as possible with senior levels of Government to ascertain the timing and financing of all the roads and transit facilities identified by the various transportation studies as necessary to service the development of Mississauga.

(f) That the transportation planning activities of the Provincial Government, neighbouring municipalities, and the Federal Government be monitored to ensure that Mississauga transportation interests are fully recognized in the allocation of funds available for transportation planning and implementation.

(g) That the Mississauga transportation system be reviewed in 1990 or earlier if deemed necessary by City Council.

(h) That the joint report of Engineering and Works Department and Planning Department of July 15, 1985 on the Mississauga Transportation Study be forwarded to the appropriate Federal and Provincial agencies, neighbouring municipalities and the Region of Peel for information.

This recommendation was adopted by Council at its meeting on July 17, 1985.

L. Mailer

Linda Mailer
Committee Coordinator

/1

CITY OF MISSISSAUGA

PLANNING DEPARTMENT

ITEM: 7
FILE: SP 230 Transportation Study
DATE: July 15, 1985

G. C. DATE JUL 15 1985

TO

H. McCallion, Mayor, and Members of the City of Mississauga Council

FROM

R.G.B Edmunds, Commissioner of Planning
W.P. Taylor, Commissioner of Engineering and Works

SUBJECT

Mississauga Transportation Study

ORIGIN

The following resolution adopted by City Council at its meeting on November 5, 1984:

1498-84 (a) That the Interim Executive Summary Report of the Mississauga Transportation Study be circulated to the appropriate Federal, Provincial, Regional and Municipal agencies for comment;

(b) That the public participation program for the next stage of the Transportation Study, as described in the report dated October 26, 1984, from the Commissioner of Planning, be approved;

(c) That the Planning Department report on the responses to the comments received regarding the Interim Report on the Transportation Study.

COMMENTS

A. INTRODUCTION

In September 1982, City Council approved the terms of reference for the Transportation Study; and, after appropriate funding from the City, Region and the Province, a consultant was later engaged to undertake the study tasks. A Political-Technical Co-ordinating Committee of elected officials from Mississauga and staff representatives from Provincial, Regional, and Mississauga agencies was established to direct the Study. During November 1983, a presentation was made by the consultant to a special meeting of ratepayers' groups and public displays were held in four locations to explain the nature of the Transportation Study.

7(a)

In October 1984, the Interim Executive Summary Report of the Study with its preliminary conclusions and recommendations was presented to City Council, which directed staff to circulate the report to the appropriate Federal, Provincial, Regional and Municipal agencies for comment, and to undertake a public participation program and report on the response to it. Accordingly, the report was circulated, a special ratepayers' meeting was arranged in November 1984, and public displays were held to describe and discuss the study report.

The remainder of this report is organized into the following sections:

The first section responds to the comments received from the public and the agencies to which the report was circulated. Some recommendations to the report are made and reflected in the revised (July 1985) Executive Summary Report attached to this report as Appendix 1. The comments received are available for review. As many of the issues and concerns have been expressed by more than one source, the comments are addressed by subject rather than individual agency, group or citizen.

The second section of the report addresses the transportation component of the City Centre Secondary Plan and recommends a road and transit network that will accommodate the proposed land uses of the Plan. For the purposes of the current City Centre Secondary Plan review the City Centre transportation network is identified as a separate section although it is an integral part of the overall transportation study.

The third section discusses future actions that should flow from this report concerning additional studies and input from Mississauga to transportation planning decisions of other jurisdictions.

B. COMMENTS AND RESPONSES - TRANSPORTATION STUDY

Overview

There was general support for the two major Study recommendations: the Road Improvement Plan 1985-1995 and the provision of a busway in the Highway 403 corridor from Erin Mills Parkway to Etobicoke Creek, with connections from it to the Bloor Subway and ultimately to the Eglinton Corridor and possibly the Northern (Sheppard) Corridor. There were some caveats raised regarding the projections used in the Study, the role of GO Transit and the transit mode (busway versus light-rail transit), and related concerns about operational matters; and there are some minor changes recommended to the Road Improvement Network. In addition, further study concluded that the busway should be extended from Erin Mills Parkway to Winston Churchill Boulevard. However, none of the comments or suggested changes detracts from the major direction for the future Transportation Plan as identified in the Executive Summary of the Study.

Land Use Forecasts

The determination of future transportation requirements has been based on population and employment levels of 325 000 and 170 000, respectively, in 1982 growing to approximately 700 000 and 435 000, respectively, over the next 25 to 30 years. These growth forecasts were reviewed in detail with adjacent municipalities, including Metropolitan Toronto, at the early stages of the study and no concerns were expressed at that time. However, one concern raised in the later response from the Metropolitan Toronto Planning Department is the discrepancy between the Mississauga forecasts and those developed by GO-ALRT - referred to as the Scenario 'A' forecasts for 2011. The principal difference is in the forecast of future employment in Mississauga, 435 000 vs 350 000 by GO-ALRT.

Metro contends that the substantially higher employment in Mississauga will tend to underestimate east-bound trips crossing the Peel/Metro boundary and, consequently, the proposed transportation improvements may be insufficient.

7(c)

By comparison, the Mississauga Study has assumed that the employment level in the Central Business District (CBD) of Metro Toronto will increase by 85 000 by 2011. More recent work carried out in conjunction with the planning of the Downtown Rapid Transit Relief Line, however, suggests that the employment level in the CBD may only increase by 40 000 by 2011. If the higher forecast is not realized, the trips crossing the Metro boundary as presently modelled may be over-estimated.

In summary, the future employment forecast of 470 000 jobs for Mississauga and its transportation consequences are based on sound judgment and should continue to be one of the principal bases for the development of the City Transportation Plan.

Level of Transit Service

Metro has also expressed concern over the high level of transit service assumed in the City future transit network which has resulted in increases in the transit modal split at major screenlines from approximately 10% to between 30% to 40% by the year 2011.

The transit service assumed in the network was based on the understanding that Mississauga will be at mature growth some 25 to 30 years from now and the level of service would approximate that presently provided by the Toronto Transit Commission (TTC) in the mature sections of Metro (i.e. three to five-minute headways on surface-transit routes and three-minute headways on rapid-transit lines).

Role of GO Transit

Some agencies, including Metro Toronto, the TTC and GO Transit, expressed concern over the apparent lack of attention to the future role of GO Transit which has, traditionally, been the principal means of accommodating the demand for inter-regional transit. Although the Interim Executive Summary Report did not elaborate on the approach taken to modelling future GO Transit services in Mississauga, or the role of GO Transit in meeting the travel demands across the principal screenlines, the Interim Technical Summary Report addressed those matters in detail.

GO Transit now operates three commuter rail services in Mississauga. The Lakeshore line, which provides all-day service and serves approximately 5 000 Mississauga trips destined to Metro during the morning peak hour, and the Milton and Georgetown lines, which provide only peak-hour service and serve approximately 2 000 and 250 Mississauga trips, respectively, during the morning peak hour.

Recognizing that the Province of Ontario has continually improved the level of GO Transit service, it was concluded that the modelling of future transportation networks in Mississauga should be based on more frequent commuter rail service (twelve (12)-minute headways in the peak hour) on all three lines serving Mississauga. More frequent commuter rail service such as that proposed under the GO-ALRT program (three (3) to five (5) minute headways), was considered as beyond the present planning period; consequently, the future GO-ALRT Lakeshore line was not incorporated into the study modelling exercise. The Northern GO-ALRT Line was modelled in the course of the study as a municipal rapid transit study.

Although the assignments to the GO Transit commuter rail lines slightly under-simulated the ridership levels, the modelling of travel demands recognized the service provided by GO Transit and, unlike the Metro Toronto model, the Mississauga model is the only gravity computer model which accounts for GO Transit services in the network. Further, the combined mode (auto and transit) analysis of both the Credit and the Peel/Metro boundary (with GO Transit commuter rail lines assumed to be operating at capacity) identified the need for municipal rapid transit service in Mississauga in addition to the upgrading GO Transit services.

Transit Mode

Peel Region expressed some concern over the appropriate municipal rapid-transit mode (busway vs light-rail transit) and requested that an economic analysis of the two transit modes be carried out prior to any decision on implementation of the recommended transit program. The question of appropriate transit modes will be studied further during the Municipal Rapid Transit Service Planning Study as described in this report.

7(e)

Transit Operations and Integration of Transit Services

The TTC has raised the question of "... the institutional problems associated with the integration of inter-regional transit services such as fare structures, subsidy policies and operating responsibilities". That is a valid question regarding the Study recommendation to connect a rapid transit line from Mississauga to the Metro rapid transit system, and the answer to it will come from future discussions among the City, Metro Toronto, the Province, and the TTC on the best ways and means of achieving the recommended transit connection.

The matter of future transit operations in Mississauga will be studied in more detail during the Municipal Rapid Transit Service Planning Study, the results of which will be brought to consideration of City Council in the near future.

Extension of Transit Service to Halton

Halton Region has raised the question of a "... bus link between Oakville (and possibly Milton) and Mississauga" during the early 1990's by citing their recent transportation studies which indicate an increasing level of trip attraction to the Mississauga City Centre area from Halton which supports the investigation of an inter-regional bus service.

In that regard, the final computer simulation of travel demand on the future transportation network in Mississauga has assumed a rapid transit linkage along Highway 403 west of the City boundary to Trafalgar Road and southerly to the Oakville GO Station on the Lakeshore GO Transit line. A bus service, operated by either local authorities or GO Transit, between the two municipalities is supported.

Routing of Transit To Bloor Subway

The City of Etobicoke has advised that "the determination of the routing of the interim connection between the Mississauga City Centre and the Kipling subway station should be subject to further studies as alternate routings (such as Highway 427 to Dundas Street) may be more acceptable".

The Mississauga City Centre to Bloor Subway Transit Connection Feasibility Study is addressing the appropriate routing of the interim connection to the Bloor Subway. While Mississauga has identified the appropriate route in Mississauga, additional work is needed to finalize the Mississauga route and select one of the two northerly routes - Highway 427/Dundas vs Eglinton/Richview-Manby Hydro Corridor - in Etobicoke.

Highway 403 Arterial Road Extension

The Etobicoke request that a Feasibility and Needs Study be carried out regarding the proposed arterial road extension across the Etobicoke Creek should be recognized and, consequently, the proposed road extension east of Fieldgate Drive should be deferred from the Road Improvement Program for 1985-1995 to await the outcome of a planning study jointly undertaken by Etobicoke and Mississauga.

Implementation Strategy

GO-Transit suggested that "greater attention could have been given to the possible staging of the proposed schemes" and observed that "the great jump from today's multi-stop bus routes with buses being delayed by street congestion, traffic signals, etc. to the proposed multi-lane busway on a separate right-of-way grade separated at crossing roadways will not occur overnight".

The Mississauga Transportation Study is essentially a systems planning study which has identified the future road and transit system improvements for implementation during the next 25 to 30 years. The initial staging of road and rapid-transit improvements has been identified in the Interim Executive Summary Report. The various changes to the operation of the present transit system will be identified at the next stage in the planning process as part of the Municipal Rapid Transit Service Planning Study.

7(g)

Use of Ministry of Government Services Lands

The Mississauga Recreation and Parks Department has requested that the planning of a future busway system in the Highway 403 and 410 corridors take into consideration the provision for active recreation uses, including a future pedestrian/bicycle pathway in the Highway 403 corridor between Hurontario Street and Mavis Road. As the proposed busway in the Highway 403 corridor between Hurontario Street and Mavis Road is planned to be south of Highway 403 and the pedestrian/bicycle pathway is planned to be on the north side of Highway 403, there will be no apparent conflict between the transit and recreational objectives in the future. The Study does not address the location of an exclusive future busway in the Highway 410 corridor as the timing of such is not considered to be within the 1985 to 1995 period.

Ten Year Road Improvement Program

Three municipalities and one ratepayers association have requested some modifications to the ten (10) year road improvement program identified in the Interim Executive Summary Report. Those requests are addressed below.

Peel Region has requested that consideration be given to widening Erin Mills Parkway north of Britannia Road to six (6) lanes within the ten(10)-year program. The traffic assignments to that north-south link in the network indicate that the level of service on this section of the Erin Mills Parkway warrants widening to six (6) lanes between 1991 and 1995; consequently, this change in the program is recommended.

The City of Brampton has expressed concern over the proposed construction of Fifth Line West within Mississauga as a four(4)-lane roadway in the 1985 to 1991 time period. This position was expressed in the context of the Meadowvale North Business Park Secondary Plan stating that the Fifth Line West extension should be deferred until Brampton, Mississauga and Peel "have agreed upon an appropriate right-of-way width for Fifth Line West between Steeles Avenue and Derry Road, and the responsibility for funding right-of-way acquisitions and road improvements along Fifth Line West south of Steeles Avenue in the City of Brampton". The City of Brampton has requested that these details be addressed as part of the Mississauga Transportation Study. As the City study is basically focused on system requirements for roads and transit, detailed arrangements regarding right-of-way widths and cost sharing are more appropriately negotiated as and when the need to resolve them arises.

Oakville has requested that the southerly limit of the four (4) lane widening of Winston Churchill Boulevard be Beryl Road rather than Royal Windsor Drive so that the City of Mississauga Transportation Plan conforms to the proposed Oakville Transportation Plan. This amendment to the City of Mississauga road improvement program is supported.

Meadowvale Residents Association has expressed concern that the proposed ten(10)-year road improvement program does not include the widening of Winston Churchill Boulevard south of Britannia Road. In response, it should be noted that the 1991 road network in that area of the City assumed the completion of Highway 407 between Highway 403 and Highway 401 with interchanges at Britannia Road and Derry Road as well as a new interchange at Highway 401 and Winston Churchill Boulevard. Those improvements to the Provincial freeway system were forecast by Ministry representatives to be operational by the early 1990's; consequently, the traffic assignments to the section of Winston Churchill Boulevard south of Britannia Road did not warrant widening to four (4) lanes in the ten (10) year program. In the event those improvements to the freeway network are not completed within this time frame, the City may have to consider advancing the widening of this facility.

C. CITY CENTRE TRANSPORTATION NETWORK

Overview

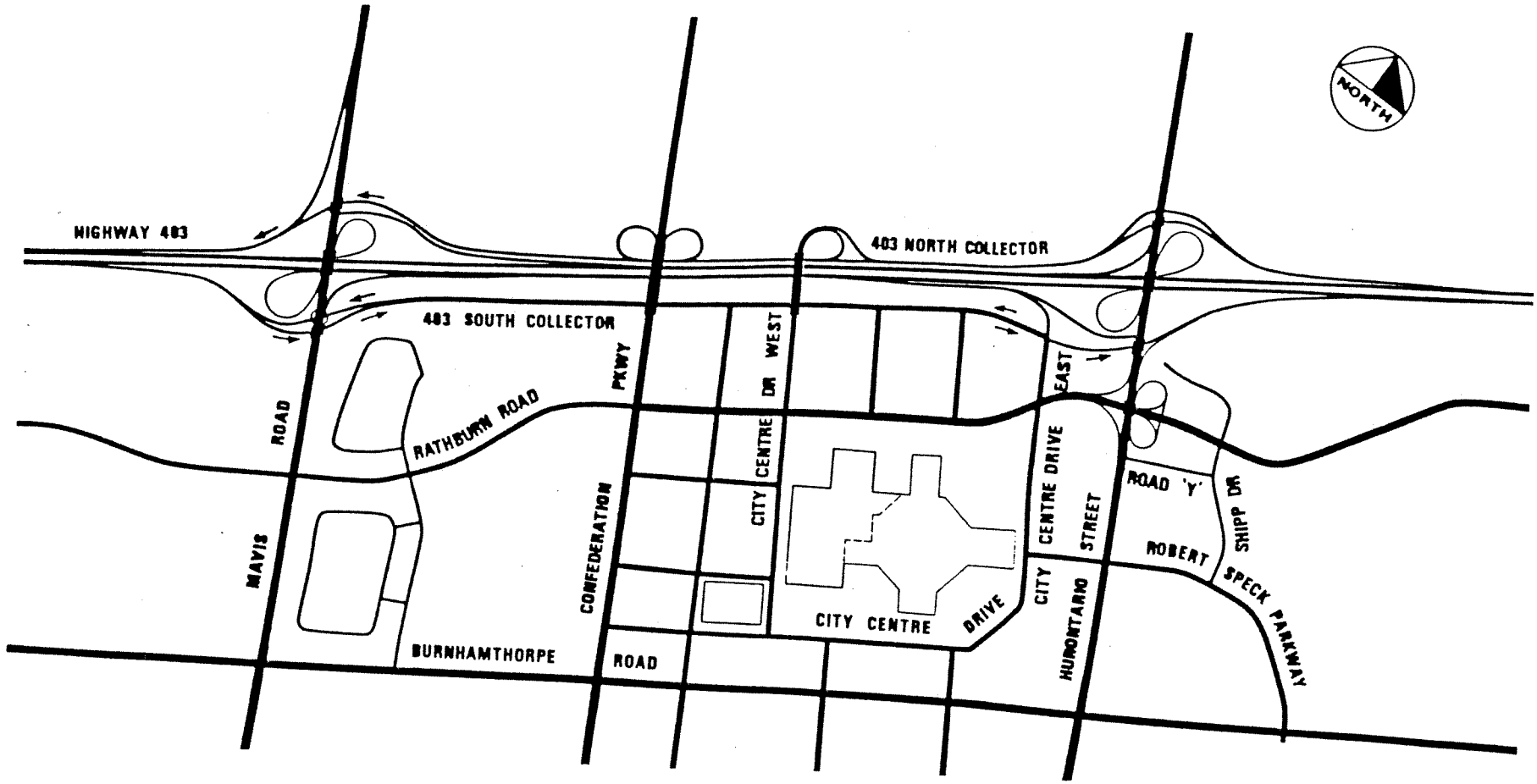
Although not addressed by the Executive Summary Report, the City Centre Transportation Network is the subject of a separate report which is part of the Mississauga Transportation Study. Using travel demand forecasts of the Region of Peel transportation planning model, an analysis of the approved development levels (25 000 residents and 65 000 employees) contained in the City Centre Secondary Plan was carried out. The report, attached as Appendix 2, was discussed with representatives of the Ministry of Transportation and Communications and circulated to the major landowners for their review and comments.

7(ii)

Since the report describes the analysis, alternatives, and recommendations in detail, this report only briefly summarizes them. As can be seen by the attached Figure 1, shortfalls in road capacity will be met by improvements to the major roads in and surrounding the City Centre. Among the most significant improvements is the establishment of a system of parallel collector roadways to Highway 403, a more southerly alignment of Rathburn Road, and the construction of direct ramps inter-connecting Hurontario Street with Rathburn Road.

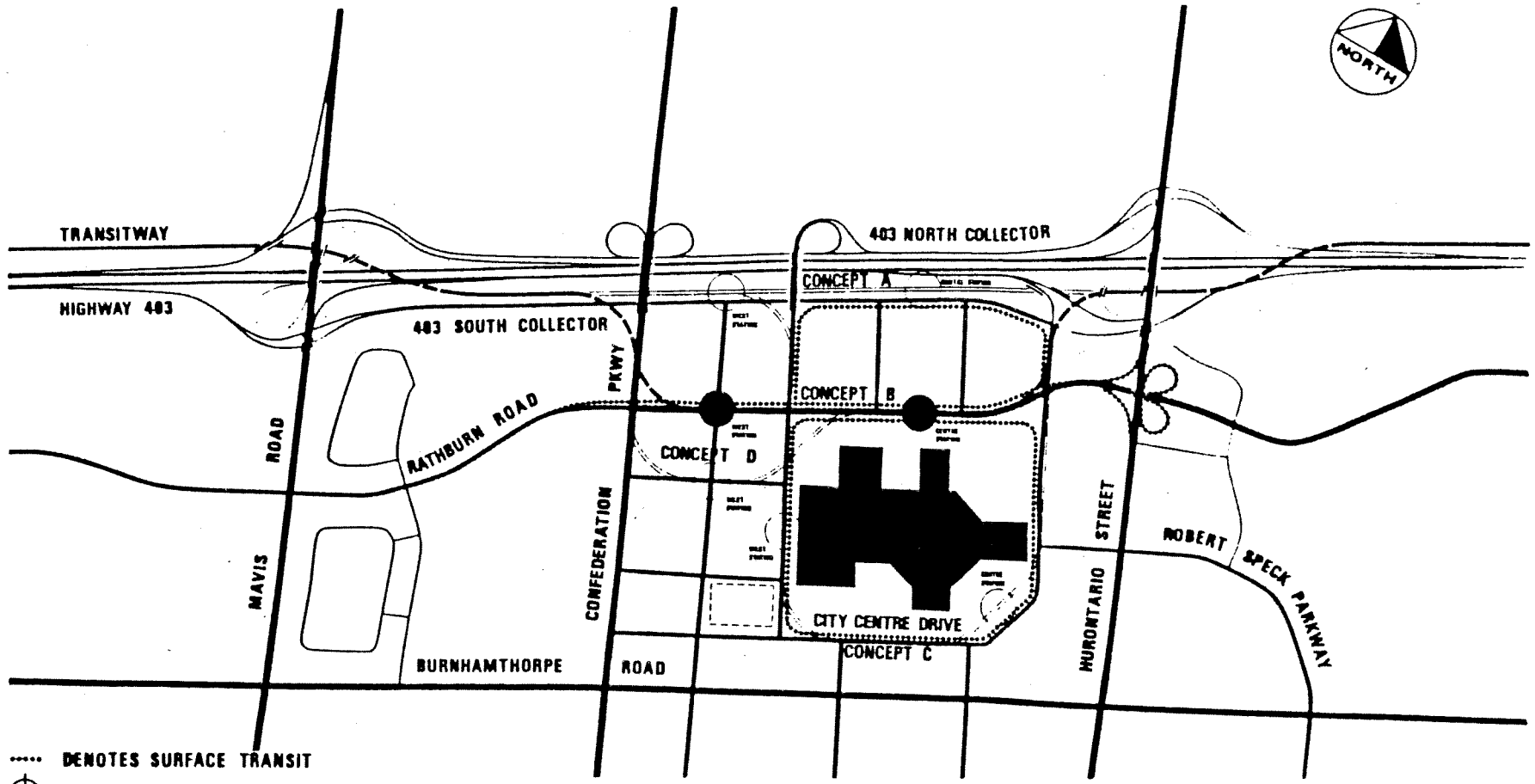
With respect to transit, the Transportation Study recommends the development of a busway in the Highway 403 corridor connecting the City Centre to the Bloor Subway initially, and eventually extended westerly to Winston Churchill Boulevard and connected to the Eglinton Rapid Transit Corridor in Metro Toronto. Two studies are underway examining this proposal in more detail: the City Centre - GO ALRT Interface Study, which is investigating and evaluating alternative alignments and station options for the GO ALRT system, and the Municipal Rapid Transit Service Study, which is investigating and evaluating both the routing of the busway in the Highway 403 corridor, including station requirements, as well as the operational aspects of the transit way and surface transit system. Regarding the City Centre - GO ALRT Interface Study, four possible below-grade alignment concepts, as shown on attached Figure 2, including stations for the GO ALRT system south of Highway 403 between Hurontario Street and Mavis Road, have been identified, analyzed and evaluated. The details of the study are provided by Appendix 2, but in summary, the study concludes that the Concept 'B' alignment would best serve the major planning objectives.

Although a complete phasing program for all the suggested improvements for the next 30 years is not practical, because the rate and timing of development cannot be clearly defined, the report on p. 32-37 does provide a summary of the necessary improvements to the transportation network that will be required to accommodate development within the City Centre to the mid 1990's.



MISSISSAUGA CITY CENTRE
ULTIMATE ROAD NETWORK

FIGURE 1



MISSISSAUGA CITY CENTRE ULTIMATE TRANSIT NETWORK

FIGURE 2

D. FUTURE ACTION

If endorsed by City Council, the Ten-Year Road Improvement Program, the proposed busway in the Highway 403 corridor, and the transportation network and staging program for the City Centre constitute the basic elements of a revised transportation system for Mississauga. Transportation planning is, however, a continuous process that requires further action to ensure that the proposed system is achieved. For Mississauga, there are two fundamental future considerations: the impact of the transportation initiatives of other jurisdictions, and the early formulation of an implementation strategy.

Other Studies

In October 1982, the Provincial Government announced the advent of a study program called GO ALRT (Government of Ontario - Advanced Light Rail Transit) for transit facilities in the Greater Toronto Area defined generally to include Oakville, Oshawa, Brampton, Metro Toronto and Pickering. The study program is in two parts; Lakeshore GO-ALRT and the Northern GO-ALRT. The former study is concerned with the existing Lakeshore rail corridor and possible improvements to it. Extensions at both ends, to Hamilton in the west and Oshawa in the east, have begun. The study for the Northern GO-ALRT section is examining the possibility of establishing new light-rail, rapid-transit connection between Oakville, Mississauga, Brampton, Pearson International Airport, North York City Centre and Scarborough City Centre. A public display was held in November 1984 for this GO ALRT section, showing alternative alignments. Following analysis and evaluation of the alternatives, recommendations will made to the Provincial Government for final decision. No final date has been established as to when this will occur.

With respect to Mississauga, the alignments under study consist of a section between Oakville and Mississauga, an east-west section traversing Mississauga and continuing to Metro Toronto, and a north-south section between Mississauga and Brampton. The Mississauga Transportation Study, which recommends the Highway 403 corridor as the major east-west transit facility in Mississauga constitutes significant input to the final decision by the Province, since much of the same data and many of the same individuals were involved in both the Mississauga and GO-ALRT studies.

Within Metropolitan Toronto, a recently released study, "Network 2011 A Rapid Transit Plan for Metro Toronto" recommended priorities for the development of transit facilities which will have significant implications for Mississauga. Briefly, the report examines the three rapid transit proposals under study and recommends the following priorities: Sheppard/Finch line, Downtown Relief line, Eglinton West Rapid Transit line. The study is being circulated for comment by Metro Toronto to the relevant agencies and municipalities, and it is expected that the matter will be referred back to Metro Council for a decision in late 1985 or early 1986.

Both the Provincial and Metro studies represent the kind of transportation planning activity that must be monitored closely to ensure that Mississauga interests are recognized and respected. Such participation on the part of Mississauga reciprocates the involvement and input that Metro and the Province had to the Mississauga Transportation Study. From a more substantive point of view, the success of an east-west busway in Mississauga is to some extent dependent on the connections to transit facilities and roads within Metro Toronto. In the short term, a busway in the Highway 403 Corridor will require a connection to the Bloor Subway and ultimately to the Eglinton corridor line and possibly to the Sheppard/Finch corridor line. Finally, it is important that Mississauga participate actively in the transportation planning and decision making in the Greater Metropolitan Toronto Planning Area to ensure that it receives an appropriate share of the financial resources available for the development of transportation facilities. The ultimate decision for an overall strategy for the Greater Toronto Area will be made by the Provincial Government. As the municipality which will likely experience the major growth within that area, an important way in which Mississauga can have significant input to the decisions of the Provincial Government regarding investment priorities and the provision of facilities is through active participation and involvement in commenting on and responding to the transportation planning initiatives of other jurisdictions.

Implementation Strategy

Although it is important to respond to the initiatives of other municipalities, it is equally important to develop a separate implementation strategy that will establish priorities within Mississauga and ensure that the principles established by the Transportation Study are followed. The strategy has two components; a series of follow-up studies and, secondly, negotiations with the Province primarily regarding funding for both the transportation studies and facilities.

As regards future studies, a preliminary design study of the proposed busway along the Highway 403 corridor - from Winston Churchill Boulevard to the Mississauga-Etobicoke boundary - should soon commence, to identify land and capital works requirements and their costs. This study should also address the method of financing the busway and to investigate in detail the interface of the busway with the City Centre based on the Concept B alignment. Discussions with the City of Etobicoke should be entered into to ensure that a similar study is carried out jointly by Mississauga and Etobicoke for the section between the Etobicoke-Mississauga boundary and Highway 427 as well as the connection from Highway 427 to the Kipling station on the Bloor Subway line.

Other studies which should occur are the review and possible revision of the current five-year capital budget to achieve consistency with the recommendations contained in the Ten-Year Road Improvement Program; the review and revision of the Primary Plan, and the City Centre Secondary Plan, and other relevant secondary plan documents, to bring them into conformity with the changes recommended to the transportation network contained in this report; and the joint Mississauga/Etobicoke study referred to previously in this report regarding the arterial extension of Highway 403 east to Eglinton Avenue. A functional study of the Highway 403 corridor, "Municipal Rapid Transit Service in the Highway 403 Corridor Planning Study" begun in March, 1985, to provide details regarding busway options, horizontal and vertical alignments, station requirements, and transit operations, among other matters, should be completed.

7(0)

A study should also be carried out to precisely define the Mississauga transportation planning function in light of the recommendations of the Transportation Study and recommend the organizational structure and equipment requirements, such as computer facilities, necessary to administer and execute it.

Other studies may be required as the proposed transportation network develops and a review of the entire transportation system should occur from time to time as the need is identified.

Discussions at both the political and staff levels should be initiated with the senior levels of government regarding the funding of the aforementioned transportation studies and facilities to ensure that Mississauga receives its fair share of available resources. As noted previously, negotiations should also occur between the Cities of Etobicoke and Mississauga regarding the joint study for the arterial road extension of Highway 403 to Eglinton Avenue from Fieldgate Drive, and the joint study of the Mississauga busway from the Mississauga/Etobicoke boundary to the Bloor Subway.

CONCLUSIONS

The importance of transportation capacity cannot be over-estimated in achieving the goals and objectives of the Official Plan, particularly with respect to City identity and the balancing of housing and employment opportunities. With a planned, ultimate population of about 700 000 and employment of approximately 435 000, and the likely related growth rate, Mississauga is destined to be a sophisticated and significant urban centre, and, consequently, must have the transportation system necessary to properly service it. Future discussions with the Province regarding transportation needs, priorities, and subsidies must emphasize this point. If the financial resources necessary to fund the additional transportation facilities required to accommodate such growth are not available, a review of the role of Mississauga as a principal urban growth centre should be undertaken.

The comments received in response to the circulation of the Interim Executive Summary Report of the Mississauga Transportation Study, and the results of the public participation program, have generally supported the major recommendations of the report; namely, the 1985-95 Road Improvement program contained therein (with minor amendments) and the location of a busway in the east-west Highway 403 transportation corridor with connections to Metro Toronto via initially the Bloor-Danforth Subway and ultimately the Eglinton and/or Sheppard/Finch Corridors. The approval of these recommendations, as well as those contained in the City Centre transportation plan, would provide Mississauga with an up-to-date transportation planning strategy that would guide planning and capital budget decisions and also provide effective input to the important transportation decisions that the Province will make in the future.

Transportation planning in Mississauga does not cease with the completion of the Transportation Study. More detailed transportation studies of various aspects and specific areas of the City must continue, in addition to the careful monitoring of planning initiatives of both the Provincial Government and neighbouring municipalities in order to ensure that future growth is properly serviced with transportation. Discussions, primarily at the Provincial level, at both the political and staff level regarding the financing of both studies and facilities should begin immediately. Also discussions with the City of Etobicoke should soon occur regarding the arterial extension of Highway 403 from Fieldgate Drive to Eglinton Avenue and the busway within Etobicoke from the Mississauga/Etobicoke boundary to the Kipling station.

RECOMMENDATIONS

1. That the location of a busway in the Highway 403 east-west corridor, between Winston Churchill Boulevard and the Etobicoke/Mississauga boundary, with an initial connection to the Bloor Subway and possible connections to the Eglinton Avenue and Sheppard/Finch corridors, be endorsed.

7(g)

2. That the 1985-1995 Road Improvement Program as amended by the following be endorsed:

   - adding the widening of Erin Mills Parkway north of Britannia Road to six lanes in the 1991 - 1995 period;

   - replacing Royal Windsor Drive with Beryl Road as the southerly limit of the four-lane widening improvement to Winston Churchill Boulevard.

3. That the transportation network for roads and transit described in the City Centre Transportation Plan attached as Appendix 2 to the Planning Department report of July 15, 1985 be endorsed.

4. That the following studies be undertaken:

   - a preliminary design study of the proposed busway along Highway 403 from Winston Churchill Boulevard to the Mississauga/Etobicoke boundary, including the City Centre interface, and a similar study jointly by the Cities of Mississauga and Etobicoke for the extension of the busway from the Mississauga/Etobicoke boundary to the Bloor Subway, to address the costs, property requirements, financing, construction staging, and other relevant matters;

   - a study of the organizational structure and equipment requirements to carry out the City of Mississauga transportation function;

   - the review and possible revision of the Five-Year Capital Budget, the Mississauga Official Plan, and the City Centre Secondary Plan in light of the recommendations contained in the Planning Department report of July 15, 1985 regarding the Mississauga Transportation Study;

   - a joint study by the Cities of Etobicoke and Mississauga regarding the arterial road extension of Highway 403 east from Fieldgate Drive to Eglinton Avenue.

5. That discussions commence as soon as possible with senior levels of Government to ascertain the timing and financing of all the roads and transit facilities identified by the various transportation studies as necessary to service the development of Mississauga.

6. That the transportation planning activities of the Provincial Government, neighbouring municipalities, and the Federal Government be monitored to ensure that Mississauga transportation interests are fully recognized in the allocation of funds available for transportation planning and implementation.

7. That the Mississauga transportation system be reviewed in 1990 or earlier if deemed necessary by City Council.

8. That the joint report of Engineering and Works Department and Planning Department of July 15, 1985 on the Mississauga Transportation Study be forwarded to the appropriate Federal and Provincial agencies, neighbouring municipalities and the Region of Peel for information.

R.G.B. Edmunds
Commissioner of Planning

W.P. Taylor, Commissioner
Engineering and Works

1763a/0169a

Approved by:

TABLE 1

MISSISSAUGA TRANSPORTATION STUDY

SUMMARY OF COMMENTS ON INTERIM EXECUTIVE SUMMARY REPORT

Agency/Municipality	Date	Approval in Principle	Comments/Concerns
Federal Government			
1) Transport Canada	Dec. 12/84	yes	none
Municipalities			
2) Metropolitan Toronto	Jan. 24/85	yes	o land use forecasts o level of transit service o role of Go Transit/GO-ALRT
3) Region of Peel	Jan. 16/85	yes	o economic analysis of busway vs LRT o widening Erin Mills Parkway
4) Region of Halton	Dec. 12/84	yes	o westerly extension of rapid transit o comparison of screenline demands o clarification of boundary road improvements
5) City of Etobicoke	Feb. 6/85	yes	o GO-ALRT effect on transit ridership o routing of interim connection to Kipling o extension of 403 arterial
6) City of Mississauga	Dec. 21/84	yes	o recreation use of MGS lands
7) City of Brampton	Dec. 18/84	yes	o extension of Fifth Line West
8) Town of Oakville	Jan. 22/85	yes	o southerly limit of widening of WCB

Agency/Municipality	Date	in Principle	Comments/Concerns
Transit Agencies			
9) GO Transit	Jan. 25/85	yes	o role of GO Transit in network analysis o implementation strategy
10) GO-ALRT	Feb. 22/85	yes	none
11) Toronto Transit Commission	Dec. 24/84	yes	o role of Go Transit o integration of transit services o validity of cost estimates
Other Agencies/Interest Groups/Individuals			
12) Dufferin-Peel Roman Catholic Separate School Board	Nov. 15/84	yes	none
13) Peel Board of Education	Dec. 4/84	yes	o school bus needs
14) Credit Valley Conservation Authority	Jan. 23/85	yes	o road crossings of watercourses and floodplains
15) Meadowvale Residents Association	Dec. 14/84	yes	o widening of Winston Churchill Boulevard south of Britannia
16) Airport Corporate Centre	Dec. 3/84	yes	o extended bus service along Eglinton Avenue
17) Minister of Revenue	Dec. 4/84	yes	none

APPENDIX F-2

MISSISSAUGA CITY COUNCIL RESOLUTION OF APPROVAL

RE: MISSISSAUGA TRANSITWAY PLANNING STUDY

SEPTEMBER 23, 1991

Public Meeting Notice
Mississauga Transitway
Environmental Assessment and Planning Study

Ontario

The Mississauga Transitway (formerly the Mississauga Busway) Environmental Assessment and Planning Study has been underway since late 1989 and now is near conclusion.

On September 4, 1991, at a public meeting of the Operations and Works Committee, Staff will present a summary of the project (ie. the need, location, alignment and features) in the context of the city's long-term land-use and transportation strategies, along with the draft Environmental Assessment and related planning recommendations. If the recommendations are endorsed by the Operations and Works Committee they will be presented to Council for approval on September 23, 1991.

You are invited to comment on the Mississauga Transitway Environmental Assessment and Planning Study, in writing or in person, at the public meeting:

Wednesday, September 4, 1991, 7:00 p.m.

Mississauga Civic Centre
Council Chambers, second floor
300 City Centre Drive, Mississauga

If you wish to comment in person on September 4, please register as a deputant with the Office of the Clerk at **896-5426.** Deputations can also be made to Council on September 23.

Upon approval by Council, the Environmental Assessment Report will be submitted to the Ministry of the Environment of Ontario for further government and public review under the Environmental Assessment Act.

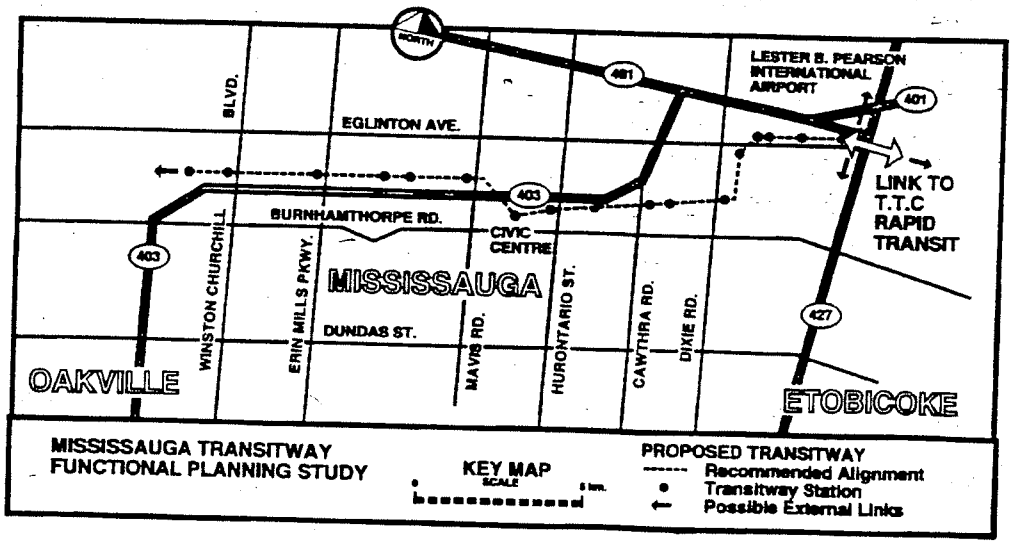
Comments and information are being collected to assist the City of Mississauga in meeting the requirements under the Environmental Assessment Act. They will be maintained as a public data base and, unless otherwise requested, may be included in the study documentation which is made available for public review.

The Transitway is part of the "Let's Move" initiative of the Province of Ontario, which has provided financial support for the study.

For further information call:

Kees Schipper, P.Eng.
Director, Transportation and Engineering Planning
896-5787

Robert Sasaki
Manager, Transportation Planning
896-5125



Thurs. Aug 22/91 Toronto Star A W3
Wed. Aug. 21/91 Mississauga News. P.C2

OCT 10 1991

CITY OF MISSISSAUGA
INCORPORATED 1974

OFFICE OF THE MAYOR

TRANSPORTATION & WORKS DEPARTMENT
SEP 23 1991

Route To	Initials	Date
KS	KS	
RS	H	
MW		

cc Steve Schijns
M+R

August, 1991

Dear Interested Citizen:

I would like to take this opportunity to invite you to a public meeting of the Operations and Works Committee on September 4, 1991 at 7:00 p.m. At this meeting city staff will present a summary of the proposed Transitway, including the need, location, alignment and special features.

The project will be presented within the context of the City's long-term land-use and transportation strategies, along with the Environmental Assessment and related planning recommendations. If the recommendations are endorsed by the committee, they will be presented to Council for approval on September 23, 1991.

You may comment in writing or in person, at the public meeting. If you wish to comment in person on September 4, please register as a deputant with the Office of the Clerk at 896-5426. Deputations can also be made to Council on September 23.

Please see overleaf for additional information. If you require further information please contact Kees Schipper, P.Eng., Director, Transportation and Engineering Planning, 896-5787 or Robert Sasaki, Manager, Transportation Planning, 896-5125.

Sincerely,

HAZEL McCALLION

THE CORPORATION OF THE CITY OF MISSISSAUGA
300 CITY CENTRE DRIVE, MISSISSAUGA, ONTARIO L5B 3C1
TELEPHONE (416) 896-5000

Agenda

SESSION 20

THE COUNCIL OF

THE CORPORATION OF THE CITY OF MISSISSAUGA

AGENDA

MONDAY, SEPTEMBER 23, 1991, 7:00 P.M. SESSION

COUNCIL CHAMBER

CIVIC CENTRE

300 CITY CENTRE DRIVE, MISSISSAUGA, ONTARIO, L5B 3C1

Prepared by: Mrs. Shalini Alleluia, Office of the Clerk (896-5471)

1. CALL TO ORDER

2. DEPUTATIONS

(a) Dr. Chester Krowles, 2470 Council Ring Road, Mississauga, Ontario, L5L lE6

(b) Ms. Cilia Sprod, 2058 Lynchmere Avenue, Mississauga, Ontario, L5B lW8

(c) Ms. Eva Berlin, TEMPO Resident's Association, 4412 Idlewilde Crescent, Mississauga, Ontario, L5M 4E4

(d) Mr. Wyman Parker, 3122 Hurontario Street, Mississauga, Ontario, L5B lN8

(e) Mr. John Bennett, 3400 Swallowdale Court, Mississauga, Ontario, L5L 3P2

(f) Ms. Donna Howard, 1974 Roy Ivor Crescent, Mississauga, Ontario, L5L 3N8

(g) Ms. Betty Merkley, 3380 Cider Mill Place, Mississauga, Ontario, L5L H6

(h) Mr. Tony Gibara, 4436 Romfield Crescent, Mississauaga, Ontario, L5L 4K9

3. CORRESPONDENCE

(a) Information Item I-1

4. CORPORATE REPORTS

R-1 Mississauga Transitway - Supplementary Report

Report dated September 16, 1991 from the Commissioner of Transportation and Works in response to questions raised at a previous Operations and Works Committee meeting on September 4, 1991 and a Ward 8 meeting on September 10, 1991 with respect to the Mississauga Transitway.

RECOMMENDATION:

That the report dated September 16, 1991 from the Commissioner of Transportation and Works, entitled "Mississauga Transitway - Supplementary Report" be received for information.

Resolution available
TS.04.Mississauga Transitway

5. UNFINISHED BUSINESS

UB-1 Mississauga Transitway Planning & Environmental Assessment Study

Report dated August 22, 1991 from the Commissioner of Transportation and Works regarding the Mississauga Transitway Planning and Environmental Assessment Study.

The Mississauga Transitway Planning and Environmental Assessment Study can be viewed between Monday to Friday, 8:30 a.m. to 4:30 p.m. at the Office of the Clerk, 3rd. Floor, Mississauga Civic Centre.

RECOMMENDATIONS:

(a) That the alignment and station locations for the Mississauga Transitway illustrated in Exhibits 2, 3, and 4 of the report of the Commissioner of Transportation and Works dated August 22, 1991, entitled "Mississauga Transitway Planning and Environmental Assessment Study" be adopted.

(b) That the Commissioner of Transportation and Works be authorized to finalize the "Mississauga Transitway Planning and Environmental Assessment Study Report" and to make a formal submission to the Ministry of the Environment to initiate their official review process, under the Environmental Assessment Act.

(c) That the Commissioner of Planning and Development, in consultation with the Commissioner of Transportation and Works prepare a report on the Official Plan Amendment for the Mississauga Transitway, and to make the necessary arrangements for a public meeting, in accordance with the requirements of the Planning Act.

(d) That copies of the report of the Commissioner of Transportation and Works dated August 22, 1991, entitled "Mississauga Transitway Planning and Environmental Assessment Study" be distributed to the following agencies/municipalities for their information:

- Ministry of Transportation Ontario,
- GO Transit,
- Regional Municipality of Peel,
- City of Brampton,
- Metropolitan Toronto,
- City of Etobicoke,
- Toronto Transit Commission,
- Regional Municipality of Halton,
- Town of Milton,
- Town of Oakville,
- Ministry of the Environment,
- Ministry of Municipal Affairs,
- Ontario Hydro.

This report was considered by the Special Operations and Works Committee on September 4, 1991 and deferred pending a meeting to be held by Mayor H. McCallion and Councillor D. Lane - Ward Councillor for Ward 8, staff, consultants and any other interested parties, prior to this Council Meeting. The Ward 8 meeting was subsequently held on the evening of September 10, 1991, at the Erin Mills Twin Arena.

TS.04.Mississauga Transitway

6. MOTIONS

(a) To receive the report dated September 16, 1991 from the Commissioner of Transportation and Works, entitled "Mississauga Transitway - Supplementary Report" for information.

Resolution available
TS.04.Mississauga Transitway

7. ADJOURNMENT

SESSION 20

THE COUNCIL OF

THE CORPORATION OF THE CITY OF MISSISSAUGA

ADDITIONAL AGENDA

MONDAY, SEPTEMBER 23, 1991, 7:00 P.M. SESSION

(Draft Mississauga Transitway Planning & Environmental Assessment Study)

2. ADDITIONAL DEPUTATIONS

(i) Mr. Jeff Kratky, Ivanhoe Inc, 4 Eva Road, Suite 427, Etobicoke, Ontario, M9C 2A (property on Skymark Drive in the Airport Corporate Centre)

(j) Mr. Stan Abramowist, Potpourri Store at Square One Shopping Centre, 100 City Centre Drive, Mississauga, Ontario, L5B 2C9

(k) Ms. Sherry Lee, 4080 Treetop Crescent, Mississauga, Ontario, L5L 2L8

(l) Mr. John Charal, 4458 Idlewilde Crescent, Mississauga, Ontario, L5M 4E3

3. CORRESPONDENCE

(a) Information Item I-2

7. PETITION

(a) Petition dated September 22, 1991 from the congregation of the Peace Lutheran Church, Square One Shopping Centre, 100 City Centre Drive, Mississauga, Ontario, L5B 2C9

(b) Petition dated September 23, 1991 from Anston Mendes, 31 High Street East, Suite 910, Mississauga, Ontario, L5G 1J9 on behalf of commuters at Square One and students of Sheridan and Humber Colleges.

MISSISSAUGA Corporate Report

R-1

Received by Clerk's Dept.

Clerk's Files TS.04.Mississauga Transitway

Originator's Files 11 141 00010
11 161 00011
17 111 89128

DATE: September 16, 1991

TO: Mayor McCallion and Members of Council

FROM: G. S. Spencer, P.Eng., Commissioner of Transportation and Works

SUBJECT: Mississauga Transitway - Supplementary Report

ORIGIN: Transportation and Works Department

BACKGROUND: At its meeting on September 4, 1991, the Operations and Works Committee had before it a report of the Commissioner of Transportation and Works (August 22, 1991) entitled, "Mississauga Transitway Planning and Environmental Assessment Study."

The Operations and Works Committee deferred consideration of this matter to a special meeting of City Council scheduled for September 23, 1991, at 7:00 p.m., to allow a meeting to be held in Ward 8.

The Ward 8 meeting was subsequently held on the evening of September 10, 1991, in the Erin Mills Twin Arena. Minutes for this meeting have been prepared by the City Clerk.

This supplementary report is in response to questions raised at the aforementioned Operations and Works Committee and Ward 8 meetings on the Mississauga Transitway.

COMMENTS: Cost, Ridership Estimates, Impacts of Long Term Transit Strategy

A number of questions have been raised relating to the costs, ridership estimates and impacts of the Long Term Transit Strategy presented at the Operations and Works Committee meeting on September 4, 1991.

As indicated in the report of the Commissioner of Transportation and Works (August 22, 1991) the Long Term Transit Strategy is conceptual only. It is not based on a detailed analysis of ridership forecasts, costing or impact analysis. As stated on Page 10 of the aforementioned report,

> "Further detailed study will be required to verify the need and determine the feasibility, property requirements, timing and associated costs of the individual components. The Transportation and Works Department's staff have developed a Draft Terms of Reference and are reviewing these with Ministry of Transportation Ontario's (M.T.O.) staff with a view to securing a Provincial subsidy to carry out the necessary studies."

R-1(a)

In a subsequent meeting with M.T.O. staff, it has become apparent that, due to budgetary restraints, only certain components of the Transit Strategy will be considered for M.T.O. subsidies over the next year.

In this regard, M.T.O. have indicated that study should be limited to short term improvements such as High Occupancy Vehicle (H.O.V.) applications.

Further discussion with M.T.O. staff will be required to finalize the study details, including terms of reference and upset costs.

In the absence of more detailed analysis the following comments are offered on the costs of the Long Term Transit Strategy:

Capital Costs

o The estimated cost of constructing the Transitway is approximately $500 million.

In order to show how much taxpayers will be expected to pay, two tables have been prepared (attached as Appendix 1) showing the cost breakdown using 1991 dollars and inflated dollars.

The results are shown for the total project and selected years and assumes the projected costs will be spread over a 20 year period.

The results indicate that residential taxes on a per capita basis of 84¢ in 1991, 63¢ in 2001 and 56¢ in 2011. Taking into account inflation the residential per capita tax is 84¢ in 1991, $1.02 in 2001 and $1.48 in 2011.

o Other transit capital costs associated with the implementation of the Transit Strategy are contained in a consultant study, entitled "Analysis of Growth Related Transportation Infrastructure" prepared by McCormick Rankin and Associates Limited for the City of Mississauga in July 1991, as input into the City of Mississauga's Development Levy Review.

These additional costs are based on projected needs over the next 20 years, and are summarized below (in 1991 dollars):

Fleet Requirements (500 buses)	$158,532,000
Transit Garages	$ 46,378,000
Transit Mini-terminals	$ 13,000,000
Total	$217,910,000

It is assumed that Provincial subsidies will cover 75% of the costs of these additional facilities and that the remaining 25% will be included in development levies.

As a result, City of Mississauga taxpayers will not be required to fund these additional capital expenditures.

R-1(b)

- The widening of roadways to accommodate H.O.V. applications in the Transit Strategy is limited to roadways that are required for widening over the long term in any case.

  Under the Transit Strategy such widenings may be considered earlier, than otherwise required, to promote transit usage. However, as in the case of the Dundas H.O.V. project now under construction, the widening related costs will be eligible for higher provincial subsidies than normal road projects, at a net savings to the City of Mississauga.

- At the time of the Mississauga Transportation Study (1985) a special report of the operating and capital costs of the Transitway was prepared, entitled "Mississauga Municipal Rapid Transit Service Study."

  This study found that with the Mississauga Transitway a fleet of 670 buses would be required by 2011, compared to 800 buses without the Transitway. The reduced vehicle requirements reflected the efficiencies offered in terms of high operating speeds. This reduction translated into a capital savings of just under $40 million (1984 dollars).

  Operating Costs

- The "Municipal Rapid Transit Service Study" (1985) also found that the Busway offered operating savings of approximately 20 percent over the cost of operating the transit system without a Transitway (112.5 million versus 140.0 million (1984)). (See Appendix 2)

- An analysis of the Ottawa-Carleton Busway for the year 1990, shows that the busway technology in Ottawa represented a fleet savings of 145 buses, and that the annual capital and operating costs of these buses equals the total annualized capital cost of their busway in operation in 1990.

  Busway Versus Light Rail Transit Costs

- The "Municipal Rapid Transit Service Study" (1985) compared the costs of light rail transit versus a busway for Mississauga. Based on a comparison of vehicles, storage and maintenance facilities and infrastructure construction costs, the study concluded that the busway would be 45% cheaper to construct than light rail transit ($285 million versus $520 million).

- Recent information received from Ottawa-Carleton's Transit staff indicates that:

  - their 1981 staff report showed that a light rail transitway would have been 30% more expensive to build and 20% more expensive to operate,

  - recent experience in Pittsburg which has both light rail transit and busway technology shows that busway operating costs are 66% less than light rail transit,

R-1(c)

- operating costs of other light rail transit systems in North America are higher than Ottawa's and Pittsburg's busway systems.

Noise Impacts

In response to requests for additional information on the proximity of residences to the proposed Transitway, including access ramps for the proposed stations, further information is attached in Appendix 3.

The methodology and findings of the noise impact analysis were presented in the "Draft Executive Summary Report of the Mississauga Transitway Planning and Environmental Assessment Study," which was before the Operations and Works Committee at its meeting on September 4, 1991.

Outstanding concerns relate to the use of average noise levels in the analysis, and the understating of single event noise impacts.

While the noise impact analysis has been done to satisfy the requirements of the Ministry of the Environment, additional noise analysis could be done as part of the detailed design for each stage of the Transitway.

Mississauga Road Transitway Station

In response to questions, the need for the Mississauga Road Transitway Station has been reviewed.

It is a fundamental tenet of the Transitway Planning approach that, as a key to system wide flexibility, service, efficiency, and attractiveness, the ability for transit passengers to access the Transitway be provided at all major crossing roadways. Among these roads is Mississauga Road. Because the Transitway is aligned as close as possible to Highway 403 at Mississauga Road, the grade on the road as it drops north of the Highway 403 structure means that an on-street bus stop with stairs to the Transitway platforms is undesirable. Furthermore, the need to provide an area for buses to turn around, a ramp for local buses to access the Transitway, and a drop-off area to ensure that cars do not stop or wait for passengers on Mississauga Road results in a station area as defined in the recommended Transitway plan.

It is fully recognized that the need for the Mississauga Road Station may evolve slowly; in fact it is included in the last phase of the current conceptual staging plan. Nevertheless, if the property is not protected at this point it may well be impossible to implement anything there in the future (no matter what the demand). In that sense, the option of not protecting the site now and revisiting it later if demand develops holds no advantage whatsoever

over reserving the site now and implementing the station late if demand develops. Both processes would have the same end result and both would have the same opportunities for public involvement; however, in the first case the property may or may not be available (for example, Ontario Hydro could use the site in the meantime for its needs, or additional pipelines could significantly escalate the costs of station provision) and there would be separate approvals process required, while in the second there would be far less risk of delay, extra cost, or physical infeasibility.

It is recommended that property protection for the Mississauga Road Station site be retained as part of the recommended plan now in front of City Council for approval, and that it be implemented as such time as it is required by demand and in consultation with area residents.

In recognition of the scenic designation that exists on Mississauga Road south of the Transitway, special considerations could be given to minimize the environmental impacts at the detailed design stage by examining station design and landscaping. This policy could be incorporated into the Official Plan Amendment for the Transitway.

Regarding the issue of sight lines on Mississauga Road, the consultant for that section of the Transitway has indicated that only minor changes to the road profile would be required.

Glen Erin Drive Ramp and Erin Mills Parkway Station

The consultants have also examined alternatives to the ramp at Glen Erin Drive and ramps at the Erin Mills Parkway Station. The Glen Erin Drive ramp can be moved south and tightened up. It does put the intersection closer to the crest of the bridge over Highway 403; however, it has been suggested that this might be improved by twinning the tightened up ramp on both sides of Glen Erin Drive so that the buses would only have to make right turns in or right turns out of the ramp. This would increase the extent of the ramps and cause disruption on both sides of Glen Erin Drive. In addition, this would put two intersections on the Transitway itself which the consultants have advised against.

Alternative ramp locations at the Erin Mills Parkway Station which move the ramps closer to the Transitway can be accomplished at a cost of:

- additional structures over the Transitway; or
- putting the ramp connection to Erin Mills Parkway along the Ontario Hydro corridor which may or may not be acceptable to Ontario Hydro.

R-112)

Use of Origin Destination Surveys

In response to questions regarding the use of origin destination surveys in planning the Transitway, the following lists the various surveys used during the Mississauga Transportation Study (1985) and the current Transitway Study:

- Employee Transportation Survey in Peel (1980),
- Metro Home Interview Survey (1979),
- Metro Employee Survey (1980),
- Toronto International Airport Ground Transportation Survey (1980),
- Region of Peel Screenline/Cordon Count Program (1981),
- Census - Journey to Work (1971/1976/1981),
- Transportation Tomorrow Survey (1986).

Through Trips Using the Transitway

In response to questions, the following is the estimated breakdown of users on the proposed Transitway:

Within Mississauga	55%
Trips Leaving Mississauga	19%
Trips Destined To Mississauga	22%
Trips Passing Through Mississauga	4%
Total Transitway Trips	100%

Employment In The Transitway Corridor

In response to a question regarding employment in areas adjacent to the Transitway, it has been estimated that 132,100 employees or 23.5% of the projected total city employment of 561,900 employees for the year 2021 will be in the corridor. The corridor was defined as the area bounded by Eglinton Avenue and Burnhamthorpe Road. East of Dixie Road, the area was extended north to Highway 401 to reflect the northerly alignment of the Transitway, which includes the Airport Corporate Centre.

Cost of Constructing Road Instead of Transitway

A question has been raised regarding the cost of building roads instead of the Transitway.

The ultimate road network for the City of Mississauga is illustrated in Schedule 8 of the Official Plan. Since existing development and approved development plans are in conformity with the City of Mississauga's Official Plan, little opportunity exists for planning additional major roadways.

Even if it were possible, it would require eleven additional lanes to carry the estimated 9,900 additional automobiles that would be required to replace the Transitway's projected peak load of approximately 11,900 passengers in an east-west direction. This additional east-west capacity is roughly equivalent to building four new Eglinton Avenues.

The environmental impact of nearly 10,000 automobiles when compared to the alternative of using transit is significant. Coupled with the implementation of new bus technology, improved transit service would provide significant reductions in harmful emissions over the use of automobiles and lower energy consumption.

Designation of Transitway in the City Centre Secondary Plan

Concern has been expressed regarding the appropriateness of designating the Transitway within the City Centre Secondary Plan prior to completion of the city wide Transitway study.

It is important to recognize that the alignment of the Transitway in the City Centre has been the subject of extensive detailed study dating back to 1985, following the completion of the Mississauga Transportation Study.

The City Centre area, unlike the rest of the City of Mississauga, was the only portion of the then proposed Busway outside of the Parkway Belt Plan. In order to achieve integration between the Transit Corridor within the Parkway Belt and the City Centre area a number of studies were done in conjunction with the Secondary Plan review, which are summarized below:

- Mississauga Transportation Study (1985)

  This was a comprehensive city wide transportation study which recommended the construction of the Busway in the Highway 403/Parkway Belt corridor to serve development in the City Centre and throughout the City of Mississauga. This study assumed an employment level of 64,000 in the City Centre.

- Mississauga Transportation Study - City Centre Transportation Plan (July 1985)

  This study addressed the specific requirements of the City Centre area including recommendations that the Busway and its stations be constructed in the Rathburn corridor within the City Centre area.

- Highway 403/Mississauga City Centre Feasibility Study (March 1987)

  An increase in City Centre employment from 65,000 to 90,000 was investigated identifying changes to transportation requirements identified in the previous City Centre Transportation Study (July 1985).

- Mississauga City Centre Transportation Implications of Revisions to the City Centre Secondary Plan (April 1988)

  This study reviewed the implications of further increasing City Centre employment from 90,000 to 110,000 jobs.

- The Mississauga City Centre Employment Growth - Transportation Staging Study (November 1989)

  This study confirmed the adequacy of the programmed transportation improvements for the City Centre area to the year 2001 and established modal split targets for the City Centre area.

- Mississauga City Centre Busway/Gateway Planning Study Technical Status Report (May 1990)

  This study identified the property requirements for the Busway within the City Centre area along Rathburn Road corridor in support of the City Centre Secondary Plan and the OPA 90.

Councillor Culham's Recommendations

At the September 4, 1991, meeting of the Operations and Works Committee, Councillor Culham tabled the following recommendations regarding the Transitway:

> That the Official Plan amendment shall indicate that the Mississauga Transitway will be implemented through a staging plan to be developed later as part of the separate study.
>
> That a commitment to a public meeting process for each planning and financial stage in the phasing program shall be incorporated in the Official Plan amendment.

As indicated in the report of the Commissioner of Transportation and Works (August 22, 1991), staff are seeking City Council's authorization to proceed with the city wide Official Plan Amendment for the Transitway. This will require the preparation of a subsequent report by the Commissioner of Planning and Development in consultation with the Commissioner of Transportation and Works, and the necessary arrangements for a separate public meeting in accordance with the requirements of the Planning Act.

R-1(2)

Staff support the recommendations in principle and will be addressing them in detail in the upcoming staff report on the Transitway Official Plan Amendment.

Status of the Transitway in the City of Mississauga's Existing Official Plan

Concern has been expressed that the proposed Transitway in the Highway 403 Parkway Belt Corridor is not shown in the City of Mississauga's Official Plan.

It is important to recognize however, that the Provincial Parkway Belt Plan approved in 1978 contains a designated transit corridor along the Highway 403 Parkway Belt. In fact, it was because of this designation, that the Mississauga Transportation Study (1985) was able to recommend the use of the Highway 403 corridor for the Transitway.

The current Transitway Study is recommending a number of changes to the location of the transit corridor within the Highway 403 Parkway Belt Corridor to minimize the impacts on existing residences abutting the corridor.

Furthermore, the City of Mississauga's existing Official Plan contains the following reference to the Parkway Belt Plan:

"5.15 Parkway Belt West

5.15.1 The development of those lands in the Mississauga Planning Area that are affected by The Parkway Belt West Plan shall be governed by the provisions of The Parkway Belt West Plan, July 1978, which forms part of the Official Plan, and in the case of any discrepancy between The Parkway Belt West Plan and the remainder of this Official Plan, the provisions of The Parkway Belt Plan shall prevail.

5.15.2 Refer to The Parkway Belt West Plan, July 1978 available from the Ministry of Municipal Affairs and Housing."

CONCLUSION:

The report of the Commissioner of Transportation and Works (August 22, 1991) was deferred by the Operations and Works Committee at its meeting on September 4, 1991, to a special meeting of City Council scheduled for September 23, 1991, to allow a meeting to be held in Ward 8.

This report is in response to questions raised at the Operations and Works Committee (September 4, 1991) and the subsequent Ward 8 meeting (September 10, 1991) and is intended to supplement the aforementioned staff report (August 22, 1991).

R-1(i)

RECOMMENDATION: That the report of the Commissioner of Transportation and Works dated September 16, 1991, entitled "Mississauga Transitway - Supplementary Report" be received for information.

G. S. Spencer, P. Eng.
Commissioner of Transportation and Works

BS:kgd
2912E

Attach.

R-191

Appendix 1

MISSISSAUGA TRANSITWAY
AVERAGE ANNUAL CAPITAL EXPENDITURES

The tables in Appendix 1 have been prepared to illustrate the impact of the basic cost of the Transitway ($500 Million) on taxpayers for a selected number of years and are not intended to represent the construction schedule or actual cash flow. The tables, therefore, are to be interpreted as rough estimates for illustrative purposes only.

APPENDIX 1

MISSISSAUGA TRANSITWAY
AVERAGE ANNUAL CAPITAL EXPENDITURES
(1991 Dollars)

		Project Cost ($)	Annual Cost ($)	1992 ($)	2001 ($)	2011 ($)
Transitway Cost		500,000,000	25,000,000	25,000,000	25,000,000	25,000,000
Provincial Share	75%	375,000,000	18,750,000	18,750,000	18,750,000	18,750,000
Local Share	25%	125,000,000	6,250,000	6,250,000	6,250,000	6,250,000
Local Share						
Development Levies	90%	112,500,000	5,625,000	5,625,000	5,625,000	5,625,000
General Taxes	10%	12,500,000	625,000	625,000	625,000	625,000
General Taxes						
Residential	62%	7,750,000	387,500	387,500	387,500	387,500
Non Residential	38%	4,750,000	237,500	237,500	237,500	237,500
Per Capita		**Today**	**Today**	**1992**	**2001**	**2011**
Residential		$16.75	$0.84	$0.81	$0.63	$0.56
Non Residential		$16.61	$0.83	$0.79	$0.55	$0.47

Notes:

1) Yearly estimates are in 1991 dollars and project cost is spread evenly over a 20 year period.

2) Assumes a 75% Provincial subsidy

3) Assumes Development Levies account for 90% of Municipal Share.

4) Assumes 1991 Residential to Non Residential tax split.

5) Population and Employment estimates are derived from the latest Planning and Development projections.

APPL 1

MISSISSAUGA TRANSITWAY
AVERAGE ANNUAL CAPITAL EXPENDITURES

		1991 Dollars		With Inflation			
		Project Cost ($)	Annual Cost ($)	Total Cost by 2011 ($)	1992 ($)	2001 ($)	2011 ($)
Transitway Cost		500,000,000	25,000,000	867,981,295	26,250,000	40,722,366	66,332,443
Provincial Share	75%	375,000,000	18,750,000	650,985,971	19,687,500	30,541,774	49,749,332
Local Share	25%	125,000,000	6,250,000	216,995,324	6,562,500	10,180,591	16,583,111
Local Share							
Development Levies	90%	112,500,000	5,625,000	195,295,791	5,906,250	9,162,532	14,924,800
General Taxes	10%	12,500,000	625,000	21,699,532	656,250	1,018,059	1,658,311
General Taxes							
Residential	62%	7,750,000	387,500	13,453,710	406,875	631,197	1,028,153
Non Residential	38%	4,750,000	237,500	8,245,822	249,375	386,862	630,158
Per Capita		Today	Today	2011	1992	2001	2011
Residential		$16.75	$0.84	$19.36	$0.85	$1.02	$1.48
Non Residential		$16.61	$0.83	$16.23	$0.83	$0.90	$1.24

Notes:
1) Project cost is spread evenly over a 20 year period.
2) Assumes a 75% Provincial subsidy
3) Assumes Development Levies account for 90% of Municipal Share.
4) Population and Employment estimates are derived from the latest Planning and Development projections.
5) Assumes an annual inflation rate of 5%.
6) Assumes 1991 Residential to Non Residential tax split.

R1(L)

APPENDIX 2

TABLE 14

MUNICIPAL RAPID TRANSIT SERVICE STUDY

COMPARISON OF ULTIMATE RAPID TRANSIT COSTS

(1984 DOLLARS x 10^6)

	BUSWAY	LRT
CAPITAL COSTS		
VEHICLES		
Buses	120	85
LRT	---	195
STORAGE & MAINTENANCE FACILITIES		
Garages	30	25
Rail Yard	---	25
CONSTRUCTION		
Infrastructure	110	110
Support System	---	45
Engineering & Contingencies	25	35
TOTAL CAPITAL COSTS	285	520
ANNUAL OPERATING COSTS		
SURFACE ROUTES	98.5	98.5
TRANSITWAY	14.0	42.0
TOTAL ANNUAL OPERATING COSTS	112.5	140.5

APPENDIX 3

R-1 (N)

Mississauga Transitway Proximity Measures (Typical Residential Locations)

Measurement and Location	House Address	House to Property Line	Property Line to Transitway Access Ramp (if Exists)	Property Line to Transitway	Transitway to Highway 403	Property Line to Highway 403
275 m E. of Winston Churchill Blvd.	Ambercroft Trail	30 m 98 ft.	-	38 m 124 ft.	122 m 400 ft.	184 m 604 ft.
135 m W. of Glen Erin Dr.	Romfield Crescent	20 m 66 ft.	-	121 m 397 ft.	52 m 171 ft.	182 m 587 ft.
300 m E. of Glen Erin Dr.	Idlewilde Crescent	17 m 56 ft.	-	126 m 413 ft.	42 m 138 ft.	179 m 587 ft.
200 m W. of Erin Mills Pkwy. (Erin Mills Pkwy Station)	Radisson Crescent	20 m 66 ft.	38 m 125 ft.	132 m 433 ft.	33 m 108 ft.	184 m 604 ft.
500 m W. of Mississauga Rd.	Aldermead Road	18 m 59 ft.	-	201 m 659 ft.	27 m 88 ft.	236 m 774 ft.
70 m W. of Creditview Rd.	Rosebush Road	22 m 72 ft.	15 m 49 ft.	121 m 397 ft.	26 m 85 ft.	165 m 541 ft.
300 m E. of Mavis Rd.	596 Farwell Crescent	12 m 39 ft.	-	96 m 315 ft.	55 m* 180 ft.	160 m 525 ft.
480 m E. of Hurontario St.	155 Chalfield Lane	15 m 49 ft.	-	59 m 194 ft.	31 m* 102 ft.	99 m 325 ft.
130 m W. of Central Parkway	4331 Alta Court	13 m 43 ft.	-	48 m 157 ft.	34 m* 112 ft.	98 m 321 ft.
186 m E. of Central Parkway	#405, _____ Rathburn Road	7 m 23 ft.	-	33 m 108 ft.	47 m* 154 ft.	99 m 325 ft.
511 m E. of Central Parkway	#62, 525 Meadows Boulevard	18 m 59 ft.	-	38 m 125 ft.	52 m* 171 ft. (ramp to Cawthra Road) 78 m 256 ft. (to 403 EB)	99 m 325 ft. to ramp to Cawthra Road 125 m to 403EB 410 ft.
200 m E. of Cawthra Rd.	Forest Fire Lane	24 m 79 ft.	-	193 m 633 ft.	37m 121 ft.	135 m 443 ft.
400 m E. of Cawthra Rd.	Shelby Crescent	16 m 52 ft.	-	178 584 ft.	23 m 75 ft.	133 m 436 ft.
218 m E. of Tomken	Lee Drive	16 m 52 ft.	236 m 774 ft.	111 m 364 ft.	15 m 49 ft. Eastgate Parkway	75 m 246 ft. Eastgate Parkway
87 m W. of Dixie Road	Underwood Drive	16 m 52 ft.	174 m 571 ft.	98 m 321 ft.	19 m 62 ft. Eastgate Parkway	54 m 177 ft. Eastgate Parkway
212 m W. of Fieldgate Dr.	Copseholm Trail	13 m 43 ft.	-	100 m 328 ft.	0 m 0 ft.	75 m 246 ft. Eastgate Parkway

All distances measured from edge of Transitway pavement.

*protection for additional Highway 403 collector lanes provided.

MISSISSAUGA **Corporate Report**

Received by Clerk's Dept. UB-1

Clerk's Files TS.04. Mississauga Transitway

Originator's Files 11 141 00045
11 161 00011
17 111 89128

DATE: August 22, 1991

TO: Chairman and Members of the Operations and Works Committee.

FROM: G. S. Spencer, P.Eng., Transportation and Works Department.

SUBJECT: Mississauga Transitway Planning and Environmental Assessment Study.

ORIGIN: Transportation and Works Department.

BACKGROUND: Plans to construct an east-west rapid transit facility across Mississauga have been considered by both the Provincial Government and the City of Mississauga over a period of about 20 years. Some of the more relevant plan/studies which identified the need for the facility are noted below.

Previous Studies

- The Town of Mississauga Traffic Planning Study completed in 1970 recommended a "rapid transit" facility in the Highway 403 Corridor with a connection to a similar service on the Richview Expressway (Eglinton Avenue) Corridor in Metropolitan Toronto.

- During the mid-1970's, the City of Mississauga undertook the Mississauga Urban Development and Transportation Study, which identified the need for an east-west intermediate capacity transit system in the Burnhamthorpe Road Corridor. The Official Plan showing this facility was approved by City Council in 1980 and by the Minister of Municipal Affairs and Housing in 1981.

- Also, in the mid-1970's the Provincial Government undertook studies which led to the establishment of a Parkway Belt in the area around Metropolitan Toronto including the "Southern Link" stretching east-west across the City of Mississauga, approximately midway between Eglinton Avenue and Burnhamthorpe Road. The Parkway Belt studies recommended that the Southern Link accommodate the following facilities:

  - a Hydro Corridor,

  - an Utility Corridor,

UB-1(4)

- an Inter-Urban Transit Corridor,
- Highway 403, and
- an arterial roadway east of Highway 403.

The Parkway Belt studies included extensive public participation and hearings. The Parkway Belt Plan was approved by the Provincial Government in 1978.

- In the early 1980's, the City of Mississauga undertook a comprehensive transportation planning study - the Mississauga Transportation Study (MTS). In July 1985, City Council approved the final recommendations of the study including the following recommendation.

  " That the location of a busway in the Highway 403 East-West Corridor, between Winston Churchill Boulevard and the Etobicoke/Mississauga boundary, with an initial connection to the Bloor Subway and possible connections to the Eglinton Avenue and Sheppard/Finch Corridors, be endorsed. "

  The MTS, in addition to reaffirming the need for a transit facility in an exclusive right-of-way to accommodate east-west travel demand in the City of Mississauga, examined alternative corridors (ie. Burnhamthorpe Road, Eglinton Avenue, Parkway Belt) and alternative technologies (ie. LRT vs Busway).

- Also, during the early 1980's the Provincial Government carried out a long range inter-regional transit study entitled "GO-ALRT", which included an examination of the Transit Corridor in the Mississauga Parkway Belt and potential interface with Mississauga's City Centre. The GO-ALRT study involved an extensive public information program, including meetings within the City of Mississauga. This study confirmed the feasibility of a City Centre transit interface and recommended an alignment along the Rathburn Road Corridor within the City Centre area. Although the GO-ALRT program was cancelled in 1985, the Rathburn Road alignment was used as the basis for property protection in preparing the revised City Centre Secondary Plan.

- In 1989, City Council adopted the Mississauga Ten Year Transit Service Strategy Plan, which recommended, among other things, that work begin on the detailed planning for the Mississauga Busway.

- During 1989 the City of Mississauga in co-operation with the Ministry of Transportation Ontario carried out the City Centre Busway/Gateway Planning Study. The purpose of the study was to identify property protection requirements and transit terminal/gateway needs in the City Centre. This study was expected to be a stand-alone exercise but was overtaken by the early initiation of the overall Mississauga Busway Functional Planning Study late in 1989. As a result a Technical Status Report of the City Centre Busway/Gateway Planning Study was prepared as input into the overall Busway Study. The Technical Status Report was presented to the Operations and Works Committee in May 1990, where it was received for information. The conclusions of this study were incorporated into the Mississauga City Centre Secondary Plan recently approved by City Council.

Current Study

- On December 6, 1989, City Council approved the appointment of three consultants (McCormick, Rankin & Associates Ltd.; the IBI Group; and M.M. Dillon Ltd.) to commence the Mississauga Busway Functional Planning Study.

- On March 21, 1990, the Operations and Works Committee received a report dated March 7, 1990, "Mississauga Busway Functional Planning Study" regarding the first public information centre, including a presentation of the display material by the consultants.

- In April 1990, the Provincial Government announced its "Let's Move" rapid transit program for the 1990's which included support for the Mississauga Busway linking the City Centre into Metropolitan Toronto. A Transit Implementation Group (TIG) was set up involving senior officials from the Ministry of Transportation Ontario, GO Transit, the Toronto Transit Commission, Metropolitan Toronto and the City of Mississauga to oversee the implementation of the "Let's Move" program.

- On May 16, 1990, the Operations and Works Committee received the report of the Commissioner of Public Works dated May 1, 1990, "City Centre Busway/Gateway Planning Study - Technical Status Report" including a presentation by the study consultant.

- On May 30, 1990, the Operations and Works Committee received the report of the Commissioner of Public Works dated May 14, 1990, "Mississauga Busway Functional Planning Study - Second Public Review Session" including a presentation of the displays by the consultants.

AB-16(c)

- On September 10, 1990, City Council adopted the report of the Commissioners' of Public Works and Corporate Services dated August 22, 1990, "Mississauga Busway Communication Plan" outlining the public information program for the Third Public Information Centre.

- City Council at its meeting on October 9, 1990, in adopting the report of the Commissioner of Transportation and Works (September 14, 1990) authorized staff to proceed with the Environmental Assessment for the Mississauga Busway subject to a Ministry of Transportation Ontario subsidy. This involved an expansion of the Terms of Reference for the Mississauga Busway Functional Planning Study and an extension of the study schedule beyond December 1990 by approximately six months in order to allow the preparation for a formal submission to the Ministry of the Environment.

- In November 1990, the new Provincial Government confirmed its support for the "Let's Move" program including the Mississauga Busway. This announcement was followed by a letter (November 13, 1990) from the Ministry of Transportation Ontario confirming their support to prepare the Environmental Assessment and the additional funding requested.

- On March 6, 1991, a special public meeting was held by the Operations and Works Committee for the Mississauga Transitway. In response to several questions raised by deputants at that meeting, City of Mississauga's staff were directed by the Operations and Works Committee to prepare a report for the City Council meeting of March 18, 1991, regarding further public consultation.

- At its meeting on March 18, 1991, City Council received a report from the Commissioner of Transportation and Works (March 8, 1991), outlining an approach for further public consultation.

- On August 14, 1991, City Council adopted a report from the Commissioner of Transportation and Works (July 29, 1991), authorizing staff to proceed with preparations for a further public meeting on September 4, 1991, and received for distribution a report addressing the various concerns and questions raised at the previous public meeting of March 6, 1991.

This report together with its companion report the "Draft Mississauga Transit Planning and Environmental Assessment - Executive Summary Report", which present the key findings and recommendations of the Transitway Planning and Environmental Assessment Study, have been prepared for consideration at the special Operations and Works Committee - Transitway Public Meeting scheduled for September 4, 1991.

UB-14

PROJECT DESCRIPTION: The proposed Mississauga Transitway is a two lane roadway dedicated solely to transit use. Essential features include transfer stations at key crossing roadways, passing lanes at stations, and high geometric standards to allow efficient bus operation as well as the potential for a future change in mode to light rail or even subway technology.

Additional features of the Mississauga Transitway include grade separation with all crossing roadways, grading, landscaping and noise abatement works to minimize the transitway's impact on its neighbours, the integration of key stations with adjacent development, and the provision of frequent access ramps so that local buses may enter and leave the transitway.

The proposed facility is approximately eighteen kilometres long, stretching across the City of Mississauga from Ninth Line to Renforth Drive (see Exhibit 1). The transitway is planned to be located within the Parkway Belt West/Highway 403 Corridor for most of its length, with the exception only of the City of Mississauga City Centre area and the section east of Fieldgate Drive. In those two sections the transitway is located amidst areas of significant future commercial development.

Seventeen stations are recommended, including five major "gateways" with parking and development integration, eight "arterial" stations providing a transit interface with crossing roadways, and four "intermediate" stations providing only a simple passenger transfer point.

The transitway will be in earth cut for most of its route, crossing under intersecting roads. It will be located in an open cut/tunnel within the City Centre area. The transitway will be landscaped extensively and fit into its surroundings with a minimum of visual and noise intrusion on adjacent residents.

Construction of the transitway will be staged over a number of years, as funding levels and demand permit. The staging sequence is the subject of a separate future study to be carried out by the City of Mississauga.

Mississauga Transit will be the major transitway user, providing a variety of express, line-haul, shuttle, and special services along all or parts of the transitway. Other public carriers such as GO Transit and the Toronto Transit Commission may also use the transitway. Private automobile use of transitway facilities will be restricted to designated parking and drop-off areas.

Major structural elements, basic geometric design criteria, and station organization are planned so as not to preclude the possibility of eventually operating a light rail or subway technology on all or part of the facility. However, bus technology is capable of accommodating the ultimate demand on the transitway.

UB-1(c)

The total cost of the transitway and its ancillary facilities as laid out in the current report is in the order of $500 million (1991 dollars).

The recommended alignment for the Mississauga Transitway is illustrated in Exhibits 2, 3 and 4.

For further details on the alignment and its evaluation and other aspects of the project see the accompanying "Draft Executive Summary Mississauga Transitway Planning and Environmental Assessment Report".

THE PLANNING CONTEXT FOR THE TRANSITWAY:

The Long Term Vision for the City of Mississauga

The Mississauga Transitway is an integral part of the City of Mississauga's long term strategy to become a major Canadian city and a dominant centre in the Greater Toronto Area.

An important component of this goal is to achieve a balance between the resident labour force and employment opportunities.

Based on the latest projections prepared by Hemson Consulting on behalf of the City, Mississauga will grow from its existing population and employment base of approximately 464,000 and 287,000 respectively, to a level of approximately 720,000 residents and 560,000 jobs.

In order to achieve these goals an integrated and balanced transportation system will be essential to move people efficiently within Mississauga and into it. The public transit system will play a key role in meeting Mississauga's future transportation needs. Many of our roads are nearing capacity, and yet we are not close to full development.

Another important goal for the City of Mississauga is to preserve the environment. In this regard, public transit will play an important role by reducing the amount of automobile travel, providing the related environmental benefits of lower fuel consumption and reduced levels of automobile emissions into the air.

The City of Mississauga's (Primary) Official Plan Review

The Official (Primary) Plan for the City of Mississauga was approved by the Minister of Housing on April 16, 1981, and has subsequently been modified through a series of amendments. It sets out the intentions of the City of Mississauga with regard to growth, development, change, conservation, and preservation. On those matters its set down a framework for decision-making by City Council and a guide for all public agencies, private enterprise, and citizens. By means of the strategies, policies, and guidelines contained in the text, the Official Plan provides a context for the creation of an urban environment in accordance with the goals and objectives adopted by City Council which form a part of the Official Plan.

UB-1(

Guidance is provided by the Official Plan for the provision of public works, actions of local boards and municipal departments, and the proposals of private enterprise. It gives direction for implementing by-laws, guidelines for more detailed planning, and the means for controlling the pattern of growth so as not to exceed the City of Mississauga's capacity to provide a satisfactory environment and adequate standards of services and facilities.

The City of Mississauga, through its Planning and Development Department, is currently involved with a comprehensive review and update of its Official Plan. From a land use perspective, the most significant changes are expected in the Office Commercial Strategy.

Office Commercial Strategy.

Earlier this year the Planning and Development Department released for public review a Draft Office Commercial Strategy (March 1991). The following are excerpts from that report:

"In recent years the emergence of "Employment Areas" has increasingly replaced the development of traditional industrial areas. These employment areas tend to have high densities of development with an increasing component of non-industrial development. A study prepared by Hemson Consulting Limited (July 1989) for the City of Mississauga identified three factors which have contributed to the emergence of Employment Areas: restructuring manufacturing firms; increased pressure for retail uses; and the changing nature of office activities.

The rapid growth and development of industrial land has led to a considerable increase in the number of employees within these areas. Between 1980 and 1987 close to 78,000 new jobs were created in industrial districts, which represents approximately 80 percent of the City of Mississauga's total employment growth over this period. Employment in the industrial districts increased from approximately 109,000 in 1980 to 187,000 in 1987, which represents an 8 percent average annual growth rate.

The real problem resulting from the emergence of employment areas rather than traditional industrial districts is the impact on the urban structure. In essence, general office space is developing in areas originally planned for industrial development and conversely offices are not occurring to the extent envisaged in the office hierarchy.

(AB-1(91))

The emergence of employment areas replacing traditional industrial districts has also triggered increased traffic congestion. The increasing amount of non-manufacturing employment results in higher employment densities (60 - 80 person per net ha compared to 25 - 40 for traditional industrial areas) and consequently greater traffic volumes than originally planned. It has been determined, for example, that the average traffic generated in terms of weekday vehicles trips from offices is approximately four times higher than a typical industrial operation.

The basic traffic problem on many local industrial roads is due primarily to the obviously different characteristics and requirements of automobiles and trucks using the same street; this conflict can be easily aggravated on roads that were not designed or built for the high traffic demand created by the introduction of significant office development within an industrial area.

Another factor leading to increased traffic congestion has been the emergence of a considerable number of smaller firms which have a large number of linkages with other firms both in an out of the employment area.

Finally, there may be also a problem where pedestrian traffic would increase as a result of office development in an industrial area possibly deficient in local sidewalks. This situation could force pedestrians to travel across lawns, parking areas, driveways, etc. thereby creating future conflict with increased automobile traffic and truck movements."

In addressing the issues referred to above, the Draft Office Commercial Strategy is proposing to strengthen the role of designated office centres, such as the City Centre area, and has proposed a preliminary distribution of office space based on the following criteria, which recognize the importance of public transit in establishing viable office centres:

- maintaining the City Centre as the prominent office centre;
- creating a hierarchy of office centres to reflect a distribution that is compatible with other land-use objectives;
- recognizing the importance of Highway 401 and Hurontario Street as major spines in the urban structure;
- encouraging office development along the westerly edge of the City;
- recognizing the importance of transportation/ gateway nodes and the transitway for office development; recognizing the economic and service impact of the airport.

UB-11

Throughout the rest of the Official Plan Review, Transportation and Works Department staff will continue to work with staff of the Planning and Development Department to develop and to refine the Office Commercial Strategy to ensure an integrated land use and transportation plan.

Review of Long Term Transportation Strategy.

As part of the on-going Official Plan review, the City of Mississauga's Long Term Transportation Strategy will also be updated.

The City of Mississauga's current (Primary) Official Plan approved in 1981 identifies the long term need for an east-west rapid transit facility (designated along the Burnhamthorpe Road Corridor) with north-south links on Erin Mills Parkway/Southdown Road and Hurontario Street south of Highway 403.

In 1985, the City of Mississauga completed a comprehensive Transportation Planning Study, which identified the need for east-west rapid transit in the Highway 403/Parkway Belt Corridor, with north-south reserved bus lanes on Erin Mills Parkway/Southdown Road, Hurontario Street and Dixie Road, as well as a possible rapid transit connection to the City of Brampton via the Highway 403/Highway 410 Corridor.

Conceptual Long Term Transit Strategy.

In reviewing the existing Official Plan and the findings of the Mississauga Transportation Study, in light of recent changes proposed to land use (ie. Draft Office Commercial Strategy and updated population and employment forecasts) and transportation (including the Provincial Government's "Let's Move" program) a Conceptual Long Term Transit Strategy has been prepared. The major features of that strategy are described below:

Ultimate Transit Network Mississauga Rapid Transit Facilities:

- Mississauga Transitway along the proposed Highway 403 alignment,
- Hurontario Corridor, from Lakeshore Road to the City of Brampton boundary,
- Erin Mills Parkway/Southdown Road.

Other Rapid Transit Facilities:

- Highway 407 Corridor,
- Airport Road and Airport Link.

(See Map 1)

UB-1-(1)

In addition a conceptual staging or implementation strategy has been developed to provide a framework for developing the City of Mississauga's transit system, which is summarized below:

1) introduce express and improved/rationalized local bus services in the Burnhamthorpe Road/Highway 403/Eglinton Avenue Corridor, in order to build and focus transit ridership;

2) preliminary development of key station sites, with basic facilities and features (potential candidates include Erin Mills, City Centre, Dixie, and Airport Corporate Centre stations);

3) implement transit priority measures on existing roads – reserved bus lanes, High Occupancy Vehicle lanes, bus use of freeway shoulders, traffic signal priority, etc.;

4) construct initial segments of the Transitway in areas where operation of buses on surface roads is most severely constrained (potential areas include the crossing of the Credit River, the Hurontario Street–Dixie Road Corridor, and Eglinton Avenue);

5) operate transitway service on a mix of priority lanes, Transitway segments, and new roadways such as the collector roads serving the Mississauga City Centre;

6) continue to expand the Transitway in the areas of greatest benefit, ultimate to reach its entire planned length;

7) phase in stations on the Transitway, both sequentially and in terms of size and scope. Some stations may be long–term projects, which others may start as simple platforms and gradually improve in quality and size as demand grows.

The Conceptual Long Term Transit Strategy has been developed to provide input in the preparation of a revised Draft Official Plan for review by the public during 1992.

Further detailed study will be required to verify the need and determine the feasibility, property requirements, timing and associated costs of the individual components. The Transportation and Works Department's staff have developed a Draft Terms of Reference and are reviewing these with Ministry of Transportation Ontario's staff with a view to securing a Provincial subsidy to carry out the necessary studies.

UB-1(j)

CURRENT TRANSITWAY PLANNING AND ENVIRONMENTAL ASSESSMENT STUDY:

In the previous section, on the planning context for the Mississauga Transitway, the importance of rapid transit in achieving the City of Mississauga's long term vision has been emphasized.

In 1989, City Council took a major step towards the development of a strong transit system by approving the Ten Year Transit Service Strategy Plan, and has been successfully implementing many of that study's recommendations, including:

- introduction during 1990 of two new express services along Burnhamthorpe Road and Dundas Street;
- two new express services will be introduced this fall linking the City Centre with Meadowvale Town Centre and the Airport area;
- construction is underway on widening Dundas Street east of Dixie Road, as part of a special High Occupancy Vehicle Lane project in conjunction with Metropolitan Toronto and the Toronto Transit Commission;
- the City of Mississauga is currently working with the Toronto Transit Commission and GO Transit to develop and implement Fare Integration and Service Co-ordination (F.I.S.C.) Programs,
- the current Transitway Planning and Environmental Assessment Study, now nearing completion.

OBJECTIVES OF THE TRANSITWAY PLANNING AND E.A. STUDY:

The objectives of the present study for the Mississauga Transitway were to:

- identify the alignment and station locations for the Transitway;
- provide a basis for an Official Plan Amendment;
- develop design standards for the Transitway; and
- prepare the Environmental Assessment submission, drawing on work completed in the 1985 Mississauga Transportation Study regarding need and justification, corridor selection and technology selection for the Transitway.

UB-1-(k)

Construction on the Transitway will not start immediately and it will not be completed for many years. Implementation decisions will be made gradually, as indicated by the Conceptual Long Term Transit Strategy described earlier in this report.

Discussions are on-going with Ministry of Transportation Ontario's staff to determine the availability of Provincial subsidies to carry out the work needed to develop a detailed Transitway Implementation Plan. This plan when completed will allow this City Council and future Councils to make well planned, step-by-step decisions based on the needs of our growing City.

However, a viable protected corridor for the Transitway does not exist in our Official Plan and if action is not taken now, the City runs the risk of not having a viable corridor to construct the Transitway when needed.

It is therefore important to proceed with the following:

1. approval of the recommended alignment and station locations;

2. initiate the official Environmental Assessment Approval Process, by finalizing and submitting the "Mississauga Transitway Planning and Environmental Assessment Study Report";

3. initiate the Official Plan Amendment process to incorporate the Transitway into the City of Mississauga's Official Plan.

CONCLUSION:

The City of Mississauga's Transitway Planning and Environmental Assessment Study is now nearing completion. City of Mississauga's staff require City Council's authorization to submit the final "Mississauga Transitway Planning and Environmental Assessment Study Report" to the Ministry of the Environment and to proceed with the Official Plan Amendment process to incorporate the Transitway into the City of Mississauga's Official Plan.

RECOMMENDATION:

a) That the alignment and station locations for the Mississauga Transitway illustrated in Exhibits 2, 3, and 4 of the report of the Commissioner of Transportation and Works dated August 22, 1991, entitled "Mississauga Transitway Planning and Environmental Assessment Study" be adopted.

b) That the Commissioner of Transportation and Works be authorized to finalize the "Mississauga Transitway Planning and Environmental Assessment Study Report" and to make a formal submission to the Ministry of the Environment to initiate their official review process, under the Environmental Assessment Act.

c) That the Commissioner of Planning and Development, in consultation with the Commissioner of Transportation and Works prepare a report on the Official Plan Amendment for the Mississauga Transitway, and to make the necessary arrangements for a public meeting, in accordance with the requirements of the Planning Act.

d) That copies of the report of the Commissioner of Transportation and Works dated August 22, 1991, entitled "Mississauga Transitway Planning and Environmental Assessment Study" be distributed to the following agencies/municipalities for their information:

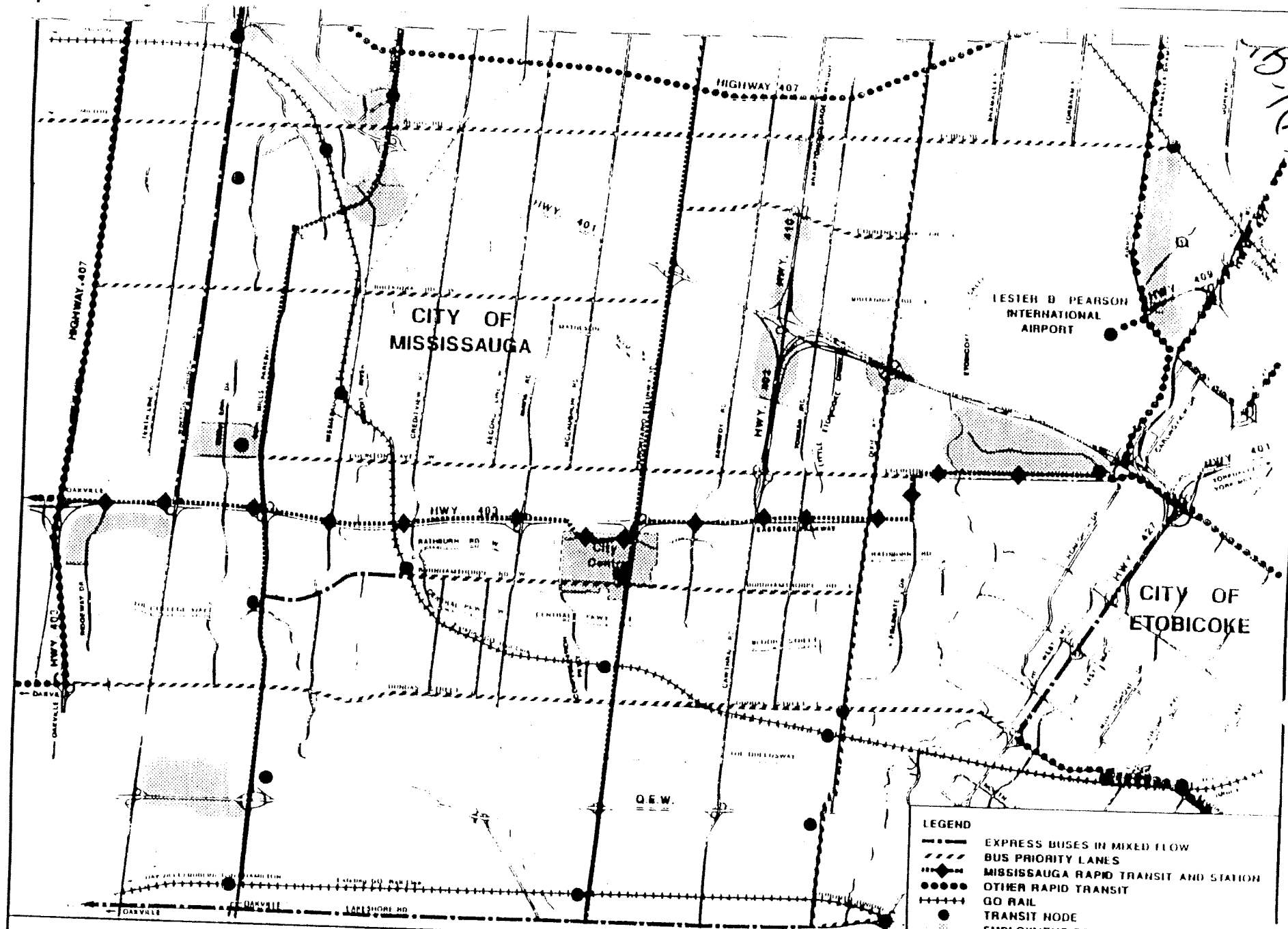
- Ministry of Transportation Ontario,
- GO Transit,
- Regional Municipality of Peel,
- City of Brampton,
- Metropolitan Toronto,
- City of Etobicoke,
- Toronto Transit Commission,
- Regional Municipality of Halton,
- Town of Milton,
- Town of Oakville,
- Ministry of the Environment,
- Ministry of Municipal Affairs,
- Ontario Hydro.

G. S. Spencer

G. S. Spencer, P. Eng.,
Commissioner,
Transportation and Works Department.

RS/kgd
1291E

Attach.



MISSISSAUGA TRANSITWAY
FUNCTIONAL PLANNING STUDY

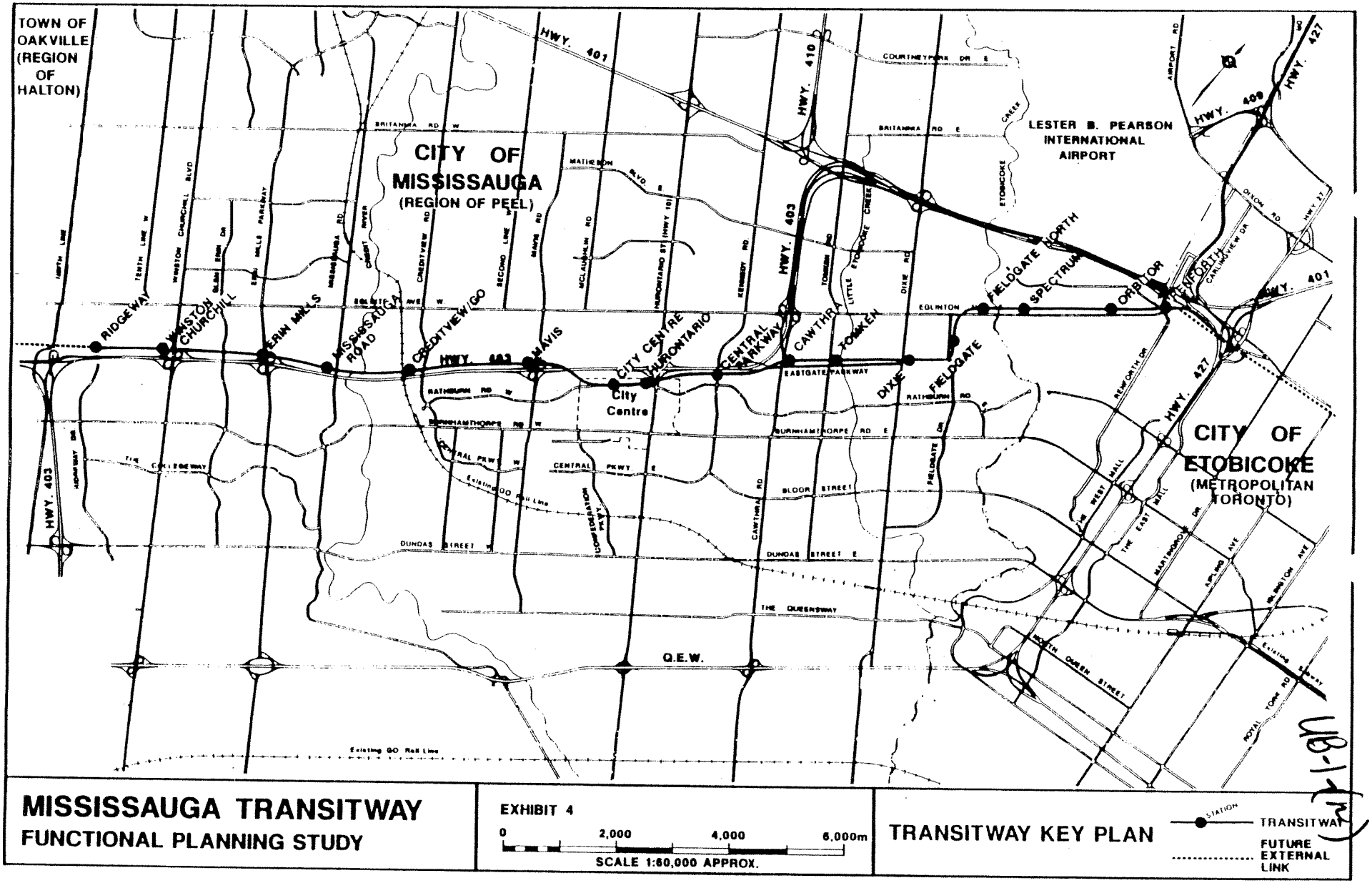
EXHIBIT 10

0 2,000 4,000 6,000m

SCALE 1:[illegible],000 APPROX.

PHASE 5: LONG TERM VISION
TIMING: BEYOND 20 YEARS

Map 1



MISSISSAUGA TRANSITWAY
FUNCTIONAL PLANNING STUDY

EXHIBIT 4

0 2,000 4,000 6,000m

SCALE 1:60,000 APPROX.

TRANSITWAY KEY PLAN

STATION — TRANSITWAY

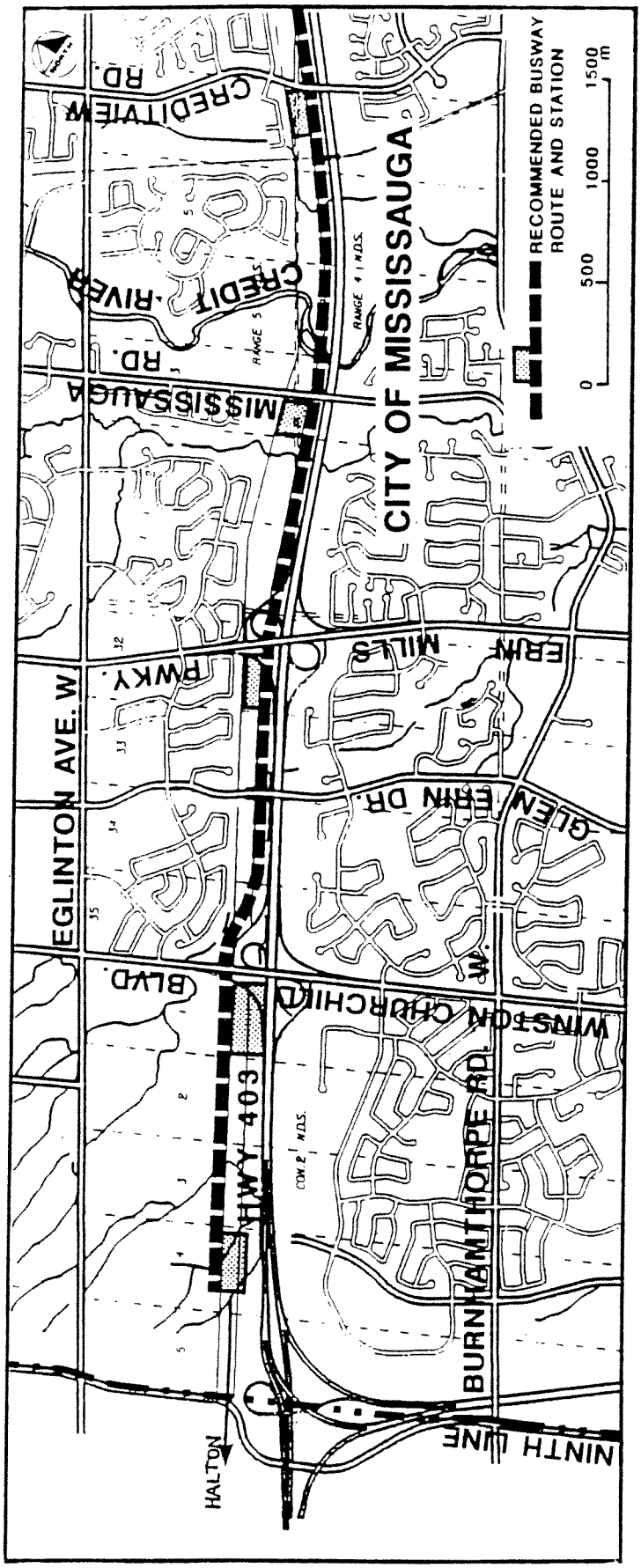
..... FUTURE EXTERNAL LINK

Exhibit 1

UB-1 (R2)

Exhibit 2

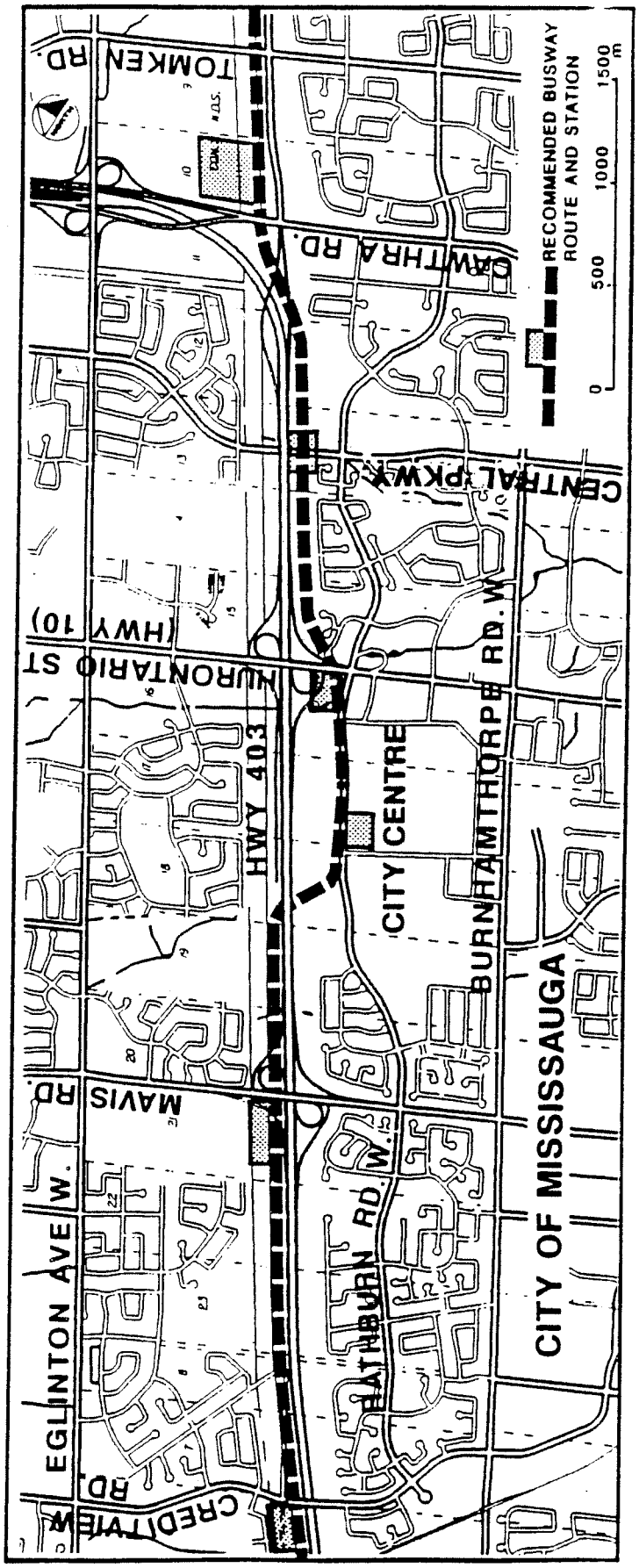
UB-1(01)



WEST SECTION

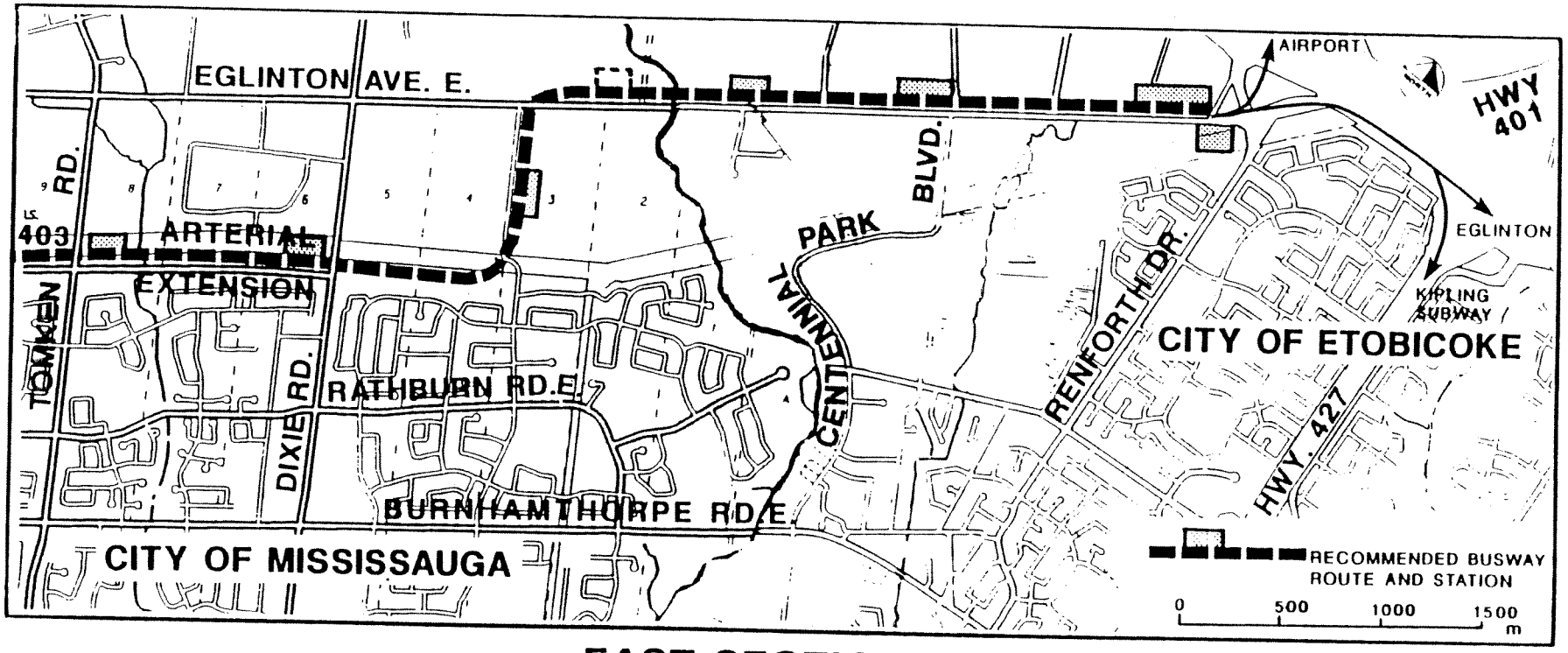
Exhibit 3

(UB-16)



CENTRE SECTION

UR-161



EAST SECTION

Exhibit 4

The Bill Dzugan Campaign
4226 Sunflower Dr. Mississauga, Ontario L5L 2L5 (Tel: 828-6170)

I-1

September 10, 1991

Mayor Hazel McCallion
City of Mississauga
300 City Centre Dr.
Mississauga, Ontario
L5B 3C1

Dear Mayor McCallion:

Concerns of the residents in Wards 3 and 4 regarding the Mississauga Transitway were satisfied through Councillors' initiatives many months ago. Because the concerns of Ward 8 residents have not been similarly addressed, I submit the following proposal:

That the TEMPO steering committee provide a numbered list of concerns to the City that will be considered throughout the Transitway planning process. This will ensure the residents of Ward 8 will be involved in the planning and that their needs will be addressed.

With this, I do not oppose the setting aside of Highway 403 parkway lands for further study of the Transitway.

Sincerely,

Bill Dzugan,
for Ward 8 Councillor

cc. Eva Berlin, TEMPO President
The Mississauga News
City Clerk

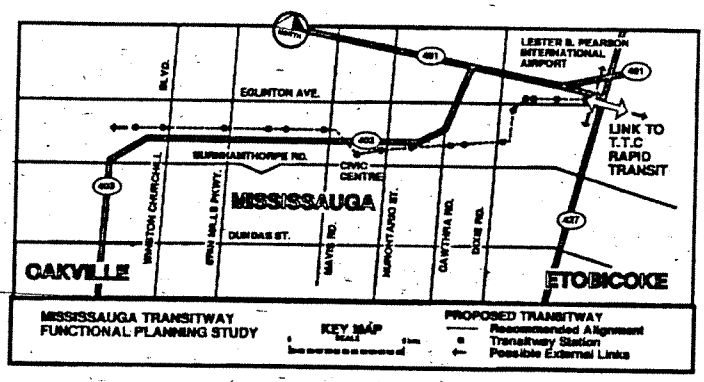
Public Meeting

PROPOSED OFFICIAL PLAN AMENDMENT
MISSISSAUGA TRANSITWAY

The Community Planning And Development Committee of the Corporation of the City of Mississauga will hold a public meeting on October 28, 1991 at 7:00 p.m. in the Council Chamber, 2nd Floor, Mississauga Civic Centre, 300 City Centre Drive, Mississauga to consider a proposed amendment to the Official Plan to incorporate the Mississauga Transitway alignment, as illustrated on the map.

Any person may attend the public meeting and/or make a written or oral representation either in support of or in opposition to the proposed amendments.

Dated at Mississauga on October 2, 1991.



THOMAS S. MOKRZYCKI,
COMMISSIONER OF PLANNING AND DEVELOPMENT

Inquires may be directed to:
Ron Miller
Planning and Development Department
Telephone: 896-5510

or

Bob Sasaki
Transportation and Works Department
Telephone: 896-5125

9715a/97/RM/P

CITIZEN APPOINTMENTS TO
THE MISSISSAUGA TRANSITWAY COMMUNITY ADVISORY COMMITTEE

The Council of The Corporation of the City of Mississauga has established a Community Advisory Committee to provide input to the Operations and Works Committee regarding the proposed Mississauga Transitway which was approved by Council on Monday, September 23, 1991.

The Committee shall be composed of two citizen members from each of the nine new wards in Mississauga. All Councillors are ex-officio members. The schedule of meetings is yet to be determined.

Employees of the City of Mississauga and the Regional Municipality of Peel will not be considered for appointment to this committee.

Applicants should be 18 years of age or older, a Canadian Citizen and a resident of Mississauga. Interested citizens should submit applications, in writing, to the Office of the City Clerk, to be received no later than 4:30 p.m. on Wednesday, October 30, 1991.

TERENCE L. JULIAN, A.M.C.T., C.M.C.
CITY CLERK
The Corporation of the City of Mississauga
300 City Centre Drive
Mississauga, Ontario L5B 3C1
Telephone: 896-5471

MISSISSAUGA CENTRAL LIONS CLUB

P.O. BOX NO.2004,
SQUARE ONE POST OFFICE,
MISSISSAUGA, ONTARIO
L5B 3C6
CANADA

RECEIVED
REGISTRY No. 2710
DATE SEP 18 1991
FILE No.
CLERK'S DEPARTMENT

September 13, 1991

C.A. DATE SEP 23 1991

Mayor Hazel McCallion
City of Mississauga
300 City Centre Drive
MISSISSAUGA, Ontario
L5B 3C1

Dear Mayor McCallion,

The members of the Mississauga Central Lions Club wish it to be noted that they are in favour of the proposed new Transitway in the City of Mississauga.

The implementation of this transit system will be most helpful to the residents of Mississauga, particularly the Seniors, as well as to all visitors to Mississauga.

During the summers months, the Farmers' Market is held at Square One and as you will be aware, we had previously asked if some form of transport could be arranged in this very area to enable people to visit the market. The new transitway would fit the bill.

One of the undersigned will attend the Committee Meeting on September 23, 1991.

Yours sincerely,

MISSISSAUGA CENTRAL LIONS CLUB

Lewis Lawrence
Past President

Lion Don Borrie
Past President

RECEIVED
REGISTRY No.
DATE SEP 17 1991
FILE No. D.04.02
MAYOR'S OFFICE

PEACE LUTHERAN CHURCH
A ministry of the Evangelical Lutheran Church in Canada

ROBERT C.P. HUTCHISON
1101 Westminster Place
ssauga, Ontario L4W 4X4
hone: (416) 949-8626

SQUARE ONE SHOPPING CENTRE
100 City Centre Drive
Mississauga, Ontario L5B 2C9
Telephone: (416) 273-3024

SEP 23 1991

C. A. DATE SEP 2 3 1991

Mayor Hazel McCallion and
the Mississauga City Council

Esteemed Civic Leaders:

It comes as a surprise to me that there is a possibility that the rapid transit system you worked so hard to prepare for the city of Mississauga should be put on hold.

Please know that my full support along with the support of a good portion of our congregation and the groups who use our church facility is with you to proceed as soon as possible. It is imperative that we devise means of transportation which will drastically cut down the number of cars on our roads.

You are to be heartily commended for you planning and leadership.

Very truly yours,

Robert C.P. Hutchison

Rev. Robert C.P. Hutchison

September 22, 1991

P-1

WE SUPPORT THE NEW PROPOSED MISSISSAUGA TRANSITWAY AS IT IS NECESSARY FOR THE CONVENIENCE OF MISSISSAUGA AND ITS RESIDENTS.

ATE	NAME	ADDRESS
1/9/91	Rev. Robert Hutchinson	58-4101 Westminster Place, Miss.
.91	Lisa Hutchinson	" " " "
9.91	Charlotte Klapproth	285 Enfield Mississauga
9/91	Marjolaine Zares	1387 Trotwood Ave Miss
9/91	[illegible] C [illegible]	336 Queen St. S. Miss. Unit #12
/91	Mr & Mrs Z.J. [illegible]	7343 Sills Rd. Miss.
9/91	Bill & Kathy Collin	4209 Shale Oak Ct. Miss.
/91	Barry White	450 LANA TERRACE
9/91	Steve [illegible]	240 WHITCHURCH MEWS
/91	Nancy Winters	450 Lana Terrace
/91	[illegible]	2285 Ft Collegeway
/91	Mary Rassiweiler	1485 Gulleden Dr Miss.
9/91	PEGGY [illegible]	3499 [illegible] DR Miss
9/91	David Burger	2006 Bough Beeches Blvd
9/91	Raine Betyno	2269 Bethnal Green Rd.
9/91	Margaret Bogue	80 Sarah Lane #2 Oakville
9/91	Noreen Rocha	867 Kowal Dr. Miss
—	Ian Roch	— " — " —
9/91	Lynne Walter	3245 Kings Masting Cresc.
9/91	Sue Wanamaker	2570 WHALEY DR. MISSISSAUGA
9/91	Monica Bernard	3378 Testimony Sq.
9/91	Hele [illegible]	4141 TWINE CRES.
/91	Linda Chevrefils	#410-55 Elm Dr. W, Miss
9/91	Sue Parent	1115-2247 Hwy #10, ONTARIO
9/9	Eileen Beltzer	2269 Bethnal Green Rd Oakville
9/91	Rose Hossmi	1915 Martingrove Rd, Rexdale, Ont.
9/91	Alice Lauzl	22 Hillcroft, Ont.
9/9	George Christophe	813 Saddle Ave
9/21	Gail Manley	530 Lolita Gardens 1905

P-1

WE SUPPORT THE NEW PROPOSED MISSISSAUGA TRANSITWAY AS IT IS NECESSARY FOR THE CONVENIENCE OF MISSISSAUGA AND ITS RESIDENTS.

	NAME	ADDRESS
T.22/M	SHELLEY GRIFFITH	3332 JOAN DR.
"	KEVIN GRIFFITH	3332 JOAN DR.
"	Petra Haensch	125 Chalfield Lane
"	Gillian L. Gordon & John	1060 Carden Street #812
	FRANK VASSALLO	(Citizen of Mississauga who uses public transit)
M22	ERIC + KAREN HAGEL	#1406-1360 RATHBURN RD EAST

P-2

ANSTON MENDES

31 HIGH ST. E. #910
MISSISSAUGA, ONTARIO. L5G 1J9

September 23, 1991

Mississauga Civic Centre
Council Chambers, second floor
300 City Centre Drive
Mississauga, Ontario
L5B 3C1

Re: Environmental Assessment and Planning Study

To your honourable Mayor McCallion,

As a concerned citizen of Mississauga and a frequent commuter of the Mississauga Transit I was please to learn of the public meeting notice on the Mississauga Transitway. I became aware of the meeting when I read the notice in the Mississauga News, unfortunately I was unable to attend the session today.

The proposed transitway will be extremely beneficial for all residents of Mississauga and the surrounding area. I use the Mississauga Transit to get to my partime job at Square One and to my classes at Sheridan College in Oakville. The system will now be useful for myself and the frequent commuters who normally have to switch transit systems and waste unnecessary travel time. From Oakville I can now come into Mississauga and switch buses at the system's transit hub at Square One.

Enclosed is a signed petition of other concerned travellers who would appreciate this new system. While at work in Square One, I decided to pitch and create awareness to the other commuters, about this new transitway. Many of the petitioners are students of Sheridan and Humber College in Etobicoke. We all seem to agree that the proposed transitway will take us to our destinations on time and avoid extra time changing systems.

On behalf of our citizens, I am pleased to know that such a proposal once approved, will become effective and better our traveling needs.

Sincerely,

Anston Mendes

Enclosed

P.2

TE	NAME	ADDRESS
/4/91	SANDY JAKAB	715 Eversley Dr. Miss.
/91	Neary Kernaghan	3510 South Hillway Miss
-91	Wendy Cornwall	Roncesvalles Ave. Toronto
-91	Kristin McLeod	3695 Karoff Cres.
/91	MARINA Li / KEITH TAYLOR	3389 COLONIAL DR., Mississauga.
-91	Rademeyer Sq. One.	ONT. L5L 4B9
-91	Raymonde Marchand	SQ 1
6-91	[illegible]	SQ-1
-91	N-[illegible]	SQ 1 - 3231 RYMAL RD
8-91	[illegible]	SQ 1
	[illegible]	SQ 1
-91	Dan Barwell	SQ1
-91	[illegible]	SQ1
-91	Karen Hwang	SQ1
-91	Angelika Bogdanowicz	SQ1
8-91	Ryan Goode	SQ 1.
-91	Napoleon Tissay	SQ 1.
8-91	[illegible] Cruz	Square One
8-91	Ging Malillin	Square One
-91	Christine Salibi	Squere One.
3-91	Abir Daniel.	Square One.
-91	ALEX RAMAHI	SQ 1
18-91	[illegible]	SQ 1
/91	[illegible]	SQ ONE
8/91	[illegible]	SQ ONE
/91	[illegible]	Square One
18/91	Deborah S Peute	Square One
/91	[illegible]	Square One
/91	[illegible]	Sq. One
/91	[illegible] Whiteside	118 High Park Ave,

DATE	NAME	ADDRESS
?- ?	Tony Bruzzese	1201 Wilden Circle - APT- 2104 - Miss, ONT.

P.2

DATE	NAME	ADDRESS
?/19/91	Jeff Harada	46 Wenbridge TR Brampton
?/19/91	David Weston	1547 MISSISSAUGA VALLEY BLVD #2209
"	Prad Patel	26 NIPISON Co. BRAMPTON
	~~[illegible]~~	~~[illegible]~~
"	LAN Q HUYNH	3576 ITALIA CRES.
"	Jaia Hudda	3538 Palgrave Rd. Miss. Ont. L5C 2L...
"	S Froehlich	3214 Anderson Cres., Miss
"	Karen Landry	Appleby College, Oakville
	LECH STRACZYNSKI	2655 BLOOR ST. W APT #210 ETOBICOKE
	Linda Lausberg	4036 Rolling Valley Dr. Miss
	Herman Lausberg	" " "

DATE	NAME	ADDRESS
?/24/91	[illegible]	Square One [illegible]
"	Haley Videman	" " "
"	Marine Johnson	" " "
"	[illegible]	" " "
"	Jennifer Giovanelli	" " "
"	Helen V[illegible]	" " "
"	Michelle Cole	" " "
"	Ed Chee	" " "
"	Julie Chevrefils	" " "
"	Morgan D'Azana	" " "
"	Florence Turner	

WE, THE UNDERSIGNED, SUPPORT THE PROPOSAL TO HAVE A TRANSITWAY IN THE CITY OF MISSISSAUGA:

DATE	NAME	ADDRESS
18th Sept 91	J. Darling	100 DUNDAS ST EAS. APT 1814
Sept 18	Russ McKee	1180 Kingsholm Dr
Sept 18	Andy [illegible]	2188 Florian Rd
Sept. 18	James [illegible]	3449 QUEENSTON DR
Sept 18	K. Cook	66 King St
Sept 18	P. [illegible]	3119 FIELDGATE DR MISS
Sept. 18	R. [illegible]	1580 MISSISSAUGA [illegible] BLVD MISS
Sept 18	[illegible] Brown	1749 Dundas ST. E.
" "	O.B. Edward	900 10th St. M 302
"	Bert Butts	1453 Gallagher Dr.
"	Joy [illegible]	2170 Sherobee Rd.
"	Reg Pollard	965 Inverhouse Dr apt 805
"	C. Pattison	4150 Westminster Pl. #263
"	Dorothy Wilson	" " "
"	Edna Bowerman	111 Bough Beeches
	Jennie Somerville	2110 Courtland Cres.
"	Doris Watson	1082 Ogden Ave.
"	Milton [illegible]	64 Wesley Ave. P.C.
"	Louise Hucker	624 Ridgemount C. Miss
"	Verna Robinson	48 Minnewawa Rd Miss
"	[illegible]	5554 Turney Drive Miss
"	Robert Jack	1300 Mississauga Vly Blvd
"	Irene Jack	" " "
"	Adele Large	#1013-3590 Kaneff Cres.
"	M. Brown	2170 SHEROBEE RD MISS
"	Mary Helfer	
"	Lee Carruthers	3533 Jean [illegible] MISS
"	Doreen [illegible]	
"	ROSE PELLEGRINI	

WE, THE UNDERSIGNED, SUPPORT THE PROPOSAL TO HAVE A TRANSITWAY IN THE CITY OF MISSISSAUGA:

DATE	NAME	ADDRESS
Sept 13, 1991	Helen Carlyle	174 Fairview Rd. W. Miss
Sept. 15, 1991	Heather Smith	209 Willowbrook Rd Thornh
Sept 16, 1991	Ruby Gentile	1320 Miss. Valley Blvd Miss.
Sept 16, 1991	[illegible]	1051 Lakeshore RD. West, [illegible]
Sept 16 1991	[illegible]	1300 Miss Vly Blvd Miss
Sept 16 1991	P. DalBianco	811-2465 Hurontario St, Miss
Sept 17, 1991	G.P. Routledge	2486 Edenhurst Dr. Mississauga
Sept 18 1991	[illegible]	447 Lolita Gdns Miss
Sept 18 1991	[illegible] Jennings	4150 Westminster Place Miss
	[illegible]	1580-1402 Miss Vly Blvd Miss
Sept 18 91	[illegible]	1580-1111 Miss Vly Blvd
"	[illegible]	[illegible]
	[illegible]	101-1320 Miss. Valley Blvd
Sept. 18th '91	Jenny Lee	66 King St W. #305, Mississauga
Sept 19th	[illegible]	455 Karen PK
Sept 19th	[illegible]	455 Karen PK
Sept 19th	[illegible]	4150 Westminster Place
19th	Lillian M. Harkin	3359 Nanita Court Miss.
	[illegible]	3695 Kaneff Cres. Miss
	[illegible]	3695 Kaneff Cres Miss
"	[illegible] Bell	1580 Mississauga Valley Blvd
"	[illegible]	1580 Mississauga Valley #701
"	[illegible]	55 Kingsbridge Garden Miss
"	[illegible] Jennings	4150 Westminster Place Miss
"	[illegible]	496 Silvercreek Blvd Miss
" "	M. DUKE	168 FAIRVIEW RD. WEST MISS.
	J. Duke	" "

APPENDIX F-3

CITY OF MISSISSAUGA OFFICIAL PLAN AMENDMENT

RE: MISSISSAUGA TRANSITWAY

NOVEMBER 1, 1991

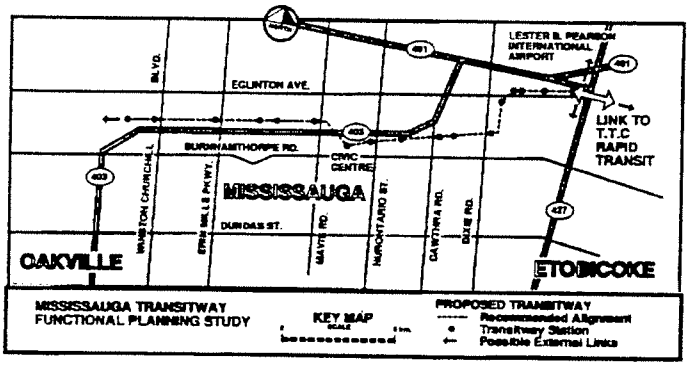
Public Meeting

PROPOSED OFFICIAL PLAN AMENDMENT
MISSISSAUGA TRANSITWAY

The Community Planning And Development Committee of the Corporation of the City of Mississauga will hold a public meeting on October 28, 1991 at 7:00 p.m. in the Council Chamber, 2nd Floor, Mississauga Civic Centre, 300 City Centre Drive, Mississauga to consider a proposed amendment to the Official Plan to incorporate the Mississauga Transitway alignment, as illustrated on the map.

Any person may attend the public meeting and/or make a written or oral representation either in support of or in opposition to the proposed amendments.

Dated at Mississauga on October 2, 1991.



THOMAS S. MOKRZYCKI,
COMMISSIONER OF PLANNING AND DEVELOPMENT

Inquires may be directed to:
Ron Miller
Planning and Development Department
Telephone: 896-5510

or

Bob Sasaki
Transportation and Works Department
Telephone: 896-5125

9715a/97/RM/P

Citizen Appointments

CITIZEN APPOINTMENTS TO
THE MISSISSAUGA TRANSITWAY COMMUNITY ADVISORY COMMITTEE

The Council of The Corporation of the City of Mississauga has established a Community Advisory Committee to provide input to the Operations and Works Committee regarding the proposed Mississauga Transitway which was approved by Council on Monday, September 23, 1991.

The Committee shall be composed of two citizen members from each of the nine new wards in Mississauga. All Councillors are ex-officio members. The schedule of meetings is yet to be determined.

Employees of the City of Mississauga and the Regional Municipality of Peel will not be considered for appointment to this committee.

Applicants should be 18 years of age or older, a Canadian Citizen and a resident of Mississauga. Interested citizens should submit applications, in writing, to the Office of the City Clerk, to be received no later than 4:30 p.m. on Wednesday, October 30, 1991.

TERENCE L. JULIAN, A.M.C.T., C.M.C.
CITY CLERK
The Corporation of the City of Mississauga
300 City Centre Drive
Mississauga, Ontario L5B 3C1
Telephone: 896-5471

MISSISSAUGA

Corporate Report

Received by
Clerk's Dept.

Clerk's Files

Originator's
Files

P.390

DATE: October 28, 1991

TO: Chairman and Members of the Community Planning and Development Committee

FROM: Thomas S. Mokrzycki, Commissioner of Planning and Development

SUBJECT: Proposed Official Plan Amendment
Mississauga Transitway

ORIGIN: City Council on September 23, 1991 considered the attached report (Appendix I) dated September 16, 1991 from the Commissioner of Transportation and Works and adopted the following recommendation:

"That the Commissioner of Planning and Development, in consultation with the Commissioner of Transportation and Works prepare a report on the Official Plan Amendment for the Mississauga Transitway, and to make the necessary arrangements for a public meeting, in accordance with the requirements of The Planning Act.

BACKGROUND: Subsequent to a lengthy functional planning and environmental assessment study for the proposed Transitway, City Council on September 23, 1991 adopted the following resolutions:

366-91 "(a) That the alignment and station locations for the Mississauga Transitway illustrated in Exhibits 2, 3, and 4 of the report of the Commissioner of Transportation and Works dated August 22, 1991, entitled "Mississauga Transitway Planning and Environmental Assessment Study" be adopted as amended by:

(i) the deletion of the Mississauga Road Transitway Station from the recommended Transitway Plan which is to be reconsidered only if and when a need for this facility is demonstrably justified.

(ii) the alignment of the Transitway west of Winston Churchill Boulevard being located as close to the 403 Highway as possible and not adjacent to the future rear residential property lines.

(b) That the Commissioner of Transportation and Works be authorized to finalize the "Mississauga Transitway Planning and Environmental Assessment Study Report" and to make a formal submission to the Ministry of the Environment to initiate their official review process, under the Environmental Assessment Act.

(c) That the Commissioner of Planning and Development, in consultation with the Commissioner of Transportation and Works prepare a report on the Official Plan Amendment for the Mississauga Transitway, and to make the necessary arrangements for a public meeting, in accordance with the requirements of the Planning Act.

(d) That copies of the report of the Commissioner of Transportation and Works dated August 22, 1991, entitled "Mississauga Transitway Planning and Environmental Assessment Study" and the report dated September 16, 1991 entitled "Mississauga Transitway - Supplementary Report" be distributed to the following agencies/municipalities for their information:

- Ministry of Transportation Ontario,
- GO Transit,
- Regional Municipality of Peel,
- City of Brampton,
- Metropolitan Toronto,
- City of Etobicoke,
- Toronto Transit Commission,
- Regional Municipality of Halton,
- Town of Milton,
- Town of Oakville,
- Ministry of the Environment,
- Ministry of Municipal Affairs,
- Ontario Hydro.

(e) That the Official Plan Amendment shall indicate that the Mississauga Transitway will be implemented through a staging plan to be developed later as part of the separate study;

(f) That a commitment to a public meeting process for each planning and financial stage in the phasing program shall be incorporated in the Official Plan Amendment.

369-91 "That a Community Advisory Committee be struck consisting of representatives of each of the Wards, to provide input to the City of Mississauga regarding the issues related to the proposed Mississauga Transitway."

DISCUSSION:

1. Existing Official Plan

The Official (Primary) Plan was approved by the Minister of Housing on April 16, 1981. Section 4.5 (Strategic Policy-Transportation) contains the transportation policies related to the achievement of the goals and objectives of the Plan. The City is currently undertaking a comprehensive Official Plan Review including an examination of all transportation policies. Notwithstanding this review process, it is important that the implementation of the Transitway as adopted by City Council proceed at this time. The amendments proposed in this report will be incorporated into the draft Official (Primary) Plan.

The Official (Primary) Plan identified the long-term need for an east-west rapid transit facility (designated as an Intermediate Capacity Transit along the north side of the Burnhamthorpe Road Corridor) with north-south links on Erin Mills Parkway and Hurontario Street.

The Official (Primary) Plan also incorporates an additional east-west transit-facility, an inter-urban transit corridor in the Southern Link of The Parkway Belt West Plan, for the entire length of the Highway 403 corridor, pursuant to the following policy of Section 5.15, Parkway Belt West, of the Official (Primary) Plan:

"5.15.1 The development of those lands in the Mississauga Planning Area that are affected by The Parkway Belt West Plan shall be governed by the provisions of The Parkway Belt West Plan, July 1978, which forms part of the Official Plan, and in the case of any discrepancy between The Parkway Belt West Plan and the remainder of this Official Plan, the provisions of The Parkway Belt Plan shall prevail."

2. Parkway Belt Plan

The issue of conformity to the Parkway Belt West Plan, was addressed in the attached (Appendix II) excerpt from the "Mississauga Transitway Planning and Environmental Assessment Study-Draft Executive Summary Report" previously considered by City Council.

That study concluded that the proposed Transitway is either supportive of, or compatible with, or has no effect on the objectives set out in the Parkway Belt West Plan in Mississauga. However, the Transitway does not follow the 30 m (100 ft.) wide "Inter-Urban Transit" corridor and, instead, utilizes a portion of land designated for a utility corridor and for highway uses.

The Parkway Belt West Plan designated land on the south side of Highway 403, east of the Credit River and on the north side of Highway 403, west of the Credit River, for Inter-Urban Transit. While the Plan did not define "inter-urban transit", it is an objective of the plan to "provide for inter-urban transit to the activity centres of the Milton West Future Urban Area, Milton East Future Urban Area, Mississauga Northwest Urban Area and Mississauga Urban Area, as well as Toronto International Airport."

The Parkway Belt Plan does provide for some flexibility in locating the Transitway, in that Section of 4.3 of The Plan states:

"The linear facilities may require some relocation, additional interchanges, crossings, or associated facilities which are not shown on the maps. These may require more or less area than that designated on the maps, but the precise location and limits cannot be determined until detailed studies are undertaken in the future."

Although the proposed Transitway is not in the exact location as identified in the Parkway Belt West Plan, it conforms with the intent and objective of the Plan. Staff will be reviewing this matter further in consultation with Provincial staff, and will report on any required action.

3. Proposed Official (Primary) Plan Amendment

Pursuant to resolution 366-91 of City Council, it is recommended that Schedule 8, Roads and Transit Network-Long Term Concept of the Official (Primary) Plan be amended to incorporate the proposed Transitway alignment and station locations, as shown on the attached map 1.

To protect the property required for the Transitway where it is outside of the Highway 403 corridor i.e. abutting the Eastgate Parkway/Fieldgate Drive extension east of Dixie Road, Eglinton Avenue east of the Eastgate Parkway/Fieldgate Drive extension, and Rathburn Road West between City Centre Drive and Prince of Wales Drive, it is recommended that the designated right-of-way widths of those streets be amended from 35 m (115 ft.) to 50 m (164 ft.) on Schedule 9, Designated Right-of-Way widths (see Map 2).

Further, on the same Schedule, note 2 states that "these rights-of-way widths are intended to accommodate the intermediate capacity transit system shown schematically on Schedule 8....". It is recommended that this note be revised by adding the words "and Transitway" after "intermediate capacity transit system".

In addition to the foregoing, it is also necessary to amend Section 4.5.3.2 Public Transit policies (Appendix III) to include the following within the functional classification system of transit modes contained therein:

- **Transitway is designed to accommodate transit travel demand within, to and from Mississauga and will be designed to provide connections with other rapid transit systems planned for adjacent municipalities. It is a roadway dedicated solely to transit use with design standards to allow efficient bus operation as well as a change in mode to light rail or other transit technologies.**

The Major Surface Bus Routes policy states that "they will perform a feeder function to both the commuter rail and ICTS services". This policy will require a revision by adding the following operating strategy with respect to the Transitway:

- **Branches of the regular bus routes will access the Transitway at key stations and be integrated to provide a base service between all stations and express service between the major stations. The bus routes on the roads crossing the Transitway will be coordinated with the base service so that transfer connections can be made at the stations. When the demand warrants, the base service will be provided by dedicated bus routes which will be overlaid by the branched routes operating primarily on an express basis.**

Although the resolution of City Council indicates that the alignment of the Transitway west of Winston Churchill Boulevard is to be as close to Highway 403 as possible and not adjacent to the future rear residential property line, most of the land on the north side of the Parkway Belt West in this area is designated in the draft Churchill Meadows Secondary Plan primarily for high density and medium density residential uses to take advantage of the Transitway stations. The issue of adjacent land use is best dealt with, in a comprehensive manner, through the draft Secondary Plan being processed for this area when all the factors affecting the area's future land use can be taken into account.

Concerning station locations, all of the stations, with the exception of Fieldgate North, are intended as approximate locations. With respect to Fieldgate North, the future need and location will depend, among other matters, on the future surrounding land use which is being addressed in the preparation of a draft Secondary Plan. Consequently, the following policy is recommended to preserve the necessary flexibility:

- **The Fieldgate North station is a possible station location, the ultimate need and location for which will be determined through future studies.**

The implementation of the Transitway will require a staging plan which need not form part of the Official (Primary) Plan Amendment, but which can be developed later as part of a separate study. In accordance with City Council's resolution pertaining to a commitment to a public meeting process for each stage in the phasing program, the following policy is proposed:

- **It is a policy of this Official (Primary) Plan to implement the Transitway through a staging plan. This staging plan will include such aspects as costs, funding sources, timing and phasing of construction. Public participation will form an integral part in the development of the staging plan and throughout the project's implementation.**

While the construction of a station is subject to the approval of a site development plan, a policy is recommended to indicate that appropriate station design, landscaping and berming will be required to minimize noise, visual and other negative impacts. The following is proposed:

- **Appropriate building design, station layout, landscaping and berming will be used to ensure compatibility with the surrounding environment.**

4. Secondary Plans

The existing Secondary Plans affected by the Transitway are the new City Centre Secondary Plan (Amendment 90) and the Airport South (Prestige Industrial) Secondary Plan (Amendment 23). Although Amendment 90 contains the approved alignment and station locations, it refers to the Transitway by its former name, "busway". Consequently, it should be amended to replace the term "busway" with "Transitway".

As mentioned in the review of the Primary Plan, it is necessary to protect the property required for the Transitway where it is outside of the Highway 403 corridor; in this case Rathburn Road West between City Centre Drive and Prince of Wales Drive to conform with the Primary Plan, and Prince of Wales Drive north of Rathburn Road West.

The City Centre Secondary Plan designates a 40 m (131 ft.) right-of-way for Rathburn Road West on Table I - Basic Road Characteristics contained therein, with a note that an additional right-of-way may be required for the busway (sic) along Rathburn Road West. As the ultimate right-of-way width has now been determined, it is recommended that the right-of-way width of Rathburn Road West between City Centre Drive and Prince of Wales Drive be amended from 40 m (131 ft.) to 50 m (164 ft.).

With respect to Prince of Wales Drive, it is recommended that its right-of-way width for that section north of Rathburn Road West be amended from 26 m (85 ft.) to 40 m (131 ft.).

Finally, Table I should be amended to indicate that the basic right-of-way contained therein are intended to accommodate the Transitway shown schematically on Schedule 3-Transportation System.

Since approval of the City Centre Secondary Plan (Amendment 90) by the Minister of Municipal Affairs may predate the subject proposed Official (Primary) Plan amendment, it is recommended that when the modifications proposed by the Minister are considered by City Council, the Minister should be requested to modify the Plan to implement the foregoing recommendations.

With respect to the Airport South (Prestige Industrial) Secondary Plan, it is recommended that Schedule 4-Transportation System be amended to include the Transitway alignment and station locations as shown on Map 3.

As with the Primary Plan, it is necessary to protect property required for the Transitway by amending the designated right-of-way of Eglinton Avenue East in Table I: Basic Road Characteristics, which contemplated this need by indicating that "an additional allowance may be required for a transit corridor pending completion of the Mississauga and Provincial Transportation Studies". Consequently, it is recommended that the right-of-way width of Eglinton Avenue East be amended from 35 m (114 ft.) to 50 m (164 ft.).

In addition, Table I should be amended by deleting the above-noted policy regarding an additional allowance, and by indicating that the basic rights-of-way contained therein are intended to accommodate the Transitway shown on Schedule 4-Transportation System.

During the preparation of the Secondary Plan, the Mississauga Transportation Study was in progress, and had identified possible corridors in the Planning District for some form of intermediate capacity transit system (ICTS), which was eventually resolved as the Transitway. Consequently, the Public Transit policies, Section 3.6.3., (attached as Appendix IV) contain policies and references to an ICTS which should be replaced with policies and references to the Transitway.

Therefore, in addition to replacing the term Intermediate Capacity Transit System (ICTS) with Transitway wherever it occurs, the policies in Section 3.6.3.1 of the Plan regarding the ICTS should be replaced with the following:

- **Transitway**

  The Transitway is designed to accommodate transit travel demand within, to and from Mississauga and will be designed to provide connections with other rapid transit systems planned for the adjacent municipalities. It is a roadway dedicated solely to transit use with design standards to allow efficient bus operations as well as a change in mode to light rail or other transit technologies.

  Access to the Transitway will be provided by stations located at Spectrum Way and Orbitor Drive, and by a multi-modal transit station west of Renforth Drive.

  In addition to the foregoing, Section 3.6.3.2 Inter-Urban Transit policies will require a revision to integrate the Transitway policies by deleting the last sentence of that section and replacing it with the following:

  - **The Transitway is intended to form part of the inter-urban transit system. Pending completion of detailed studies, a specific alignment for the remaining portion of the inter-urban transit system alignment within this District (i.e., a connection to the Airport and Metropolitan Toronto) will be identified and further modifications to Schedule 4 will be necessary.**

RECOMMENDATIONS:

1. That Schedule 8 of the Official (Primary) Plan be amended to include the proposed Transitway alignment and station locations as shown on the map attached to the report dated October 28, 1991 from the Commissioner of Planning and Development.

2. That Schedule 9 of the Official (Primary) Plan be amended by revising the right-of-way of the Eastgate Parkway/Fieldgate Drive extension, east of Dixie Road, Eglinton Avenue East, east of the Eastgate Parkway/Fieldgate Drive extension, and Rathburn Road West between City Centre Drive and Prince of Wales Drive from 35 m to 50 m.

3. That note 2 on Schedule 9 of the Official (Primary) Plan be amended by adding the words "and Transitway" after "intermediate capacity transit system".

4. That Section 4.5.3.2, Public Transit Policies of the Official (Primary) Plan be amended to include the following policies:

4.1 Transitway is designed to accommodate transit travel demand within, to and from Mississauga and will be designed to provide connections with other rapid transit systems planned for adjacent municipalities. It is a roadway dedicated solely to transit use with design standards to allow efficient bus operation as well as a change in mode to light rail or other transit technologies.

4.2 The Fieldgate North station is a possible station location, the ultimate need and location for which will be determined through future studies.

4.3 It is a policy of this Official (Primary) Plan to implement the Transitway through a staging plan. This staging plan will include such aspects as costs, funding sources, timing and phasing of construction. Public participation will form an integral part in the development of the staging plan and throughout the project's implementation.

4.4 Appropriate building design, station layout, landscaping and berming will be used to ensure compatibility with the surrounding environment.

5. That the Major Surface Bus Route policy of Section 4.5.3.2 be amended by adding the following:

5.1 Branches of the regular bus routes will access the Transitway at key stations and be integrated to provide a base service between all stations and express service between the major stations. The bus routes on the roads crossing the Transitway will be coordinated with the base service so that transfer connections can be made at the stations. When the demand warrants, the base service will be provided by dedicated bus routes which will be overlaid by the branched routes operating primarily on an express basis.

6. That the Minister of Municipal Affairs be requested to modify the City Centre Secondary Plan (Amendment 90):

6.1 By replacing the term "busway" with "Transitway".

6.2 By amending the right-of-way width, in Table I, of Rathburn Road West, between City Centre Drive and Prince of Wales Drive, from 40 m to 50 m.

6.3 By amending right-of-way width in, Table 1, of Prince of Wales Drive, north of Rathburn Road West, from 26 m to 40 m.

6.4 By adding the words "and are intended to accommodate the Transitway shown on Schedule 3" to the sentence "These are considered basic rights-of-way". in Table I-Basic Road Characteristics.

7. That Airport South (Prestige Industrial) Secondary Plan (Amendment 23) be amended:

7.1 By amending the right-of-way width, contained in Table I, of Eglinton Avenue East from 35 m to 50 m.

7.2 By adding the words "and are intended to accommodate the Transitway shown on Schedule 4" to the sentence "These are considered basic road rights-of-way." contained in Table I.

7.1 By deleting the sentence "An additional allowance may be required for a transit corridor pending completion of the Mississauga and Provincial Transportation studies." from Table I.

7.4 By replacing the term "Intermediate Capacity Transit System (ICTS)" with "Mississauga Transitway"

7.5 By replacing section 3.6.3.1 with the following:

3.6.3.1 Transitway

The Transitway is designed to accommodate transit travel demand within, to and from Mississauga and will be designed to provide connections with other rapid transit systems planned for adjacent municipalities. It is a roadway dedicated solely to transit use with design standards to allow efficient bus operations as well as a change in mode to light rail or other transit technologies.

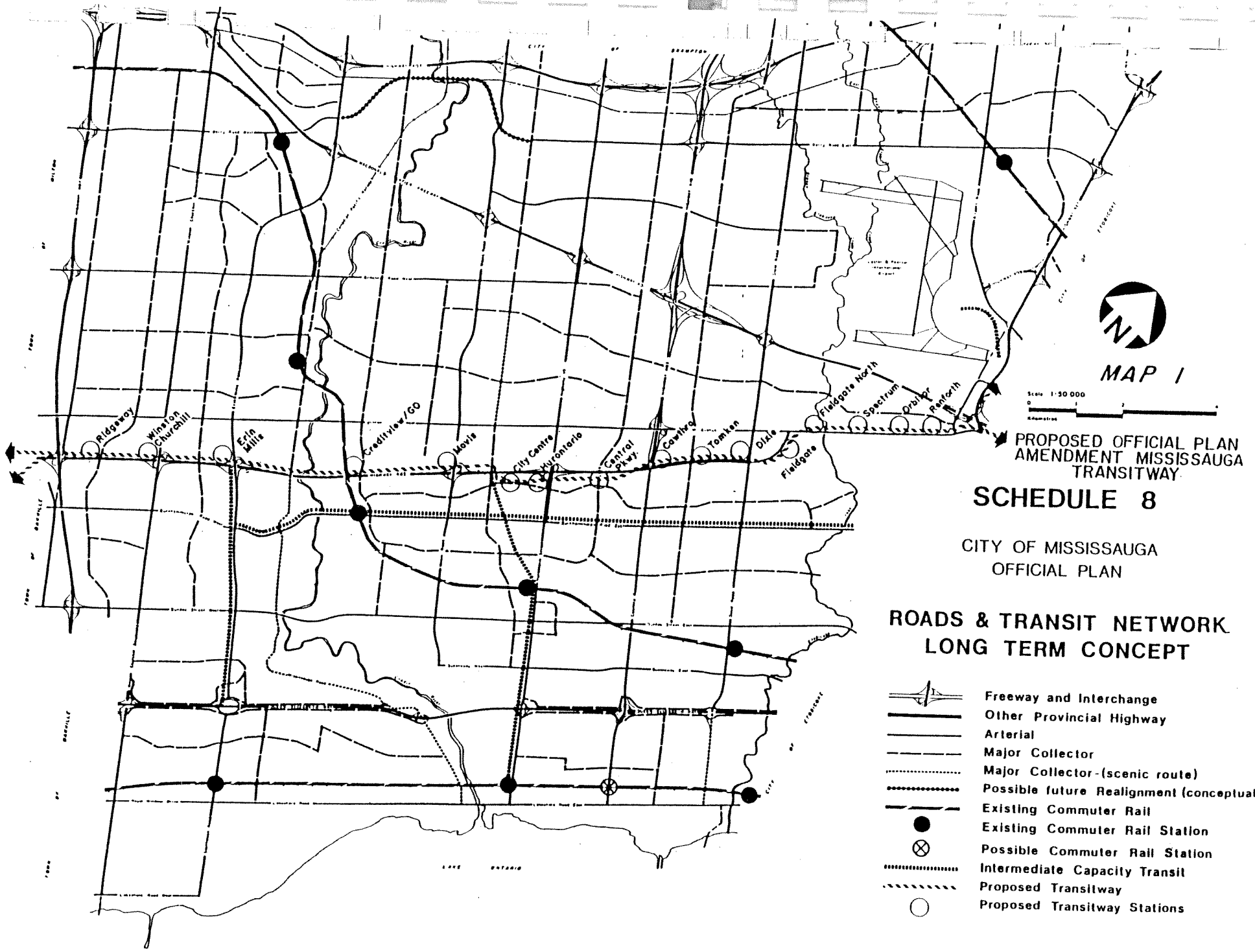
Access to the Transitway will be provided by stations located at Spectrum Way and Orbitor Drive, and by a multi-modal transit station west of Renforth Drive.

7.6 By replacing the last sentence of section 3.6.3.2 with:

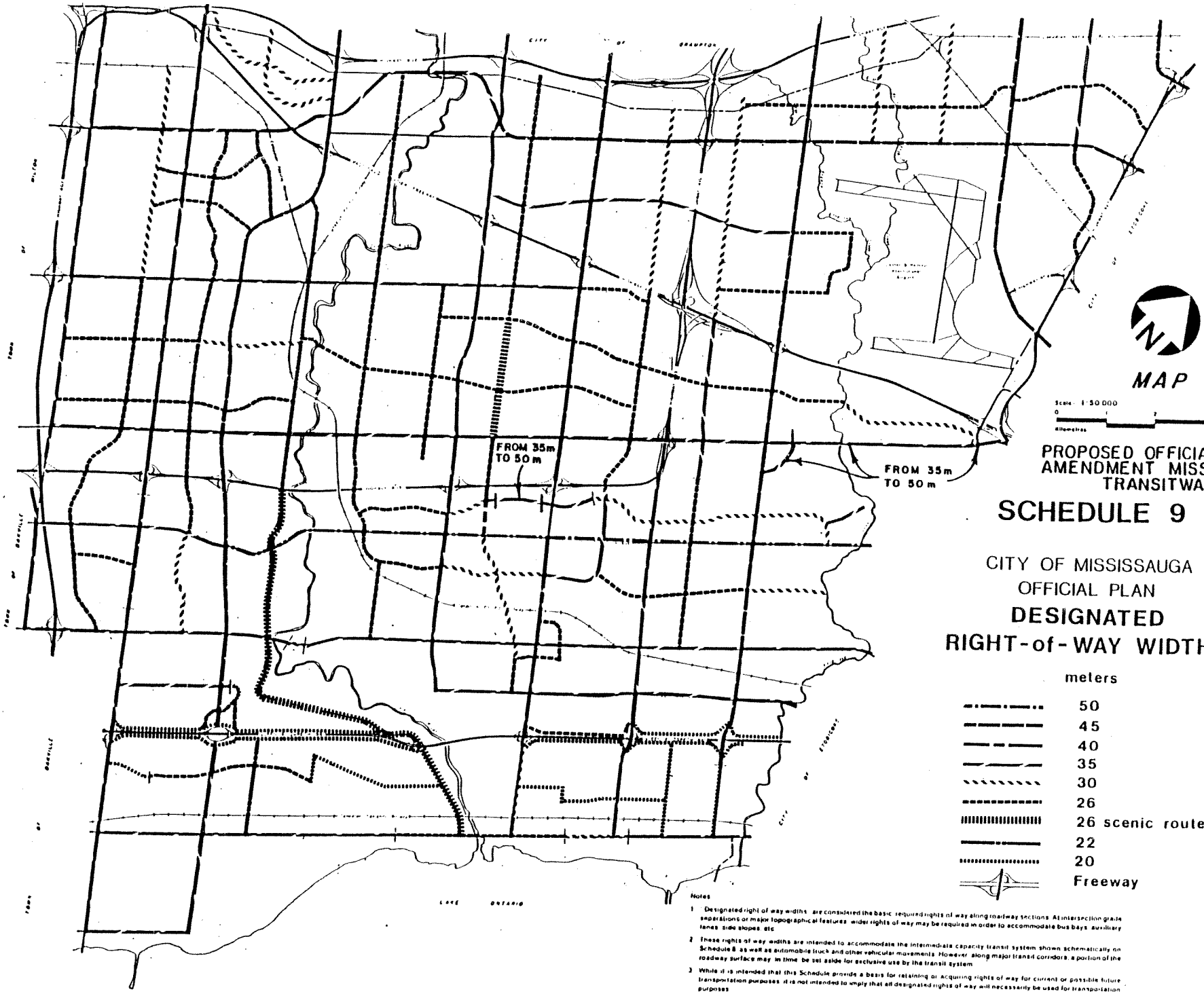
The Transitway is intended to form part of the inter-urban transit system. Pending completion of detailed studies, a specific alignment for the remaining portion of the inter-urban transit system alignment within this District (i.e., a connection to the Airport and Metropolitan Toronto) will be identified and further modifications to Schedule 4 will be necessary.

Thomas S. Mokrzycki,
Commissioner of Planning and Development

9850a/RM/P


Ridgeway
Winston Churchill
Erin Mills
Creditview/GO
Mavis
City Centre
Hurontario
Central Pkwy
Confed
Tomken
Dixie
Fieldgate
Fieldgate North
Spectrum
Orbitor
Renforth
MAP 1
PROPOSED OFFICIAL PLAN AMENDMENT MISSISSAUGA TRANSITWAY
SCHEDULE 8
CITY OF MISSISSAUGA
OFFICIAL PLAN
ROADS & TRANSIT NETWORK
LONG TERM CONCEPT
Freeway and Interchange
Other Provincial Highway
Arterial
Major Collector
Major Collector-(scenic route)
Possible future Realignment (conceptual
Existing Commuter Rail
Existing Commuter Rail Station
Possible Commuter Rail Station
Intermediate Capacity Transit
Proposed Transitway
Proposed Transitway Stations

1989 April



MAP 2

Scale 1:50 000

Kilometres

PROPOSED OFFICIAL PLAN
AMENDMENT MISSISSAUGA
TRANSITWAY

SCHEDULE 9

CITY OF MISSISSAUGA
OFFICIAL PLAN

DESIGNATED
RIGHT-of-WAY WIDTHS

meters

- 50
- 45
- 40
- 35
- 30
- 26
- 26 scenic route
- 22
- 20
- Freeway

Notes

1 Designated right of way widths are considered the basic required rights of way along roadway sections At intersection grade separations or major topographical features wider rights of way may be required in order to accommodate bus bays auxiliary lanes side slopes etc

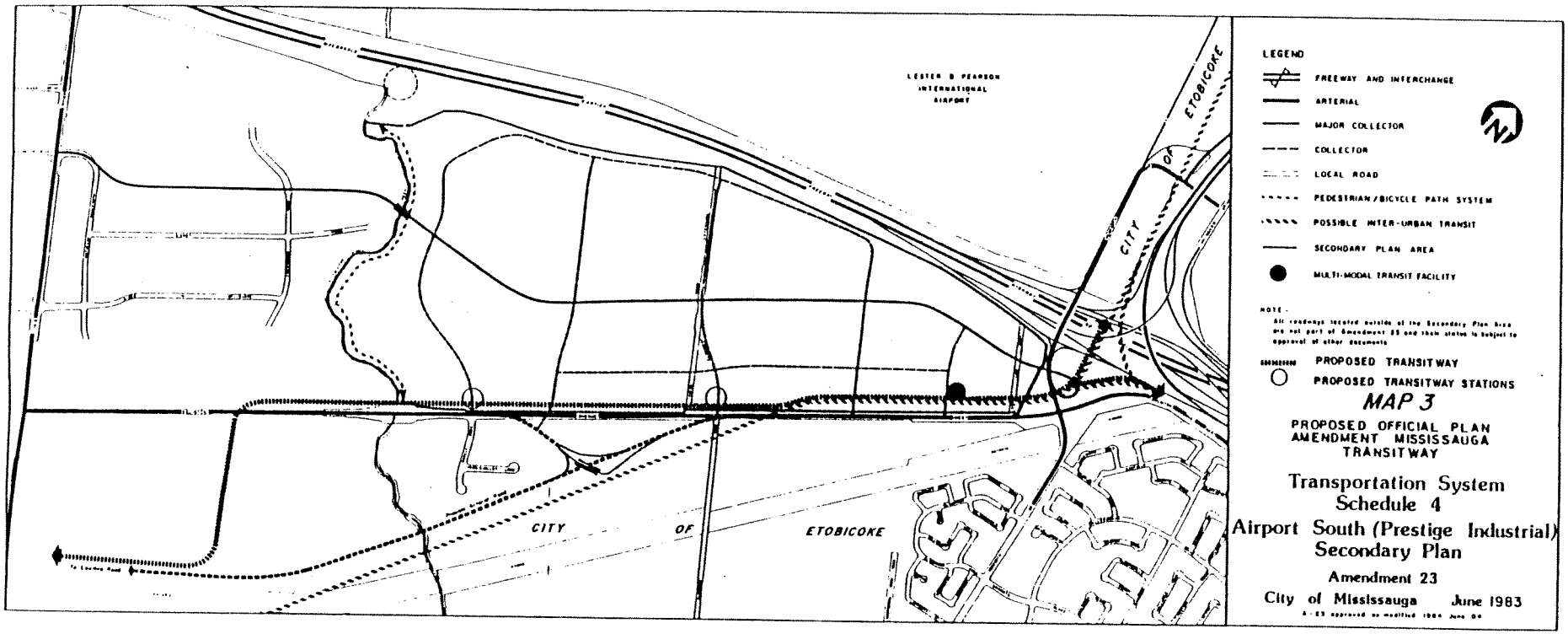
2 These rights of way widths are intended to accommodate the intermediate capacity transit system shown schematically on Schedule 8 as well as automobile truck and other vehicular movements However along major transit corridors a portion of the roadway surface may in time be set aside for exclusive use by the transit system

3 While it is intended that this Schedule provide a basis for retaining or acquiring rights of way for current or possible future transportation purposes it is not intended to imply that all designated rights of way will necessarily be used for transportation purposes

4 Designated right of way widths of Regional Roads are shown as set out in Schedule A of the Regional Municipality of Peel By law Number 211 77 approved by Regional Council on December 15th 1977

5 Changes to this Schedule may be necessary where detailed studies carried out during the preparation of Secondary Plans [illegible]

1989 April


LESTER B PEARSON INTERNATIONAL AIRPORT
CITY OF ETOBICOKE
CITY OF ETOBICOKE
LEGEND
FREEWAY AND INTERCHANGE
ARTERIAL
MAJOR COLLECTOR
COLLECTOR
LOCAL ROAD
PEDESTRIAN/BICYCLE PATH SYSTEM
POSSIBLE INTER-URBAN TRANSIT
SECONDARY PLAN AREA
MULTI-MODAL TRANSIT FACILITY
NOTE -
All roadways located outside of the Secondary Plan Area are not part of Amendment 23 and their status is subject to approval of other documents
PROPOSED TRANSITWAY
PROPOSED TRANSITWAY STATIONS
MAP 3
PROPOSED OFFICIAL PLAN AMENDMENT MISSISSAUGA TRANSITWAY
Transportation System Schedule 4
Airport South (Prestige Industrial) Secondary Plan
Amendment 23
City of Mississauga June 1983

MG.03 ME

THE CORPORATION OF THE CITY OF MISSISSAUGA

MINUTES 16 - 91

COMMITTEE: COMMUNITY PLANNING AND DEVELOPMENT

DATE: October 28, 1991 - 9:13 a.m.

PLACE: COMMITTEE ROOM A (MORNING SESSION)
COUNCIL CHAMBER (EVENING SESSION)

Members Present:
Councillor P. Mullin
Councillor F. Dale
Councillor F. McKechnie, Chair
Councillor D. Culham
Councillor D. Lane
Councillor T. Southorn

Others Present:
Mayor H. McCallion
Councillor N. Iannicca (Evening Session)
Councillor M. Prentice

STAFF PRESENT:
Mr. D.A. Lychak, City Manager
Mr. T. Mokrzycki, Commissioner of Planning & Development
Mr. I. W. Scott, Commissioner of Recreation & Parks
Mr. G.S. Spencer, Commissioner of Transportation & Works
Mr. R. Doyle, Director, Recreation and Parks
Mr. O. Terminesi, Director, Transportation and Works
Mr. J. Calvert, Director, Planning and Development
Mr. J. Zipay, Director, Planning and Development
Mr. W. Waite, Director, Planning and Development
Mr. R. Miller, Principal Planner, Planning and Development
Ms. I. Sulz-McDowell, Principal Planner, Planning and Development
Mr. J. Riddell, Principal Planner, Planning and Development
Mr. C.L. Vun, Principal Planner, Planning and Development
Mr. B. Bartlett, Office of the City Clerk

INDEX - COMMUNITY PLANNING & DEVELOPMENT COMMITTEE - OCTOBER 28, 1991

MORNING SESSION - 9:00 A.M.

MATTERS CONSIDERED:

A. Mr. George Gilbert, Director, The Ontario Federation of Anglers & Hunters
(See Item #1)

B. Mr. Ron Webb, Davis, Webb & Schulze, Barristers & Solicitors on behalf of Cervantes Lions Club Non-Profit Housing Corporation
(See Item #4)

MATTERS CONSIDERED:

1. Purple Loosestrife - Request for Report 143-91

2. Assumption Cemetary Mausoleum - Derry Road and Tomken Road (Request for Report 137-91)

3. Temporary Trailer - Northwest corner of Hurontario Street and Highway 401 - Request for Report 162-91

4. Site Plan Application S.P.110-91(E), Part of Lots 1 and 2, Concession 1, W.H.S. and Part of Block 166, Registered Plan 43M-731, 20 Strathaven Avenue

5. Conditions of Draft Approval for Subdivision Application T-89002(W), Proposed Residential Development, South of Derry Road West and West of Tenth Line, Steluk Investments Limited - Derry Road

6. Proposed Industrial/Office Condominium CDM 91-501(W), 420, 430 and 450 Britannia Road East, Pensionfund Realty Limited

7. PUBLIC MEETING - 10:00 a.m. - Places of Religious Assembly in Agriculture Zone - Development Standards

8. PUBLIC MEETING - 10:05 a.m. - Parking and Structures in Backyards - Request for Report 2-91 and 3-91

9. PUBLIC MEETING - 10:15 a.m. - Rezoning Application OZ/8/91(W), Proposed Addition of Office, Industrial and Ancillary Convenience Retail Uses to an Existing Restaurant Development, 6461 Mississauga Road, East of Mississauga Road and North of Kitimat Road, 808717 Ontario Incorporated

EVENING SESSION - 7:00 P.M.

10. PUBLIC MEETING - 7:00 p.m. - Proposed Official Plan Amendment - Mississauga Transitway

11. PUBLIC MEETING - 7:05 p.m. - Proposed Official Plan and Rezoning Application OZ/38/90(E), Proposed Residential Apartment and Daycare Facility, 169 and 177 Dundas Street West, Martinway Contracting Limited

12. PUBLIC MEETING - 7:10 p.m. - Rezoning Application OZ/81/89(E), Proposed Residential Development, Between Hurontario Street and Kennedy Road, North of Eglinton Avenue East, Antrex Development Corporation

13. Conditions of Draft Approval T-89040(E), Phase II, Proposed Residential Development, Part of Lots 1, 2 and 3, Concession 1, E.H.S. between Hurontario Street and Kennedy Road, North of Eglinton Avenue East, Antrex Development Corporation

EVENING SESSION - 7:00 P.M.

10. PUBLIC MEETING

Proposed Official Plan Amendment - Mississauga Transitway

Report dated October 28, 1991 from the Commissioner of Planning and Development regarding Proposed Official Plan Amendment - Mississauga Transitway.

Councillor F. Dale called this public meeting to order at 7:03 p.m.

No persons addressed the Committee.

Councillor F. Dale presented a short reading of recommendations in the report dated October 28, 1991 from the Commissioner of Planning and Development.

City Council on September 23, 1991 considered the attached report (Appendix I) dated September 16, 1991 from the Commissioner of Transportation and Works and adopted the following recommendation:

"That the Commissioner of Planning and Development, in consultation with the Commissioner of Transportation and Works prepare a report on the Official Plan Amendment for the Mississauga Transitway, and to make the necessary arrangements for a public meeting, in accordance with the requirements of The Planning Act."

Please refer to the subject report for the Background and Discussion sections.

RECOMMENDATION:

1. That Schedule 8 of the Official (Primary) Plan be amended to include the proposed Transitway alignment and station locations as shown on the map attached to the report dated October 28, 1991 from the Commissioner of Planning and Development.

2. That Schedule 9 of the Official (Primary) Plan be amended by revising the right-of-way of the Eastgate Parkway/Fieldgate Drive extension, east of Dixie Road, Eglinton Avenue East, east of the Eastgate Parkway/Fieldgate Drive extension, and Rathburn Road West between City Centre Drive and Prince of Wales Drive from 35 m to 50 m.

3. That note 2 on Schedule 9 of the Official (Primary) Plan be amended by adding the words "and Transitway" after "intermediate capacity transit system".

4. That Section 4.5.3.2, Public Transit Policies of the Official (Primary) Plan be amended to include the following policies:

4.1 Transitway is designed to accommodate transit travel demand within, to and from Mississauga and will be designed to provide connections with other rapid transit systems planned for adjacent municipalities. It is a roadway dedicated solely to transit use with design standards to allow efficient bus operation as well as a change in mode to light rail or other transit technologies.

4.2 The Fieldgate North station is a possible station location, the ultimate need and location for which will be determined through future studies.

4.3 It is a policy of this Official (Primary) Plan to implement the Transitway through a staging plan. This staging plan will include such aspects as costs, funding sources, timing and phasing of construction. Public participation will form an integral part in the development of the staging plan and throughout the project's implementation.

4.4 Appropriate building design, station layout, landscaping and berming will be used to ensure compatibility with the surrounding environment.

5. That the Major Surface Bus Route policy of Section 4.5.3.2 be amended by adding the following:

5.1 Branches of the regular bus routes will access the Transitway at key stations and be integrated to provide a base service between all stations and express service between the major stations. The bus routes on the roads crossing the Transitway will be coordinated with the base service so that transfer connections can be made at the stations. When the demand warrants, the base service will be provided by dedicated bus routes which will be overlaid by the branched routes operating primarily on an express basis.

6. That the Minister of Municipal Affairs be requested to modify the City Centre Secondary Plan (Amendment 90):

6.1 By replacing the term "busway" with "Transitway".

6.2 By amending the right-of-way width, in Table I, of Rathburn Road West, between City Centre Drive and Prince of Wales Drive, from 40 m to 50 m.

6.3 By amending right-of-way width in, Table 1, of Prince of Wales Drive, north of Rathburn Road West, from 26 m to 40 m.

6.4 By adding the words "and are intended to accommodate the Transitway shown on Schedule 3" to the sentence "These are considered basic rights-of-way". in Table I-Basic Road Characteristics.

7. That Airport South (Prestige Industrial) Secondary Plan (Amendment 23) be amended:

7.1 By amending the right-of-way width, contained in Table I, of Eglinton Avenue East from 35 m to 50 m.

7.2 By adding the words "and are intended to accommodate the Transitway shown on Schedule 4" to the sentence "These are considered basic road rights-of-way." contained in Table I.

7.1 By deleting the sentence "An additional allowance may be required for a transit corridor pending completion of the Mississauga and Provincial Transportation studies." from Table I.

7.4 By replacing the term "Intermediate Capacity Transit System (ICTS)" with "Mississauga Transitway"

7.5 By replacing section 3.6.3.1 with the following:

3.6.3.1 Transitway

The Transitway is designed to accommodate transit travel demand within, to and from Mississauga and will be designed to provide connections with other rapid transit systems planned for adjacent municipalities. It is a roadway dedicated solely to transit use with design standards to allow efficient bus operations as well as a change in mode to light rail or other transit technologies.

Access to the Transitway will be provided by stations located at Spectrum Way and Orbitor Drive, and by a multi-modal transit station west of Renforth Drive.

7.6 By replacing the last sentence of section 3.6.3.2 with:

The Transitway is intended to form part of the inter-urban transit system. Pending completion of detailed studies, a specific alignment for the remaining portion of the inter-urban transit system alignment within this District (i.e., a connection to the Airport and Metropolitan Toronto) will be identified and further modifications to Schedule 4 will be necessary.

Mr. J. Calvert, Director, Policy Division, briefly reviewed the purpose of the report dated October 28, 1991 highlighting the proposed amendments to the Official Plan which are included in the recommendations. He pointed out that on September 23, 1991, Council adopted the Transitway and approved that a formal submission be made to the Ministry of the Environment to initiate their official review process under the Environmental Assessment Act. Mr. Calvert also summarized the present status of the Official Plan and the Parkway Belt Plan. Further, he pointed out that two secondary plans need to be amended i.e. the City Centre Secondary Plan and the Airport South Secondary Plan.

Councillor Culham recommended that Recommendation 4.3 be amended to include the staging plan as part of the recommendation. In response, Mr. Spencer felt that staging could be impacted by factors such as costs, funding, etc. and to incorporate staging as part of amendments to the Official Plan was not advisable. Councillor Culham reiterated his views with respect to staging and need for public input at each phase of the staging plan.

Councillor Lane requested that the alignment of the transitway in the Churchill Meadows Secondary Plan be addressed in the proposed recommendations as per the discussion which occurred at the Council Meeting of September 23, 1991. Further, Councillor Lane added that she was still not convinced on the Transitway as it related to its timing and usage and expressed concern with respect to funding arrangements from the Province.

In response to Councillor Prentice's request, Mr. Calvert reviewed the lands required to be protected for the transitway in the Fieldgate Extension area.

Councillor Southorn explained briefly his views on the transitway and why he could not support it. In summary, he felt that the transitway would benefit only those who lived in close proximity to the transitway corridor. Further, he felt that a higher order of transit system on Dundas Street would be more beneficial and should be funded entirely by the Province.

Councillor Dale pointed out that land was available in the Hwy.403 corridor and a change in location would require additional funds for land purchase.

Councillor Iannicca pointed out the flexibility of the system and the need for a north/south spine to provide proper linkage.

On verbal motion by Councillor Culham to approve the recommendations in the report as amended to include the staging plan in recommendation 4.3 was voted and carried.

This public meeting closed at 8:12 p.m.

Approved/Amended
See Recommendation CPD-250-91 (Councillor D. Culham))

TS.04.Transitway

COMMUNITY PLANNING & DEVELOPMENT COMMITTEE OCTOBER 28, 1991

REPORT 16 - 91

TO: THE MAYOR AND MEMBERS OF COUNCIL

The Community Planning & Development Committee presents its sixteenth report and recommends:

CPD-241-91 (a) That the Report dated October 21, 1991 from Ian W. Scott, Commissioner of Recreation and Parks concerning the growth and attempts to control Purple Loosestrife, be received for information.

(b) That the Ontario Federation of Anglers and Hunters, the Credit Valley Conservation Authority and the Recreation and Parks Department be requested to:

- Increase public awareness of Purple Loosestrife through educational means.
- Monitor the growth areas where Purple Loosestrife is having negative effects on natural habitats.
- Try through volunteers to control Purple Loosestrife by pulling out the plants in Rattray Marsh.

(c) That the Minister of Natural Resources be requested to prohibit the retail sale of Purple Loosestrife throughout the Province of Ontario;

(d) That a copy of Recommendation 241-91 be forwarded to the Association of Municipalities of Ontario.

EC.09.Weed Control
(CPD-241-91)

CPD-242-91 That the City of Mississauga has no objection to the proposed application from the Catholic Cemetaries Archdiocese of Toronto for the building of an additional mausoleum at Assumption Cemetery, 6933 Tomken Road, Mississauga.

CS.18
(CPD-242-91)

CPD-243-91 That the request by Shipp Corporation Limited to retain an existing trailer at the north/west corner of Hurontario Street and Highway 401 until September 30, 1992, be approved.

LP.07.Shi
(CPD-243-91)

CPD-248-91 That the report dated September 16, 1991 from the Commissioner of Planning and Development regarding Parking and Structures in Backyards be referred to an evening session of Community Planning and Development Committee for a public meeting with a joint report from the Planning and Development Department and the Transportation and Works Department regarding parking and structures in backyards, curb cuts, communication towers and the construction of decks on garages.

CD.23.Vehicle Storage
(CPD-248-91)

CPD-249-91 That the report dated October 28, 1991, from the Commissioner of Planning and Development recommending approval of the application to amend the Zoning By-law under File OZ/8/91(W), Euromart Management Corporation, for the property known as 6461 Mississauga Road, to permit the addition of office, industrial, and ancillary convenience retail uses to the existing uses permitted on the site, with no increase in the permitted maximum gross floor area of 717.7 m^2 (7,725.5 sq.ft.), subject to the applicant agreeing to satisfy all the requirements of the City and any other official agency concerned with the development of these lands, be adopted.

OZ/8/91(W)
(CPD-249-91)

CPD-250-91 1. That Schedule 8 of the Official (Primary) Plan be amended to include the proposed Transitway alignment and station locations as shown on the map attached to the report dated October 28, 1991 from the Commissioner of Planning and Development.

2. That Schedule 9 of the Official (Primary) Plan be amended by revising the right-of-way of the Eastgate Parkway/Fieldgate Drive extension, east of Dixie Road, Eglinton Avenue East, east of the Eastgate Parkway/Fieldgate Drive extension, and Rathburn Road West between City Centre Drive and Prince of Wales Drive from 35 m to 50 m.

3. That note 2 on Schedule 9 of the Official (Primary) Plan be amended by adding the words "and Transitway" after "intermediate capacity transit system".

4. That Section 4.5.3.2, Public Transit Policies of the Official (Primary) Plan be amended to include the following policies:

4.1 Transitway is designed to accommodate transit travel demand within, to and from Mississauga and will be designed to provide connections with other rapid transit systems planned for adjacent municipalities. It is a roadway dedicated solely to transit use with design standards to allow efficient bus operation as well as a change in mode to light rail or other transit technologies.

4.2 The Fieldgate North station is a possible station location, the ultimate need and location for which will be determined through future studies.

4.3 It is a policy of this Official (Primary) Plan to implement the Transitway through a staging plan. This staging plan as outlined in Appendix H will include such aspects as costs, funding sources, timing and phasing of construction. Public participation will form an integral part in the development of the staging plan and throughout the project's implementation.

4.4 Appropriate building design, station layout, landscaping and berming will be used to ensure compatibility with the surrounding environment.

5. That the Major Surface Bus Route policy of Section 4.5.3.2 be amended by adding the following:

5.1 Branches of the regular bus routes will access the Transitway at key stations and be integrated to provide a base service between all stations and express service between the major stations. The bus routes on the roads crossing the Transitway will be coordinated with the base service so that transfer connections can be made at the stations. When the demand warrants, the base service will be provided by dedicated bus routes which will be overlaid by the branched routes operating primarily on an express basis.

6. That the Minister of Municipal Affairs be requested to modify the City Centre Secondary Plan (Amendment 90):

6.1 By replacing the term "busway" with "Transitway".

6.2 By amending the right-of-way width, in Table I, of Rathburn Road West, between City Centre Drive and Prince of Wales Drive, from 40 m to 50 m.

6.3 By amending right-of-way width in, Table 1, of Prince of Wales Drive, north of Rathburn Road West, from 26 m to 40 m.

6.4 By adding the words "and are intended to accommodate the Transitway shown on Schedule 3" to the sentence "These are considered basic rights-of-way". in Table I-Basic Road Characteristics.

7. That Airport South (Prestige Industrial) Secondary Plan (Amendment 23) be amended:

7.1 By amending the right-of-way width, contained in Table I, of Eglinton Avenue East from 35 m to 50 m.

7.2 By adding the words "and are intended to accommodate the Transitway shown on Schedule 4" to the sentence "These are considered basic road rights-of-way." contained in Table I.

7.1 By deleting the sentence "An additional allowance may be required for a transit corridor pending completion of the Mississauga and Provincial Transportation studies." from Table I.

7.4 By replacing the term "Intermediate Capacity Transit System (ICTS)" with "Mississauga Transitway"

7.5 By replacing section 3.6.3.1 with the following:

3.6.3.1 Transitway

The Transitway is designed to accommodate transit travel demand within, to and from Mississauga and will be designed to provide connections with other rapid transit systems planned for adjacent municipalities. It is a roadway dedicated solely to transit use with design standards to allow efficient bus operations as well as a change in mode to light rail or other transit technologies.

Access to the Transitway will be provided by stations located at Spectrum Way and Orbitor Drive, and by a multi-modal transit station west of Renforth Drive.

7.6 By replacing the last sentence of section 3.6.3.2 with:

The Transitway is intended to form part of the inter-urban transit system. Pending completion of detailed studies, a specific alignment for the remaining portion of the inter-urban transit system alignment within this District (i.e., a connection to the Airport and Metropolitan Toronto) will be identified and further modifications to Schedule 4 will be necessary.

TS.04.Transitway
(CPD-250-91)

CPD-251-91 That the Planning and Development Department Report dated October 28, 1991, from the Commissioner of Planning and Development, recommending approval of the application to amend the Official Plan and the Zoning By-Law under File OZ/38/90(E), Martinway Contracting Ltd., 169 and 177 Dundas Street West, from District Commercial Mixed Use and Low Density Housing to High Density Housing: Level 2-Special and from AC and R4 to RM7D5-Special Section to permit the development of a maximum of 226 apartment units and a daycare facility with a maximum gross floor area of 307 m^2 (3305 sq. ft.), subject to site development and landscaping plan approvals, and the applicant agreeing to satisfy the requirements of the City and any other official agency concerned with the development of the lands, be adopted.

OZ/38/90(E)
(CPD-251-91)

CPD-252-91 (a) That the Planning and Development Report dated October 28, 1991, from the Commissioner of Planning and Development, recommending approval of the application to amend the Zoning By-law under File OZ/81/89(E), Phase II, Antrex Development Corporation (between Hurontario Street and Kennedy Road, north of Eglinton Avenue East), from A to R3-Special Section, R4-Special Sections, R5-Special Section, RM2-Special Section, RM5-Special Section, H-R4-Special Sections, and O1 to permit detached dwellings, semi-detached dwellings, townhouses, school sites, a community park and special park, subject to a plan of subdivision, and the applicant agreeing to satisfy requirements of the City and any other official agency concerned with the development of the lands, be adopted as amended as follows:

MG.01

SESSION 24

MINUTES

THE COUNCIL OF

THE CORPORATION OF THE CITY OF MISSISSAUGA

FRIDAY, NOVEMBER 1, 1991

COUNCIL CHAMBER

CIVIC CENTRE

300 CITY CENTRE DRIVE, MISSISSAUGA, ONTARIO, L5B 3C1

INDEX

PRESENT: Mayor H. McCallion
Councillor H. Kennedy, Ward 1
Councillor P. Mullin, Ward 2
Councillor M. Prentice, Ward 3
Councillor F. Dale, Ward 4
Councillor F. McKechnie, Ward 5
Councillor D. Culham, Ward 6
Councillor N. Iannicca, Ward 7
Councillor D. Lane, Ward 8
Councillor T. Southorn, Ward 9

ABSENT: NIL

STAFF PRESENT: Mr. D.A. Lychak, City Manager
Mr. B.E. Thom, Commissioner of Corporate Services
Mr. W.H. Munden, Commissioner of Finance and Treasurer
Mr. I.W. Scott, Commissioner of Recreation and Parks
Mr. T.S. Mokrzycki, Commissioner of Planning and Development
Mr. G.S. Spencer, Commissioner of Transportation and Works
Ms. S. Pohjola, City Solicitor
Mr. T.L. Julian, City Clerk
Ms. L. Mailer, Committee Coordinator, Clerk's Office
Ms. K. Brent, Committee Coordinator, Clerk's Office
Mr. B. Bartlett, Committee Coordinator, Clerk's Office

1. CALL TO ORDER

The meeting was called to order at 9:40 a.m. with the saying of the Lord's Prayer.

2. DISCLOSURES OF (DIRECT OR INDIRECT) PECUNIARY INTEREST - NIL

3. MINUTES OF PREVIOUS COUNCIL MEETINGS

(a) October 7, 1991, Special Meeting (The Development Charges Act) - Adopted as presented.

(b) October 21, 1991 - Adopted as presented.

MG.01.Minutes

4. PROCLAMATIONS

(a) Ontario Crime Prevention Week - November 3 - 9, 1991

(b) National Seniors' Safety Week

(c) Canada Music Week

(d) Red Ribbon Day - Anti Drinking and Driving

PR.04.Proclamations

5. PRESENTATIONS - NIL

6. DEPUTATIONS

(a) Social/Non-Profit Housing

(i) Cervantes Lions Club Non-Profit Housing Corporation

Mr. Ronald K. Webb, Q.C., Solicitor, representing the Cervantes Lions Club, appeared before Council regarding the following Community Planning and Development Committee recommendation of October 28, 1991:

'That the report dated October 28, 1991, from the Commissioner of Planning and Development regarding site plan application S.P. 110-91(E), Hanson Needler Corporation (20 Strathaven Avenue), be received for information, and that a meeting be held with the Ward Councillors, staff of the Planning and Development Department and local Ratepayer's Association with respect to the site plan for S.P.110-91(E).'

Mr. Webb pointed out that approximately $500,000 has been spent on this project to date and that is why his Client is concerned about losing the Provincial funding allocation.

Mr. Webb requested that Council approve the foregoing recommendation on the basis that the meeting will take place in the very near future, within 2 to 3 weeks, and that the Commissioner of Planning will be able to exercise his delegated authority to approve the site plan once the meeting has taken place.

Following the discussion regarding the imposition of an Interim Control By-law, Mr. Webb further addressed Council regarding this application. Mr. Webb confined his remarks to the question of the Cervantes application only and not the proposal for an Interim Control By-law. Mr. Webb requested that this project be exempt from the proposed Interim Control By-law.

Subsequent to the discussion of the entire issue, a motion, moved by Councillor Iannicca, seconded by Councillor McKechnie, that a meeting be held with the Ward Councillors, staff of the Planning and Development Department and local Ratepayer's Association with respect to the site plan for S.P. 110-91(E), Hanson Needler Corporation (20 Strthaven Avenue), was voted on and carried. See Resolution 404-91.

(ii) Norstar Development Corporation

Ms. Lynda Townsend, Solicitor representing Norstar Development Corporation, appeared before Council with respect to matters pertaining to a non-profit housing project situated at 1035 Windsor Hill Boulevard.

A recorded vote was requested with respect to the amendment. The results are as follows:

	In Favour	Opposed
Mayor H. McCallion	X	
Councillor H. Kennedy	X	
Councillor P. Mullin	X	
Councillor M. Prentice	X	
Councillor F. Dale		X
Councillor F. McKechnie		X
Councillor D. Culham	X	
Councillor N. Iannicca	X	
Councillor D. Lane	X	
Councillor T. Southorn	X	

The amendment to the motion was voted on and Carried 8-2

However, on a recorded vote, the motion, as amended, was voted on and Lost 7-3. See Resolution 400-91.

A motion, moved by Councillor Prentice, seconded by Councillor Dale, to request the Minister of Housing to withhold any further allocation of assisted housing units in the Hurontario Planning District until such time as the task force on assisted housing has submitted a report to Council for consideration, was voted on and carried. See Resolution 401-91.

A motion, moved by Councillor Prentice, seconded by Councillor Mullin, to request that the Province of Ontario delegate the authority of allocation for assisted housing in Mississauga to the Peel Non-Profit Housing Corporation, was voted on and carried. See Resolution 402-91.

A motion, moved by Councillor McKechnie, seconded by Councillor Iannicca, to rescind the Commissioner of Planning's authority to approve site plans with respect to social housing only, was voted on and lost.

Resolutions 400-91, 401-91, 402-91, 404-91 and 405-91
Information Items I-1 and I-2
S.P.110-91(E)

(b) Mississauga Transitway - Proposed Official Plan Amendment

Mr. Morris Smith, on behalf of Hammerson Canada Inc., appeared before Council regarding the City Centre Secondary Plan in relation to the Community Planning and Development Committee recommendation CPD-259-91 of October 28, 1991, recommending an amendment to the Official Plan to include the proposed Transitway alignment. Mr. Smith's concerns were with respect to the rights-of-way widths of Rathburn Road West and Prince of Wales Drive.

Staff advised that they have reviewed the matter and an agreement pertaining to the development of the lands under Registered Plan M-1010 protect the lands required for the Transitway and station from development. Staff advised that the amendments to the Official (Primary) Plan and City Centre Secondary Plan can proceed in accordance with the Committee recommendation with the exception of the amendment to the rights-of-way widths of Rathburn Road West and Prince of Wales Drive.

Resolutin 403-91
Community Planning and Development Committee Recommendation
CPD-250-91/October 28, 1991
TS.04.Transitway
CD.04.City Centre

7. PUBLIC QUESTION PERIOD

8. CORRESPONDENCE

(a) Information Items - I-1 to I-4

I-1 Cervantes Lions Club Non-Profit Housing Corporation

Letter dated October 29, 1991, from Mr. Ronald K. Webb, Barrister and Solicitor, requesting that Council make it clear that the Commissioner of Planning's authority to approve Site Plan Application S.P. 110-91(E), 20 Strathaven Avenue, is not fettered and that he may give his approval even though a meeting is not held with the ratepayers unless that meeting is held within one month of the date of this letter.

Deputation 6.(a)
Resolution 404-91
S.P. 110-91(E)

I-2 Density/Concentration of Non-Profit Social Housing

Letter dated October 29,1 991, from Genienne L. Plant, president, Sandalwood Eastgate Ratepayers Community Association, urging Council to begin immediately to find a method of imposing interim control on the density/concentration issue and to refer all site plan application for non-profit social housing to the Task Force on Social Housing for review and evaluation.

Deputation 6.(a)
Received

I-3 Proposed Runway 15R/33L - Pearson International Airport

Letter dated October 30, 1991, from Mr. Chern S. Heed, Airport General Manager, in response to confusing information which has been circulating regarding the proposed new runway 15R/33L.

In light of the concerns regarding this proposed runway in relation to its effect on the residents, a motion, moved by Councilor Prentice, seconded by Councillor Mullin, to oppose the construction of the proposed north/south runway at Lester B. Pearson International Airport, was voted on and carried.

Resolution 418-91
EC.07.Pearson
CD.08.Airside

I-4 Bill 143 - An Act respecting the Management of Waste in the Greater Toronto Area and to amend the Environmental Protection Act

In light of the fact that this Act will have a major impact on the collection and disposal of waste in Ontario, a resolution was passed requesting that the Minister of Environment refer the proposed legislation to a Standing Committee of the Legislature to provide an opportunity for all parties to make presentations.

Resolution 419-91
EC.04.Waste

(b) Direction Items - Nil

9. CORPORATE REPORTS

R-1 Josef and Gabriela Kozelj - Land Division Committee Application

Report dated October 17, 1991, from the Commissioner of Corporate Services regarding the severance of lands located at 4233 Wilcox Road

RECOMMENDATION:

That a by-law be enacted authorizing execution of an Agreement dated the 19th day of September, 1991, between Josef Kozelj and Gabriela Kozelj and The Corporation of the City of Mississauga required to satisfy a condition imposed by the Ontario Municipal Board with respect to the consent to sever lands located at 4233 Wilcox Road.

Resolution 411-91/By-law 542-91
B/102/90

R-2 Traffic Signal Control System Annual Maintenance

Report dated October 8, 1991, from the Commissioner of Transportation and Works with respect to the maintenace agreement with Fortran Traffic Systems Limited.

(c) With a 15 hour parking between a point 208 metres (682 feet) west of Nuthatch Drive and a point 68 metres (223 feet) westerly thereof;

(d) With 15 hour parking between a point 388 metres (1273 feet) west of Nuthatch Drive and a point 45 metres (148 feet) westerly thereof.

Resolution 416-91/By-laws 548-91 and 549-91
BL.02.Parking
BL.02.No Stopping

10. COMMITTEE REPORTS

(a) Administration and Finance Committee Report 18-91 - October 23, 1991.

AF-274-91 with respect to the granting to TransAlta Resources Investment Corporation the right to construct a portion of a public utility was referred back to Staff for further information.

AF-287-91 was amended to replace the effective dated of September 1, 1991, to November 1, 1991.

Amended - Resolution 407-91
MG.02

(b) Traffic Safety Council Report 10-91 - October 23, 1991.

The City Manager recommended that the following recommendation (TSC-124-91) be referred to the City Solicitor for a report:

'(a) That two Parking Control Officers be assigned to enforce, without warning, the no parking/no stopping regulations in school areas on a regular rotating basis in both the morning and afternoon time periods at the schools and times recommended by the Transportation and Works Department.

(b) That the Supervisor of Parking Control be requested to appear before the Traffic Safety Council meeting in November, 1991, with respect to the role of parking control in attempting to alleviate the continuing parking and stopping problems in front of schools in Mississauga.'

Amended - Resolution 408-91
MG.08

(c) Tri Municipal Committee Report 2-91 - October 28, 1991

Resolution 409-91
MG.11

(d) Community Planning and Development Committee Report 16-91 - October 28, 1991.

CPD-244-91 was deleted. Dealt with by Resolution 404-91.

CPD-250-91 with respect to the Transitway alignment - Councillor Lane requested to be recorded as voting in the negative on this item.

CPD-252-91 - amended by the deletion of part (a)(i).

Amended - Resolution 406-91
MG.03

(e) Public Vehicle Advisory Committee Report 6-91 - October 29, 1991.

Resolution 410-91
MG.04

(f) Extracts from the Community Planning and Development Committee Public Meetings on October 28, 1991:

(i) Places of Religious Assembly in Agricultural Zones
Development Standards

CD.23.Religious Assembly

(ii) Parking and Structures in Backyards

CD.23.Vehicle Storage

(iii) Rezoning Application 0Z/8/91(W)
808717 Ontario Incorporated
Proposed Office Addition, Industrial and Ancillary Convenience Retail Uses to an Existing Restaurant Development
6461 Mississauga Road
(east of Mississauga Road/north of Kitimat Road)

(iv) Proposed Official Plan Amendment
Mississauga Transitway

TS.04.Transitway

(v) Rezoning Application 0Z/38/90(E)
Martinway Contracting Limited
Proposed Residential Apartment and Daycare Facility
169 and 177 Dundas Street West

(vi) Rezoning Application 0Z/81/89(E)
Antrex Development Corporation
Proposed Residential Development
(between Hurontario Street and Kennedy Road/north of Eglinton Avenue East)

Received

CPD-248-91 That the report dated September 16, 1991 from the Commissioner of Planning and Development regarding Parking and Structures in Backyards be referred to an evening session of Community Planning and Development Committee for a public meeting with a joint report from the Planning and Development Department and the Transportation and Works Department regarding parking and structures in backyards, curb cuts, communication towers and the construction of decks on garages.

CD.23.Vehicle Storage
(CPD-248-91)

CPD-249-91 That the report dated October 28, 1991, from the Commissioner of Planning and Development recommending approval of the application to amend the Zoning By-law under File OZ/8/91(W), Euromart Management Corporation, for the property known as 6461 Mississauga Road, to permit the addition of office, industrial, and ancillary convenience retail uses to the existing uses permitted on the site, with no increase in the permitted maximum gross floor area of 717.7 m^2 (7,725.5 sq.ft.), subject to the applicant agreeing to satisfy all the requirements of the City and any other official agency concerned with the development of these lands, be adopted.

OZ/8/91(W)
(CPD-249-91)

CPD-250-91

1. That Schedule 8 of the Official (Primary) Plan be amended to include the proposed Transitway alignment and station locations as shown on the map attached to the report dated October 28, 1991 from the Commissioner of Planning and Development.

2. That Schedule 9 of the Official (Primary) Plan be amended by revising the right-of-way of the Eastgate Parkway/Fieldgate Drive extension, east of Dixie Road, Eglinton Avenue East, east of the Eastgate Parkway/Fieldgate Drive extension, and Rathburn Road West between City Centre Drive and Prince of Wales Drive from 35 m to 50 m.

3. That note 2 on Schedule 9 of the Official (Primary) Plan be amended by adding the words "and Transitway" after "intermediate capacity transit system".

4. That Section 4.5.3.2, Public Transit Policies of the Official (Primary) Plan be amended to include the following policies:

4.1 Transitway is designed to accommodate transit travel demand within, to and from Mississauga and will be designed to provide connections with other rapid transit systems planned for adjacent municipalities. It is a roadway dedicated solely to transit use with design standards to allow efficient bus operation as well as a change in mode to light rail or other transit technologies.

4.2 The Fieldgate North station is a possible station location, the ultimate need and location for which will be determined through future studies.

4.3 It is a policy of this Official (Primary) Plan to implement the Transitway through a staging plan. This staging plan as outlined in Appendix H will include such aspects as costs, funding sources, timing and phasing of construction. Public participation will form an integral part in the development of the staging plan and throughout the project's implementation.

4.4 Appropriate building design, station layout, landscaping and berming will be used to ensure compatibility with the surrounding environment.

5. That the Major Surface Bus Route policy of Section 4.5.3.2 be amended by adding the following:

5.1 Branches of the regular bus routes will access the Transitway at key stations and be integrated to provide a base service between all stations and express service between the major stations. The bus routes on the roads crossing the Transitway will be coordinated with the base service so that transfer connections can be made at the stations. When the demand warrants, the base service will be provided by dedicated bus routes which will be overlaid by the branched routes operating primarily on an express basis.

6. That the Minister of Municipal Affairs be requested to modify the City Centre Secondary Plan (Amendment 90):

6.1 By replacing the term "busway" with "Transitway".

6.2 By amending the right-of-way width, in Table I, of Rathburn Road West, between City Centre Drive and Prince of Wales Drive, from 40 m to 50 m.

6.3 By amending right-of-way width in, Table 1, of Prince of Wales Drive, north of Rathburn Road West, from 26 m to 40 m.

6.4 By adding the words "and are intended to accommodate the Transitway shown on Schedule 3" to the sentence "These are considered basic rights-of-way". in Table I-Basic Road Characteristics.

7. That Airport South (Prestige Industrial) Secondary Plan (Amendment 23) be amended:

7.1 By amending the right-of-way width, contained in Table I, of Eglinton Avenue East from 35 m to 50 m.

7.2 By adding the words "and are intended to accommodate the Transitway shown on Schedule 4" to the sentence "These are considered basic road rights-of-way." contained in Table I.

7.1 By deleting the sentence "An additional allowance may be required for a transit corridor pending completion of the Mississauga and Provincial Transportation studies." from Table I.

7.4 By replacing the term "Intermediate Capacity Transit System (ICTS)" with "Mississauga Transitway"

7.5 By replacing section 3.6.3.1 with the following:

3.6.3.1 Transitway

The Transitway is designed to accommodate transit travel demand within, to and from Mississauga and will be designed to provide connections with other rapid transit systems planned for adjacent municipalities. It is a roadway dedicated solely to transit use with design standards to allow efficient bus operations as well as a change in mode to light rail or other transit technologies.

Access to the Transitway will be provided by stations located at Spectrum Way and Orbitor Drive, and by a multi-modal transit station west of Renforth Drive.

7.6 By replacing the last sentence of section 3.6.3.2 with:

The Transitway is intended to form part of the inter-urban transit system. Pending completion of detailed studies, a specific alignment for the remaining portion of the inter-urban transit system alignment within this District (i.e., a connection to the Airport and Metropolitan Toronto) will be identified and further modifications to Schedule 4 will be necessary.

TS.04.Transitway
(CPD-250-91)

CPD-251-91 That the Planning and Development Department Report dated October 28, 1991, from the Commissioner of Planning and Development, recommending approval of the application to amend the Official Plan and the Zoning By-Law under File OZ/38/90(E), Martinway Contracting Ltd., 169 and 177 Dundas Street West, from District Commercial Mixed Use and Low Density Housing to High Density Housing: Level 2-Special and from AC and R4 to RM7D5-Special Section to permit the development of a maximum of 226 apartment units and a daycare facility with a maximum gross floor area of 307 m^2 (3305 sq. ft.), subject to site development and landscaping plan approvals, and the applicant agreeing to satisfy the requirements of the City and any other official agency concerned with the development of the lands, be adopted.

OZ/38/90(E)
(CPD-251-91)

CPD-252-91 (a) That the Planning and Development Report dated October 28, 1991, from the Commissioner of Planning and Development, recommending approval of the application to amend the Zoning By-law under File OZ/81/89(E), Phase II, Antrex Development Corporation (between Hurontario Street and Kennedy Road, north of Eglinton Avenue East), from A to R3-Special Section, R4-Special Sections, R5-Special Section, RM2-Special Section, RM5-Special Section, H-R4-Special Sections, and 01 to permit detached dwellings, semi-detached dwellings, townhouses, school sites, a community park and special park, subject to a plan of subdivision, and the applicant agreeing to satisfy requirements of the City and any other official agency concerned with the development of the lands, be adopted as amended as follows:

PVAC-57-91 That Mr. Cameron Simpson, holder of Taxicab Driver's Licence #1259, be nominated for "Driver of the Month" for the month of October, 1991, for the actions he took during a medical emergency experienced by a passenger in the accessible taxicab he was operating.

TS.19.Driver of the Month
(PVAC-6-57-91)

PVAC-58-91 (a) That the taxicab industry be advised that Square One Management is requesting the formation of two parallel waiting lines within the main taxicab stand at Square One Shopping Centre to assist in alleviating pedestrian and traffic congestion in that area.

(b) That the taxicab industry be permitted to establish queuing posts at the taxicab stands recently created throughout the Square One Shopping Centre with the exception of the main taxicab stand located adjacent to the Mississauga Transit terminal at the south entrance to the Square One Shopping Centre.

(c) That vehicle licensing staff meet with Square One Management to review further options with respect to the concerns expressed with the operation of the taxicab service at Square One Shopping Centre.

TS.19.Cab Stands - Square One
(PVAC-6-58-91)

11. UNFINISHED BUSINESS - NIL

12. PETITIONS - NIL

13. RESOLUTIONS

400-91 Moved by: F. McKechnie
Seconded by: F. Dale

Whereas the Official Plan of the City of Mississauga recognizes the need for a full range of housing types to be provided in the Hurontario Planning district;
And whereas the Council of The Corporation of the City of Mississauga is supportive of the need to provide all forms of housing within the municipality in appropriate forms and in a well-planned manner;
And whereas the Council of The Corporation of the City of Mississauga has expressed grave concerns regarding the availability of educational facilities, adequate transportation facilities, parkland, and other social and community amenities to service existing and proposed medium and high-density forms of residential development in the Hurontario Planning District;
And whereas the Council of The Corporation of the City of Mississauga has concerns with the amount of medium and high-residential density existing and planned for the Hurontario Planning District;
And whereas the successful integration of the existing and future developments into the community is dependent upon adequate facilities as previously above-mentioned;

402-91 Moved by: M. Prentice
Seconded by: P. Mullin

That the Council of the City of Mississauga strongly requested of the Province of Ontario, that delegation of authority of allocation for assisted housing in Mississauga, be given to the Peel Non-Profit Housing Corporation.

Carried
CS.03.Social Housing

403-91 Moved by: F. Dale
Seconded by: D. Culham

WHEREAS, Community Planning and Development Committee at a public meeting held on October 28, 1991 to consider a proposed amendment to the Official (Primary) Plan, the City Centre Secondary Plan and the Airport South Secondary Plan to incorporate the Transitway, adopted, among other matters, a recommendation to amend the right-of-way of Rathburn Road West, between City Centre Drive and Prince of Wales Drive, from 40 m to 50 m, and the right-of-way of Prince of Wales Drive, north of Rathburn Road West, from 26 m to 40 m;
AND WHEREAS, in an agreement pertaining to the development of lands in Registered Plan M-1010, the owners of the affected lands have agreed to protect the lands required for the Transitway and station from development, by means of an easement to be granted to the City of Mississauga;
AND WHEREAS, in view of this said agreement it is no longer necessary to amend the rights-of-way widths of Rathburn Road West in the Official (Primary) Plan and the City Centre Secondary Plan, and Prince of Wales Drive in the City Centre Secondary Plan;
AND WHEREAS, the rights-of-way widths of Rathburn Road West in the Official (Primary) Plan and the City Centre Secondary Plan, and Prince of Wales Drive in the City Centre Secondary Plan, will therefore remain unchanged;
AND WHEREAS the rights-of-way widths of Prince of Wales Drive and Rathburn Road West and the Transitway alignment are independent of each other;
THEREFORE, be it resolved that City Council adopt an amendment to the Official (Primary) Plan and the City Centre Secondary Plan in accordance with recommendation CPD 250-91, of Community Planning and Development Committee, except for an amendment to the rights-of-way widths of Rathburn Road West, and Prince of Wales Drive without a further public meeting.

Carried
TS.04.Transitway
CD.04.City Centre

404-91 Moved by: N. Iannicca
Seconded by: F. McKechnie

That the report dated October 28, 1991, from the Commissioner of Planning and Development regarding site plan application S.P. 110-91(E), Hanson Needler Corporation (20 Strathaven Avenue), be received for information, and that a meeting be held with the Ward Councillors, staff of the Planning and Development Department and local Ratepayer's Association with respect to the site plan for S.P.110-91(E).

Carried
S.P.110-91(E)

570-91 A by-law to authorize execution of an Agreement with McCormick Rankin & Associates Limited to carry out bridge inspection, prepare a report and rehabilitation design for Burnhamthorpe Road Bridges over the Credit River and over Mullet Creek.

Operations and Works Committee Recommendation OW-375-91/adopted by Council October 21, 1991
RT.15.Burnhamthorpe Road Bridges

571-91 A by-law to amend Zoning By-law 5500, as amended, pursuant to amendments to the provisions of Agriculture Zone regarding standards for places of religious assembly.

Community Planning and Development Committee Recommendation CPD-247-91/October 28, 1991
CD.23.Religious Assembly

572-91 A by-law to amend Zoning By-law 5500, as amended, pursuant to Rezoning Application 0Z/72/88(E), Impact Business Form (west side of Dixie Road/north of Derry Road East - Industrial).

Community Planning and Development Committee Recommendation CPD-157-89/adopted by Council on May 8, 1989
0Z/72/88(E)

573-91 A by-law to remove certain lands from Part Lot Control, East Credit Development Corp. (lands located on the east side of Creditview Road/north of Eglinton Avenue - Blocks 162 to 170 inclusive, Plan 43M-1016 - residential).

M-1016

574-91 A by-law to set the time of the Inaugural Council meeting for Monday, December 2, 1991, at 7:30 p.m.

MG.01

575-91 A by-law to adopt Official Plan Amendment No. 184 to amend Schedule 8, Roads and Transit Network Long Term Concept of the Official (Primary) Plan to incorporate the proposed Transitway alignment and station locations and to amend the Airport South (Prestige Industrial) Secondary Plan (Amendment 23) to incorporate the proposed Transitway alignment and station locations.

Community Planning and Development Committee Recommendation CPD-250-91/adopted by Council on October 28, 1991
0Z/85/89(E)

576-91 A by-law to appoint a Commissioner of Community Services for The Corporation of the City of Mississauga being Mr. Brian MacRae effective December 2, 1991.

HR.05

15. OTHER BUSINESS - NIL

16. INQUIRIES - NIL

17. NOTICES OF MOTION - NIL

18. IN CAMERA - NIL

19. ADJOURNMENT - 6:10 P.M.

MAYOR

CLERK

APPENDIX 'G'

"LET'S MOVE" ANNOUNCEMENT

MISSISSAUGA TRANSITWAY PLANNING STUDY EA REPORT

APPENDIX G - "LET'S MOVE" ANNOUNCEMENT

The accompanying pages are excerpted from the major provincial "Let's Move" announcement of April 5, 1990, in which the Mississauga Transitway (also referred to as Busway) was identified as one of the key elements of the provincial Greater Toronto Area rapid transit agenda.

LET'S MOVE

TRANSPORTATION SOLUTIONS FOR THE 90s

REMARKS BY
THE HONOURABLE WILLIAM WRYE
MINISTER OF TRANSPORTATION

A RAPID TRANSIT AGENDA FOR THE 90s

UNION STATION, TORONTO
APRIL 5, 1990

CHECK AGAINST DELIVERY

Ministry
of
Transportation
Ontario William Wrye, Minister

Thank you, Premier, and good morning ladies and gentlemen.

Two weeks ago the Premier addressed the challenge of managing growth in the GTA in a way that preserves the natural environment, promotes long-term prosperity and maintains a high quality of life.

Today, I want to set out in greater detail how we are going to meet our transportation needs and keep the GTA moving.

We believe expansion of the rapid transit system is an important answer to some of our environmental concerns. It will contribute to reducing vehicle emissions and it represents one of government's contributions to meeting to the challenge of global warming.

Consider this: six Don Valley Parkways would be needed into downtown Toronto to carry the same number of people as the Yonge subway line.

Today, I am announcing Ontario's full support for an immediate continuous program of rapid transit expansion in the GTA.

A program of this complexity requires the coordination of many levels of government. I want to thank my regional and municipal colleagues for coming together today and I look forward to our cooperative efforts in undertaking this ambitious public transit agenda for the 90s.

...../2

Such an aggressive undertaking will also involve significant provincial, municipal and private sector financing. This will, in all, require a $5 billion infrastructure investment, and will accomplish the following:

* Loop the Yonge and Spadina subway lines into a single system in the Finch-Steeles area;

* Extend the Bloor/Danforth subway to Sherway Gardens;

* Extend Scarborough RT service north of Highway 401 to the Malvern area;

* Build the Spadina streetcar line to Bloor;

* Construct the Mississauga Busway from Mississauga City Centre into Metro;

* Build an Eglinton West rapid transit line from the Spadina subway west to the Busway;

* Extend the Harbourfront LRT east to Greenwood Track and west to the CNE; and

* Build the Sheppard subway;

This major rapid transit expansion will be complemented by extensive improvements to roads, highways and GO Transit already underway.

...../3

Today, I want to announce two further GO Transit initiatives:

* Extra rush hour trains will be added on the Whitby line later this month to provide 3,200 more seats in the morning and 1,600 more in the evening.

* Extending GO Train service to Oshawa by fall. A weekday round-trip GO Train will bring rush hour service to the VIA Rail station. A 500-space parking lot will be included.

Work is also proceeding on a number of other GO Transit initiatives, including:

* Fast-tracking all-day, two-way service to the Oshawa Via station with subsequent extension beyond;

* Extension of the Richmond Hill service to Bloomington Sideroad;

* Design of an extra track between Union Station and Scarborough GO Station to add major capacity on the Lakeshore East line;

* Moving GO Train service to the downtown Hamilton station;

...../4

* Introduction of all-day service to Fairview Station in Burlington by 1992 and the building of a new station at Waterdown Road to begin this year;

* Improving service on the Bradford line;

* Moving towards all-day, two-way service on the Georgetown, Stouffville, Richmond Hill and Milton lines.

Ladies and gentlemen, this is the largest public transit agenda on the table in North America. To move it forward immediately, I am announcing today the establishment of a GTA Transit Implementation Group.

It will include representatives from the Province, the Regions of Durham, York, Peel, Halton, and Metro, and the major transit operators.

Within two weeks they will meet to begin the phasing of the projects and the development of appropriate funding strategies for each. I have asked for details of this implementation plan be in place by the fall.

A major component of our transit agenda is the Yonge-Spadina subway loop recommended by the North Metro Boundary Transportation Review. We consider this an essential element for moving people across the North Metro-York boundary.

...../5

The loop will increase capacity on the Yonge subway by about three thousand riders per hour; it will provide convenient access to the Spadina line which has capacity to spare; and it can be ready to move people by the mid-1990s.

Anyone who has watched in frustration as four or five crowded trains pass will welcome this critical initiative.

In addition, we want the Sheppard subway to proceed. Because this project is very costly...about $2 billion, it must be planned without jeopardizing the other priorities and depends on shared financing.

Metro's Management Committee is considering the principles of private sector financing and the recommendation that an open proposal be used to explore all options, including the Solutions Through Partnership approach.

We are prepared to support Metro on this initiative. If a satisfactory financing arrangement can be reached, we will immediately commit financial support for the Sheppard subway.

In conclusion, our rapid transit agenda for the 90s will follow four principles:

Respect for the natural environment;

Maintaining a high quality of life;

...../6

Sustaining development and our ability to compete; and

Extensive public involvement.

The GTA is the most transit-oriented community in North America. This plan will offer more choices for more people in more communities.

All major city centres will be connected and job creation supported across the GTA.

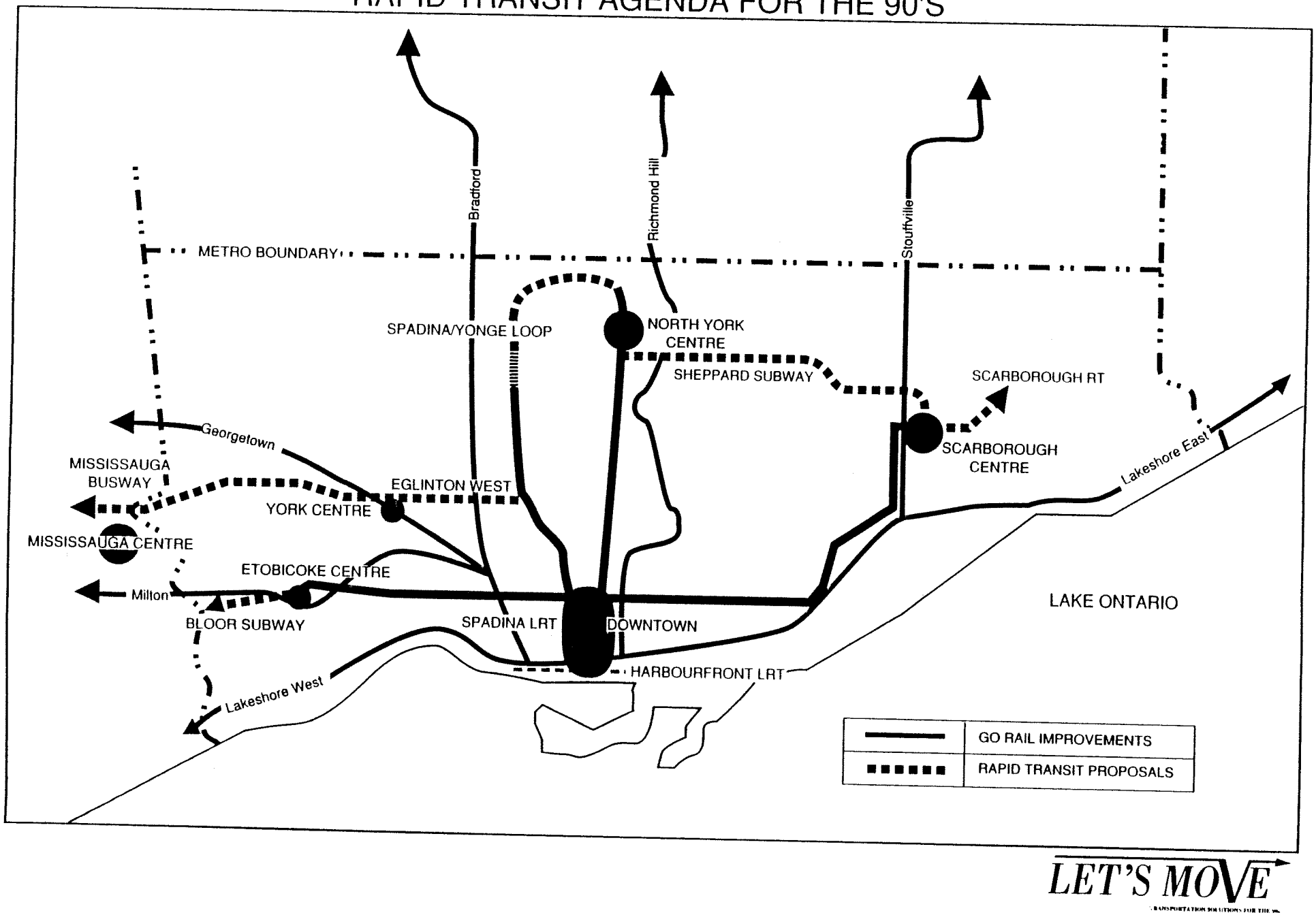
When completed, we will have a rapid transit network 20 times the size of the original Union to Eglinton subway line.

Ladies and gentlemen, we are on track...our direction is clear...let's move.

Thank you.

-30-

RAPID TRANSIT AGENDA FOR THE 90'S



LET'S MOVE

Ministry of Transportation
Ontario

news release

FOR IMMEDIATE RELEASE
05/04/90

Province announces $5-billion rapid transit agenda for the 90s

TORONTO -- Ontario Transportation Minister William Wrye today announced the province's commitment to a continuous program of rapid transit development in the Greater Toronto Area (GTA) for the 1990s.

In making the announcement, Wrye said it would entail a $5 billion infrastructure investment in the transportation system.

"Such an aggressive undertaking will also involve significant provincial, municipal and private sector financing," he added.

"When completed, we will have a rapid transit network of over 140 km, 20 times the size of Toronto's original subway line," Wrye said.

The province's rapid transit agenda for the 1990s will connect all major city centres and support job creation across the GTA, he added.

The initiatives include:

* a subway loop connecting the Spadina and Yonge lines in the Finch-Steeles Avenue area;

* an extension of the Bloor-Danforth subway line westward into Mississauga;

* a Mississauga busway connected to an Eglinton West rapid transit line leading to the Spadina subway;

* east and west extensions to the Harbourfront LRT line along the Lake Ontario shore;

* an extension of the Scarborough RT north of Highway 401; and

* a Sheppard Avenue subway.

Wrye said the provinces GO Transit commuter rail network would also see significant service improvements on its 7 lines serving communities outside Metro Toronto.

Wrye said a special Transit Implementation Group with representation from all GTA municipalities will be assembled to begin work immediately to present a detailed implementation plan by the fall.

Wrye also noted the rapid transit initiatives will keep the GTA the most transit-oriented community in North America.

- 30 -

From: Communications Services Branch
1201 Wilson Avenue
Downsview, Ontario M3M 1J8
Tel: (416) 235-2771
1-800-268-0637
Fax: (416) 235-4648

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APPENDIX 'H'

MEDIA COVERAGE

MISSISSAUGA TRANSITWAY PLANNING STUDY EA REPORT

APPENDIX H - Media Coverage

Documentation of media coverage of the Mississauga Transitway proposal is necessarily restricted to the print medium; various cable television broadcasts and radio / television news items were not able to be documented.

The newspaper clippings are in chronological order, covering 1990 and 1991. Advertisements and Public Notices are not included; they are instead documented in the relevant Public Involvement appendices.

Ratepayers' seminar told

Miss. News 16-05-90

Proposed $300-million busway part of a traffic 'gateway' plan

By JOHN STEWART
Staff Reporter

It doesn't make any sense to construct the $300-million Mississauga busway and have it terminate "in the middle of nowhere," a local resident told the city's annual ratepayers' seminar.

The man made his comment after city staff outlined the route of the proposed two-lane exclusive right-of-way for buses along the east-west alignment of Hwy. 403 and the Hydro right-of-way, terminating on Eglinton Ave. at Renforth Dr.

Kees Schipper, the city's director of traffic and transportation, explained that the termination point is proposed to be a traffic "gateway" in the future, where commuters will be able to transfer to other forms of rapid transit, such as a possible link to Pearson International Airport. The city proposes to provide a high-speed bus service down Hwy. 427 from Renforth to the new Kipling subway station. Travel times have already been tested for that route and it should provide good service, Schipper said.

While it would be preferable, a direct east-west link to the subway isn't feasible with existing development, Schipper said. There is not sufficient land in the Hwy. 427 corridor to establish an exclusive busway there either, and disruption of existing residential development would be a concern. "We'd have a tough time getting a direct connection," Schipper said.

In response to another question about extending the subway along Bloor St. rather than building the busway, Schipper said the busway will cost a quarter to a third of the subway. The busway will operate in tunnels or overpasses over existing roads and is being designed now so that it can eventually be converted for light or heavy rapid transit.

About 70 representatives of ratepayers' groups, condominium associations, and other community groups attended the seminar, where they received presentations on taxes, transportation improvements, transit plans, the Mississauga city centre secondary plan, and the Mississauga public gardens plan.

Surprisingly, there were no questions about the 13.6 per cent hike in property taxes this year, one of the highest in many years.

One resident asked Mayor Hazel McCallion to explain why the opening of the new central library is being delayed a year until the fall of 1991. "We're trying to manage your money," replied the mayor. She said some people are not pleased with the delay, "but we can't make everybody happy."

Eva Berlin, president of The Erin Mills People's Organization (TEMPO), said the public gardens planned along the Credit River will be a nice addition to the city. But she said the 12,000-year-old Creditview bog is "important to us for a lot of the same reasons."

McCallion responded that the municipality has spent a lot of taxpayers' money to buy woodlots and preserve natural areas. "There is a price tag attached and we can't save every woodlot."

"You only have one special sensitive area that's 12,000 years old," replied Berlin.

In response to a question about why so many bus routes in the city are circuitous, Mississauga Transit manager Ed Dowling said the municipality is working toward a "grid" system to straighten out as many routes as possible. But that takes a lot of buses and a lot of money, he noted.

Meeting a chance for city residents to review busway

Residents are invited to review the plans for the Mississauga busway, including the proposed location of the road and stations, at meetings Monday and Tuesday night at city hall.

The information centres will see consultants for the municipality outlining the plans for the busway, an exclusive freeway for buses which will run across the middle of the city, generally parallel to Highway 403.

A number of residents had questions about the route of the busway during earlier discussions with the municipality.

It will come close to some residential developments andwill require that a large number of trees are removed in some sections.

The information centres will be held in the Great Hall at the Mississauga Civic Centre from 4–8 p.m. Monday and Tuesday.

6 Sunday, November 4, 1990 The Mississauga News — Sunday Edition

Busway topic of TEMPO meeting

The proposed Mississauga busway will be built on the north side of highway 403, adjacent to residential areas in Erin Mills.A public meeting to discuss the proposed busway will be held by the Erin Mills Residents Association (TEMPO) this Tuesday Nov. 27, 7–10 p.m. at John Fraser Secondary School.

The information meeting will have as speakers Steve Mahoney, MPP for Mississauga West, ward 9 councillor Ted Southorn, ward 8 councillor Donna Lane, as well as members of Mississauga city staff who are working on the proposal. All will be on hand to answer questions. John Fraser Secondary School is located at Erin Centre Blvd., just north of the Erin Mills Town Centre.

Mississauga News Sunday, Nov. 25, 1990

Tuesday, November 27, 1990 THE TORONTO STAR

Study to determine priority for projects

By Peter Howell
TORONTO STAR

Metro transit riders should know by January which new subway or streetcar project they'll use first later this decade, Transport Minister Ed Philip says.

But it's unclear whether the $70 million in new TTC funding promised yesterday will help the TTC hold the line on fares, which rise 7.7 per cent Dec. 31.

A transit implementation committee is working on the timing of the $5 billion "Let's Move" proposals of the former Liberal government, and Philip said he expects a report in January.

TTC officials have said a Spadina light rail transit line will probably be "the first horse out of the starting gate," opening as early as 1996.

The nine projects:

☐ A $2 billion subway line along Sheppard Ave. linking the North York and Scarborough city centres.

☐ A "loop" between the Spadina and Yonge subway lines, by extending the Spadina line north and connecting it with a new subway along Finch or Steeles Ave. Cost: $600 million to $750 million.

☐ An Eglinton Ave. W. rapid transit line from the Spadina subway west to Renforth Drive, where it would connect with a massive transit gateway serving the airport and Mississauga. Cost: more than $1.5 billion for subway; $1.2 billion for streetcars.

☐ An airport rapid transit service, using either subway and streetcars or GO Transit. The subway/streetcar option would link at Renforth Drive. GO would most likely run a spur line from the Malton station north of the airport.

Transport planners have also talked about building an airport "people mover" that would connect with the major transit network and also service the airport hotel strip. Cost: hundreds of millions of dollars.

■ A Mississauga Busway, from the Mississauga City Centre into Metro. This too would link with the proposed transit gateway at Renforth. Cost: $500 million.

☐ An extension of the Scarborough RT train from the Scarborough Town Centre north into Malvern. Cost: $500 million.

☐ An extension of the Bloor-Danforth subway west to Sherway Gardens. Cost: $375 million.

☐ A Spadina LRT line, connecting the Harbourfront LRT line along the lake shore to the Bloor-Danforth subway, at Spadina station. Cost: $106 million.

☐ Extension of the Harbourfront LRT east to Greenwood Racetrack and west to Exhibition Place. Cost: $80 million for the Exhibition Place extension, no estimate yet for the Greenwood extension.

Philip made no mention of the commercial concentration tax, a $1.25 per day levy on parking lots.

Transit hopes pinned on plan

Mississauga News June 6/90

City program to sell $30-million busway

By JOHN STEWART
Staff Reporter

Can Mississaugans learn to love the busway?

That's the crucial ($300 million in 1990 dollars) question around Mississauga city hall these days.

Even more pertinent at this stage in the development of the concept may be the question: "Do Mississaugans have any idea what the busway is?"

By launching a marketing program to sell the busway idea, municipal authorities hope to prove to local residents that the busway is everything they hope it will be: including the critical transportation link in the long-range development of the entire city.

Within a decade, the busway should be Mississauga's rapid transit spine, cutting across the east-west midsection of the city. From Winston Churchill Blvd. on the city's western boundary with Oakville, the two-lane road exclusively for buses will follow the alignment of Hwy. 403 easterly. As well as major gateways (large commuter transfer stations) at Winston Churchill Blvd.. the city centre, and Renforth Dr. there will b up to 14 intermediate stations at virtuall every major and intermediate road alon the way.

Kees Schipper, the city's director of traffi and transportation, understands that peopl may have difficulty grasping the concept o a busway. Only Ottawa has a similar roa exclusively for buses in Ontario.

Buses will travel at 60-70 kilometres a hour on the busway, which will be depresse along much of its length to reduce noise an

See CITY, page 8

City pins transit hope on busway

Cont. from page 1

improve esthetics. Schipper says the city knows it must make it more attractive for Mississaugans to get out of their cars by reducing travel times on public transit. When the busway is completed (the first section could start as soon as next year) it will provide a direct link to a rapid transit corridor proposed along Eglinton Ave. in Toronto. In the interim, before that line is established, buses will take passengers from Renforth Dr. down Hwy. 427 to link up with the subway system at the Kipling station.

The number of people riding public transit in Mississauga is planned to increase by a staggering 50 per cent in the next 10 years, Schipper points out. The recently approved plan for the city centre assumes that 50 per cent of all trips to the core will eventually be taken on transit, so it's important that the busway is embraced by the public.

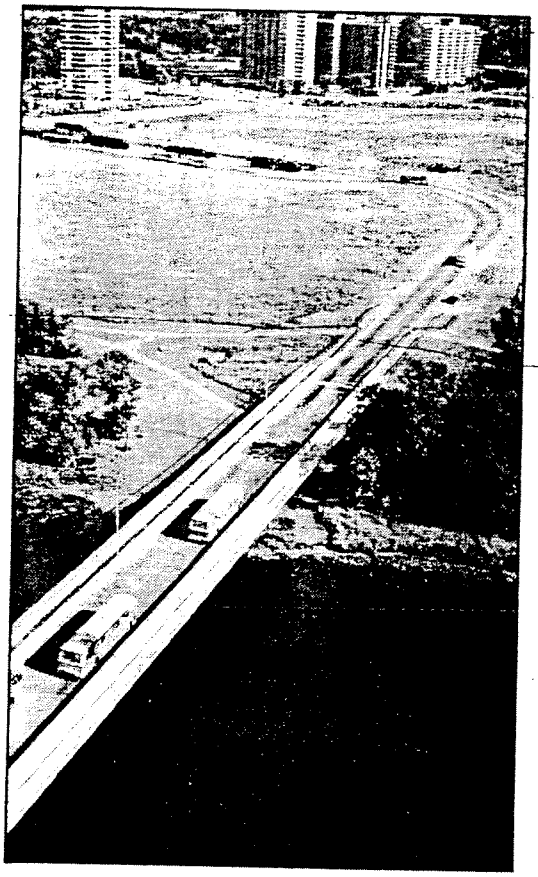
"Right now we're getting the captive transit riders," says Schipper. "With the busway we want to get the 'choice' drivers — those who are now driving their cars but would like to get out of them" because they know it's not good for the environment. The city is well aware that good intentions won't attract people to use transit. But a system that provides good service and travel times comparable to those in cars will do the job. As road congestion worsens, the busway may appeal to more and more commuters.

The 18-km-long system is being designed so that it can eventually be converted to a light rapid transit system or a subway. It provides a lot of flexibility immediately to Mississauga Transit as well, because the busway can be used for express services across the municipality as well.

Last Wednesday, three sets of consultants presented the proposed alignment and design concepts for the busway and the stations along its route to city councillors. Three upcoming public information centres will seek public input on how the system should be developed, including what kinds of stations should be provided, whether there should be kiss 'n ride stations, park and ride facilities, etc.

Ward 9 councillor Ted Southorn said that while the busway is generally set well back from residents for most of its length in the parkway belt, some of the stations are situated close to residents' homes and may be of concern. He pointed out that, while those who object will attend the meetings, "it will benefit a great many people who won't come out to the meetings."

"It's an integral part of our whole transportation system," city manager Doug Lychak stressed. "It has many positive impacts to how the whole city operates as a working, functioning municipality."



This two-lane exclusive road for buses, showing a typical busway station in the background, is situated in Ottawa. Mississauga also plans to construct a $300-million busway, most of it depressed and grade-separated at intersections, to provide a high-speed mass transit spine across the city.

Wednesday, February 20, 1991 THE TORONTO STAR

3 proposals for getting to the airport

By Peter Howell
TORONTO STAR

Here's an exclusive first look at the three major proposals to link Pearson International Airport with public transit.

They're leading a pack of 19 transit and road options for Pearson, which are being examined by five government studies, The Star has learned. The three proposals are:

□ GO GEORGETOWN LINE: Peel Region transport planners are promoting this as a fast and relatively cheap way to send transit to the airport.

It involves making better use GO Transit's Georgetown line, which now operates four times daily out of Union Station.

Service would be increased to 20-minute intervals for the portion of the line from Union to Pearson at a cost of about $200 million plus the cost of rolling stock, says Doug Thwaites, Peel's special advisor on transport. GO Transit announced last week that service upgrades are in the works for the Georgetown route and other rail lines.

A spur line for direct access to Pearson's three terminals would also be needed, Thwaites says. It would allow trains the option of continuing straight through on the existing line to London, Ont. or switching off through the airport.

The cost of building the spur would be between $200 million to $250 million, Thwaites says, because it would have to run underground through the airport.

There could also be a connection made between the Malton GO station and the airport, perhaps by a mini-train or bus.

The GO Georgetown direct airport route could be operating by 1996 or 1997, Thwaites says, and upgraded service to the Malton station could begin much sooner that that. Total cost: Between $450 million to $500 million.

□ TTC-MISSISSAUGA-PEARSON CONNECTION: The Toronto Transit Commission wants to build either a subway or streetcar line along the 14 kilometres (8.7 miles) from the Eglinton West subway station to Renforth Dr. in Mississauga.

At Renforth, it would meet at a transfer point "gateway" with the planned Mississauga Busway, an 18-kilometre (11-mile) buses-only line running from the Mississauga City Centre east along the Highway 403 corridor.

Both transit lines are in advanced planning stages, as part of the $5 billion "Let's Move" program of rapid transit expansion in the greater Toronto area.

From the Renforth Gateway, the province talks about building a "People Mover" north to the airport, possibly with federal financial help.

The People Mover could either be a mini-train or bus.

The earliest date seen for the start of Eglinton West subway or streetcar service would be about April 1998. It would cost between $1 billion and $1.5 billion, says the TTC's John Sepulis.

The Mississauga Busway will take 10 years to build, the city says, and construction won't start for two or three years, costing about $500 million.

A People Mover, meanwhile, would also take years to plan and build and the lowest estimate is about $100 million.

Airport service could be provided by either the Eglinton West line or the Mississauga Busway. But both are being planned, and the total cost, plus a People Mover, ranges from $1.6 billion to $2.1 billion.

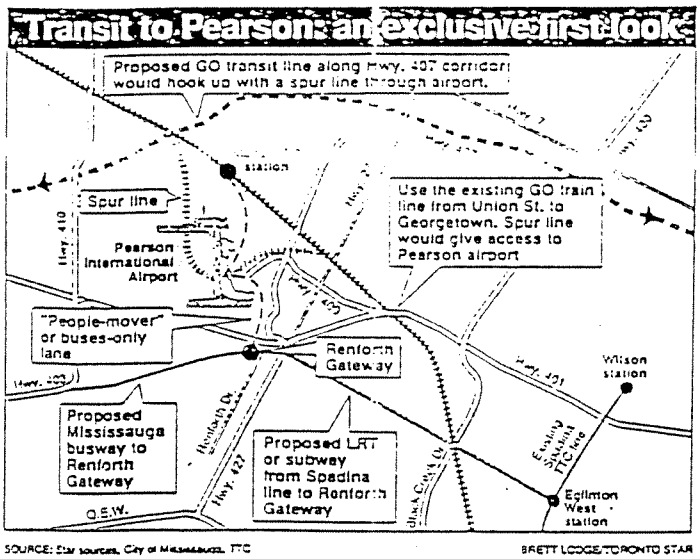
□ GO-HIGHWAY 407 TRANSITWAY: This plan involves running a new-generation transit vehicle beside an expressway atop Metro that hasn't even been built yet.

But construction is under way on Highway 407, the $1 billion new [illegible] from Airport Rd. to Highway 48 sometime past the year 2000.

Ontario Transport Minister Ed Philip has called for a study to see whether a rapid transit line, using an improved version of the Scarborough RT mini-train, could be built at the same time as Highway 407.

The transitway would have the advantage of being able to connect with GO's north-south rail lines Georgetown, Bradford, Richmond Hill and Stouffville. As with the GO Georgetown concept, an airport spur line would be needed.

The date of completion is seen as way past the year 2000, and the price tag starts at more than $1 billion.



SOURCE: Star sources, City of Mississauga, TTC

BRETT LODGE/TORONTO STAR

Sept 30/90 Mississauga News

Resistance anticipated to proposed busway route

By JOHN STEWART
Staff Reporter

City councillors got their first look at the preferred route of the Mississauga busway this week, and predicted they will face resistance from some residents living along the route.

The three consultants who have been working to establish the route of the two-lane, buses-only freeway parallel to Highway 403, presented their findings to the operations and works committee. After consulting the public in meetings in June, technical recommendations for the bus route have now been made. The public will get have another opportunity to express its opinions Nov. 5 and 6 from 4-8 p.m. at city hall.

Some councillors, especially Ward 3's Maja Prentice and Ward 4's Frank Dale, indicated there will be some residents — those living closest to the route — who will be unhappy.

Prentice said many of her constituents oppose the preferred route through the parkway belt which will link the road from Fieldgate to Renforth Drs. in Etobicoke. Most residents would prefer a route parallel to Fieldgate Dr. up to Eglinton Ave. and then eastbound.

That route is $30 million more expensive and provides only one additional busway station, councillors were told. However, by using an additional 20 acres of land, the cost difference between the two routes may be reduced to $5 million. The preferred route takes a 30 m. (100 ft.) swath through a mature woodlot in Etobicoke as well.

Dale also expressed concern about damage to a woodlot in his ward (see accompanying story.)

The alignment of the busway south of 403 west of Cawthra Rd. to the city centre is expected to be opposed by residents. An alignment north of 403, which is $13-$15 million higher in cost, was rejected by Ontario Hydro because it will interfere with future operations. The highway will be depressed where it can be and will have a sound wall but consultant John Sutherns said he was "sure it will be perceived as a major intrusion" by residents. Studies have shown there is a "net zero change" in noise, however.

Highway 403 carries 10-20,000 cars a day so the additional noise from 200-300 buses is negligible, Sutherns suggested.

Through the city centre, the alignment of the busway has already been set along Rathburn Rd. To the west, the alignment must go on the north side of 403 to minimize enviromental damage during the crossing of the Credit River.

Further west, the consultants have come up with a new "hybrid" alignment which is partially to the south and partially to the north of 403. The route costs $15 million more but "gets away from the intrusion immediately adjacent to the houses on the north side," consultant Lee Sims said.

Transportation and works commissioner Stanley Spencer explained that the province has now agreed that the functional study for the road can be transformed into an environmental assessment. Councillors endorsed proceeding for detailed terms of reference for the $800,000 final study.

The busway was included by the provincial government in its announcement of a $5 billion program for improvements in mass transit in the greater Toronto area earlier this year. Spencer said the city wants to proceed with its planning as quickly as possible because "whoever is at the table first will get the provincial money." Ontario will pay 75 per cent of the cost of the busway, which will create a rapid transit east-west spine from Winston Churchill Blvd. to Etobicoke.

Busway open houses premature says Dale

Ward 4 councillor Frank Dale upset some of his council colleagues Wednesday when he expressed his disappointment that public open houses are scheduled to discuss the Mississauga busway, when much of its location is "pre-determined."

Dale told the operations and works committee that he doesn't think there has been enough public input into the determination of the route of the $300 million busway, an exclusive two-lane express road for buses. The councillor said a consultant's study "confirms the lack of transportation planning" in the past by the city and province.

The first-term councillor was particularly upset about the preferred alignment of the busway on the south side of 403 between Hurontario St. and Cawthra Rd. where it will go through a woodlot. "It will wipe out the trees along all the rear lots on Chalfield Lane, complained Dale. "We're going to cut down mature trees to put buses in. It's going to be interesting to see the public reaction to that."

A proposal by Dale to put the busway immediately south of the 403 was classified as impractical by a city consultant because it precludes the proposed construction of collector lanes for 403 in the future. However, it was agreed that Dale's suggestion would be put on the map in a hatched line at the open houses to gather comment on it.

 Globe + Mail Feb 26/91

TORONTO IN BRIEF

City opposes tax reform

Toronto City Council is seeking a court injunction to halt implementation of market-value reassessment, including inspections of city properties now being carried out by provincial assessors. The council does not believe Metro Toronto, which proposed the property-tax-reform plan, has the authority to seek an update to 1988 market values. *Staff*

Bus-only road

Plans for an 18-kilometre bus-only roadway stretching across Mississauga — primarily along the Highway 403-Parkway Belt — will be discussed at a City of Mississauga meeting tomorrow. The busway will link on-street bus routes to the Mississauga City Centre, the airport and the Toronto transit network. *Staff*

Toronto Star Oct. 11, 1990

Specific adjustments needed on final busway alignment

By Mike Funston
TORONTO STAR

Mississauga officials say they want to have the final alignment of the proposed $500 million rapid-transit busway completed by January.

A proposed route that follows the Highway 403-parkway belt corridor through the city from Oakville to Etobicoke was released by consultants at the first of a series of public open houses last week.

About 40 residents, most of them from Chalfield Lane, near Rathburn Rd. and Central Parkway East, were in attendance to express their concerns over the route's proximity to their street.

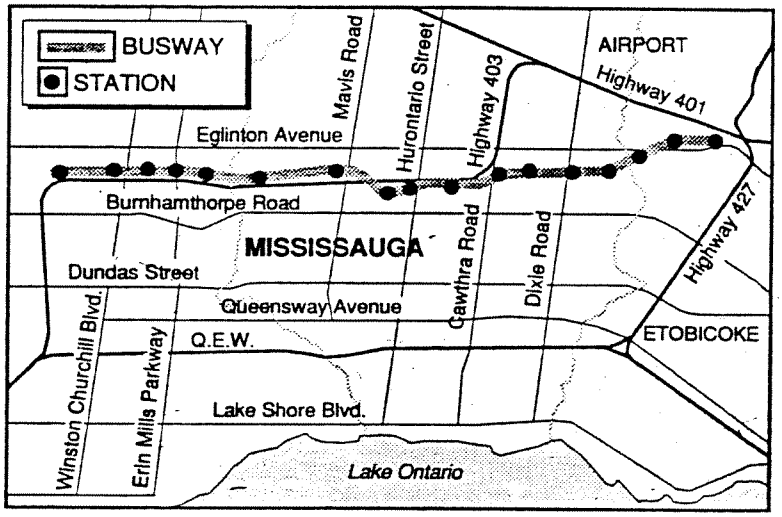
They don't want to lose the buffer of mature trees behind their homes and also fear the busway will create more noise and pollution, to the detriment of their quality of life and property values.

The 18-kilometre (11.2-mile) busway, when completed around the turn of the century, will be able to carry 10,000-12,000 passengers per hour. Mayor Hazel McCallion says it is urgently needed to alleviate growing traffic congestion.

And if it's bad now, transportation planners are predicting that things are only going to get worse, with the number of vehicles on the roads during morning rush hour doubling by the year 2021.

With major roads already operating at or near capacity during rush hours, improved public transit is the only solution to the problem, McCallion says.

The final busway alignment will be presented to council following further studies and more public open houses (Nov. 5 and 6 at the civic centre), works commissioner Stan Spencer says.



Although the basic alignment will remain the same, some adjustments in specific areas will be considered in response to public concerns, Spencer says.

Once the alignment has been approved, the city will have to obtain full environmental assessment approval from the province before construction can begin.

The aim is to have the first phase — between the city centre and a public transit "gateway" at Renforth Drive and Eglinton Ave. in Etobicoke — in operation in three to four years, Spencer says.

Last April, then-Premier David Peterson announced approval of 75 per cent provincial funding for the project, as well as for a Metro rapid transit line linked to the busway.

The Metro line, either a busway, subway or light rail transit, or combination of these, is to run along Eglinton Ave. to the Spadina subway. No timetable has been set for this project.

The Mississauga busway is being designed for ultimate conversion to light rail rapid transit, Spencer adds.

The Mississauga News

Friday Edition

3145 Wolfedale Rd., Mississauga, Ontario L5C 3A9
Friday, March 8, 1991, Vol. 26, No. 97, 40 pages

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Residents express concerns about major transitway concept

$554-MILLION BUSWAY ON HOLD

By JOHN STEWART
Staff Reporter

After hearing nothing but public complaints for almost five hours about a major busway across the City on Wednesday, councillors decided they need more dialogue with the public on the issue.

"I get the message that we need more input," Mayor Hazel McCallion said after a parade of residents had questioned the need, effectiveness and cost of the proposed $554-million transitway along the Highway 403 corridor. Instead of asking council to approve the alignment of the two-lane freeway for buses March 18, McCallion said staff should present a plan that day on how the City can better inform its residents of the scheme.

In response, Transportation and Works Commissioner Stanley Spencer said, "Short of knocking on doors and dragging them out of their houses to show them the plans, I don't know what else we can do."

Ward 9 Councillor Ted Southorn added, "There doesn't seem to be much interest in something that's 25 years down the road." Like many of the residents who spoke, he said he still needs to be convinced Mississaugans will really get out of their cars to use a busway which seems to serve only a central strip of Mississauga.

Eva Berlin, president of the Erin Mills Residents' Association, disputed staff contentions that the busway has been a prominent feature of local transportation planning since the mid-1970s. She said the Official Plan, often cited by politicians as "the bible" when justifying long-planned land use plans, includes no specific reference to the busway. The Central Erin Mills Secondary Plan and Peel's draft Official Plan don't mention the concept either.

"Incorrect or insufficient" answers were

See BUSWAY page 2

Busway plans cause concerns

Cont. from page 1

given to her group's questions at an earlier public meeting, Berlin charged. "What is going on here? We need to know," she said. "What's becoming painfully clear is that the more we look at this busway concept, the more ill-conceived it appears."

Several residents questioned the City's projections that 10–12,000 riders per hour could use the dedicated busway, which would also allow Mississauga Transit buses to provide express service. A rapid transit rail line was advanced as a better solution because it requires less energy and operating costs.

Spencer said the busway was chosen because it is about a quarter the cost of a rail line and is much more flexible because the whole system doesn't have to be built before parts can be used. The City is considering using dedicated lanes on Highway 403 or a newly-paved lane in the median as an interim step. Traffic forecasts show that, without the busway, "we will need 11 additional lanes of road in each direction" to meet travel demands when the City reaches maturity, the commissioner added.

The escalating cost of the busway was another sore point with residents. The estimates have nearly doubled in a year. Spencer admitted that forecasting costs is a tricky proposition. Several deputants predicted the system will cost over a billion dollars when completed.

Erin Mills resident Dom Petruzzi contended, "If the people of Mississauga knew how much their taxes will increase to pay for this busway, their answer would be a resounding no."

The City intends to pay its share of the project, which will be paid 75 per cent by Ontario, with both new development levies and from a special long-term tax fund. The City will also make a pitch to Ontario for 100 per cent of the costs because the busway will also eventually link Metro and points west.

Residents association concerned about Mississauga busway plan

By Mike Funston
TORONTO STAR

The Erin Mills Residents Association has demanded specific answers from city officials to concerns about potential noise, pollution and traffic that may be generated by the proposed $500 million Mississauga busway.

"We have a number of questions we're putting in writing, and we'd like the answers in writing, rather than the off-the-cuff type responses that are given at public meetings," association president Eva Berlin says.

The association has also formed a steering committee to follow up that demand and to monitor developments in the busway's planning.

Many residents aren't yet aware of the magnitude of the project and of the effect it could have on some residential neighborhoods, she says.

At peak capacity, up to 200 buses carrying 10,000 to 12,000 passengers an hour will be using the 18-km (11.2-mile) bus-only road, which will follow the Highway 403-Eglinton Ave. corridor to Renforth Rd. in Etobicoke.

There, commuters will be able to catch another rapid-transit line that will be linked to the Spadina subway, and possibly to a GO Transit line or subway to Pearson International Airport.

The projects are aimed at heading off the crushing traffic congestion that will occur when the number of vehicles using rush hour routes to and from Metro doubles early in the next century, officials say.

Neighborhoods where busway stations will be placed will be most affected by the extra traffic, noise and pollution, Berlin says.

"A lot of people don't seem to realize that this busway will be an entirely new roadway system," she says.

Residents want to know what, if any, alternatives to the busway, such as light rail transit, have been considered. They also are asking whether impact studies on noise, pollution and traffic will be done.

Until these issues are examined, and more facts are available, "there isn't enough information to support the conclusion that a busway is the solution," Berlin says.

"Such studies may, in fact, reveal that the busway is the best way to go, but until then there's no way they should go ahead with such a massive undertaking."

The busway is to be built in phases, with the first scheduled to be operational by the mid-1990s.

Traffic engineers, planners and councillors have been conducting a series of public open houses and meetings with homeowners and ratepayers groups to listen to their concerns while the project is still in the early planning stages.

Toronto Star Thurs, Dec. 13/90

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Toronto Star Thurs. March 14, 1991

Alignment change for busway means saving of forested area

Mike Funston
TORONTO STAR

The proposed alignment of the $500 million Mississauga busway has been altered to save most of a forested area that would be destroyed if the rapid-transit line is built.

At a public meeting last week, Mississauga works commissioner Stan Spencer said the route has been moved another 35 metres (125 feet) north where it would run parallel to Chalfied Lane, east of Hurontario St.

This change will result in most, but not all of the woodlot being saved. However, area residents appear to be satisfied.

"We were very displeased with the original plan, but it has been altered in our favor," says Peter McDonald, of the Chalfied Lane residents' committee.

He thanked officials for being responsive to the residents' concerns and said the change is proof "you can work within the system," at city hall, adding that the busway is "much needed," to alleviate traffic congestion.

Despite the positive feedback from McDonald, the city's works committee has deferred approval of the alignment.

Other residents questioned the need for a busway and, if it is built, what impact it will have on property taxes, pollution and traffic problems in neighborhoods near the stations.

Eva Berlin, president of Erin Mills Ratepayers Association, which represents 45,000 people, says the project appears to be ill-conceived.

As a result, councillors decided to more thoroughly consult the public and get answers to some questions that were raised at the meeting.

The 18-kilometre (11.2-mile), two-lane, buses-only road is to be built from Ninth Line at the Oakville-Mississauga boundary to a public transit gateway at Renforth Dr. in Etobicoke.

The proposed alignment follows the parkway belt along the Highway 403-Eglinton Ave. corridor.

At Renforth, the busway is supposed to link up with Metro's proposed Eglinton West rapid-transit line to the Spadina subway. This project is in the early planning stage.

The provincial government has agreed to fund 75 per cent of the busway under the Let's Move program to improve the Metro area transportation system. The city will pay the rest.

Other details released about the project include:

- There will be 17 stations, including five with major parking facilities and other transit connections;
- Most of the road will be cut below grade to reduce noise and visual pollution, and will be tunneled under existing roads;
- Mississauga Transit will be the major busway user, providing a variety of express, shuttle and special services, but TTC and GO buses are also expected to use the line;
- By the year 2001, it's expected 10,000 passengers an hour at peak periods with this number expected to jump to 24,000 by 2021.

MISSISSAUGA NEWS, FRIDAY, FEB. 22/91

Busway to get lion's share of money

Escalation of costs does it

A major escalation in the estimated cost of the busway planned across Mississauga will exhaust most of the funds being set aside in the next 10 years for major city-wide projects.

Two years ago, the City began a policy of setting aside an amount equivalent to one per cent of the mill rate each year, for a reserve bank fund which would be earmarked for five major projects: the busway, the sports complex, the performing arts complex, an annex to city hall, and a conservatory and public gardens.

The idea was that the fund would earn significant interest over the years and help to pay for the big-ticket items Mississauga hopes to provide for its ultimate development.

Because of economic conditions this year, the City has scaled back by $20 million its plans over the decade to set aside property taxes for the fund. In addition, notes the 1991 capital budget, the estimate of costs for the two-lane freeway for buses parallel to Highway 403 has grown 90 per cent, from an estimate of $263 million last year to an estimate of $554 million this year. Ontario is scheduled to pay 75 per cent of the cost.

More detailed studies have produced the new figures. Mississauga plans to complete about 40 per cent of the busway, worth $217 million, in the next decade, including construction of several major stations and grade-separated portions west and east of the city centre.

The busway will use $54 million of the $70 million available in the 10-year time frame, leaving some $16 million which can be allocated for reserve funds for the other projects. But with price tags of $21 million for the sports complex, $50 million for the arts centre, $30 million for the annex, and $46 million for the conservatory, it seems impossible that any of them will actually be completely constructed within 10 years. Several of the projects are planned to be phased.

The performing arts centre is not even scheduled to have any money set aside during the decade. The planning for that project has been delayed and council is waiting for a final feasibility report from the Mississauga Living Arts Centre.

The final recommendations for the alignment of the busway are to be unveiled during a public information centre Monday night from 4–8 p.m. at city hall. The display will continue for two more nights. The public is also invited to a special works committee meeting March 6 at 7:30 p.m. at city hall when councillors will debate the proposed alignment.

Green light for major natural gas pipeline

Consumer's Gas and the City of Mississauga have come to terms and, with Ontario Energy Board approvals, a major natural gas pipeline will be constructed through Mississauga within the year.

Replacing aging and inadequate facilities, the new gas line running supply from Sarnia to the Toronto area will be constructed along the Ontario Hydro power line right of way just north of Hwy. 403. A section of the new pipeline will also run east of Hwy. 403 at Cawthra to Fieldgate Dr. where it will turn south, running to The Queensway to join existing pipelines.

Consumer's Gas Project manager Gary Highfield Wednesday assured members of the city's Operation and Works committee the environmental impact of the pipeline construction will be minimal.

And he stressed that the city's main concerns about the pipeline hampering construction of its much touted Eglinton Ave. (bus) Transitway have been addressed.

The city had originally objected to the project on the grounds the pipeline could create problems when the transitway is constructed. But after meetings between city officials and the gas company, those concerns were answered.

Ward 3 Councillor Maja Prentice expressed concern environmentally sensitive areas around Fieldgate and the Credit River may be harmed during construction. Prentice was told by Highfield "within two years most people will not even know the pipeline will be there."

Mississauga News July/91

Toronto Sun Thursday, March 7, 1991

'FLEXIBLE' $500M SCHEME

Busway plan unveiled

By IAN HARVEY
Toronto Sun

The unveiling of the $500 million Mississauga Bloor St. busway met with mixed reaction from residents yesterday.

The 18-km route will cut through the core of Mississauga, linking Halton and Metro Toronto. It is planned to run along the north side of Hwy. 403 and swing north to Eglinton Ave. E at Dixie Rd.

It will terminate at Hwy. 427, where it will interchange with the TTC's proposed Eglinton Ave. W. rapid-transit line running west from the Spadina subway station.

"This is Mississauga's Bloor-Danforth subway," said project engineer Stephen Schijns of consultants McCormick Rankin and Associates.

"And once we have the right of way established, it can always be converted into a light rail system in the future. It's much more flexible than anything else, and cheaper."

Network

The busway is projected to cost one tenth of a rail system and is the first of what will be a network of busways across the Greater Metro Area.

The project has yet to be approved by Mississauga Council, which will pay 25% of the cost. The province will pay the rest.

But not everyone is happy with the concept.

"This was never on the official plans, it was foisted on us," complains Eva Berlin of the Erin Mills Residents Association. "And I question whether this is really needed. It may not be the right solution to the transit question. Why don't they expand the GO Train service first?"

Others are worried about the loss of greenbelt.

"We support the busway, but we were concerned about the routing because it would destroy some forest lands," said Lee Samios of the Chalfield Lane Residents Association.

"We met with them and they have moved it, but we still lose about a quarter or a third of the forest."

The scheme is part of the province's $5 billion Let's Move program. There will be 17 stops on the route and the system is designed to move about 9,000 people an hour each way.

The busway is a two-lane highway for buses only.

MISSISSAUGA NEWS

City people explain themselves

Public to have say in busway

Construction of the $500-million Mississauga Busway will be done in several stages, with opportunities for public input and re-evaluation every step of the way, City officials say.

At the beginning of Wednesday's public meeting on the busway, municipal officials and consultants provided an overview of how the busway (or transitway as City Hall is now calling it) was developed, how it will work, and how it will fit into the overall rapid transit for the Greater Toronto Area (GTA).

Transportation and Works Commissioner Stanley Spencer said that at an earlier March meeting, staff had "incorrectly assumed that everyone was aware and convinced of the need" for the facility, a two-lane separate expressway for buses that will connect to a proposed rapid transit line in Etobicoke along Eglinton Ave.

City Manager Doug Lychak presented a comprehensive vision for the City, a vision he said would see Mississauga as a "world-class city and a dominant centre in the GTA" when it reaches its ultimate population of some 720,000 people. While it may be difficult to imagine the future importance of rapid transit, Lychak said the City's planning in many areas has been premised on the fact at least 30 per cent of person-trips at full development must occur by rapid transit.

"The transitway equals three Highway 403s and five Eglinton Avenues" in terms of the relief it will provide, Lychak said. The surprising enthusiasm with which the public has embraced recycling and composting suggests "it is not inconceivable we could see a similar shift to transit," the manager added. "Service will be the key."

Mississauga is one of only two of the largest eight cities in the country without a rapid transit system.

Consultant Bob Nairn said the need for a rapid transit system has been identified in every major transportation study since 1970. The fact the concept was never been put in the Official Plan is still a sore point with critics of the busway.

"There is a finite limit to the supply of highway capacity and the City will likely reach that limit by the end of the '90s" Nairn reported. He presented conceptual maps showing congestion with and without a rapid transit system to demonstrate the benefits of the busway. The exclusive bus lanes will have a capital cost 50 per cent below that of a light rapid rail system and operating costs which are 30 per cent less. It also provides greater flexibility in implementation.

The City hopes to start the express system by using lanes on 403 which are reserved only for buses. Within five to 10 years, Mississauga would begin building needed segments of the separate roadway and the stations which will serve them. Those stations will also act as transfer points for passengers using Mississauga Transit.

– JOHN STEWART

Monday March 11/91

IAN HARVEY

In Transit

Unexotic busways the road to future

I gazed into a crystal ball the other day and saw the future of transit in the greater Toronto area.

Surprise! There were no high-tech trains running on suspended magnetic rails and no super-subways stretching to the airport.

Nope. Metro 2000 looks pretty much like today, with some exceptions. The newest phenomenon is a low-tech, lost-cost solution to transit: Buses and streetcars.

Strange as it sounds, the future is our past.

Not everyone is happy. One hundred people turned out in Mississauga last week to browbeat the city's works committee into deferring an 18-km, $500-million busway across the heart of the city. They spoke out against what they called a lack of planning and an unneeded system.

RICHARD GILBERT
A clearways fan

Someone should have pointed out that by 2011 commuter traffic from Peel and Halton into Metro is going to jump 45%. The roads can't handle the traffic now, let alone then.

What they really meant was that buses are declasse, low-tech, decidedly unexotic and boring. Even if they run on natural gas or are hybrid gas-electric trolleys.

No, what these fine middle-class, multi-car families want are high-tech, glossy and sexy modern rail systems.

The reality according to the crystal ball, however, is that busways, or transitways as the designers call them, are the future of transit in the Metro area.

As one of the engineering consultants said: "It's Mississauga's Bloor-Danforth subway."

The busway is really just that. A low-tech railway running on rubber wheels along a road either grade-separated or blocked off with "stations" rather than stops. It's cheap and it works. And it can always be converted to rail in the future. It can also be expanded to allow high-occupancy vehicles, jargon for car pools.

Ottawa has had busways for years and the Mississauga busway is the first of many planned for the western municipalities: Along Hwy. 403, up Hwys. 409 and 427, to Pearson Airport, and across the top of Metro along the Finch Ave. hydro right-of-way to Yonge St.

But selling them to a cynical public and stubborn motorists is going to be an uphill battle.

That's not to say Metro is immune to foot dragging on the right-of-way concept: In 1979 it approved clearways for King and Queen Sts. Last week, at the prodding of Metro Councillor Richard Gilbert, staff were ordered to produce a report on how clearways could be implemented.

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Decision delayed on city centre seco

Mississauga News May 23/90

By JOHN STEWART
Staff Reporter

The long-awaited approval of the city centre secondary plan will have to wait a little longer.

Yesterday, city councillors received a final report from their planning staff recommending approval of the blueprint for Mississauga's future downtown. But councillors couldn't agree on how they should handle some outstanding controversial land use questions and, as a result, no approval was granted.

One group of councillors wanted to endorse the general plan and send it to the province for approval while referring some issues back to staff for more consideration. Another group wanted the issues resolved before the plan goes down to Queen's Park. The result was a 4-4 tie vote and a decision to refer the whole matter to a future special meeting.

One of the main issues in contention yesterday wasn't the secondary plan itself, but the provision of stations to serve the future east-west two-lane high-speed busway proposed across the city along the Highway 403-parkway belt corridor.

A consultant's report recommends that the busway be placed on the south side of Highway 403 through the city centre, with two stations located on lands owned by Hammerson Canada Inc. The alignment will follow Rathburn Rd. where the highest concentration of office development in the city will be located.

Ward 3 councillor Maja Prentice wondered why an alignment looping towards Burnhamthorpe Rd. W. was not chosen to better connect with local transit routes. Public works commissioner Stanley Spencer replied that route would take

ndary plan

90 seconds longer and would be more difficult to convert later to a light rapid transit line or a subway. The cost of the various alignments ranged from a rough estimate of $20 million if the stations are right beside 403 to $65 million for the preferred route, and some $100 million for the Burnhamthorpe loop.

Ward 4 councillor Frank Dale, who represents the city centre, wanted to ensure that the Mississauga secures the property for the stations before it approves the secondary plan, which gives

See CITY page 2

City centre plan on hold

Cont. from page 1

much higher densities to many properties making them potentially more expensive to acquire. One of the two Hammerson sites can be acquired through an existing plan of subdivision. There is some concern among other developers that Hammerson will receive both stations, which will be attractive to potential commercial tenants. A third station is being studied.

Dale originally had concerns about the increased densities in the secondary plan which are in significantly higher than in the existing core plan. However, densities in areas adjacent to existing residential communities have been scaled down considerably, with densities being moved to other internal properties in some cases.

Residents in the Creditview community have signed a petition questioning the proposal for a hotel on the lands in the west end of the city centre owned by Johnny Lombardi of CHIN Radio. Dale says there is also a question about the proposed location of a park on those lands and he would like to see the entire land use layout reviewed.

Mississauga News
1/May/91

Busway opponents run to Premier Rae over 'stonewalling'

Residents fighting a proposed $554 million busway across the middle of Mississauga have complained in a letter to Ontario Premier Bob Rae that they are being "stonewalled" by the City.

The letter, from Eva Berlin and Sherry Lee of a Ward 8 steering committee on the busway, suggests the group requires "the intervention of the provincial government, if the identified problems are to be addressed."

The busway is a two-lane, buses-only freeway which will run parallel to the Highway 403 corridor and is a key plank in the City's long-term transportation strategy.

The members of the steering committee complain to Rae that "many fundamental points have not been suitably addressed" by the City. "The busway project analysis, justification, and planning have all been structured ... to make the problem fit the solution," states the letter.

"We believe that our questions and suggestions to the City will continue to be side-stepped and avoided," the residents wrote. "We are increasingly dismayed and frustrated by a strong sense of being 'stonewalled.'"

The residents appeared at a public meeting held by the City March 6 to question the rationale for the busway, which will eventually include a series of commuter stations linked to other major transit systems. As a result of the questions raised by residents, council decided it requires more input on the project before endorsing it.

Mayor Hazel McCallion told city council's last meeting that she had discussed the busway with Ontario Transport Minister Ed Philip at the recent Ontario Urban Transit Association annual meeting held here. She said Philip was "most anxious to meet" with the City to discuss the mayor's suggestion that Ontario take over the busway as its own project.

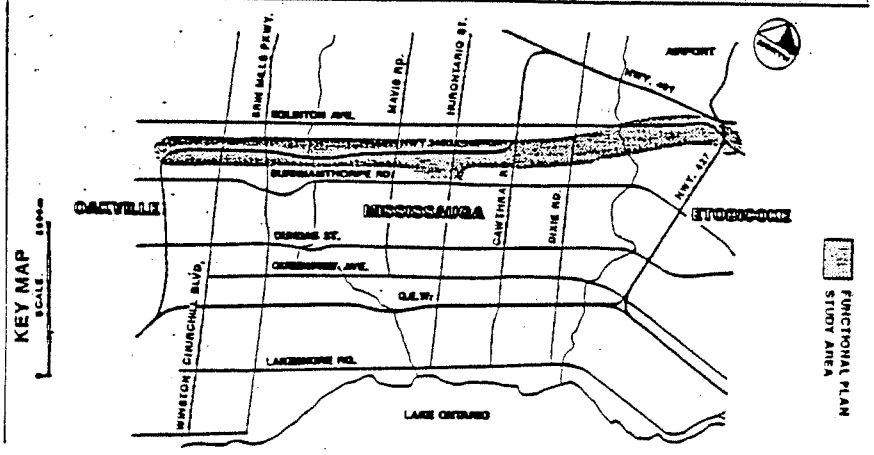
McCallion feels the busway should be funded 100 per cent by Ontario, rather than 75 per cent now proposed, because it will eventually serve as part of a major intra-regional transit network.

Ontario has already included the busway in the $5 billion "Let's Move" package of improvements to public transit in the Greater Toronto Area.

Works Commissioner Stanley Spencer said proposals for public input, including the possibility of a series of public meetings, are now being discussed.

The Mississauga News — Friday Edition June 15, 1990

Mississauga's busway planning study



Comment stirs up hornet's nest

ETOBICOKE REACTION TO BUSWAY 'PAROCHIAL'

By JOHN STEWART
Staff Reporter

An Etobicoke councillor who suggested Mississauga should help pay for road maintenance in Etobicoke is being "terribly parochial," according to Ward 7 councillor Nando Iannicca.

Iannicca told the city's operations and works committee Wednesday he was surprised to read the comments of Ward 4 Etobicoke councillor Michael O'Rourke in *The Etobicoke Guardian*. When Mississauga city staff and consultants presented their plans for a $88-million busway and reserved bus lanes along Dundas St. to Eto-

See ETOBICOKE page 6.

Cont. from page 1

bicoke last week, O'Rourke said Mississauga should pay its fair share of road costs in Etobicoke.

Mississauga buses regularly use Etobicoke streets and Mississauga commuters are responsible for wear and tear on Etobicoke facilities as they travel to and from jobs in downtown Toronto, argued O'Rourke. He suggested the reserved bus lanes would serve Mississauga residents, but not Etobians.

Iannicca said that if the busway concept of creating an exclusive two-lane road for commuter travel works, a lot fewer Mississauga cars will travel on Etobicoke roads as a result. "I think we have to look at this as a global problem," Iannicca said. "I thought the comments were out of turn."

Stan Spencer, Mississauga's public works commissioner, said he feels the majority of Etobicoke councillors did understand the benefits of the busway, but that some are concerned about Mississauga residents who park at GO train parking lots, or on Etobicoke streets, etc. The issue of Mississauga buses possibly picking up Etobicoke residents on Dundas St. is also to be considered.

Ward 9 councillor Ted Southorn said Mississauga could make the same complaints O'Rourke made about commuters from Oakville and Milton who use city roads every day. "Maybe we should put a toll booth up," joked Ward 4 councillor Frank Dale.

Ward 3 councillor Maja Prentice said Mississauga should consider charging Etobicoke for dumping grass clippings from the Markland Woods golf club "on our side of the boundary."

Southorn pointed out that Etobicoke "didn't object to our traffic when they built Sherway Gardens," which Mississauga strongly opposed because the major plaza would damage commercial establishments here.

One more public meeting planned

$500-million busway plan stalled again

Mississauga News Sept-8/91

By JOHN STEWART
Staff Reporter

Stung by criticism they are deceiving the public and have failed to provide adequate opportunity for input, city councillors have again deferred consideration of the biggest capital project they will likely ever consider.

Following another contentious five-hour public meeting Wednesday night, council unanimously agreed to hold one more public meeting in Ward 8 before considering approval in principle for a $500-million rapid transit spine across the Highway 403 corridor.

But Mayor Hazel McCallion warned council must make a decision about adopting the alignment and launching an environmental assessment for the two-lane separate bus expressway along 403 when a special council meeting is held Sept. 23. The mayor said too many other projects, such as a new lot levy policy, the City Centre Secondary Plan, and the Official Plan Review, are dependent on a commitment to the transitway.

Thirteen deputants addressed council about the busway. They were almost equally divided between residents who want more information about the concept, and developers who endorsed it as a key transportation cornerstone for future growth.

"Why are we being deceived?" Erin Mills Residents' Association President Eva Berlin said in an emotional presentation which drew loud applause from the audience of about 150 people. Berlin was one of several residents who slammed the

See BUSWAY page 8

Busway plan hits another snag

Cont. from page 1

written responses given by City staff to concerns raised at a similar session last March. She said the public would have to speak "gibberish" to decipher them. "How long will we call these responses mistakes and misunderstandings?" she asked. "Why are we being denied a part in the public process?"

"We probably look too stupid to be on the street because that's how we're treated," complained the resident, whose home will be located near the high-speed bus lanes scheduled to carry 150 buses an hour at completion. Berlin concluded her remarks by asking "are the councillors and staff incompetent or are they given direction to follow some agenda we're not aware of?"

McCallion sharply denied any hidden agenda, saying the suggestion itself was "a black mark on this council." The mayor promised the citizens' questions would be answered. "You may not like the answers we give you and you may not like the decision we reach, but you will get answers," she said.

"One cannot help but get the impression that something is being pushed through," complained Betty Merkley of Cider Mill Place.

But Morris Smith, representing Hammerson Canada Ltd., one of the main players in the city centre, said the busway is "imperative." He said local firms "can't continue to invest the dollars with the uncertainties that exist" without a busway commitment.

Ward 8 Councillor Donna Lane recommended deferral, complaining she only got staff responses to her own memo on the busway earlier in the day. She echoed the disappointment citizens expressed in the responses from the March meeting.

Although the City did not pursue an earlier proposal to hold small scale ward meetings on the busway because of the summer season, some politicians said they did hold meetings of their own.

Both Frank Dale and Maja Prentice said citizens seemed to be satisfied with the information they received.

Lane said the citizens were correct to challenge the City to justify its proposal. The municipality must ensure the decision is "done right" she said.

The Mississauga News October 10, 1990

Residents get a rundown on proposed busway

By SUE PRATT
Special to *The Mississauga News*

Consultants presented what they consider is the, "preferred busway alignment," to members of several of the city's ratepayers groups last Wednesday evening at the Civic Centre.

Consultants believe the two-lane buses only freeway should run parallel to Hwy. 403 between Winston Churchill Blvd. and Etobicoke's Renforth Dr. It would be an express route for transit vehicles, which would pick up and drop off passengers at major Mississauga destinations.

The consultants met with the public at a meeting chaired by Mayor Hazel McCallion and transportation and works commissioner Stan Spencer, who called the proposed busway, "the most important undertaking of the next decade and a key component in the city's transportation planning."

Residents living south of Hwy. 403 and east of Mavis. Rd. were told the $300-million busway couldn't be re-routed north of their neighborhood because that land is an Ontario Hydro corridor, and building the rapid transit express way there would interfere with Hydro's future operations. The residents were reassured that locating the busway south of Hwy. 403 would not increase noise pollution, and that a decision by Mississauga Transit to begin purchasing gas-powered buses would lead to reducing air pollution.

Residents of the Chalfield Lane area in the Meadows were told a sound barrier will be constructed to buffer them from noise emerging from a new busway.

Some residents expressed concern a new busway would simply end at the Etobicoke border without linking to an existing transit system.

McCallion told the gathering the busway is essential to the city's development and that she believes Bob Rae's NDP government will honor the ousted Liberal government's commitment to mass transit initiatives. She said the province will subsidize 75 per cent of the cost of the project.

Meanwhile, Ward 4 councillor Frank Dale, who represents Chalfield Lane area residents, has set up a public meeting for his constituents on Oct. 10 at the Civic Centre.

Further public meetings on the proposed busway are scheduled for Nov. 5-6, from 4 to 8 p.m.

HAZEL MCCALLION

Green light for busway concept

Mississauga News
Sept. 25, 1991

$500-million transit project passes a major roadblock

By JOHN STEWART
Staff Reporter

The Mississauga busway is on the road to reality.

The transportation corridor described as the key way of avoiding future traffic congestion in Mississauga — a $500 million two-lane bus expressway along Highway 403 — was approved in concept by city council Monday night.

In a 7–2 recorded vote, councillors agreed to a proposed alignment along 403 and the parkway belt to Renforth Dr. and Eglinton Ave. The City will now launch the environmental assessment process for the 18 km. grade-separated road. It could be used by up to 200 buses an hour when fully completed in more than two decades.

Once again, a large number of ratepayers from Erin Mills expressed their fears that the busway will disrupt thousands of residents who live along the corridor and will end up costing closer to $3 billion than the current $500 million estimate. That will be paid for predominantly by the provincial government and development levies if current assumptions

See BUSWAY page 6

Busway plans given the go-ahead

Cont. from page 1

prove founded. Ward 8 Councillor Donna Lane, who represents most of the residents so strongly opposed to the transitway was one of two councillors who voted against it. "Erin Mills was supposed to be the planned community," she said. "It fights off a garbage dump one day and a transitway the next. So much for a planned community," she said.

Lane questioned the "inconsistencies" in staff's planning documents, including shifting cost estimates, and said there were too many assumptions in the City's plan. "I really think it's premature" Lane said, arguing that the City should study the effects of its express bus routes and reserved bus lanes on major roads before it makes such a big commitment.

Mayor Hazel McCallion chided Lane for opposing the busway only at the end of the lengthy review process. "I wish a lot of these concerns had come forward many months and years ago," she said. Lane failed to raise any concerns when council pre-approved the alignment of the transitway as part of the City Centre Secondary Plan last year, the mayor said.

McCallion said the City can't seem to "get the message across" that the conceptual approval is the first phase of a lengthy process which will still involve public review every step of the way. Councillor David Culham, whose motion guaranteed a public review as each phase of the transitway is dealt with, stressed that the 110,000 jobs planned in the city core dictate "a direct transitway."

Transportation and Works Commissioner Stanley Spencer told council "many land use decisions in the past 10 years" have been predicated on the construction of a rapid transit spine across Mississauga connecting with one in Toronto. Without such a system, the City would need to build 22 more lanes of east-west roadway to handle projected rush hour traffic, or the equivalent of four Eglinton Aves. Even if the City chose to expand existing roads, it no longer has the property to do so, Spencer said.

Eva Berlin, the Erin Mills ratepayers' president who has led the fight to stop the busway, urged councillors to be cautious about making such a "momentous decision."

She said residents relied on City planning documents which never officially acknowledged the busway plan until 1989, although staff had been considering it for 20 years. An Official Plan Amendment to incorporate the concept will now be prepared.

DONNA LANE

The busway will impact 4,000 to 6,000 residents along its length. Many people "bought into the dream" to which advertisements for Erin Mills referred, Berlin said. "There's a pact with the City." With costs expected to double every seven years, the true investment in the busway will eventually be $3-$4 billion, Berlin said.

Councillors did agree in a 5–4 vote to delete a proposed transitway station at Mississauga Rd. Local resident Betty Merkley convinced the majority of politicians that the scenic route designation on the two-lane road south of Burnhamthorpe Rd, could be compromised if a major station were built there.

Joining Lane in opposition to the busway was Ward 9 Councillor Ted Southorn who said he's never been convinced it is in the right location. he can't see residents in northern or southern Mississauga fighting traffic to drive to a bus expressway along 403.

The City plans to launch the busway concept in a couple of years with reserved bus lanes on the shoulder of the 403. It then plans to build the bus expressway, with stations at most major intersections, in stages over more than 20 years.

Council also voted to establish a community advisory committee of citizens to regularly monitor the progress of the project.

APPENDIX 'I'

TRAVEL DEMAND ANALYSIS (EXECUTIVE SUMMARY)

MISSISSAUGA TRANSITWAY PLANNING STUDY EA REPORT

APPENDIX I - MISSISSAUGA BUSWAY RIDERSHIP FORECASTS

As an integral component of the Transitway Study, IBI Group carried out a ridership forecast study for the Transitway (also knownas Busway) utilizing a regional computer model. Due to its size, the entire technical report is not reproduced here; requests for its review may be addressed to the Director of Transportation and Engineering Planning, Transportation and Works Department, City of Mississauga, 11th Floor, Mississauga Civic Centre, 300 City Centre Drive, Mississauga, Ontario L5B 3C1.

CITY OF MISSISSAUGA

MISSISSAUGA BUSWAY RIDERSHIP FORECASTS

IBI GROUP

NOVEMBER, 1990

IBI GROUP

Executive Summary

1. INTRODUCTION

The Mississauga Busway will provide east/west rapid transit service within the Parkway Belt/Highway 403 corridor. It will be an important component of the City's transportation system providing rapid transit to the City Centre, to other destination areas in Mississauga and to non-downtown Toronto destinations.

Several studies, including most recently the Mississauga Ten Year Service Strategy Plan, have examined the feasibility of a transit facility through central Mississauga and have recommended a rapid transit facility using busway technology. The City of Mississauga therefore decided to prepare a functional plan of the busway to examine outstanding property and planning issues and an environmental assessment report on the project.

As part of the plan development, it was necessary to develop and apply a methodology to estimate future ridership for the busway and to examine various operational strategies for the busway. This report describes the demand forecasting methodology utilized and details the ridership and network implications of the busway. The report is not to be interpreted as an overall transportation study for the City of Mississauga. Its purpose is to provide an indication of the future busway passenger demand for preliminary design purposes. As such, an investigation into future automobile travel demands and their implications for transit and the busway have not been explicitly incorporated into this analysis.

2. ASSUMPTIONS AND METHODOLOGY

LAND USE

The land use utilized to develop future travel projections were based on recent projections prepared by the City of Mississauga and the Office of the Greater Toronto Area (OGTA). According to these projections, the population of Mississauga is expected to increase from 350,000 persons in 1986 to approximately 693,000 persons by 2021. This represents an increase in population of almost 100 per cent over a 35 year period.

Due to the wide variation in employment projections for Mississauga, two scenarios of employment were examined. The "high" scenario was based on employment projections developed by the City of Mississauga. These forecasts estimate employment in Mississauga will increase to 540,000 jobs in 2021, with 109,000 jobs located in the City Centre. This represents a 44 per cent increase over the 1986 employment of 374,000.

The "low" employment scenario corresponds to the OGTA employment projections for Mississauga. The OGTA forecasts predict employment in Mississauga will increase by 17% to 436,000 jobs in 2021. They predict 88,000 jobs in the City Centre by 2021.

NETWORK

In order to forecast busway ridership, several network assumptions were required to define and determine the future transit facilities in place, their operation and their integration/interaction with the busway. They include the following:

- Mississauga Transit would operate a parallel surface bus system using a basic grid network. The service plan identified in the Ten Year Service Strategy Plan has been assumed;
- all elements in the Province's Let's Move program for rapid transit expansion have been incorporated. In the Mississauga area this includes GO expansion and the construction of the Eglinton West Rapid Transit Facility (EWRT) by 2001;
- the Eglinton West Rapid Transit Facility was assumed to use busway technology along its entire length from the Renforth Gateway to the Spadina Subway. No transfers would be required between the busway and EWRT. Buses would continue from one facility to the other;
- there would be full two-way all-day service on GO Transit's Lakeshore, Milton and Georgetown lines;
- full fare integration and service coordination would exist between Mississauga Transit, Toronto Transit Commission and GO Transit services;
- a convenient transfer connection would be provided between the Milton GO line and busway services at Erindale Station.

DEMAND FORECASTING METHODOLOGY

A conventional four stage modelling approach, utilizing the EMME/2 system, was used to develop ridership forecasts and determine network implications for the busway. Transit simulations were performed for the AM Peak Period for a typical weekday. All trip purposes were included in the assignments with the exception of school bus trips and trips on specialized vehicles for the handicapped. Transit trips within the GTA, including Hamilton-Wentworth were modelled, therefore capturing all through-trips travelling through Mississauga.

3. RESULTS

Total travel (auto and transit) is predicted to increase substantially in Mississauga over the forecast period. By 2021, overall travel is estimated to increase by 90 to 110 per cent over 1986 levels with particularly large growth in trips to Mississauga from within Mississauga and surrounding areas.

Transit travel in Mississauga is expected to increase even more dramatically as a result of higher levels of transit use and increased overall travel as noted above. These findings are summarized in Exhibit S.1. Within Mississauga, transit trips in the 2021 a.m. peak period are forecast to increase in the order of 600 to 700 per cent over 1986 levels while transit trips from Mississauga to Metro are expected to increase between 120 and 160 per cent. Transit travel from Metro to Mississauga are projected rise even more substantially by 2021, in a range of between 250 and 375 percent over 1986.

TRANSIT ASSIGNMENTS

Transit assignments were performed for the horizon years of 2001, 2011 and 2021 using high and low land use scenarios. For each scenario, three transit operational strategies were tested:

- **Coordinated Operations.** The busway would operate as a separate service with passengers transferring to busway routes from arterial buses on arterial and collector streets at busway stations. This operation would allow Mississauga Transit greater flexibility to match service to demand levels, but would involve more transfers for riders using the busway.

- **Integrated Operations.** Busway routes would provide a base service but would be complemented by a number of routes branching on and off the busway to service high demand areas.

- **No Busway Scenario.** This scenario provides a base case for comparison. It represents the Mississauga Transit system operating on a basic grid network, with bus lanes on several major arterials.

A summary of the transit assignment results is presented in Exhibit S.2.

Generally, the results indicate strong busway ridership demands under all land use and operating strategy cases examined. By 2021, the peak point peak direction volume is estimated to be between 11,000 and 12,000 passengers per hour in the eastbound direction. The reverse peak direction travelling westbound into Mississauga is

EXHIBIT S.1

2021 A.M. PEAK PERIOD PERSON-TRIPS

(THOUSANDS OF PERSON-TRIPS 6:00 A.M. TO 9:00 A.M.)

TRIP INTERCHANGE	CATEGORY	1986	2021 HIGH LAND USE	2021 LOW LAND USE
Mississauga to Mississauga	Total Trips	90.1	158.5 (76%)	184.9 (105%)
	Transit Trips	6.4	46.9 (629%)	54.6 (748%)
	Modal Split	7%	30%	30%
Metro Toronto to Mississauga	Total Trips	42.1	60.8 (45%)	81.1 (93%)
	Transit Trips	3.0	10.5 (253%)	14.1 (374%)
	Modal Split	7%	17%	17%
Brampton/Caledon to Mississauga	Total Trips	18.7	51.4 (175%)	63.9 (242%)
	Transit Trips	0.4	8.4 (1920%)	10.5 (2420%)
	Modal Split	2%	16%	16%
Halton to Mississauga	Total Trips	15.3	39.9 (161%)	50.1 (227%)
	Transit Trips	0.1	4.4 (3824%)	5.5 (4886%)
	Modal Split	1%	11%	11%
Other to Mississauga	Total Trips	7.6	35.5 (366%)	47.7 (528%)
	Transit Trips	0.1	1.5 (2175%)	2.0 (2983%)
	Modal Split	1%	4%	4%
Mississauga to Metro Toronto	Total Trips	77.0	101.5 (32%)	86.3 (12%)
	Transit Trips	16.6	42.6 (157%)	36.1 (118%)
	Modal Split	21%	42%	42%
Mississauga to Other	Total Trips	18.3	55.7 (204%)	48.6 (166%)
	Transit Trips	0.6	4.4 (633%)	3.8 (533%)
	Modal Split	3%	8%	8%
All Trips To or From Mississauga	Total Trips	346.1	604.7 (87%)	648.9 (109%)
	Transit Trips	43.8	161.8 (337%)	163.0 (366%)
	Modal Split	13%	27%	25%

NOTE: Total Trips = Auto Trips + Transit Trips
Modal Split = Transit Trips/Total Trips

LEGEND: xxx = thousands of person-trips
(x%) = percent growth from 1986

IBI GROUP

EXHIBIT S.2

MISSISSAUGA BUSWAY PEAK POINT VOLUMES

(A.M. PEAK HOUR)

YEAR	OPERATING STRATEGY	PEAK POINT VOLUME (PASSENGERS/HOUR)			
		EASTBOUND		WESTBOUND	
		HIGH LAND USE	LOW LAND USE	HIGH LAND USE	LOW LAND USE
2001	Integrated	5,220	5,600	2,510	1,970
	Coordinated	5,070	5,440	2,590	2,040
2011	Integrated	11,300	11,150	5,850	4,920
	Coordinated	11,420	11,300	5,980	5,010
2021	Integrated	11,780	11,520	7,040	5,490
	Coordinated	11,930	11,740	7,220	5,600

estimated at 5,500 to 7,500 passengers per hour, indicating strong balance and utilization of the busway. Approximately 9,000 new riders are estimated to have been attracted from the auto mode in the a.m. peak hour as a result of the busway.

The assignment results also indicate that the busway passenger volumes are not highly sensitive to the operating strategy or the projected land use. The busway will provide greatly enhanced service over other transit options and will attract a substantial ridership regardless of an integrated or a coordinated operations strategy.

In terms of land use, the high land use scenario in Mississauga will cause more passengers to travel into Mississauga and provide more balanced flows on the busway. The low land use scenario will result in a greater number of Mississauga residents using the busway to reach Metro destinations and results in a slightly higher peak point volume.

Using the projected population and employment for Mississauga, the transit assignment results for the no busway scenario indicate that approximately 30,000 transit trips are destined to the City Centre in the a.m. peak hour in 2021. Given these volumes, it does not appear reasonable to assume that a reasonable level of transit service can be provided to the Mississauga City Centre without some form of rapid transit. This observation is consistent with previous studies which have shown that high transit modal shares, only achievable with rapid transit, are essential for the City Centre to reach its development goals.

IMPACT ON MISSISSAUGA TRANSIT OPERATIONS

The busway will have a very pronounced influence on Mississauga Transit operations, with approximately one-third of all passenger travel using the busway. This will allow transit services in Mississauga to provided more effectively and efficiently. In 2021, the average system-wide bus operating speed is estimated to increase by approximately 5 kilometres per hours and the operating cost per passenger-kilometre is estimated to decrease by approximately 30 per cent because of the presence of the busway.

INTERACTIONS WITH GO TRANSIT

There is a high degree of interaction between the busway and GO Rail operations in Mississauga as each serves trips between Metropolitan Toronto and Mississauga. Based on transit assignments, it is expected that GO Rail will continue to serve most transit trips destined to the Toronto Central Business District (CBD). The busway, on the other hand, will serve the majority of non-CBD oriented trips to Metropolitan Toronto.

In 2021, it is estimated that of the trips from Mississauga to Metropolitan Toronto, approximately 60 per cent will be provided by GO Transit while approximately 30 per cent will use the busway. In the event a busway is not built, residents in Mississauga will depend much more heavily on the GO Rail system for transit mobility and will result in approximately 8,000 transit riders diverting from busway services to GO Transit in the a.m. peak period.

Transit trips from Metropolitan Toronto will primarily use the busway to reach Mississauga. By 2021, it is estimated that approximately 70 per cent of transit riders will use the busway and 25 per cent will use GO Transit.

SENSITIVITY ANALYSES

An analysis was performed to estimate the impact on busway ridership if the Eglinton West Rapid Transit (EWRT) line were not constructed. The analysis was performed for 2001 and assumed busway routes would be re-routed to the Kipling subway station from the Renforth Gateway.

The results of the analysis indicate a very substantial drop in busway ridership with many riders diverted to GO Transit. The peak direction peak hour volume for the busway drops from approximately 4,800 with the EWRT to approximately 2,500 without this facility.

A second sensitivity analysis was performed for 2021 which assumed the construction of a Halton busway through central Halton and connecting directly to the Mississauga busway and the extension of the Bloor subway to Dixie Road. Based on this analysis, the Halton busway is not expected to have a major impact on the Mississauga busway, adding approximately 1,200 a.m. peak hour trips in the vicinity of Winston Churchill Boulevard. The impact of the Bloor subway extension to Dixie Road is also expected to be relatively minor with subway volumes estimated to increase by about 800 passengers in the a.m. peak hour.

4. CONCLUSIONS

Several conclusions can be drawn from the Mississauga Busway ridership forecasts that have been presented in this report:

- travel in Mississauga will increase dramatically, in the order of 100%, by the year 2021. This will necessitate an improved transit system which must be much more intensively utilized than the current system in order to maintain mobility at reasonable levels;

- the busway will be an integral component of the Mississauga Transit system and it is projected that approximately one-third of all Mississauga Transit passenger

travel will be served by the busway facility. The presence of the busway will also improve system efficiency and the level of service that can be offered to passengers;

- the busway will play an extremely important role if the land use goals for the City Centre and the rest of Mississauga are to be realized. Given employment projections for Mississauga, over 30,000 transit trips will be destined to the City Centre in the a.m. peak hour in 2021. This implies that some form of rapid transit will be required;

- the busway will serve trips destined to the City Centre and several major attractions located throughout the City including the Airport Corporate Centre, Meadowvale Town Centre and the Burnhamthorpe/Eglinton corridor. Trips to Metropolitan Toronto via the Eglinton West Rapid Transit corridor and the Kipling subway will also be major markets for the busway. Substantial numbers of passengers will also use the busway to travel from Toronto to the City Centre and the rest of Mississauga. GO Transit will continue to serve the majority of transit trips to Toronto's Central Area;

- strong ridership volumes are projected for the busway for both the high and low land use scenarios. Both land use scenarios also generate significant passenger volumes in the reverse peak direction indicating strong balance and utilization for the busway;

- the morning peak hour volumes for the busway will increase from approximately 5,000 passengers per hour per direction at the maximum load point in 2001 to 12,000 passengers per hour per direction in 2021;

- two operating strategies for the busway were tested. While limitations in the model reduced the sensitivity of the model to the differences between the operating strategies, several conclusions could still be drawn. The integrated option with some bus services running directly onto the busway from arterial roads provides reduced transfers and lower average travel times to Mississauga Transit passengers but at a marginally higher cost per passenger compared to the coordinated option. The coordinated option has separate bus routes on the busway with coordinated schedules at transfer points between north-south arterial routes and the busway routes. The total busway ridership was relatively insensitive to the operating strategy assumed with essentially

an equal number of riders projected for both the coordinated and integrated options;

- a relocated Erindale GO station and the busway have the potential to become a major transit interface for the rapid transit system in Mississauga. The busway will provide improved access to the Milton GO service through this station, and will also distribute passengers from the GO line to the City Centre and to other parts of the City.

APPENDIX 'J'

MISSISSAUGA TRANSPORTATION STUDY - EXECUTIVE SUMMARY

MISSISSAUGA TRANSITWAY PLANNING STUDY EA REPORT

APPENDIX J - MISSISSAUGA TRANSPORTATION STUDY

The Mississauga Transportation Study, conducted in 1982 - 85 by the City of Mississauga, provides the key background material and context for the current Transitway study. The Transportation Study assessed areawide travel demand patterns, undertook a comprehensive analysis of all major components of Mississauga's transportation infrastructure, and produced a set of technical recommendations regarding (in part) the need, location, function, and mode of the Mississauga Transitway. These conclusions were approved by Mississauga City Council on July 17, 1985.

Only the Executive Summary of the Mississauga Transportation Study is reproduced here; due to its size the complete technical documentation is held by the City of Mississauga. Requests for its review may be addressed to the Director of Transportation and Engineering Planning, Transportation and Works Department, City of Mississauga, 11th Floor, Mississauga Civic Centre, 300 City Centre Drive, Mississauga, Ontario L5B 3C1.

MISSISSAUGA TRANSPORTATION STUDY

EXECUTIVE SUMMARY REPORT

CONTENTS

FIGURES

INTRODUCTION

The City of Mississauga prepared its first comprehensive Official Plan in the mid 1970's and approved a Transportation Plan referred to as Schedule 8, see Figure 1, page 2. Since that time, the City has continued to experience significant growth in population and employment; however, the population growth to 1990 is now forecast at approximately 430,000 persons, which is lower than previously forecast. There also have been changes in the proposed structure of future urban development, both within the City and external to the City, and in the composition of the labour force.

All of these factors have significant implications for future land use needs and support transportation requirements. To assess these implications, the City has undertaken a review of the existing and proposed transportation network in Mississauga in order to provide a City wide comprehensive basis on which transportation and land use decisions can be made.

To direct and assist in the undertaking of the transportation study, a Political-Technical Committee consisting of representation from the City of Mississauga (members of council & senior staff), the Region of Peel and the Ministry of Transportation and Communications was formed. McCormick Rankin, consulting engineers in association with Tranplan Associates was selected to carry out the study on behalf of the City of Mississauga under the direction of the Political-Technical Committee comprised as follows:

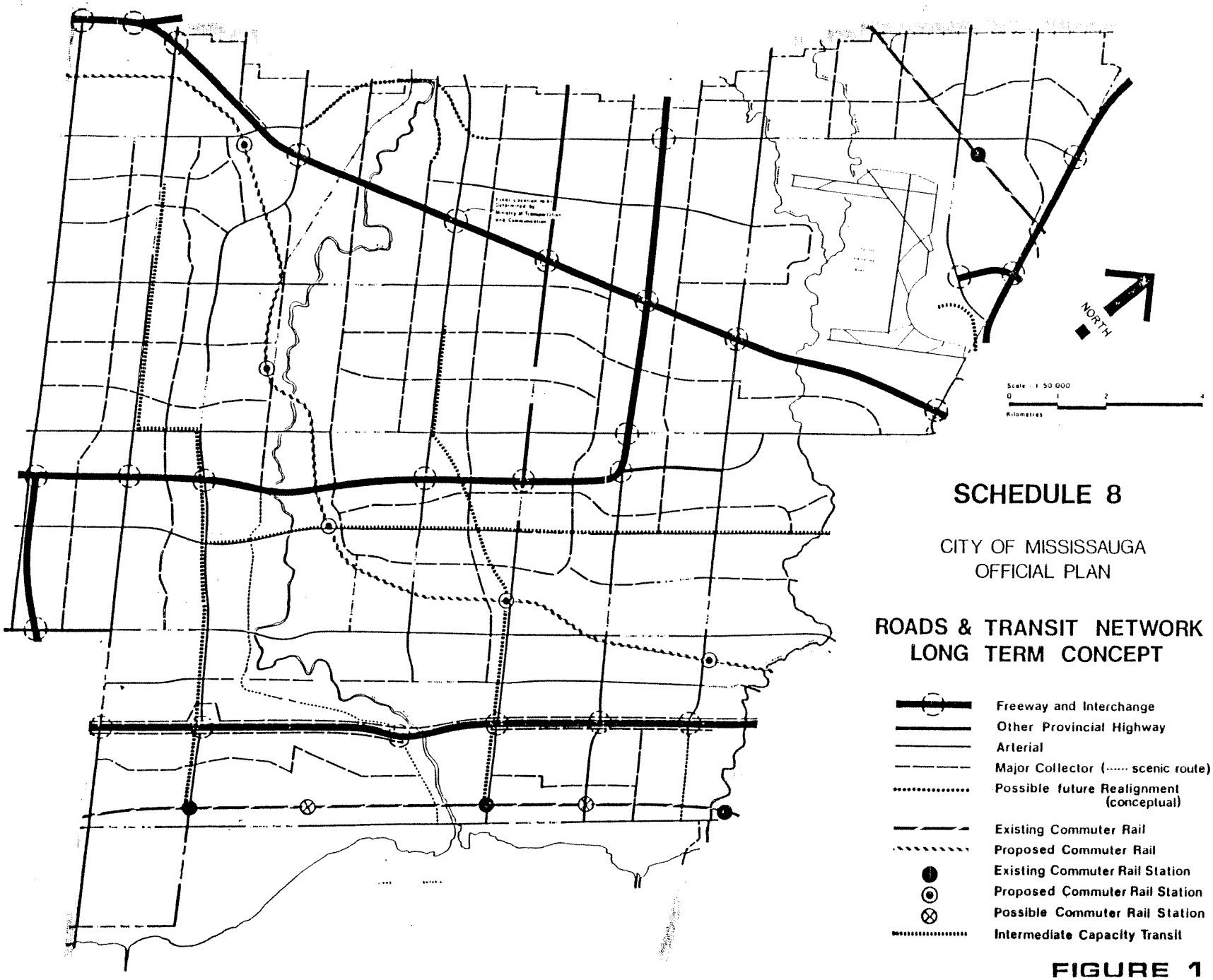
City of Mississauga

R.G.B. Edmunds, Chairman, Commissioner of Planning

W.P. Taylor, P. Eng., Commissioner of Engineering

E.J. Dowling, General Manager, Mississauga Transit

H.E. Kennedy, Councillor, City of Mississauga



SCHEDULE 8

CITY OF MISSISSAUGA
OFFICIAL PLAN

ROADS & TRANSIT NETWORK
LONG TERM CONCEPT

- Freeway and Interchange
- Other Provincial Highway
- Arterial
- Major Collector (····· scenic route)
- Possible future Realignment (conceptual)
- Existing Commuter Rail
- Proposed Commuter Rail
- Existing Commuter Rail Station
- Proposed Commuter Rail Station
- Possible Commuter Rail Station
- Intermediate Capacity Transit

FIGURE 1

D. J. Culham, Councillor, City of Mississauga

L.C. Taylor, Councillor, City of Mississauga

F.J. McKechnie, Councillor, City of Mississauga

Region of Peel

P. Allen, Commissioner of Planning.

Ministry of Transportation and Communications

R. Ballantine, Municipal Planning

W. Osborn, P. Eng., District Municipal Engineer

P. Ginn, P. Eng., District Municipal Engineer (1)

(1) replaced W. Osborn in March, 1984.

The study concentrated on two future time frames, 1991 and ultimate. The earlier time frame is consistent with transportation planning studies for adjacent municipalities and will enable the City of Mississauga to focus attention on more immediate requirements, including a 10 year transportation program. The longer time frame of 25 to 30 years provides a better understanding of the ultimate transportation requirements and various long term transportation improvement options.

Considering the various rapid transit initiatives being studied by Metropolitan Toronto (the Eglinton, Sheppard and Downtown Rapid Transit Studies) and the Province of Ontario (the GO-ALRT Program, including the North Metro and Lakeshore Rapid Transit Lines) and their interrelationship with the City of Mississauga's future transportation needs, an Interim Executive Summary Report documenting the preliminary study findings was prepared. It was intended that the Interim Executive Summary Report together with the Interim Technical Summary Report would

assist the Political-Technical Committee and members of Council in their understanding of the transportation issues and possible strategies prior to proceeding with the final phase of work in the fall of 1984, including the development of a final transportation plan and the completion of the public participation program.

The final report, now referred to as the Executive Summary Report, outlines the study conclusions and recommendations; identifies assumptions as to future urban growth; identifies and discusses the evaluation of alternative transportation networks including future travel demands; discusses transportation issues, which have been raised in the course of the study and identifies the requirements for improvements to the road and transit networks within the City of Mississauga.

CONCLUSIONS & STUDY RECOMMENDATIONS

Based on the examination of anticipated future growth and the implications of this growth on future transportation requirements, the following conclusions and study recommendations are presented:

1) The City of Mississauga is expected to grow from its present population of 325,000 to approximately 700,000 over the next 25 to 30 years. Within the Greater Toronto Area stretching from the west boundary of Oakville in the west to the east boundary of Pickering in the east, Mississauga's growth will account for approximately 30% of the total growth in population, by far the largest growth of any of the area municipalities in the Greater Toronto Area.

2) Employment within the City of Mississauga over the corresponding period is expected to increase from the present level of 170,000 to approximately 435,000. Within the Greater Toronto Area, this also represents approximately 30% of the total growth in future employment in the Greater Toronto Area. This forecast increase in employment in the City is comparable to the total forecast increase in employment within Metropolitan Toronto over the corresponding time frame.

3) The present Official Plan, which has guided the growth of the City, proposes rapid transit as an indispensable component of the Transportation Plan. In addition to its role in supporting growth, public transit will have to carry an increasing proportion of total municipal travel. Present modal splits of approximately 10% across major screenlines will have to increase to between 30 and 40% if the ultimate transportation network is to meet the needs of future urban growth in Mississauga.

4) The analysis of the alternative transportation networks has confirmed the need for rapid transit in the major east-west travel corridor bounded by Burnhamthorpe Road and Eglinton Avenue, not only to connect the City Centre to Metropolitan Toronto, but also to provide a 'spine' to effect more efficient operation of the City's transit system. Improvements to transit service in three major north-south corridors (Dixie, Hurontario and Erin Mills) will be required to support the development of rapid transit in Mississauga. The analysis has also confirmed the need to improve transit service between Mississauga and Brampton and between Mississauga and Oakville.

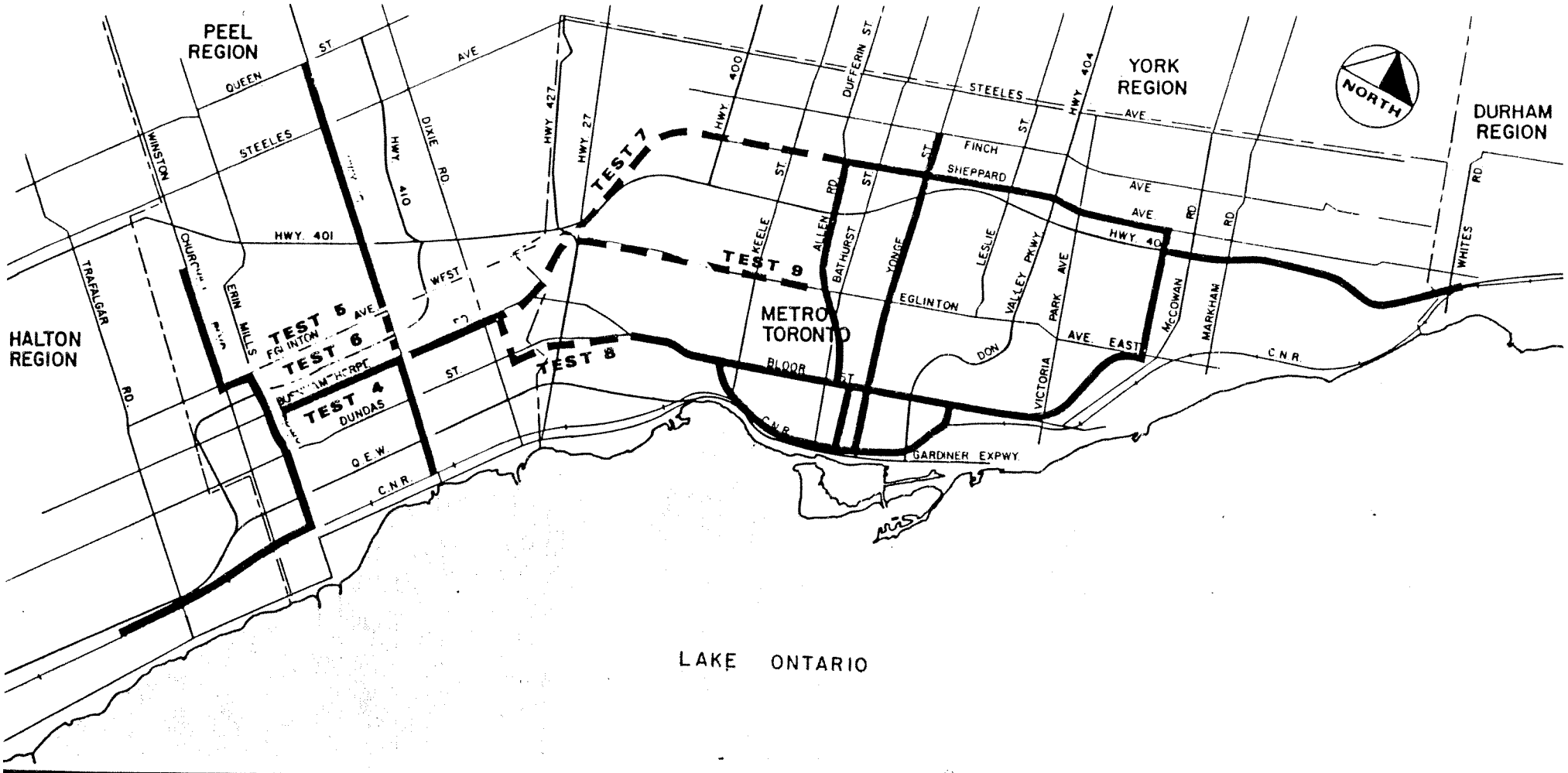
5) The analysis of the alternative transportation networks has also confirmed the need to carry out significant improvements to the major road network serving the City, including facilities under the jurisdiction of the Province, Region and City, see Figure 15, page 47.

6) Two intermediate capacity rapid transit technologies, Busways and Light Rail Transit which have capacities which would best serve the demand forecasts have been examined. On the basis of considerations with respect to technology, transit system staging, costs, timing and operational flexibility, the most cost-effective strategy for the initial development of rapid transit in the City of Mississauga over the next 10 to 20 years is the construction of a busway, utilizing a separate right-of-way and grade separated at all crossing roadways.

7) Three east-west rapid transit corridors in the City of Mississauga between Winston Churchill Boulevard and the Etobicoke Creek, namely, the Burnhamthorpe, Eglinton and Highway 403 corridors have been investigated and evaluated in the course of the study. On the basis of providing good service to the City's planning districts including the City Centre, considerably less impact on the social environment and lower cost, the Highway 403 corridor has been identified as the east-west rapid transit corridor which would best serve the City's future transit development strategy and anticipated growth.

8) Four rapid transit connections to Metropolitan Toronto were identified and evaluated in terms of their ability to best serve the City's future transportation requirements. These included a rapid transit connection to the Bloor Subway at the Kipling Station; a connection to the Bloor Subway via the Eglinton/Radial line; a connection along Eglinton to the Spadina Subway and a northerly connection across north Etobicoke to the Sheppard/Finch corridor to an extended Spadina Subway, see Figure 2, page 8. Following a review of the rapid transit system in Metropolitan Toronto from the point of view of capacity, it was determined that the system has sufficient residual capacity to support an interim rapid transit connection between Mississauga and the Bloor Subway at Kipling until the mid to late 1990's at which time either the Eglinton Rapid Transit line to the Spadina Subway or the Downtown Relief line west of Union Station would have to be operational, see Figure 3, page 9.

9) The cost estimates developed to date are approximate as they have been based on 1984 per kilometre costs for both roadways and transit facilities. The preliminary cost estimate for the construction of the first stage of the rapid transit development program, involving the connection of the Mississauga City Centre to the Bloor Subway line at the Kipling Station by the early 1990's ranges from 70 to 100 million dollars depending on the 'interim' route followed within the City of Etobicoke. The preliminary cost estimate for the improvements to the major municipal roads in the City over the next 10 years is approximately 185 million dollars (with the City responsible for approximately 60 million dollars).

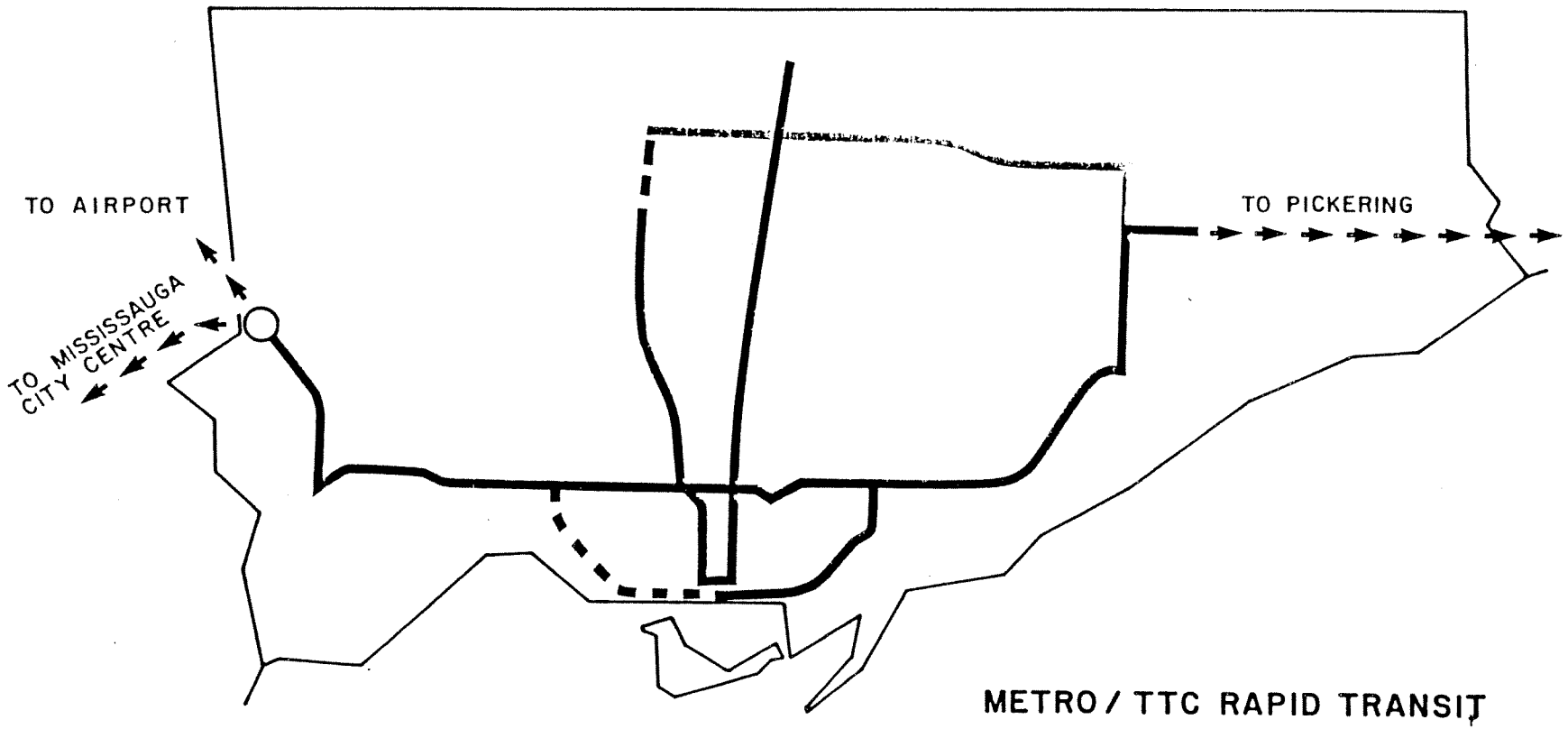


MISSISSAUGA TRANSPORTATION STUDY

LEGEND

- FUTURE METRO BASE NETWORK
- BASE NETWORK - TESTS 4, 5 & 6
- ALTERNATIVE TRANSIT CORRIDOR
- BASE NETWORK - TESTS 7, 8 & 9
- ALTERNATIVE TRANSIT CORRIDOR

FIGURE 2



METRO / TTC RAPID TRANSIT PROPOSALS AND EXTENSIONS

LEGEND

- EXISTING AND COMMITTED TTC
- EXTENSIONS TO EXISTING TTC
- DOWNTOWN RAPID TRANSIT (DRT) — RELIEF LINE
- — EXTENSION OF RELIEF LINE
- EGLINTON RAPID TRANSIT (ERT)
- SHEPPARD LINE
- ETOBICOKE CONNECTOR LINE

FIGURE 3

10) The modelling of the various alternative transportation networks assumed major improvements to the road and highway network and a rapid transit network not only providing a rapid transit service between the City Centre & Metropolitan Toronto but also providing improved transit service to all planning districts within the City. The subsequent analysis of the major screenlines has shown that the recommended transportation plan can best be regarded as marginally adequate (significant level of congestion on the road system) in the future with the principal weakness in the system showing up in the east-west direction of travel at the Credit River screenline.

It becomes apparent that the City must move quickly toward the implementation of a municipal rapid transit facility in Mississauga while proceeding with the necessary planned improvements to the road network, recognizing the seriousness of the screenline deficiencies; the inability of an expanded freeway network combined with the physical maximum road network to adequately offset the screenline deficiences in the long term; the importance of improving transit service within the City and between the City Centre and Metropolitan Toronto; and the importance of the transportation network to the City's future growth.

11) Even with major improvements to the road and surface transit network in place by 1991, involving most major arterial roads widened to 4 lanes including the Eglinton Avenue crossing of the Credit River, the interim transportation plan can be regarded as only marginally adequate as a consequence of anticipated urban growth much of which is located west of the Credit River. In fact, the level of service on the east-west major road and

freeway facilities by the early 1990's will approach serious congestion thus identifying the time frame at which rapid transit should be operational in Mississauga.

12) It should be emphasized that the 1985 to 1991 major road improvement program identified in Figure 15 as well as the timing of the initial development of rapid transit in Mississauga over the same period is premised on the urban development of those lands that have been released by City Council, see Figure A1 in the Appendix. Should the pattern of urban development change significantly in the near term, such as a greater concentration of development east of the Credit River, then the proposed improvements to the transportation network over the next 10 years would have to be re-evaluated.

13) The Technical Summary Report provides the technical basis for the preceding conclusions and study recommendations.

FUTURE URBAN GROWTH

For the interim time period 1991, the land use forecasts reflect a City structure which is consistent with areas of development that have been released by City Council. Table 1 summarizes the existing and future population and employment levels within the City of Mississauga.

TABLE 1

CITY OF MISSISSAUGA

POPULATION & EMPLOYMENT PROJECTIONS

	POPULATION	EMPLOYMENT
1982	325,000	170,000
1991	430,000	240,000
ULTIMATE	700,000	435,000

Within the Census Metropolitan Area, population is forecast to increase from approximately 3 million persons in 1981 to approximately 4.35 million persons at mature state. The increase is broken down as follows:

TABLE 2

CENSUS METROPOLITAN AREA

POPULATION INCREASES

Municipality	Growth (1981 to Ultimate)	% Total
Metro Toronto	135,000	10.0
Halton	135,000	10.0
York	405,000	29.9
Ajax-Pickering	65,000	4.8
Peel	615,000	45.3
Total (1)	1,355,000	100.0

(1) Of the CMA increase in population, the City of Mississauga's growth is expected to account for approximately 400,000 persons or 29.5% of the total.

Within the Census Metropolitan Area, employment is forecast to increase from approximately 1.57 million jobs in 1981 to approximately 2.60 million jobs at mature state. The increase in broken down as follows:

TABLE 3

CENSUS METROPOLITAN AREA

EMPLOYMENT INCREASES

Municipality	Growth (1981 to Ultimate)	% Total
Metro Toronto	315,000	32.1
Halton	60,000	6.1
York	170,000	17.3
Ajax/Pickering	25,000	2.6
Peel	410,000	41.9
Total (2)	980,000	100.0

(2) Of the CMA increase in employment, the City of Mississauga's growth is expected to account for 285,000 jobs or 29.1% of the total.

Within Metropolitan Toronto, the major concentrations of future employment increases, as forecast by Metropolitan Toronto, include 85,000 assigned to the Central Business District (CBD); 30,000 assigned to Etobicoke; approximately 40,000 assigned to the North York City Centre and 40,000 assigned to the Scarborough City Centre.

The main issue in respect to employment growth over the next 30 years is the extent to which the Mississauga, Etobicoke, North York and Scarborough City Centres are able to compete with the CBD. In real numbers, this relates to a CBD allocation of 85,000 new jobs vs 'satellite' city allocations of 45,000 for Mississauga, 10,000 for Etobicoke (in the Kipling/Islington/Bloor area), 40,000 for North York and 40,000 for

Scarborough. Should the 445,000 employment total for the CBD not be realized, some of this growth in employment will presumably be diverted to the 'satellite' cities.

TRANSPORTATION NETWORKS

Six basic questions related to the City of Mississauga's future transportation needs influenced the identification of transportation network options to be tested in the course of the study, namely;

1) Will an expanded road network(s) combined with improved surface transit meet the City's future needs?

2) Will the Official Plan transportation network meet the City's future needs?

3) Will an alternative east-west rapid transit corridor in Mississauga better serve the City in the future?

4) Of the various rapid transit linkage possibilities to Metropolitan Toronto, which linkage(s) will best serve the City's needs?

5) Is a north-south rapid transit linkage(s) between Mississauga and Brampton necessary?

6) Is an east-west rapid transit linkage between Mississauga and Oakville necessary?

Within the City of Mississauga, two future road networks were identified for testing purposes, namely, the Future Reasonably Expected Road System and the Future Physical Maximum Road System, see Figure A2 & A3

in the Appendix. The future reasonably expected road system generally reflected the major road network identified in Schedule 8 of the City's Official Plan (Figure 1, page 2). Major freeway improvements assumed within both networks included the completion of the Highway 401 widening program; the completion of Highway 410 to the north of 401 to 6 lanes; the development of the future 4 lane Highway 407 link on the west boundary of the City between Highway 403 and Highway 401 and the development of a 6 lane section of Highway 407 from Hurontario Street easterly. The future physical maximum road system further expanded the major road network including such improvements as widening the QEW and Highway 403 through Mississauga to 8 lanes; completion of Highway 407 and extension of the Queensway across the Credit River, etc.

With the development of predominately low density residential housing along many sections of the Burnhamthorpe corridor following the approval of the City's Official Plan, the question arose as to the alternatives to this corridor for rapid transit purposes, namely the possible use of either the Eglinton or Highway 403 corridors to the north of Burnhamthorpe. The viability of alternative east-west rapid transit corridors is likely to be further influenced by the inter-relationship of Mississauga's rapid transit network to the rapid transit proposals presently being studied by GO-ALRT to the east and west and by Metropolitan Toronto and the Toronto Transit Commission to the east. After some preliminary evaluation, it was considered advisable to evaluate the possible use of both the Eglinton Avenue and Highway 403 corridors for future rapid transit as alternatives to the use of the Burnhamthorpe corridor.

The remaining important issue in formulating a transportation plan for the City of Mississauga is that of rapid transit linkage to Metropolitan Toronto. The recently completed Long Range Plan for the Toronto Transit Commission proposes a long term rapid transit concept for Metropolitan Toronto, as illustrated in Figure 4, page 17. The concept identifies several transit linkage possibilities between Mississauga and Metropolitan Toronto, including;

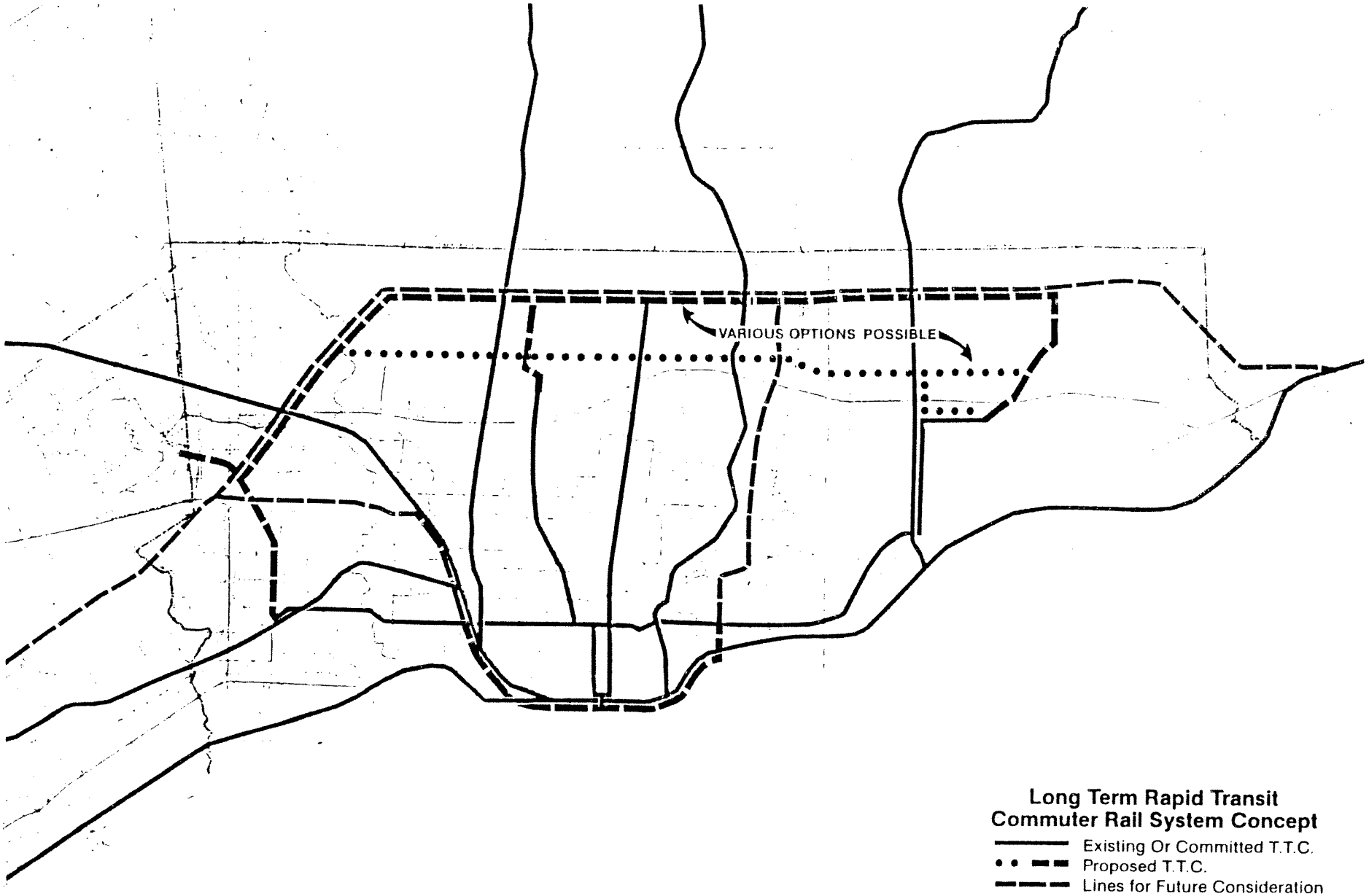
1) a connection along Eglinton Avenue to the radial line in the vicinity of Weston Road and southerly to the Bloor subway line in the vicinity of the Dundas Street Station, referred to as the ER or Eglinton/Radial connection.

2) a connection along the Hydro corridor to either Finch or Sheppard Avenue and easterly to the extended Spadina Subway line; referred to as the F/S or Finch/Sheppard connection.

3) a connection via the north-south Hydro corridor in Etobicoke between Eglinton Avenue and the Kipling station on the Bloor subway line, referred to as K/B or Kipling/Bloor connection.

4) a connection along Eglinton Avenue to the Spadina subway line.

From the point of view of Mississauga's transportation needs, a linkage to Metropolitan Toronto's transit network via the Eglinton/Radial route to the Bloor subway line and the future Downtown loop south of the Bloor subway line would provide the best level of transit service between the City and the majority of destinations within Metropolitan Toronto. For this reason, the Eglinton/Radial linkage to Metro was incorporated into the base network for the testing of the transportation plan in the City of Mississauga's Official Plan.



Long Term Rapid Transit
Commuter Rail System Concept

- Existing Or Committed T.T.C.
- Proposed T.T.C.
- Lines for Future Consideration
- Existing GO Transit
- Proposed GO Transit

FIGURE 4

In order to address the City's more immediate transportation requirements, including the identification of a 10 year transportation improvement program, a 1991 network was identified for testing. This plan assumed the continued development of the major road network in Mississauga.

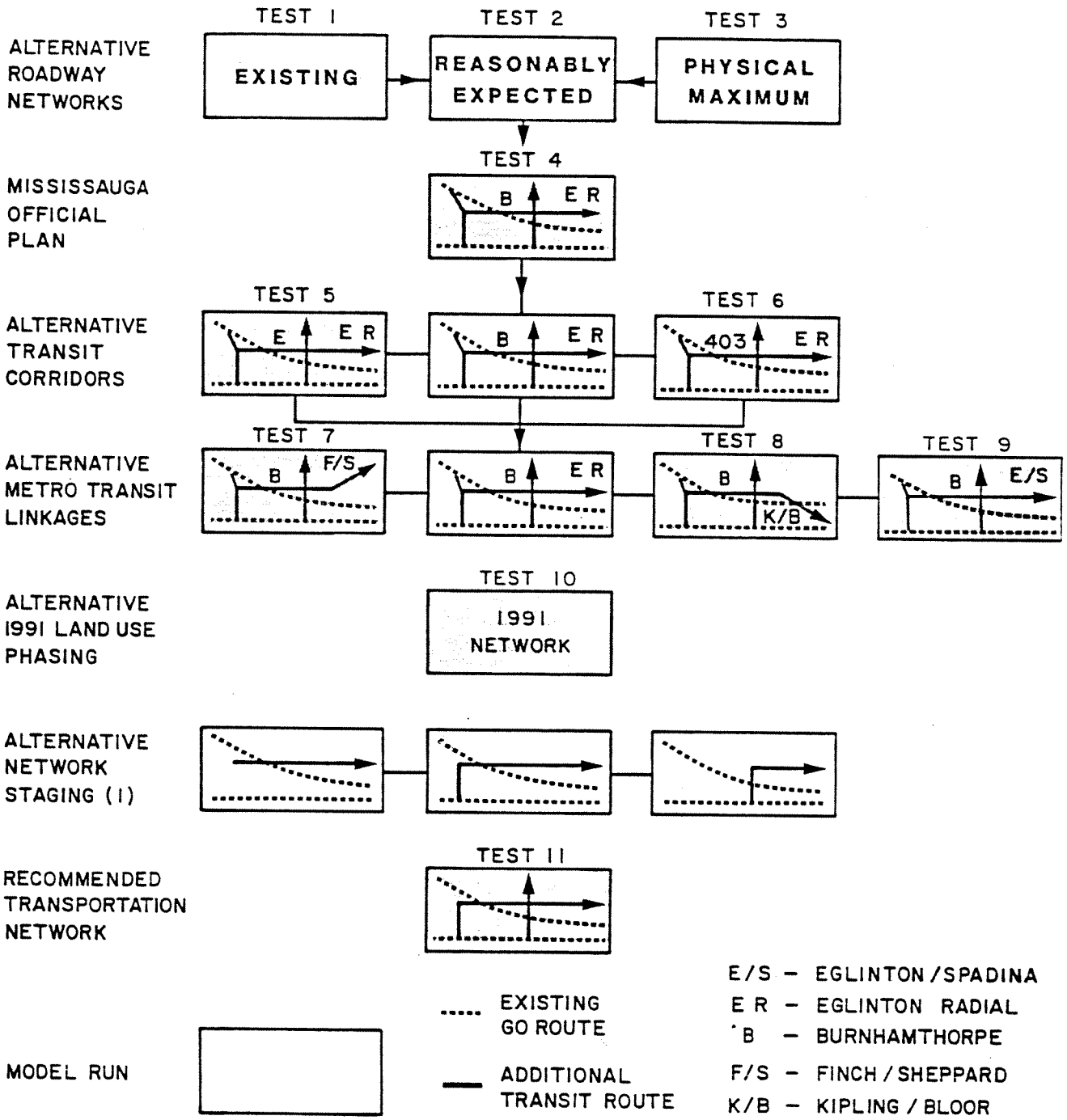
Figure 5, page 19, summarizes the various alternative transportation networks that have been tested from the point of view of serving the City's future transportation needs. Tests 1 to 3 tested the adequacy of the road networks and surface bus transit to accommodate future transportation demands. Test 4 tested the adequacy of the transportation network identified in the City's Official Plan. Tests 5 and 6 identified the differences in demand forecasting between the use of the Burnhamthorpe, Eglinton and Highway 403 corridors for rapid transit purposes. Tests 7, 8 and 9 identified the 'trade offs' between the various rapid transit linkages between Mississauga and Metropolitan Toronto. Test 10 tested the adequacy of the 1991 network to accommodate future interim transportation demands in the absence of rapid transit facilities being implemented in Mississauga prior to the early 1990's. Test 11 incorporated all components of the recommended transportation network and subsequently provided an understanding of the future demands on the road and transit network in Mississauga.

FUTURE TRAVEL DEMAND

Using future land use information as provided by the various municipalities, including employment and population projections by traffic zone within the Census Metropolitan Area, the Region of Peel's transportation planning model estimated 1991 and 'ultimate' auto and transit trips and assigned them to the road and transit networks representing the 11 transportation networks tested in the course of this study. Prior to a discussion of the future travel demands in Mississauga, it should be

MISSISSAUGA TRANSPORTATION STUDY

NETWORK TESTING WITH "ULTIMATE" POPULATION & EMPLOYMENT



(1) FULL TRANSIT SERVICE ON THE EXISTING LAKESHORE & MILTON GO TRANSIT LINES MAY HAVE TO BE TESTED IN THE COURSE OF THE STUDY.

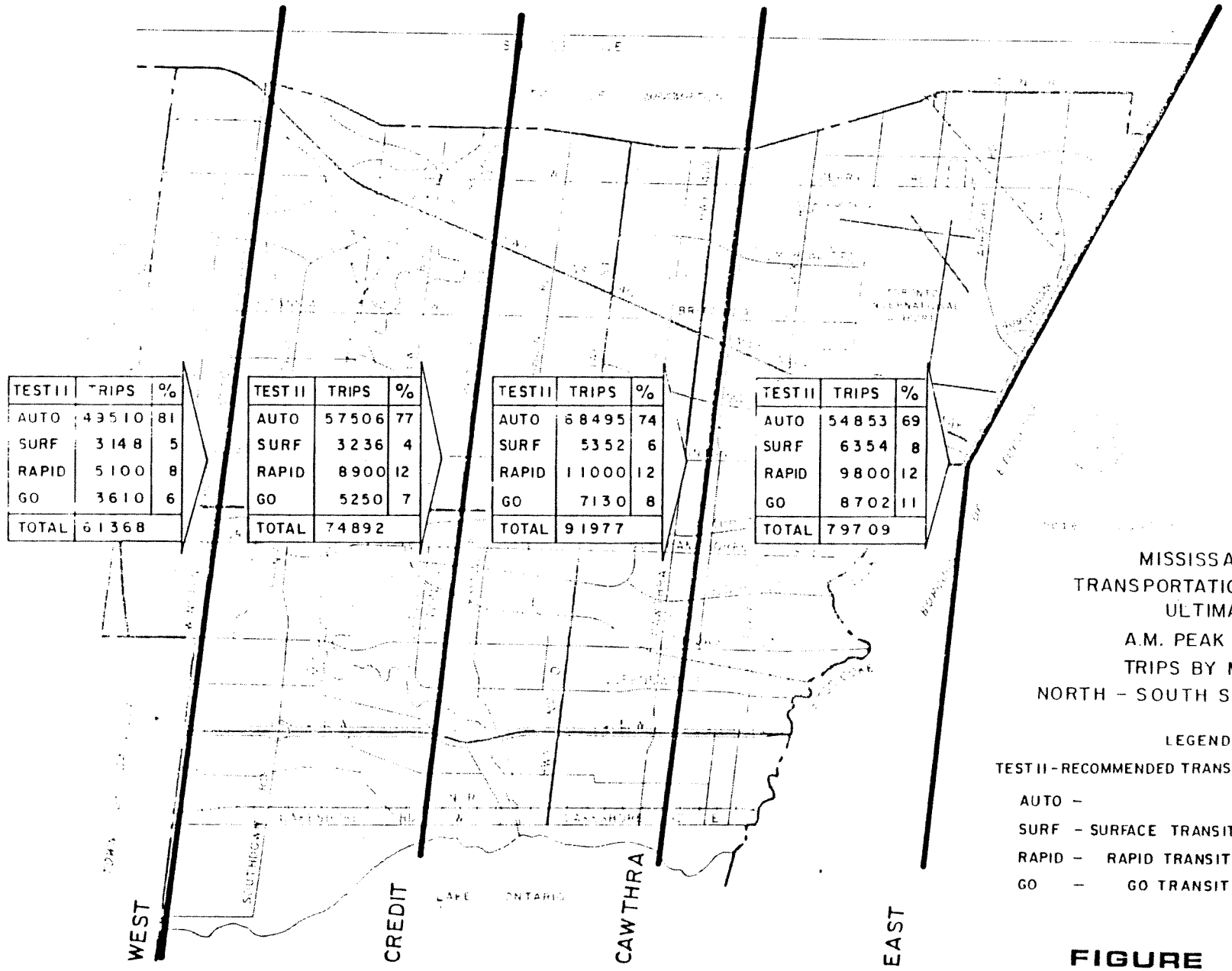
FIGURE 5

pointed out that following a preliminary analysis of travel demands assigned to the alternative roadway networks, Tests 1 to 3, it was apparent that none of the roadway network alternatives with surface bus transit will adequately serve the City's future transportation needs.

In order to simplify the discussion of travel demands for each alternative network as well as assist in the subsequent evaluation of the various networks, a series of north-south and east-west screenlines was established within the City of Mississauga. Basically, a screenline is an imaginary line often utilized in the analysis of future travel demands. Preferably, the screenline is best located along a major barrier to travel such as a major watercourse or a controlled access freeway. Four north-south and four east-west screenlines were utilized in the summary and subsequent analysis of travel demands in Mississauga. The north-south screenlines are referred to as West, Credit, Cawthra and East.

The West screenline is located on the east side of Winston Churchill Boulevard; the Credit screenline follows the Credit River; the Cawthra screenline is located on the east side of Cawthra Road and the East Screenline follows the Etobicoke Creek northerly to north of Highway 401. The four east-west screenlines are referred to as QEW (south side); 403 (south side); 401S (south side) and 401N (north side).

Starting at the West screenline, Figure 6, page 21, the future eastbound trips crossing the screenline during the a.m. peak hour are forecast to be in the range of 62,000 with a modal split of approximately 81/19 (81% auto and 19% transit). At the Credit screenline, the eastbound trips are forecast to increase to just under 75,000 during the peak hour with a modal split of approximately 77/23. At the Cawthra screenline, the demand increases to just over 90,000 trips eastbound with a modal split of



MISSISSAUGA
TRANSPORTATION STUDY
ULTIMATE
A.M. PEAK HOUR
TRIPS BY MODE
NORTH - SOUTH SCREENLINES

LEGEND

TEST II - RECOMMENDED TRANSPORTATION NETWORK

AUTO – AUTO TRIPS
SURF – SURFACE TRANSIT PERSON TRIPS
RAPID – RAPID TRANSIT PERSON TRIPS
GO – GO TRANSIT PERSON TRIPS

FIGURE 6

approximately 74/26. Finally, at the East screenline, the total forecast demand eastbound drops off to just under 80,000 trips with the modal split averaging at approximately 70/30. Future travel demand across the east-west screenlines (Figure 7, page 23) in Mississauga is forecast to vary from a low of just under 15,000 trips northbound across the QEW screenline to a high of just under 45,000 trips northbound across the 401S screenline. Modal splits are forecast to range from a low of 84/16 at the 401S screenline to a high of 76/24 at the 403 screenline.

Figure 8, page 24, summarizes the a.m. peak hour rapid transit ridership assigned to the network by link and peak direction for the recommended rapid transit network. It is interesting to note that there was reasonable similarity in the transit ridership forecasts to the other two rapid transit corridors, Eglinton and Highway 403. The principal corridor from the point of view of future demand is obviously the east-west corridor with peak hour peak direction transit ridership varying from 11,000 persons east of the City Centre; to just under 10,000 persons per hour at the boundary with Metropolitan Toronto. It should be noted that the final test assumed the same rapid transit linkage connection to Metropolitan Toronto via the Eglinton Avenue/Radial Line route to the Bloor subway line as the previous tests. Furthermore, the final test run included a rapid transit linkage to Oakville via Highway 403 and Trafalgar Road and this extension to the system attracted approximately 3,000 transit trips in the peak hour eastbound at the west boundary of the City of Mississauga.

In addition, future travel demands were forecast by all modes across the north-south and east-west screenlines, respectively, for the 1991 time frame at which time only an improved road network and surface bus transit service was assumed to be in place. Travel demands on the two westerly

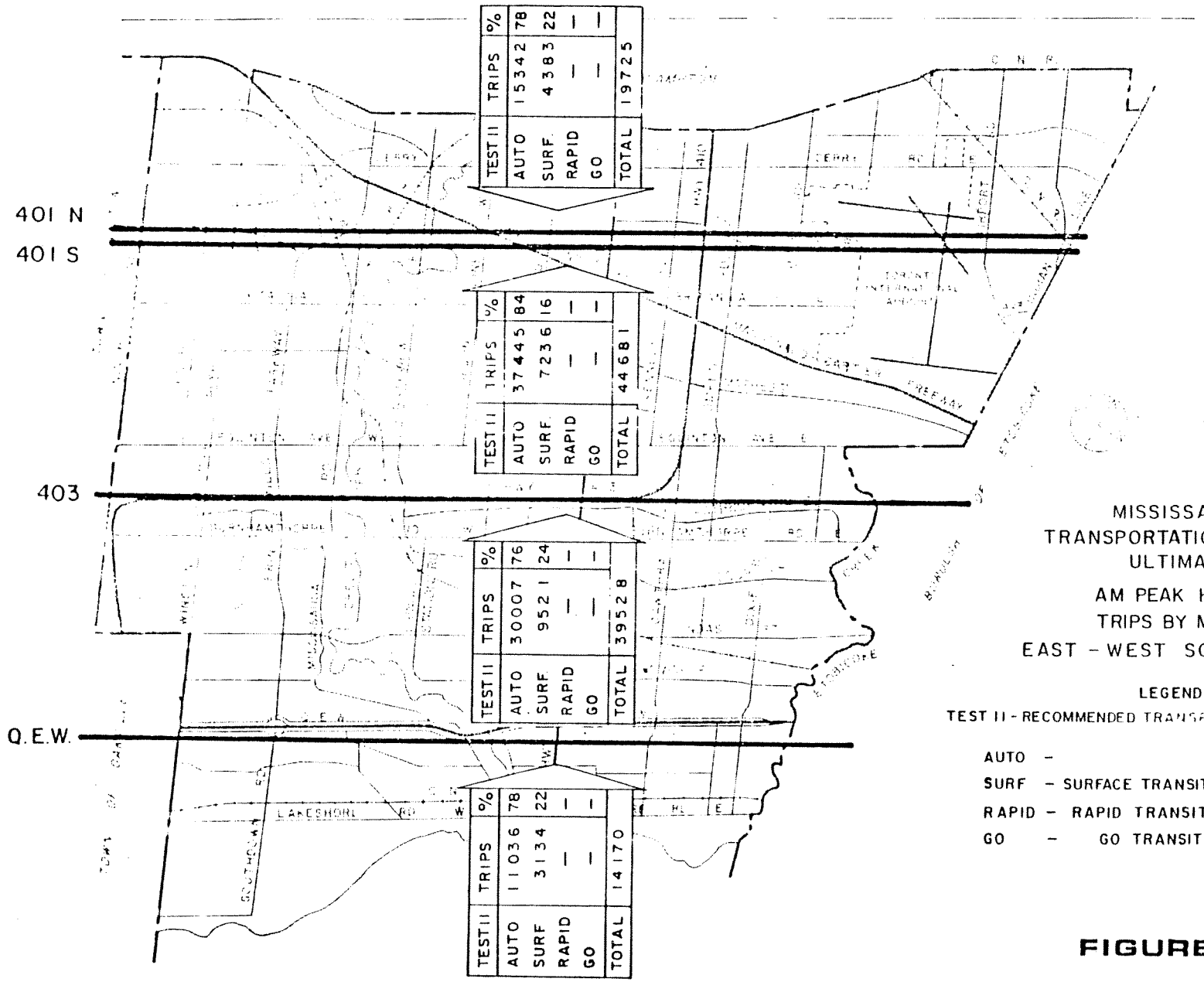
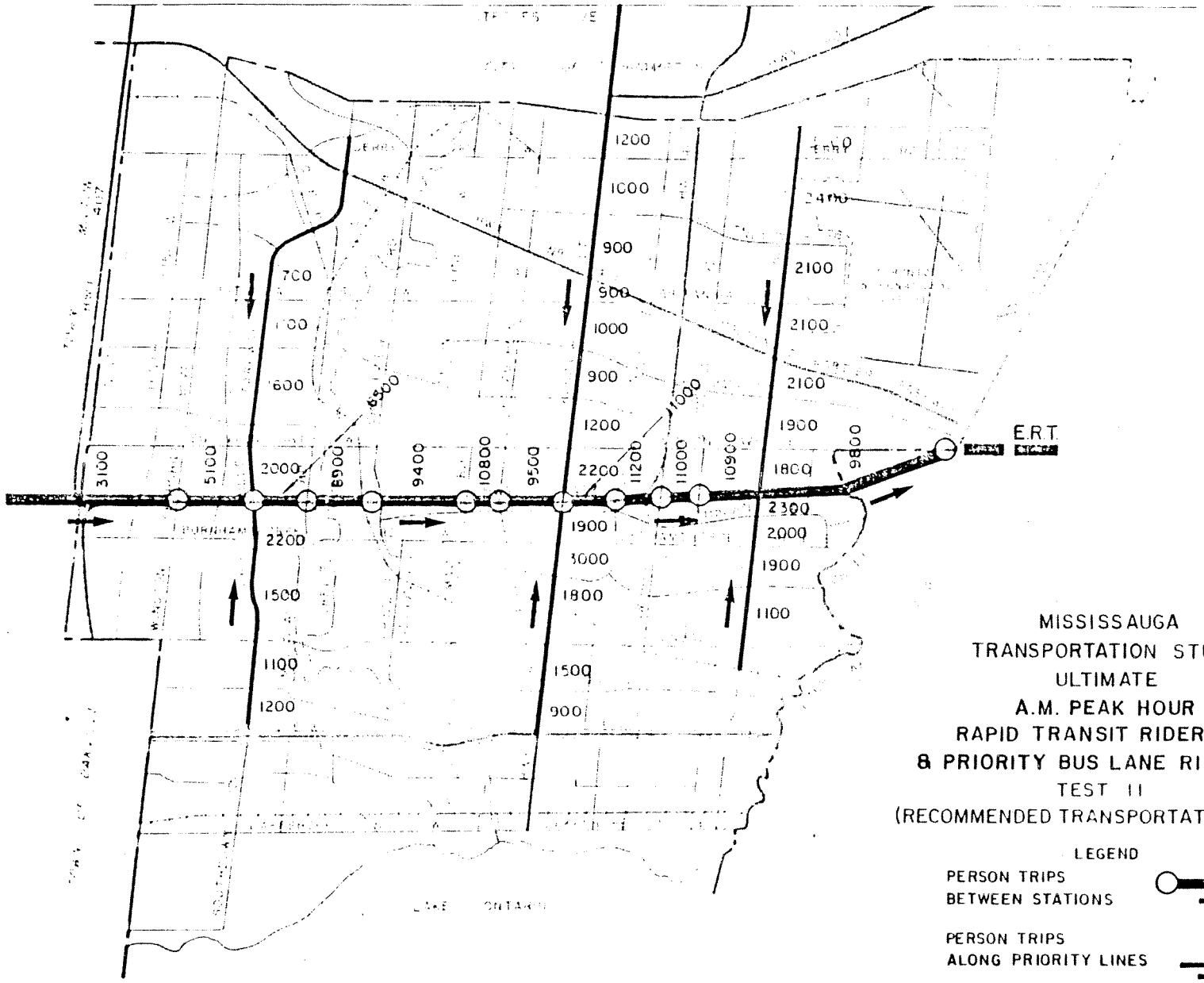

401 N
401 S
403
Q.E.W.
TEST II | TRIPS | %
AUTO | 15342 | 78
SURF | 4383 | 22
RAPID | — | —
GO | — | —
TOTAL | 19725
TEST II | TRIPS | %
AUTO | 37445 | 84
SURF | 7236 | 16
RAPID | — | —
GO | — | —
TOTAL | 44681
TEST II | TRIPS | %
AUTO | 30007 | 76
SURF | 9521 | 24
RAPID | — | —
GO | — | —
TOTAL | 39528
TEST II | TRIPS | %
AUTO | 11036 | 78
SURF | 3134 | 22
RAPID | — | —
GO | — | —
TOTAL | 14170
MISSISSAUGA
TRANSPORTATION STUDY
ULTIMATE
AM PEAK HOUR
TRIPS BY MODE
EAST - WEST SCREENLINES
LEGEND
TEST II - RECOMMENDED TRANSPORTATION NETWORK
AUTO - AUTO TRIPS
SURF - SURFACE TRANSIT PERSON TRIPS
RAPID - RAPID TRANSIT PERSON TRIPS
GO - GO TRANSIT PERSON TRIPS

FIGURE 7



MISSISSAUGA
TRANSPORTATION STUDY
ULTIMATE
A.M. PEAK HOUR
RAPID TRANSIT RIDERSHIP
& PRIORITY BUS LANE RIDERSHIP
TEST 11
(RECOMMENDED TRANSPORTATION NETWORK)

LEGEND

PERSON TRIPS BETWEEN STATIONS — 9400

PERSON TRIPS ALONG PRIORITY LINES — 1900

E.R.T.-EGLINTON RAPID TRANSIT LINE

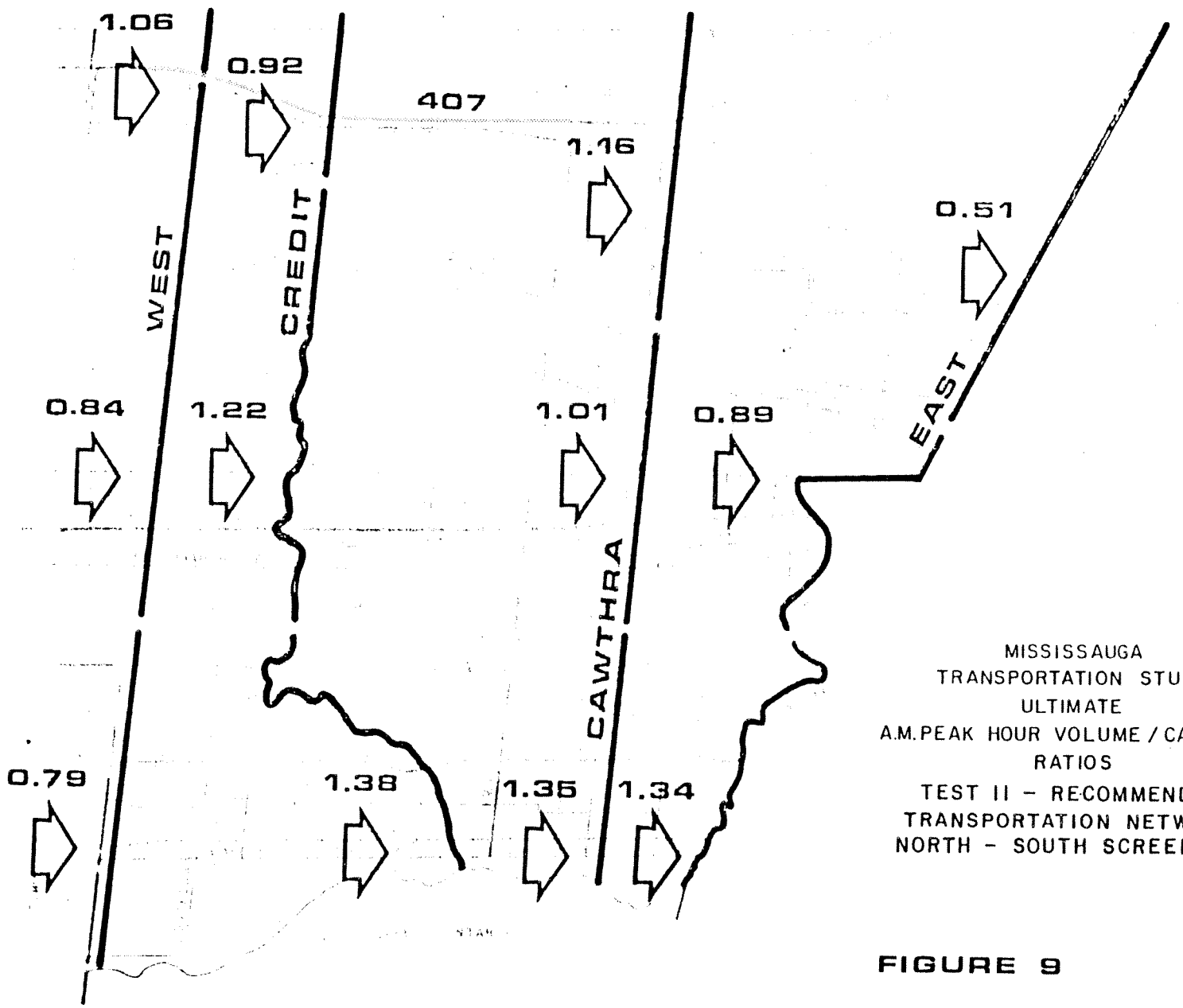
FIGURE 8

north-south screenlines and on all four east-west screenlines comprise approximately 50% of the ultimate demand with modal splits as low as 95/5 and as high as 85/15.

EVALUATION OF TRANSPORTATION NETWORKS

The evaluation of the alternative transportation networks was carried out on the basis of summarizing the future demand volume to capacity ratios for each sub-section of the study screenlines in the City of Mississauga.

Figure 9, page 26, illustrates the format used for summarizing the a.m. peak hour volume to capacity ratios across the north-south and east-west screenlines. In this final test, the summary assumes the recommended transportation network to be completed and operational. Similar screenline capacity analysis summaries for all network tests are included in the Technical Summary Report. In order to identify the major deficiencies in the future transportation network, the a.m. peak hour volume to capacity ratios for the north-south screenlines were summarized. These investigations show that at the ultimate time frame, all the east-west screenlines with the exception of the south and central sections of the West screenline; north section of the Credit screenline and the central and north sections of the East screenline will experience capacity deficiencies. These tend to be more serious across the south and central sections of the Credit screenline (v/c ratios of 1.22 to 1.38), as well as, across the south sections of both the Cawthra and East screenlines (v/c ratios of 1.34 to 1.35). By 1991, screenline capacity deficiencies are evident in both the southerly corridor, as well as, in the central corridor at the Credit River.



MISSISSAUGA
TRANSPORTATION STUDY
ULTIMATE
A.M. PEAK HOUR VOLUME / CAPACITY
RATIOS
TEST II – RECOMMENDED
TRANSPORTATION NETWORK
NORTH – SOUTH SCREENLINE

FIGURE 9

Two further approaches to analyzing the various screenline deficiencies were carried out; one approach which rationalized the screenline capacities by both lowering the level of service on the freeways as well as widening Highway 403 to 8 lanes within the network; and another approach which assumed 'forced' diversion of travel demand to the municipal and regional rapid transit network. With the level of service on the freeways rationalized and the Highway 403 widened to 8 lanes, the average volume to capacity ratio for the critical north-south screenline at the Credit River fell to 0.99, just under the practical maximum of 1.0 (see Table 4, page 28). In the other approach with some 'forced' diversion of travel demand to the municipal and regional rapid transit networks, the average volume to capacity ratios for the critical north-south screenline at the Credit River fell to 0.96 (see Table 5, page 29).

TRANSPORTATION ISSUES

The Mississauga Transportation Study has been undertaken in response to a number of specific transportation concerns and the need to prepare a long range plan and implementation program. Starting with an understanding of future urban development within the City and the Census Metropolitan Area, the study progressed through various steps which led to the evaluation of several alternative transportation networks. The study reached a point in time at which a number of important issues had surfaced and needed to be discussed and resolved prior to formulating a transportation plan for the City. These included:

External Demands

During the analysis and evaluation of the screenlines in Mississauga, it became apparent that the eastbound external trips crossing the north-south screenlines in the a.m. peak hour in the future utilized a significant component of the overall capacity of these screenlines. It should be

TABLE 4

SCREENLINE DEMAND ANALYSIS - ULTIMATE (2011)
SUMMARY OF A.M. PEAK HOUR VOLUME/CAPACITY RATIOS
CREDIT & EAST SCREENLINES

WITH FREEWAY CAPACITIES RATIONALIZED

	Case A (Test 11) Ultimate Road Network Freeways at D Level of Service			Case B Ultimate Road Network With Reassessed Freeway Capacity (1)			Case C Ultimate Road Network With Expanded Freeway Capacity (1)(2)		
	Capacity Restraint			Capacity Restraint			Capacity Restraint		
	Cap.	Vol.	V/C	Cap.	Vol.	V/C	Cap.	Vol.	V/C
CREDIT									
South	8575	11 851	1.38	9775	11 851	1.21	9775	11 851	1.21
Central	21 300	26 014	1.22	24 500	26 014	1.06	26 700	26 014	0.97
North	10 950	10 057	0.92	12 150	10 057	0.83	12 150	10 057	0.83
Full	40 825	47 922	1.17	46 425	47 922	1.03	48 625	47 922	0.99
EAST									
South	12 275	16 397	1.34	13 875	16 397	1.18	16 075	16 397	1.02
Central	23 200	20 615	0.89	26 400	20 615	0.78	26 400	20 615	0.78
North	17 225	8699	0.51	18 425	8699	0.47	18 425	8699	0.47
Full	52 700	45 711	0.87	58 700	45 711	0.78	60 900	45 711	0.75

(1) Freeway lane capacity increased to 2200 vehicles per lane per hour

(2) Highway 403 widened to 8 lanes

TABLE 5

SCREENLINE DEMAND ANALYSIS - ULTIMATE (2011)
SUMMARY OF A.M. PEAK HOUR VOLUME/CAPACITY RATIOS
CREDIT & EAST SCREENLINES

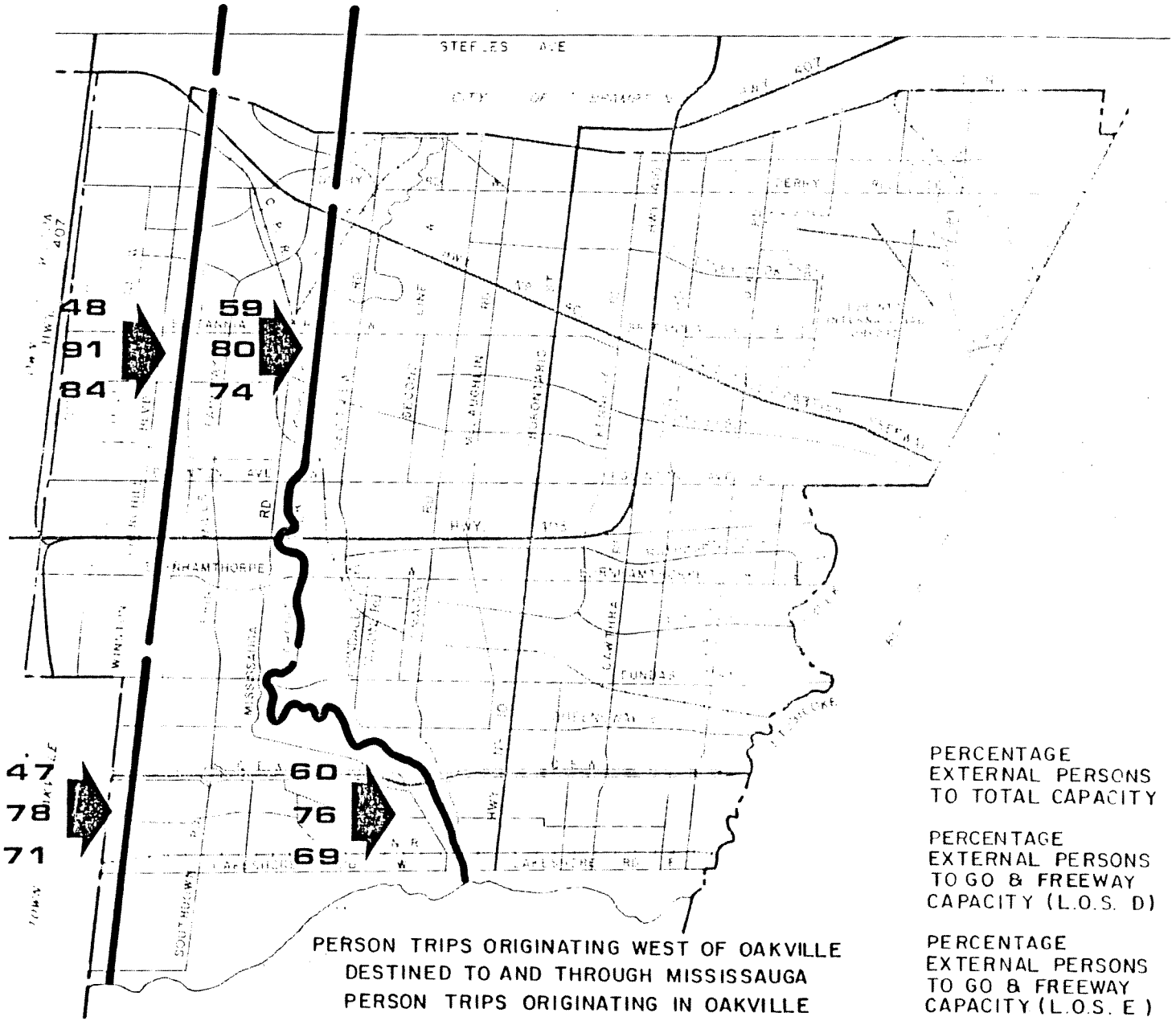
BASE NETWORK (TEST 11)

	DEMANDS (WITHOUT DIVERSION)						DEMANDS (WITH DIVERSION)		
	Auto Mode			Rapid Transit Mode (Municipal & Regional)			Combined Modes		
	Auto Trips			Person Trips					
	Capacity	Demand Volume	V/C	Capacity	Demand Volume	V/C	Capacity	Demand Volume	V/C
CREDIT									
South	8600	11 800	1.38	8000	4600	0.58	18 750	19 350	1.03
Central	21 300	26 000	1.22	19 000	9500	0.50	45 600	42 000	0.92
North	10 900	10 100	0.92	-	-	-	13 600	13 600	1.00
Full	40 800	47 900	1.17	27 000	14 100	0.52	77 950	74 950	0.96
EAST									
South	12 300	16 400	1.34	16 000	7400	0.46	31 400	27 900	0.89
Central	23 200	20 600	0.89	13 000	9800	0.75	42 000	35 550	0.85
North	17 200	8700	0.51	10 000	1300	0.13	31 500	12 200	0.39
Full	52 700	45 700	0.87	39 000	18 500	0.47	104 900	75 650	0.72

explained that the trips classified as 'external' are those trips originating outside the Census Metropolitan Area (CMA) which to the west of Mississauga includes those trips with origins west of Oakville, Milton and Georgetown. These trips are more properly categorized as regional trips which would either make use of the freeway system or GO Transit commuter rail services.

Recognizing that the external trips are served by both the freeway system as well as by GO Transit, a combined mode analysis of the external demand on the West and Credit screenlines was carried out. In this case the capacity of the regional transportation network (freeways & GO Transit) was compared to the external demand in person trips for both the ultimate & 1991 time frames.

Referring to Figure 10, page 31, the external trips destined to and through Mississauga at the ultimate time frame (including those trips originating in Oakville and destined through Mississauga) and assuming the recommended transportation network in place are summarized as a percentage of the total demand on the various screenlines. Comparisons between the ratio of GO Transit and freeway capacity to total capacity across screenlines and the percentage of external trips to the capacity of regional transportation facilities are summarized as well. The important comparisons are between the latter two ratios where it is evident that the capacity of the regional transportation network is to a large extent utilized by the external demand on the screenlines across the westerly section of the City. When reflecting on this analysis, one would have to conclude that additional capacity in the regional or provincial system will have to be introduced over the planning period in order to continue to serve regional transportation needs including those of the City of Mississauga.



PERSON TRIPS ORIGINATING WEST OF OAKVILLE
DESTINED TO AND THROUGH MISSISSAUGA
PERSON TRIPS ORIGINATING IN OAKVILLE
THROUGH MISSISSAUGA
TEST II – RECOMMENDED TRANSPORTATION NETWORK

PERCENTAGE EXTERNAL PERSONS TO TOTAL CAPACITY — 48

PERCENTAGE EXTERNAL PERSONS TO GO & FREEWAY CAPACITY (L.O.S. D) — 91

PERCENTAGE EXTERNAL PERSONS TO GO & FREEWAY CAPACITY (L.O.S. E) — 84

FIGURE 10

Drawing attention to this particular aspect of travel demand on the future network should provide a better understanding of the respective responsibilities of the City and the Province when considering future improvements to the network. From the point of view of regional transportation facilities, two future initiatives will deserve consideration in the future, expansion of inter-regional transit services and the eventual widening of Highway 403 to 8 lanes in Mississauga.

Role of Transit

The modelling of the various alternative transportation networks assumed major improvements to the road and highway network; a rapid transit network not only providing rapid transit service between the City Centre and Metropolitan Toronto but also providing rapid transit service to other communities in Mississauga. Considering the possible range in peak hour rapid transit ridership over the planning period, 5,000 to 11,000 persons per hour per direction, two rapid transit technologies were considered namely, light rail transit (LRT) and buses operating on an exclusive right-of-way or a busway.

Several factors were given serious consideration when weighing the relative merits of these two rapid transit technologies in the context of Mississauga's future transportation needs. Firstly, the ability to implement a rapid transit connection between Mississauga's City Centre and Metropolitan Toronto in an early time frame (over the next 5 years) is critical to the continued planned development of the City Centre. With the Scarborough City Centre, the North York City Centre and the proposed Etobicoke City Centre either now served or about to be served by the rapid transit network within Metropolitan Toronto, the City of Mississauga can best be characterized as being in a 'catch-up' situation. Consequently, the busway technology which can be implemented over a shorter time frame has an advantage over the LRT technology.

Staging is another important aspect to be considered when comparing technologies. The busway technology lends itself to staging as it can be developed with sufficient flexibility in the design of the infrastructure and stations to be converted to LRT operation in the future if the increase in growth and ridership warrants the higher capacity afforded by an LRT system.

In conclusion, the significant cost savings, operational flexibility, timing and staging advantages of a bus orientated rapid transit system weigh in favour of incorporating the bus technology in the City's future transportation plan with the understanding that, if necessary, at some future date the bus technology can be upgraded by the LRT technology.

Rapid Transit Corridors

The three east-west rapid transit corridors investigated in the course of carrying out the Mississauga Transportation Study were the Burnhamthorpe corridor (as identified in the Official Plan), the Eglinton corridor and the Highway 403 corridor. From the previous review of the demand forecasts, each of the three corridors attracted comparable transit ridership, consequently, other factors had more influence on the evaluation of the corridors. These included service to the City Centre; social environment; natural environment; cost; development strategy; system design and potential ridership. By development strategy, we mean the degree to which one or other corridor would support future urban development initiatives in the near and long term. For example, a rapid transit facility developed in the Eglinton corridor may influence changes in the density of future urban development as this corridor is only in the initial stages of development west of Tomken Road. By way of comparison, a rapid transit facility in the Highway 403 corridor could be implemented over a shorter

time frame (5 years sooner) and consequently could influence the rate of development not only within the City Centre but also in certain planning districts where the road network may be congested in the future.

In an earlier phase of the study, some exploratory corridor investigations were carried out which pointed to the need to 'depress' the grade of any rapid transit facility in the urban arterial corridors with abutting low to medium density residential development. Assuming a corridor right-of-way width of approximately 45 metres and an ultimate 6 lane arterial sharing the same right-of-way as the rapid transit facility, the 'depressed' transitway which would underpass all crossing roadways would have to be walled over most of its length. In difficult areas such as underpassing the Cooksville Creek on Burnhamthorpe Road or underpassing the Mullet Creek on Eglinton Avenue, the rapid transit facility would have to be constructed by means of cut and cover. Since the earlier corridor investigations, GO-ALRT has progressed with their corridor planning work on each of these corridors to the point that preliminary costs for each route based on the GO-ALRT transit technology have been prepared. The routing of the Burnhamthorpe rapid transit alignment at the east boundary of the City is similar to that assumed in the transportation study namely, a linkage to the Eglinton corridor in the vicinity of Elmcrest via the Etobicoke Creek valley. The preliminary capital costs vary significantly from a high of approximately 555 million dollars for a 'depressed' rapid transit facility in the Burnhamthorpe corridor between Renforth and Winston Churchill Boulevard (35.3 million dollars per kilometre); to 525 million dollars for a 'depressed' rapid transit facility in the Eglinton corridor 'looped' to the City Centre; to 325 million dollars for an 'at-grade' rapid transit facility in the Highway 403 corridor routed along the Hydro corridor between Renforth and Highway 403 at Cawthra Road. The

Highway 403 route would involve underpassing the Parclo 'A' interchanges along the route. Costs also include stations along all corridors at the Airport Corporate Centre, Dixie Road, Cawthra Road, the City Centre, Mavis Road, the Milton GO line, Erin Mills Parkway and Winston Churchill Boulevard.

With a reasonable understanding of the basis for the development of the comparative costs and an understanding of the planning objectives and issues which will influence the evaluation of the routes, the following provides a preliminary subjective comparison of the corridors.

TABLE 6

PRELIMINARY COMPARISON

EAST-WEST RAPID TRANSIT CORRIDORS IN MISSISSAUGA

FACTOR	CORRIDOR		
	Burnhamthorpe	Eglinton	Highway 403
Service to City Centre	●	◒	●
Social Environment	○	◒	●
Natural Environment	○	●	●
Cost	○	○	●
Development Strategy	◒	●	◍
System Design	○	○	●
Potential Ridership	◍	●	◍

● Good ◍ Fair to Good ◒ Fair ○ Poor

Referring to the seven factors, it is reasonable to assume that Service to the City Centre, Social Environment and Cost will warrant significant 'weighing' in the evaluation of rapid transit corridors in Mississauga. The Burnhamthorpe corridor scored Good on Service to the City Centre; Poor on the Social Environment because of the predominately low to medium density residential development existing along most of the corridor; Poor on Natural Environment because of the routing via the Etobicoke Creek and the crossing of sensitive crossings of the Credit River and Mullet Creek; Poor on Cost at 555 million dollars; Fair on Development Strategy in that the corridor would obviously support the development of the City Centre; Poor on System Design considering alignment constraints imposed by the routing via the Etobicoke Creek, construction impacts within the corridor, and the difficulty of integrating stations with the bus feeder system at the intersection of major arterial roads and Fair to Good on Potential Ridership.

The Eglinton corridor scored Fair on Service to the City Centre due to the increased travel time between the City Centre and Metropolitan Toronto; Fair on the Social Environment because of the predominately low to medium residential development planned along most of the corridor; Good on Natural Environment in that the crossings of both the Etobicoke Creek and the Credit River can be accommodated with minimal impact on the environment; Poor on Cost at 525 million dollars; Good on Development Strategy considering the direct connection to the City Centre and the potential for possible intensifying future land use along the corridor particularly west of Mavis Road; Poor on System Design considering alignment constraints imposed by routing via Hurontario Street and Mavis Road to interface with the City Centre, construction impacts within the corridor, and the difficulty of integrating stations with the bus feeder

system at the intersection of major arterial roads and Good on Potential Ridership. On the subject of Development Strategy, the Eglinton corridor scored Good on the basis that approximately 50% of its length has not reached the draft plan stage of development to date. If the corridor planning approval process, including a full environmental assessment, takes up to 3 to 4 years and the subsequent design and construction of such a facility requires another 5 to 6 years, the question has to be asked as to the extent of development adjacent to the Eglinton corridor by the mid 1990's and the influence that a planning decision favouring the Eglinton corridor might have on the intensification of future urban development.

Finally, the Highway 403 corridor scored Good in terms of Service to the City Centre as it would adequately serve the City Centre at the 65,000 person employment level; Good on Social Environment because it would be adequately separated from the adjacent residential development along its length; Good on Natural Environment as the facility would essentially be constructed at-grade and the proposed crossings of the Etobicoke Creek and the Credit River can be accommodated with minimal impact on the environment; Good on Cost at 325 million dollars; Fair to Good on Development Strategy as the City Centre would be provided with a rapid transit connection to Metropolitan Toronto at a much earlier date than either of the other two corridors; Good on System Design as the corridor imposes no constraints on the alignment and operating speeds, less corridor construction staging requirements and more flexibility for integration with bus feeder routes and Fair to Good on Potential Ridership.

Rapid Transit Connection to Metro

Without any doubt, the rapid transit connections to Metropolitan Toronto either to the Kipling Station on the Bloor Subway; to the Dundas Street Station on the Bloor Subway via an Eglinton/Radial line; or to the Spadina Subway via a rapid transit line along Eglinton Avenue would better serve the City of Mississauga's future transportation needs as compared to a connection across north Etobicoke to the Finch/Sheppard corridor.

The basic issues concerning rapid transit connections to Metropolitan Toronto are ones of residual capacity in the present rapid transit network in Metro and the timing of the Eglinton Rapid Transit line. The recently completed background report for the Downtown Rapid Transit Study titled, Problems and Issues to 2001, documents peak point ridership volumes and trend growth projections for critical sections of the Yonge/University Subways south of Bloor and the section of the Bloor Subway west of the St. George Station. Using a maximum practical capacity level of 34,000 persons per hour per direction per subway line, as identified in the Metro/TTC report and the 'medium' growth rate, it can be concluded that the Yonge/University Subway system is capable of handling future travel demands to the mid 1990's. The Bloor Subway west of St. George had a peak point ridership of approximately 23,000 p.p.h. in 1983 and from the growth trends identified in the Metro/TTC report will not reach a maximum practical capacity level of 34,000 p.p.h. until well beyond the year 2000.

This brief discussion of residual capacity has been limited to the critical sections in the system from Mississauga's perspective with no discussion of the station transfer capacities at this time, however, it should serve as a reasonable basis for considering an interim rapid transit connection to the Kipling Station on the Bloor Subway until such time as either the Eglinton Rapid Transit line or the Downtown Relief line west of Union Station is

implemented. In summary, the rapid transit system within Metro has sufficient residual capacity to facilitate an interim rapid transit connection between Mississauga and the Bloor Subway until the mid to late 1990's at which time either the Eglinton Rapid Transit line to the Spadina Subway or the Downtown Relief line west of Union Station would have to be operational.

Rapid Transit Linkage Between Mississauga & Brampton

Referring to Figure 8, page 24, the transit ridership assigned to the transit links between Mississauga and Brampton is forecast to be in the order of 1,000 to 3,000 persons per hour in the peak direction at the ultimate time frame some 25 to 30 years in the future. Initially, these levels of demand can be served by operating surface transit routes on Hurontario Street and Dixie Road. The next improvement to the level of transit service between Mississauga and Brampton could be realized by operating an express bus service in the Highway 403/410 corridor. Sufficient right-of-way in this corridor should be protected to facilitate the eventual development of an exclusive rapid transit facility at such time as the transit ridership warrants further improvement to the level of service.

Bus Priority Measures

To this point in the report, considerable emphasis has been placed on defining the present and future problems and issues particularly as they relate to the need for rapid transit and the priority that this improvement should be given. One other important strategy needs to be reviewed, namely, the use of the major north-south corridors in Mississauga for possible future transit needs.

Using the capacity analysis of each arterial link in the system for the Reasonably Expected Road Network, all links with volume to capacity ratios of 1.0 or greater were identified. Next, the forecast transit ridership by link was reviewed and all links with assignments equal to or greater than 1,000 persons per hour in the peak direction were also identified. Finally all links with both v/c ratios of 1.0 or more and transit ridership equal to or greater than 1,000 persons per hour were identified. This analysis indicated that within Mississauga, Dixie Road, Hurontario Street and Erin Mills Parkway will warrant consideration of transit priority measures such as designated bus lanes in the future. Once an east-west rapid transit facility is implemented and the north-south 'feeder' routes such as Dixie Road and Hurontario Street are widened to 6 lanes, the obvious basis for arguing transit priority measures is the comparative capacity of a bus priority lane vs a roadway lane, up to 3,000 persons per hour vs 1,000 persons per hour, respectively.

RECOMMENDED TRANSPORTATION PLAN

Based on the analysis and evaluation of the alternative transportation networks tested in the course of this study, it is apparent that a transportation development program is needed which:

1) recognizes the importance of significantly increasing the use of transit.
2) recognizes the importance of improvements to the major road network.

Rapid Transit Program

A recommended rapid transit development program for the City of Mississauga to be implemented over the next 10 to 20 years including an east-west rapid transitway central to the major concentrations of employment in the City; connected initially to the Bloor Subway at Kipling; eventually connected to the Eglinton Rapid Transit corridor in Metro and ultimately connected to the North Metro GO-ALRT corridor with a spur connection to Lester B. Pearson International Airport is illustrated in Figure 11, page 42, with the rapid transitway's relationship to the major future concentrations of employment in the City illustrated in Figure 12, page 43. The transitway would be supported by bus priority measures implemented over time in the three key north-south arterial corridors.

From a staging perspective, a rapid transit connection between the Bloor Subway and the City Centre should be the City's top transit priority. In order to put this connection into further perspective, a preliminary estimate of the capital cost of this stage in the transit program as an exclusive 19 km. busway is in the order of approximately 70 to 100 million dollars with the 5 km. 'exclusive' connector south of Eglinton via the Hydro corridor accounting for the additional 30 million dollars. The next stage in the transit program, considering the 1991 screenline analyses, would be the extension of the busway in the Highway 403 corridor westerly to a terminus at Winston Churchill Boulevard. Figures 13 and 14 (pages 44 and 45) illustrate the recommended staging of development of a rapid transit system for Mississauga over the next 10 years.

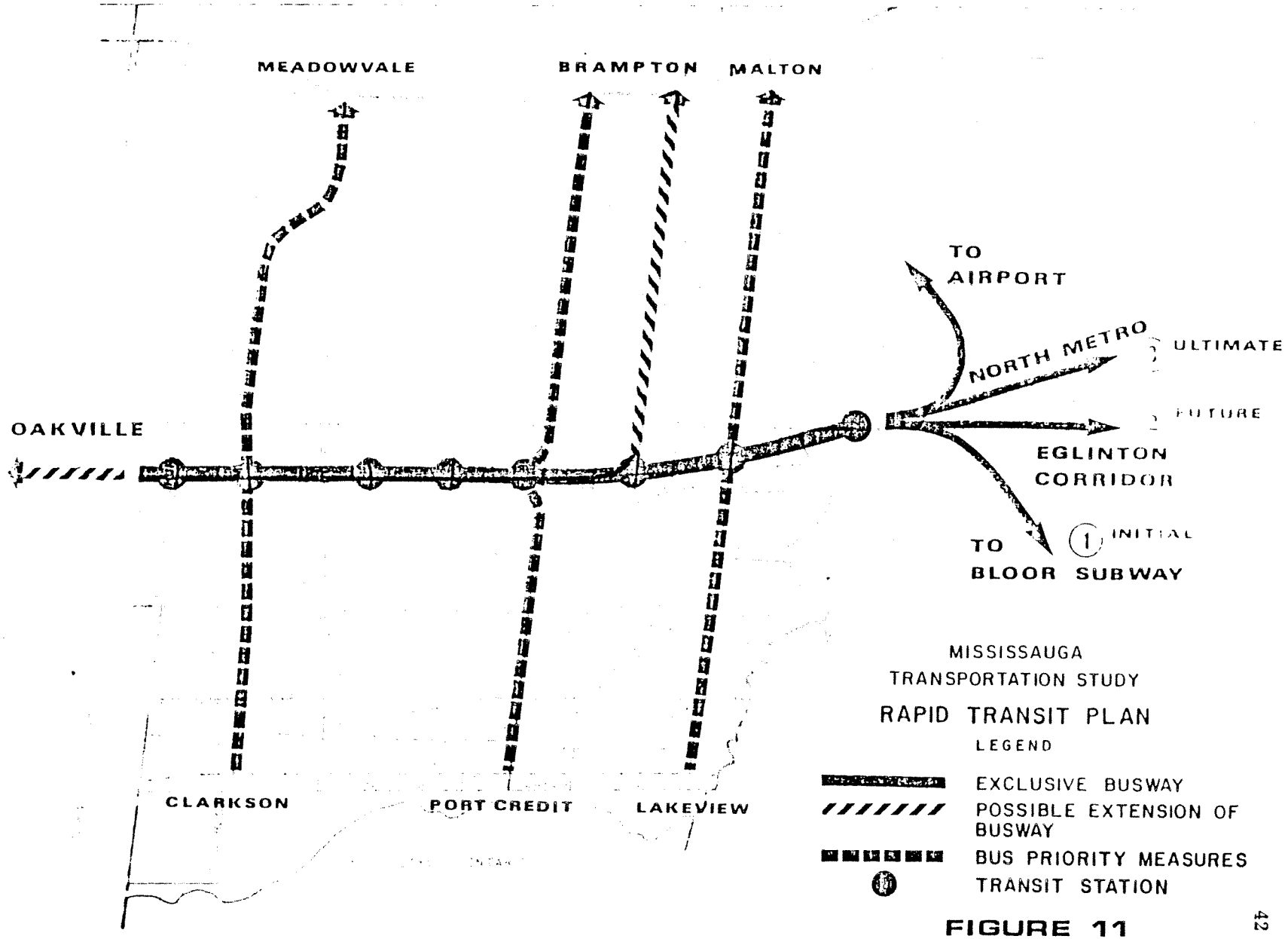
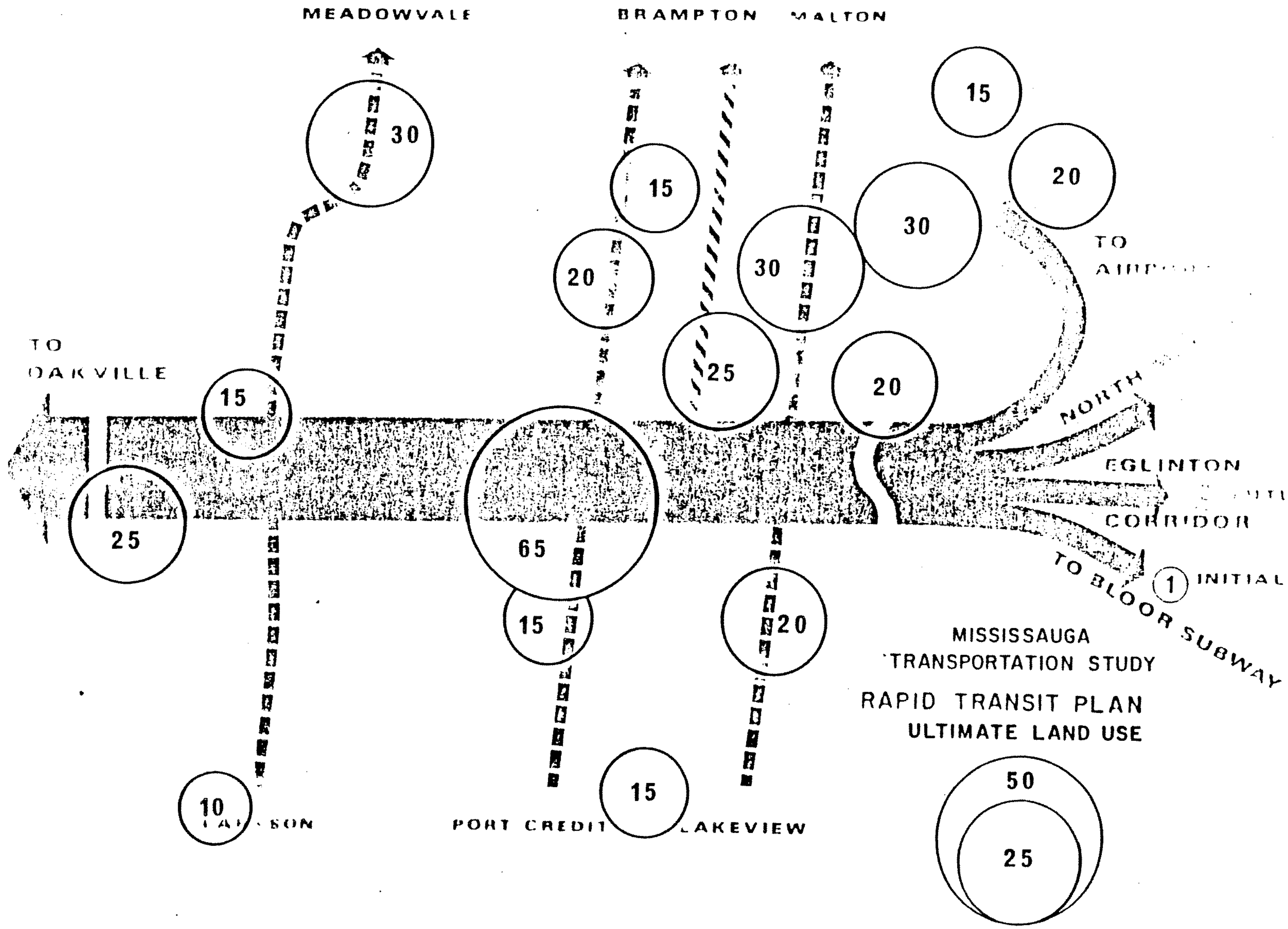

MEADOWVALE
BRAMPTON
MALTON
TO
AIRPORT
NORTH METRO
ULTIMATE
FUTURE
OAKVILLE
EGLINTON
CORRIDOR
TO
BLOOR SUBWAY
1 INITIAL
CLARKSON
PORT CREDIT
LAKEVIEW
MISSISSAUGA
TRANSPORTATION STUDY
RAPID TRANSIT PLAN
LEGEND
EXCLUSIVE BUSWAY
POSSIBLE EXTENSION OF BUSWAY
BUS PRIORITY MEASURES
TRANSIT STATION

FIGURE 11



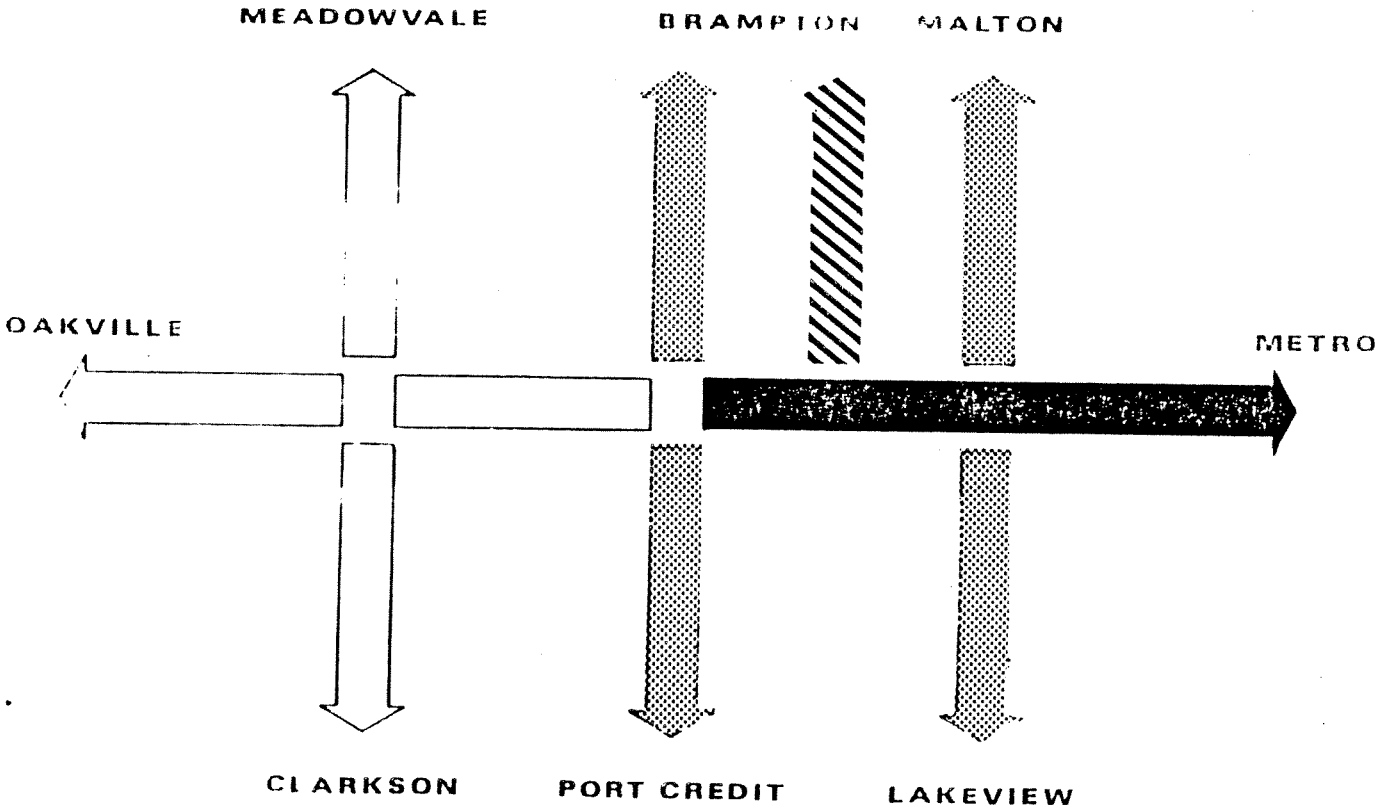
MISSISSAUGA
TRANSPORTATION STUDY
RAPID TRANSIT PLAN
ULTIMATE LAND USE

50,25 – EMPLOYMENT IN THOUSANDS

FIGURE 12

MISSISSAUGA TRANSPORTATION STUDY

RAPID TRANSIT PROGRAM



LEGEND

TRANSITWAY

BUS PRIORITY MEASURES

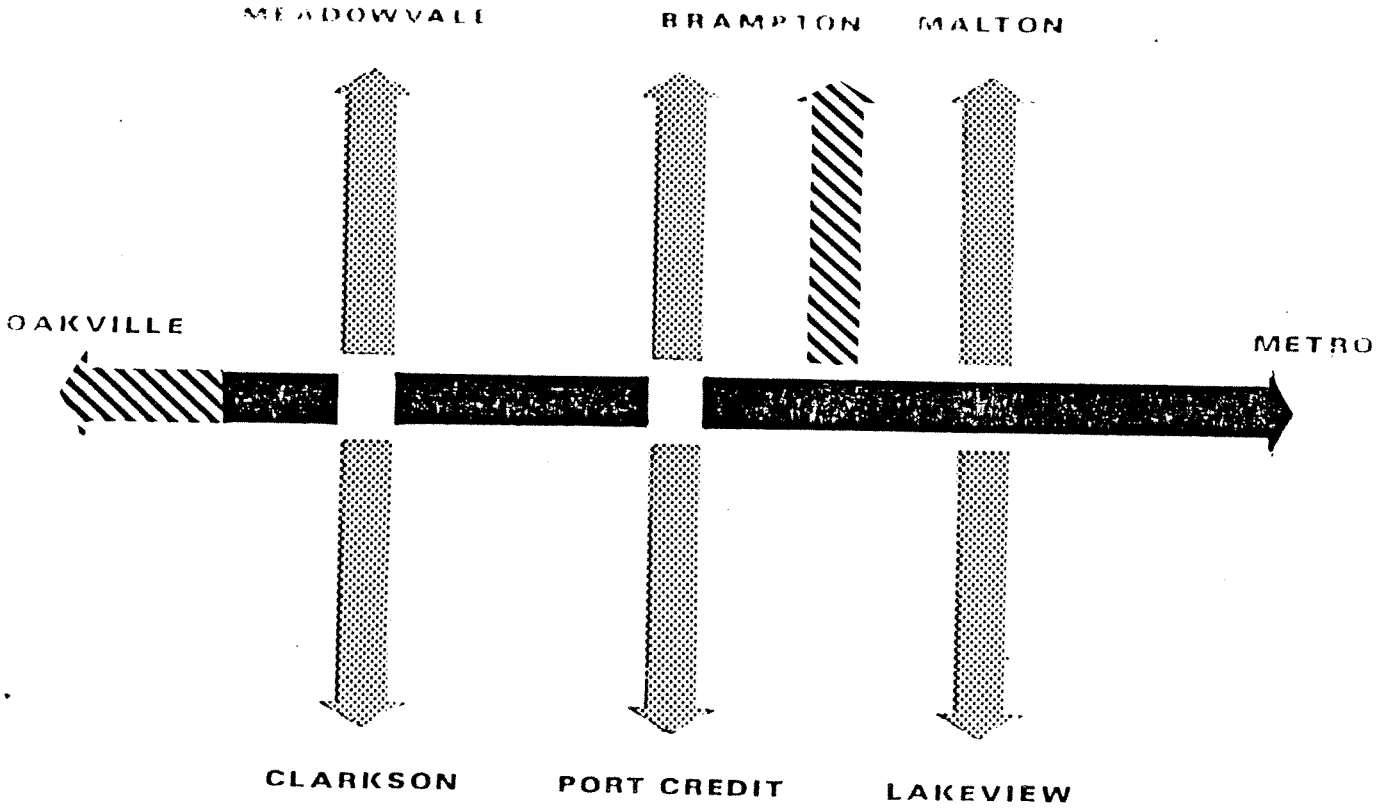
POSSIBLE FUTURE RAPID TRANSIT LINKAGE TO BRAMPTON

1991

FIGURE 13

MISSISSAUGA TRANSPORTATION STUDY

RAPID TRANSIT PROGRAM



LEGEND

TRANSITWAY

BUS PRIORITY MEASURES

POSSIBLE FUTURE RAPID TRANSIT LINKAGE TO BRAMPTON & OAKVILLE

1996

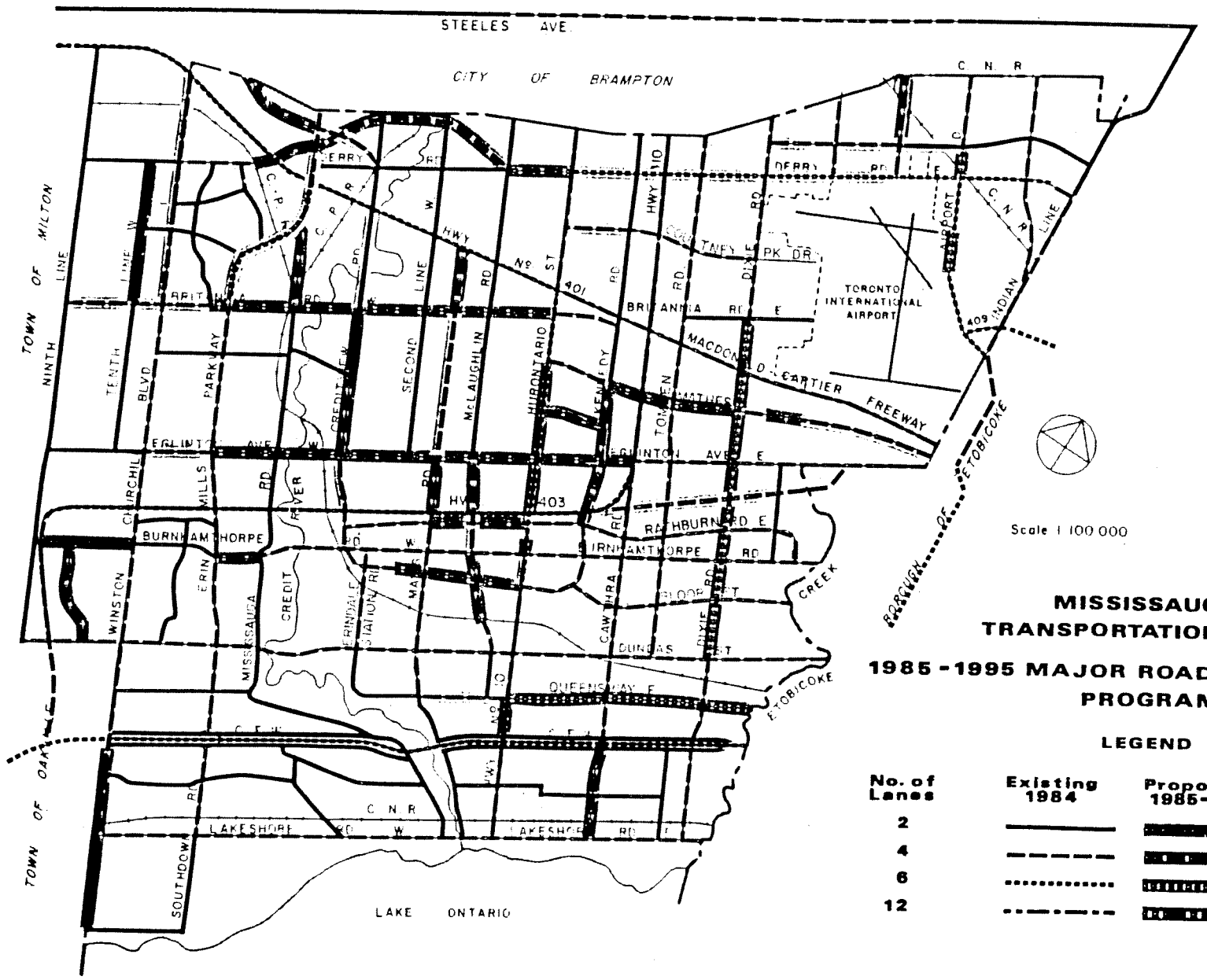
FIGURE 14

Road Improvement Program 1985-1995

In parallel with the development of a rapid transit program for the City, the transportation study has identified the need to carry out significant improvements to the major road network serving the City of Mississauga over the next ten years. Figure 15, page 47 illustrates the various City and Regional road improvements recommended either within the 1985 to 1991 time frame or within the 1991 to 1995 time frame. Tables 9 to 17 in the Appendix summarize specific improvements required by jurisdiction, road section, type of improvement, cost allocation and time frame. Referring to Table 17, the facility costs have not been broken down by jurisdiction pending negotiations with MTC and the major property owners.

PRELIMINARY COST ESTIMATES

The following tables summarize in 1984 dollars the preliminary capital cost estimates for the 10 year road improvement program, broken down by jurisdiction and the 10 year rapid transit program. Once negotiations regarding the level of responsibility for the improvements to the road system serving the City Centre have been finalized, the preliminary capital cost estimates for the City's 10 year road improvement program should be updated accordingly.



MISSISSAUGA TRANSPORTATION STUDY

1985 - 1995 MAJOR ROAD IMPROVEMENT PROGRAM

LEGEND

No. of Lanes	Existing 1984	Proposed 1985-91	Proposed 1991-95
2			
4			
6			
12			

FIGURE 15

TABLE 7

1985-1995 MAJOR ROAD IMPROVEMENT PROGRAM

PRELIMINARY COST ESTIMATES (THOUSANDS OF DOLLARS)

JURISDICTION	IMPROVEMENT PERIOD		TOTAL
	1985-1991	1991-1995	
Mississauga	37,765	19,430	57,195
Peel	20,445	6,285	26,730
M.T.C. (Mississauga)	22,235	17,990	40,225
M.T.C. (Peel)	17,675	4,190	21,865
Others	27,750	6,640	34,390
City Centre	620	4,675	5,295
TOTAL	126,490	59,210	185,700

TABLE 8

1985-1995 RAPID TRANSIT DEVELOPMENT PROGRAM

PRELIMINARY COST ESTIMATES (THOUSANDS OF DOLLARS)

SECTION	DEVELOPMENT PERIOD	TOTAL
Etobicoke Connector	1985-1991	30,000
City Centre to Etobicoke	1985-1991	70,000
Winston Churchill Boulevard to City Centre	1991-1995	65,000

FUTURE DIRECTION

The transportation study has identified a recommended transportation plan for the City of Mississauga to be implemented over the next 25 to 30 years. Considering the importance of the transportation network in achieving the goals and objectives of the City's Official Plan and the demonstrated need to implement this plan with the initial emphasis on the 10 year program, a number of follow-up studies should be initiated including:

1) The preliminary design of the recommended busway along Highway 403 from the Mississauga/Etobicoke boundary to Winston Churchill Boulevard.

2) A joint feasibility study by the Cities of Mississauga and Etobicoke of the Highway 403 Arterial Road between Cawthra Road and Eglinton Avenue.

APPENDIX 'J-1'

TABLE 9
MISSISSAUGA TRANSPORTATION STUDY
1985 - 1995 ROAD IMPROVEMENT PROGRAM
MISSISSAUGA ROADS

ROAD	FROM	TO	1991 Ass. Vol.	1991 Capacity	1991 V/C	IMPROV.	Costs ('000s) Miss.	Costs ('000s) MTC	Costs ('000s) Others	Costs ('000s) Total	Existing Program Year	Improvement Period 85-91	Improvement Period 91-95
Drew	Airport	Torbram	581	700	0.83	2 (NF)	2,130	1,420		3,550(2)			x
	Torbram	Bramalea	1146	1300	0.88	4 (NF)	600	430		1,030(2)			x
	Bramalea	Dixie	957	1300	0.55	4 (NF)	600	430		1,030(2)			x
Kennedy	Rathburn	Hwy. 403	701	1300	0.54	4 (NF)	250	200		450(2)	85	x	
	Hwy. 403	Eglinton	757	1300	0.58	4 (NF)	330		220	550		x	
	Eglinton	Matheson	972 (626)	1300	0.75	2 - 4	600	460	1,000	2,060		x	
Park	Hurontario	Kennedy	37	1300	0.03	4 (NF)	1,200		860	2,060		x	
Matheson	Eglinton	6th Line	263	1300	0.20	4 (NF)	1,200	800		2,000(2)			x
	6th Line	5th Line	263	1300	0.20	4 (NF)			2,065	2,065			x
	5th Line E.	Etobicoke Cr.	208	1300	0.16	4 (NF)			2,365	2,365			x
	Etobicoke Cr.	Creekbank	335	1300	0.26	4 (NF)	1,800 1,000	1,600 600		3,400(2) 1,600(2)	87 88	x x	
	Dixie	Tomken	1205	1300	0.93	2 - 4	1,200	800		2,000		x	
	Tomken	Kennedy	1279	1300	0.98	2 - 4	500	300		800		x	
Mississauga	Britannia	Erin Mills	761 (466)	1000	0.76	2 - 4	900	700		1,600	88	x	
Ridgeway	Dundas	Burnhamthorpe	459	1300	0.35	4 (NF)	1,800		1,300	3,100		x	

NF - New Facility
( ) Numbers in brackets in assigned volume column are existing A.M. peak hour volumes.
(2) For cost sharing calculations it has been assumed that this project would be eligible for M.T.C. subsidy.

TABLE 10
MISSISSAUGA TRANSPORTATION STUDY
1985 - 1995 ROAD IMPROVEMENT PROGRAM
MISSISSAUGA ROADS

ROAD	FROM	TO	1991			IMPROV.	Costs ('000s)				Existing Program Year	Improvement Period	
			Ass. Vol.	Capacity	V/C		Miss.	MTC	Others	Total		85-91	91-95
10th Line	Britannia	Battleford	0	700	-	2	900		800	1,700	85	x	
	Battleford	Derry	84	700	0.06	2	1,100	900		2,000	86	x	
Mavis	Hwy. 403	Eglinton	795(548)	1700	0.47	2 - 4	650	450		1,100		x	
	Eglinton	Britannia	812(1)	1700		4 (NF)	2,600	1,700		4,300(2)			x
	Britannia	401	1072(1)	1700		4 (NF)	1,150	770		1,920(2)		x	
Confederation Pkwy.	C.P.R.	Central Pkwy.	759	1300	0.58	4 (NF)			1,030	1,030		x	
	Central Pkwy.	Burnhamthorpe	401	1300	0.31	4 (NF)			1,030	1,030		x	
	Burnhamthorpe	Hwy. 403	334	1300	0.26	4 (NF)	1,800	1,200		3,000(2)			x
	Hwy. 403	Eglinton				4 (NF)			1,300	1,300		x	
Rathburn	Mavis	Hurontario	1355	1300	1.04	4 (NF)	1,600		1,050	2,650		x	
Hurontario	Q.E.W.	Queensway	1372 (1349)	2450	0.56	4 - 6	230	350	220	800	87	x	
	Central Pkwy.	Burnhamthorpe	1369 (1384)	2450	0.56	4 - 6	450	350		800			x
	Burnhamthorpe	Robert Speck	2618 (1312)	2450	1.07	4 - 6	450	350		800	88	x	

NF - New Facility
(1) Pro rated from Ultimate.
( ) Number in brackets in Assigned Volumn Column are existing A.M. peak hour volumes.
(2) For cost sharing calculations it has been assumed that this project would be eligible for M.T.C. subsidy.

TABLE 11
MISSISSAUGA TRANSPORTATION STUDY
1985 - 1995 ROAD IMPROVEMENT PROGRAM
MISSISSAUGA ROADS

ROAD	FROM	TO	1991 Ass. Vol.	1991 Capacity	1991 V/C	IMPROV.	Costs ('000s) Miss.	MTC	Others	Total	Existing Program Year	Improvement Period 85-91	Improvement Period 91-95
	Hwy. 403	Eglinton	1856	2450	0.76	4 - 6	330	220		550		x	
	Eglinton	Matheson	1904	2450	0.78	4 - 6	930	620		1,550		x	
Winston Churchill	Britannia	Battleford	722	1700	0.42	2 - 4	1,310	900		2,210			x
	Battleford	Derry	1252	1700	0.74	2 - 4	1,230	830		2,060			x
	Derry	Hwy. 401	1101	1700	0.65	2 - 4	1,400	900		2,300			x
Burnhamthorpe	Mississauga	Erin Mills	1463 (659)	1700	0.86	2 - 4	600	550		1,150	87	x	
	Winston Churchill	Hwy. 403	598	700	0.85	2	1,080	720		1,800		x	
Meadowvale North	Derry	Mississauga	304	1300	0.23	4 (NF)			2,210	2,210			x
	Mississauga	5th Line	1072	1300	0.82	4 (NF)	75	75	2,950	3,100		x	
Courtney Park	Kennedy	Hurontario	718	1300	0.55	4 (NF)	1,250	810		2,060(2)			x
Eglinton	Hwy. 403	Kennedy	1898 (957)	1700	1.12	2 - 4	1,200	1,000		2,200	85	x	
	Kennedy	Hurontario	1548 (1313)	1700	0.91	2 - 4							
	Hurontario	McLaughlin	1536 (698)	1700	0.90	2 - 4	650	550		1,200	86	x	
	McLaughlin	Mavis	1778 (1210)	1700	1.05	2 - 4							

NF - New Facility
( ) Number in brackets in Assigned Volume Column are existing A.M. peak hour volumes.
(2) For cost sharing calculations it has been assumed that this project would be eligible for M.T.C. Subsidy.

TABLE 12
MISSISSAUGA TRANSPORTATION STUDY
1985 - 1995 ROAD IMPROVEMENT PROGRAM
MISSISSAUGA ROADS

ROAD	FROM	TO	1991			IMPROV.	Costs ('000s)				Existing Program Year	Improvement Period	
			Ass. Vol.	Capacity	V/C		Miss.	MTC	Others	Total		85-91	91-95
	Mavis	2nd Line W.	1682 (278)	1700	0.99	2 - 4	600	430		1,030		x	
	2nd Line W.	Creditview	1549 (699)	1700	0.91	2 - 4	1,200	860		2,060		x	
	Creditview	Mississauga	1524 (365)	1700	0.90	2-4 Gr. Sep.	1,250	1,250	4,000	6,500	86	x	
						2-4 Road Struct.	5,700	3,800		9,500		x	
	Mississauga	Erin Mills	1348 (207)	1700	0.79	2 - 4	1,310	900		2,210		x	
	Erin Mills	Glen Erin	1136 (69)	1700	0.67	2 - 4	600	430		1,030			x
	Glen Erin	Winston Churchill	946 (69)	1700	0.56	2 - 4	600	430		1,030			x
403 Art. Ext.	Cawthra	Dixie	621(1)	1700	0.37	4 (NF)		5,330		5,330			x
	Dixie	Fieldgate	395(1)	1700	0.23	4 (NF)	710	460		1,170(2)			x
Torbram	Drew	Hwy. 407	1571	1300	1.21	2 - 4	1,400	1,200	7,100	9,700	87	x	

NF - New Facility
(1) Pro rated from Ultimate.
( ) Number in brackets in Assigned Volume Column are existing A.M. peak hour volumes.
(2) For cost sharing calculations it has been assumed that this project would be eligible for M.T.C. subsidy.

TABLE 13
MISSISSAUGA TRANSPORTATION STUDY
1985 - 1995 ROAD IMPROVEMENT PROGRAM
MISSISSAUGA ROADS

ROAD	FROM	TO	1991			IMPROV.	Costs ('000s)				Existing Program Year	Improvement Period	
			Ass. Vol.	Capacity	V/C		Miss.	MTC	Others	Total		85-91	91-95
Creditview	Hwy. 403	Eglinton	808	1300	0.62	2 - 4	900	570		1,470			x
	Eglinton	McCaugherty	446 (288)	1300	0.34	2 - 4	1,100	900		2,000	88	x	
	McCaugherty	Britannia	562 (398)	700	0.80	2*	1,200	800		2,000		x	
	Britannia	Hwy. 401	592 (208)	700	0.85	2*	1,300	1,000		2,300			x
Central Pkwy.	Hurontario	Joan	1089	1300	0.84	2 - 4	440	300		740		x	
	Joan	Confederation	1221	1300	0.94	4 (NF)	320	230	150	700(2)	87	x	
	Confederation	Mavis	1039	1300	0.80	4 (NF)	700		480	1,180		x	
	Mavis	Wolfdale	1077	1300	0.83	4 (NF)	450	350		800(2)	85	x	

NF - New Facility
* 2 lane facility graded to 4 lanes
( ) Number in brackets in Assigned Volume Column are existing A.M. peak hour volumes.
(2) For cost sharing calculations it has been assumed that this project would be eligible for M.T.C. subsidy.

TABLE 14
MISSISSAUGA TRANSPORTATION STUDY
1985 - 1995 ROAD IMPROVEMENT PROGRAM
REGIONAL ROADS

ROAD	FROM	TO	1991 Ass. Vol.	1991 Capacity	1991 V/C	IMPROV.	Costs ('000s) Miss.	MTC	Peel	Others	Total	Existing Program Year	Improvement Period 85-91	Improvement Period 91-95
Britannia	Hurontario	McLaughlin	1380	1700	0.81	2 - 4	50	160	240		450		x	
	McLaughlin	Mavis	1762	1700	1.04	2 - 4	25	80	120		225		x	
	Mavis	Creditview	1762	1700	1.04	2 - 4	60	215	325		600		x	
	Creditview	Mississauga	1047	1000(1)	1.05	2 - 4	100	1,040	1,560		2,700		x	
	Mississauga	Erin Mills	1076	1000(1)	1.07	2 - 4	70	240	360		670		x	
	Erin Mills	Glen Erin	1700	1700	1.0	2 - 4	40	140	200		380		x	
	Glen Erin	Winston Churchill	1045	1700	0.61	2 - 4	40	160	240		440			x
	Winston Churchill	10th Line	1045	1700	0.61	2 - 4	60	240	360		660			x
	10th Line	9th Line	892	1700	0.52	2 - 4	150	560	840		1,550			x
Dixie	Dundas	Burnhamthorpe	1772	2450	0.72	4 - 6	150	540	810		1,500	84*	x	
	Burnhamthorpe	Eglinton	2474	2450	1.01	4 - 6	160	565	850		1,575	84*	x	
	Eglinton	Hwy. 401	1759	2450	0.72	4 - 6	115	400	610		1,125	86	x	
	Hwy. 401	Britannia	2144	2450	0.88	4 - 6	65	235	350		650	86	x	
Airport	American	Northwest	1706	2450	0.70	4 - 6		600	900		1,500	85-86	x	
	Derry	Morningstar				4 - 6	160	490	750	200	1,600		x	

NF - New Facility
* Being Shifted to 1989-1991
( ) Numbers in brackets in assigned volume column are existing A.M. peak hour volumes.
(1) Reduced capacity reflects influence of existing direct residential frontage development.

TABLE 15
MISSISSAUGA TRANSPORTATION STUDY
1985 - 1995 ROAD IMPROVEMENT PROGRAM
REGIONAL ROADS

ROAD	FROM	TO	1991			IMPROV.	Costs ('000s)					Existing Program Year	Improvement Period	
			Ass. Vol.	Capacity	V/C		Misc.	MTC	Peel	Others	Total		85-91	91-95
Derry	Torbram	Bramalea	1489	2450	0.61	4 - 6	100	400	600		1,100			x
	Bramalea	Dixie	1547	2450	0.63	4 - 6	100	400	600		1,100			x
	Dixie	Tomken	1620	2450	0.66	4 - 6	100	400	600		1,100			x
	Tomken	Kennedy	1972	2450	0.80	4 - 6	100	400	600		1,100			x
	Kennedy	Hurontario	1433	2450	0.58	4 - 6	100	400	600		1,100			x
	Hurontario	McLaughlin	1200(1)	1700	1.17	2 - 4	60	200	300		560		x	
	McLaughlin	Second Line	980(1)	1700	1.17	2 - 4	60	200	300		560		x	
	Second Line	Creditview	780(1)	1700	1.17	4 (NF)	100	3,960	5,940		10,000(2)		x	
	Creditview	Mississauga	1230(1)	1700	1.17	4 (NF)								
	Mississauga	Hwy. 401	1738	1700	1.02	2 - 4	45	160	240		445		x	
	401 Structure		1738	1700	1.02	2 - 4		3,500			3,500	90	x	
Winston Churchill	Lakeshore	Royal Windsor	74	700	0.10	2	60	280	420		760*	87-88	x	
	Royal Windsor	S. Service Rd.	1519	1700	0.89	2 - 4	150	770	1,020	510	2,450*	87-88	x	
Cawthra	Lakeshore	Atwater	809	1700	0.48	2 - 4	50	1,450	1,450	3,550	6,500	85	x	
	Atwater	S. Service Rd.	1306	1700	0.77	2 - 4	50	420	630		1,100	85	x	

NF - New Facility
* Boundary Road with Halton Region - dollar figures are 1/2 of total estimated costs.
(1) Pro rated from Ultimate.
(2) For cost sharing calculations it has been assumed that this project would be eligible for M.T.C. subsidy.

TABLE 16
MISSISSAUGA TRANSPORTATION STUDY
1985 - 1995 ROAD IMPROVEMENT PROGRAM
REGIONAL ROADS

ROAD	FROM	TO	1991			IMPROV.	Costs ('000s)					Existing Program Year	Improvement Period	
			Ass. Vol.	Capacity	V/C		Miss.	MTC	Peel	Others	Total		85-91	91-95
Queensway	Etobicoke Cr.	Dixie	2741	2450	1.12	4 - 6		300	450		750		x	
	Dixie	Cawthra	2620	2450	1.07	4 - 6		625	950		1,575		x	
	Cawthra	Hurontario	2131	2450	0.87	4 - 6		625	950		1,575		x	
	Hurontario	Confederation	2143	2450	0.87	4 - 6		150	225		375			x
	Confederation	Mavis	1987	2450	0.81	4 - 6		420	630		1,050			x
Erin Mills	Britannia	Millcreek	1680	2450	0.69	4 - 6		480	720		1,200		x	
Mississauga	Millcreek	Derry	2228	2450	0.91	4 - 6		660	990		1,650			x

NF - New Facility
* Boundary Road with Halton Region - dollar figures are 1/2 of total estimated costs.

TABLE 17
MISSISSAUGA TRANSPORTATION STUDY
1985 - 1995 ROAD IMPROVEMENT PROGRAM
MISSISSAUGA ROADS - CITY CENTRE

Road	From	To	IMPROV.	Costs ('000s)	Improvement Period	
					85-91	91-95
403-South Collector	Mavis Rd.	City Centre Dr. East	4 (NF)	2,200		x
403-North Collector	Hurontario	Confederation	2 (NF)	1,725		x
City Centre Dr. East	Existing Rd.	Rathburn	4 (NF)	250	x	
City Centre Dr. East	Rathburn	403-South Collector	4 (NF)	200		x
City Centre Dr. West	Rathburn	403-South Collector	4 (NF)	325		x
Ramp (1)	Hurontario	403	1 (NF)	75		x
Ramps (4)	Hurontario	Rathburn	1 (NF)	370	x	
Ramp (1)	Mavis	403	1 (NF)	75		x
Ramp (1)	403-North Collector	Confederation	1 (NF)	75		x

(NF) New Facility

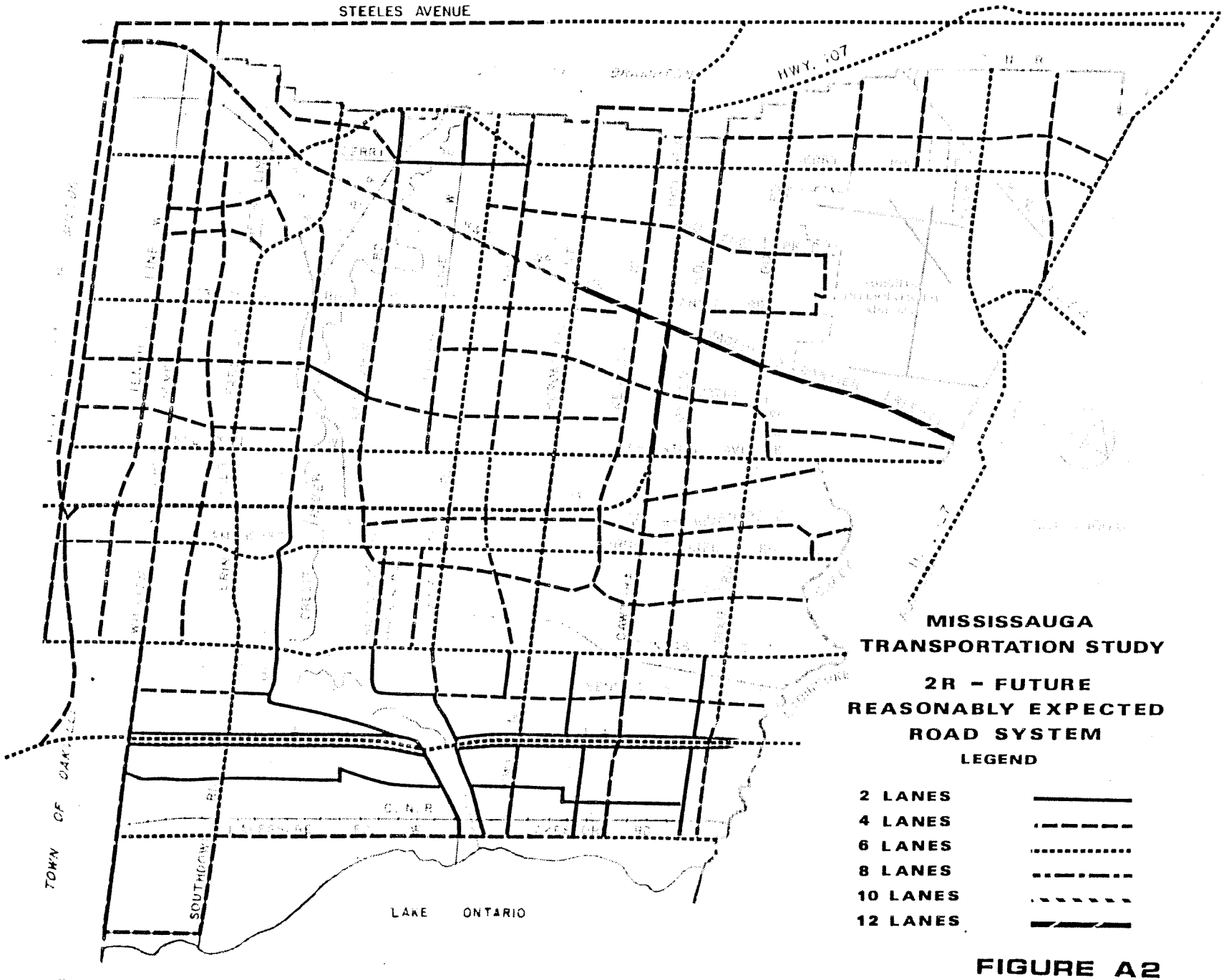

STEELES AVENUE
HWY. 407
C.N.R.
LAKE ONTARIO
MISSISSAUGA
TRANSPORTATION STUDY
2R - FUTURE
REASONABLY EXPECTED
ROAD SYSTEM
LEGEND
2 LANES
4 LANES
6 LANES
8 LANES
10 LANES
12 LANES

FIGURE A2

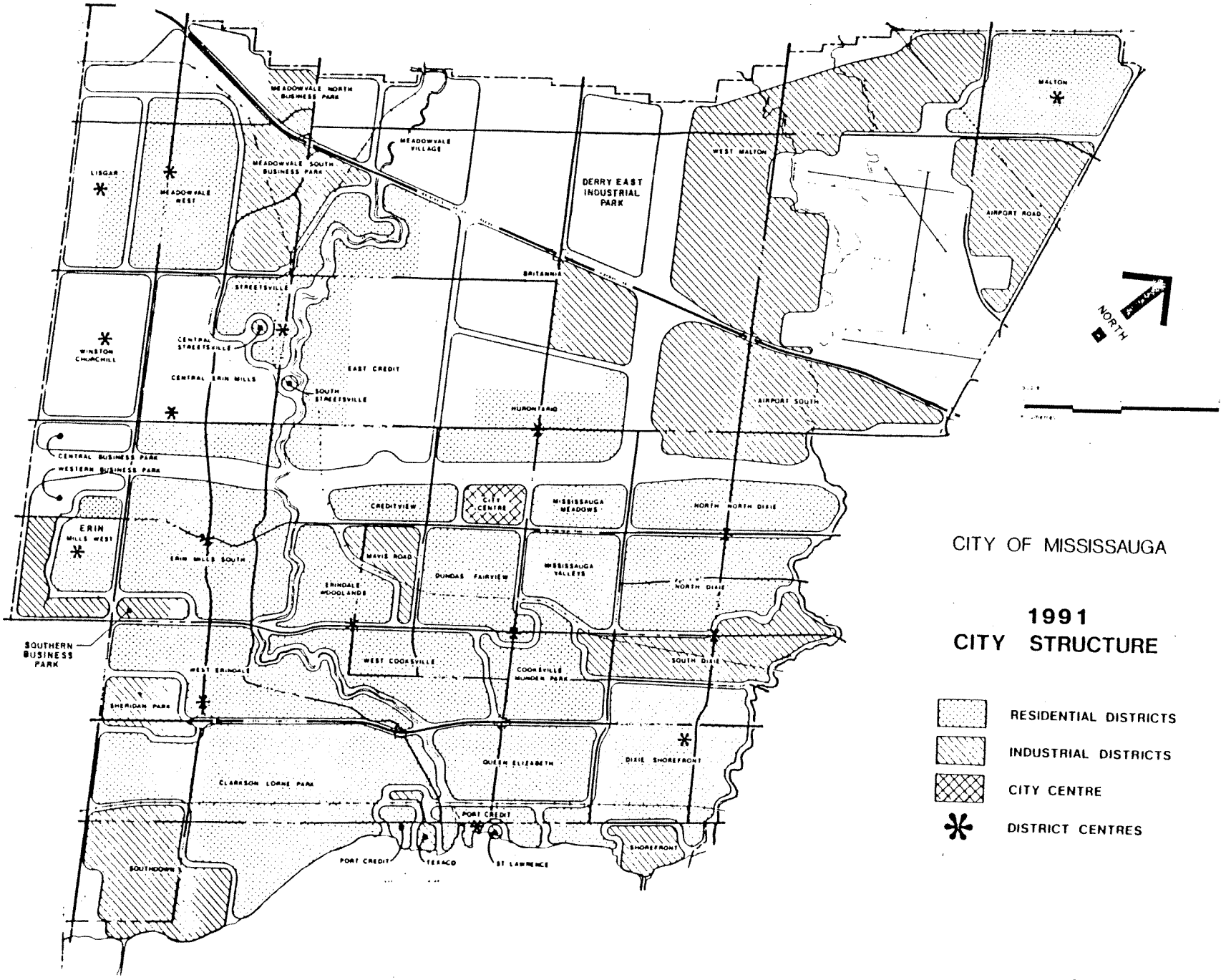

MEADOWVALE NORTH BUSINESS PARK
MEADOWVALE VILLAGE
MEADOWVALE SOUTH BUSINESS PARK
LISGAR
MEADOWVALE WEST
DERRY EAST INDUSTRIAL PARK
MALTON
WEST MALTON
AIRPORT ROAD
BRITANNIA
STREETSVILLE
CENTRAL STREETSVILLE
WINSTON CHURCHILL
EAST CREDIT
CENTRAL ERIN MILLS
SOUTH STREETSVILLE
HURONTARIO
AIRPORT SOUTH
NORTH
CENTRAL BUSINESS PARK
WESTERN BUSINESS PARK
CREDITVIEW
CITY CENTRE
MISSISSAUGA MEADOWS
NORTH NORTH DIXIE
ERIN MILLS WEST
ERIN MILLS SOUTH
MAVIS ROAD
DUNDAS FAIRVIEW
ERINDALE WOODLANDS
MISSISSAUGA VALLEYS
NORTH DIXIE
SOUTHERN BUSINESS PARK
WEST ERINDALE
WEST COOKSVILLE
COOKSVILLE MUNDEN PARK
SOUTH DIXIE
SHERIDAN PARK
QUEEN ELIZABETH
DIXIE SHOREFRONT
CLARKSON LORNE PARK
PORT CREDIT
SHOREFRONT
PORT CREDIT
TEXACO
ST LAWRENCE
SOUTHDOWN
CITY OF MISSISSAUGA
1991
CITY STRUCTURE
RESIDENTIAL DISTRICTS
INDUSTRIAL DISTRICTS
CITY CENTRE
DISTRICT CENTRES

FIGURE A1

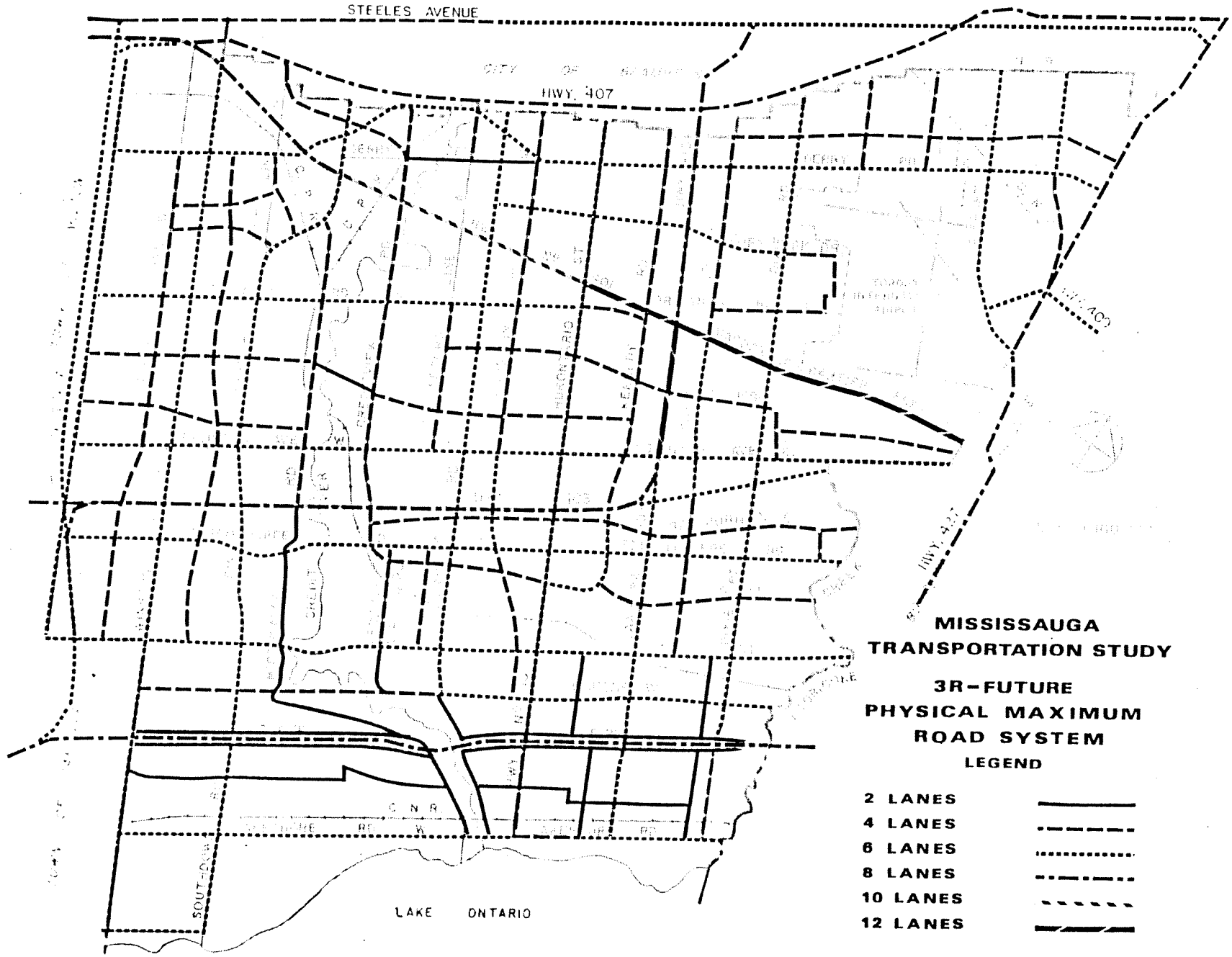

STEELES AVENUE
HWY. 407
HWY. 427
C N R
LAKE ONTARIO
MISSISSAUGA
TRANSPORTATION STUDY
3R-FUTURE
PHYSICAL MAXIMUM
ROAD SYSTEM
LEGEND
2 LANES
4 LANES
6 LANES
8 LANES
10 LANES
12 LANES

FIGURE A3

APPENDIX 'K'

CORRESPONDENCE

MISSISSAUGA TRANSITWAY PLANNING STUDY EA REPORT

APPENDIX K - CORRESPONDENCE

Over the course of the Mississauga Transitway Planning Study, a great deal of correspondence was received and generated. Included in this Appendix are those selected letters and memoranda of direct relevance and significance to the Environmental Assessment Report.

1: Region of Peel - endorsement of Mississauga Transportation Study, February, 1985

2: Ministry of Government Services - interagency agreement on utilization of the Southern Link of the Parkway Belt West Plan within Mississauga, May 11, 1990.

3: McCormick Rankin - Memorandum of Understanding between Consumers Gas, Hydro Mississauga, and City of Mississauga, November 26, 1990

4: McCormick Rankin - Memorandum of Understanding between Ontario Hydro, Ministry of Transportation, and City of Mississauga, January 14, 1991.

File SP 23(

The Regional Municipality of Peel

Office of the Clerk

February 1, 1985

Mr. T. L. Julian
Clerk
City of Mississauga
One City Centre Drive
Mississauga, Ontario

Dear Sir:

Subject: City of Mississauga Transportation Study
Our Reference: P-1-85

This is to advise that the following resolution was approved by Regional Council at its meeting held on January 31, 1985:

"That the Region of Peel support the Rapid Transit Plan/Strategy of the Mississauga Transportation Study as it meets both Regional and Municipal goals and objectives; specifically, the early implementation of a busway along the Highway 403 Corridor with an interim connection to the Bloor Subway at Kipling and an ultimate connection to the Eglinton Rapid Transit Corridor be pursued with the proviso that the flexibility to introduce higher order transit (eg. LRT) be incorporated into the busway design;

And further, that the City of Mississauga be requested to undertake, as a first phase of the functional/feasibility planning of the busway, an economic analysis (cost-benefit) of the busway comparing bus and LRT technology while considering local conditions/factors;

And further, that the Regional Commissioners of Planning and Public Works be requested to participate in any negotiations with the City of Mississauga regarding the implementation of transit priority measures on the Erin Mills Parkway and Dixie Road in support of the Rapid Transit Plan/Strategy of the City;

And further, that the Region of Peel generally concurs with the magnitude and timing of the Road Improvement Program 1985-1995 (as detailed) as being a necessary component of an overall transporation plan for the City and Region;

And further, that recognizing the economical constraints related to road improvement funding, and the past levels of expenditure for Regional Road improvements, the Regional Commissioners of Planning and Public Works be requested to further review, discuss and negotiate the cost sharing and phasing of the Regional Road Improvements with City and Provincial staff;

And further, that the City of Mississauga be requested to instruct its consultant to further review the need for 6 lanes on the Erin Mills Parkway north of Britannia for the 1985-1995 Road Improvement program;

And further, that the City of Mississauga be informed that the Regional Commissioner of Planning and senior staff of the Transporation Policy Division are available to assist/support the City of Mississauga in further negotiations/studies with Provincial and or other Municipal agencies;

And further, that the Regional Commissioner of Planning meet with City staff following consideration of the Mississauga Transportation Study by City of Mississauga Council to initiate and co-ordinate the integration of the City's ultimate transportation plan into the development of the Official Plan for the Region of Peel;

And further, that a copy of the Commissioner of Planning's report on the Mississauga Transportation Study (Interim Executive Summary Report) dated January 7, 1985 be forwarded to the City of Mississauga, City of Brampton, the Town of Caledon and the Ministry of Transportation and Communications."

A copy of the report of the Commissioner of Planning is enclosed.

Kindly advise the undersigned when the requests outlined in the resolution have been completed.

Larry E. Button
Regional Clerk
...../gn
MP

cc: P. Allen, Commissioner of Planning
W. Anderson, Commissioner of Public Works

Ontario

Ministry of Government Services

Realty Group

777 Bay Street
Toronto, Ontario
M5G 2E5

Ministère des Services gouvernementaux

Groupe des biens immobiliers

777 rue Bay
Toronto, Ontario
M5G 2E5

May 11, 1990

Mr. Kees J. Schipper
Director
Traffic and Transportation
Public Works Department
City of Mississauga
300 City Centre Drive
Mississauga, Ontario
L5B 3C1

Dear Mr. Schipper:

Re: Utilization of the Southern Link of the Parkway Belt West Plan within the City of Mississauga

As you know, this office has been examining requests from a number of agencies to utilize various aspects of the Southern Link within the City of Mississauga. It is incumbent upon the Ministry of Municipal Affairs and this Ministry to ensure that the links within the Parkway Belt Plan are utilized as efficiently as possible to ensure maximum benefit is derived from the limited land base within the corridors.

Requests to utilize the Southern Link have been received from Hydro Mississauga (for a pole line), the City of Mississauga (for a busway), and from Consumers Gas (for the NPS 30 pipeline). Hydro Mississauga and Consumers Gas have serious time constraints and need decisions on their requests in the very near future.

The City of Mississauga has requested that the existing utility corridor designation within the Link be exchanged with the inter-urban transit corridor designation. We understand the rationale for this switch is that the City's proposed busway (which is presently being studied) could be located within the relocated inter-urban transit corridor which would likely result in a more effective busway system. The proposals by Consumers Gas and the City of Mississauga conflict because they both propose to use the same corridor within the Link for different purposes. The request from Mississauga Hydro also proposes to use part of the existing utility corridor, however, the complications associated with their request are less substantial than those associated with the Consumers Gas and City of Mississauga proposals.

/2

In order to examine the impacts of the various proposals on the existing and potential users of the Southern Link a number of meetings were held to discuss the various issues and to try to establish a way to work out potential solutions which could accommodate all existing and potential users. Three options were identified during those meetings and all the affected parties were asked to provide their comments on the options. The options and the agency comments on those options are outlined below.

OPTIONS

OPTION 1:

This option proposed a joint use of the existing utility corridor by Hydro Mississauga and Consumers Gas.

OPTION 2:

This option assumed that the exchange of the corridors is to take place and therefore the Hydro Mississauga facilities and the Consumers Gas line would be located within the existing inter-urban transit corridor (which would become the utility corridor if the realignment occurred).

OPTION 3:

This option proposed that the gas line not be located within either corridor - instead it could possibly be situated within the electric facility corridor. Hydro Mississauga's facilities would be located along the edge of the utility corridor with some portions of the existing electric facility corridor possibly being used for guy wire placement.

SUMMARY OF COMMENTS

Consumers Gas prefers Option 1 because: it provides them with the best location with regard to the Ontario Energy Board in that it would be a dedicated, permanent easement which would involve a one-time cost of acquiring; it complies with the Parkway Belt West Plan; it would minimize the need for highway crossings; arrangements were made with Hydro Mississauga for sharing an easement; and the premise that the gas line in the corridor would limit the future location of the busway is questioned.

/3

Option 2 is problematic to Consumers Gas for a number of reasons: there would be conflicts between the pipeline and the proposed busway where the busway is proposed to be underground; in order to avoid those conflicts Consumers Gas could make more crossings of Highway 403 which is costly and would require MTO approval; the time required for the corridor locations to be switched is lengthy and would not meet their time frame requirements for the project.

Option 3 is physically possible but problematic because: Ontario Hydro does not negotiate permanent easements (unlike the Ministry of Government Services) and the yearly easement charges could result in considerable extra costs for the company (this is a matter which could affect approval of the project by the Ontario Energy Board); and the easement may not actually be permanent because Ontario Hydro retains the right to require that the pipeline be relocated.

The City of Mississauga believes Option 1 is very undesirable for the following reasons: they believe it is likely that the corridor locations will be switched and the presence of utilities within the potential transit corridor will be in conflict with its use for transit (including a reduction in the area available for transit); the availability of a continuous right of way for gas line maintenance is not certain because of the necessity for below-grade busway crossings of the arterials and the provision of on-and-off line busway stations; it would probably be necessary to reconstruct portions of the gas line due to conflicts with the busway; there would be station layout constraints and significant maintenance access costs; the option would be costly.

Option 2 is the preferred option of the City of Mississauga for the following reasons: the existing transit corridor will likely be operationally infeasible and publicly unacceptable for transit use and therefore it is unlikely to be used for transit purposes; the potential for conflicts between the gas line and the busway would be limited to three crossing points; there would be no station conflicts; the gas line would be in the same corridor as future utilities; the right-of-way could be maintained by Consumer's Gas; there would appear to be nothing to prevent the gas line being considered a non-conforming use within the existing inter-urban transit corridor; the location of the gas line is flexible whereas the busway location is not flexible.

/4

If Option 2 is not feasible, Option 3 would be Mississauga's preferred option. Option 3 could possibly present some potential conflicts between the busway station facilities and Consumer's Gas and would require co-ordination between the two projects. From the perspective of the Parkway Belt West Plan, Mississauga believes the location of the gas line in the Hydro corridor would be equally as non-conforming as the pipeline in the existing transit corridor.

Ontario Hydro has indicated they have no concerns with Option 1 and in fact their facilities have been planned according to this option. Option 2 would be acceptable to Ontario Hydro provided facility interfacing with Hydro Mississauga can be maintained or revised facility interconnection plans agreed upon. These matters are outstanding and there is some indication that difficulties may exist if the corridor locations are switched. If the difficulties are not addressed, this option presents unacceptable costs to Ontario Hydro.

Option 3 is acceptable to Ontario Hydro and they are willing to accept the proposed pipeline between the existing I.P.L. pipeline and the southern limit of their corridor providing I.P.L. and Hydro Mississauga will agree to the proposal.

Hydro Mississauga prefers Option 3 - it would allow their easement to be shared between Ministry of Government Services land and the Ontario Hydro Right of Way. This location has been agreed to by the City of Mississauga and Mississauga Hydro believes it maintains the greatest flexibility in terms of the proposed busway. This option also allows Hydro Mississauga to meet commitments in terms of its 1990 construction plans.

The Ministry of Transportation has indicated that the letter from the City of Mississauga generally represents the Ministry of Transportation's views on the busway. The Ministry believes Option 1 would compromise the integrity of what appears to be the preferred transit corridor and they do not support the option because it could impact the future use of the corridor for busway use.

Option 2 appears desirable to MTO however they recognize the time constraints associated with the required deeming. They suggest the possibility of allowing the pipeline in the existing transit corridor "until a deeming occurs".

/5

Option 3, according to the latest letter from MTO, is preferable to allowing the gas line within the existing utility corridor.

The Ministry of Municipal Affairs found Option 1 to be problematic because if studies indicate that the exchange of corridors is desirable and the corridor designations are exchanged, the "new" transit corridor may be constrained by the presence of two utilities within it; in particular, the pipeline would be difficult and very expensive to relocate. It is desirable to maintain as much of the 100 foot wide corridor as possible to accommodate future transit uses.

Option 2 was not favoured by Municipal Affairs because the option is not in keeping with the Parkway Belt West Plan and if the transit study indicates the existing transit corridor should remain in its present location, the presence of utilities within the corridor could constrain its use for transit purposes.

Option 3 from the perspective of Municipal Affairs provided the greatest number of advantages: it allows the utilities to proceed while maintaining flexibility for future use of the corridors, pending on-going studies; it avoids the necessity of relocating the pipeline should it be located in a corridor required for transit purposes; the location of the Hydro Mississauga facilities along the periphery of the corridor should keep it from interfering with the operation of the busway and if it is ever necessary to relocate the Mississauga Hydro facilities, this can be accomplished at relatively moderate cost. This option is dependant upon Consumer's Gas and Mississauga Hydro entering into agreements regarding joint use of the Ontario Hydro corridor.

ANALYSIS OF COMMENTS

It is clear that no one option is favoured by all the parties involved in this matter. It is therefore important to analyze the various comments to find the option which presents the fewest conflicts to the existing and potential users of the Parkway Belt while at the same time maintaining the integrity of the Parkway Belt Plan.

Option 1

This option does not appear acceptable because, most importantly, it could impact the viability of the corridor as a future inter-urban transit corridor. This position is supported by the City of Mississauga, the Ministry of Transportation and the Ministry of Municipal Affairs.

Option 2

This option is acceptable and even preferable to some of the agencies involved, however, this option is really not viable because to place the pipeline in the existing inter-urban transit corridor is contrary to the Parkway Belt West Plan. In addition, as Municipal Affairs points out in their letter, if studies prove the corridor designation should remain unchanged, the presence of the pipeline could seriously constrain the effectiveness of the corridor for transit use. It is noteworthy that Consumers Gas sees a number of problems associated with this option - most notably, the length of time it would take to "switch" the corridor designations.

Option 3

Based upon all the information provided, this option appears to the most desirable option from the perspective of maintaining the integrity of the Parkway Belt West Plan. In light of the time constraints of Consumers Gas and Mississauga Hydro it may it provide the "solution" which negatively affects the fewest number of agencies who use or plan to use the Parkway Belt.

Ontario Hydro is willing to allow the pipeline to be located within their corridor (subject to the. concurrence of I.P.L. and Hydro Mississauga) and most agencies have indicated the placement of the pipeline within that corridor would not be problematic. Hydro Mississauga could locate along the edge of the existing utility corridor and if it was ever necessary to relocate the poleline, it could be done so with relatively minor costs (compared to a pipeline).

Based upon this analysis, and in consultation with the Ministry responsible for the administration of the Parkway Belt West Plan - Municipal Affairs, it appears Option 3 is the most desirable option which is available.

/7

The potential switch of corridor locations which has been suggested by the City of Mississauga will require Mississauga to comprehensively examine the switch, including the identification and resolution of all issues associated with the proposed changes. The resolution of all problems is one critical prerequisite to the proposed deeming.

In their on-going studies, the City of Mississauga and the Ministry of Transportation should address the potential of relocation or alteration of the Hydro Mississauga poleline. It would seem important that the three agencies involved address all aspects of the potential relocation issue while all the facilities are still being planned.

We will advise the other agencies involved in this matter of our conclusion.

Yours truly,

Brian Hallas

Brian Hallas
Marketing Co-ordinator
Land Marketing Branch

cc: Mr. G. MacDonald, Consumers Gas
Mr. D. Doel, Hydro Mississauga
Mr. D. Pogue, Ontario Hydro
Mr. B. Ogden, Ministry of Transportation
Mr. J. Thurgood, Municipal Affairs
Mr. J. Waller, Ministry of Municipal Affairs

McCORMICK RANKIN

CONSULTING ENGINEERS

November 26, 1990

Mr. Bob Sasaki
Manager, Transportation Planning
Transportation and Works Department
City of Mississauga
10th floor,
Mississauga Civic Centre
300 City Centre Drive
Mississauga, Ontario
L5B 3C1

Re: Mississauga Busway Planning Study
Consumers Gas/Hydro Mississauga Issue

Dear Sir:

Following review by all parties of the draft set of minutes of our meeting on October 26, 1990 with representatives of Hydro Mississauga and Consumers Gas, we have reached agreement on a final set of minutes that summarize the recommended Gas and Hydro facility locations in the Busway corridor. The minutes stand as a formal protocol between the three organizations and will be used in further discussions with Ontario Hydro and Parkway Belt authorities.

Yours very truly,

McCORMICK RANKIN

Stephen Schijns

S. Schijns, P.Eng.

cc:

City of Mississauga:	K. Schipper
Hydro Mississauga:	V. Poonja
	J. Brennan
	D. Finn
Consumers Gas:	T. Ladanyi
	G. Highfield
IBI Group:	L. Sims
	C. Beach
M.M. Dillon	I. Williams
	C. Bishop
MTO	B. Ogden

Mississauga Busway Functional Planning Study

Minutes of Meeting

Time & Place:	9:00 a.m., Friday, October 26, 1990 Hydro Mississauga Offices, 3240 Mavis Road

Attendees:		
	Vaffi Poonja	Hydro Mississauga
	Jim Brennan	Hydro Mississauga
	Derick Finn	Hydro Mississauga
	Tom Ladanyi	Consumers Gas
	Gary Highfield	Consumers Gas
	Bob Sasaki	City of Mississauga
	Lee Sims	IBI Group
	Calvin Beach	IBI Group
	Chris Bishop	M.M. Dillon
	Steve Schijns	McCormick Rankin

Purpose: Technical meeting to define relationship between Consumers Gas, Hydro Mississauga and Mississauga Busway proposals.

1. Discussion - General

Mr. Ladanyi noted that the proposed Consumers Gas pipeline, once buried, would be capable of supporting construction and permanent loading. It must be located at least 5 m from any building; it is assumed for planning purposes that this includes busway platform shelters.

Mr. Sasaki suggested that, in the event of maintenance being required on a pipeline within a Busway station area, temporary station closure or rerouting of buses could be done.

Mr. Poonja stated that Hydro Mississauga has an existing pole line with immediate need for another pole line plus a third pole line within five years. It is assumed that at that time detailed Busway plans would be available; Hydro Mississauga ultimate pole locations therefore can not be selected during the current round of discussions. The imminent pole line is planned for an easement along the north edge of the M.G.S. utility corridor from Mississauga Road to Mavis Road, and in a 3 m wide easement along the south edge of the M.G.S. transit corridor from Winston Churchill Boulevard to Mississauga Road. It was agreed that where the currently designated transit corridor is south of Highway 403, although physically feasible, it could not be considered for either Hydro Mississauga or Consumers Gas facilities at this time due to the resultant conflict with the Parkway Belt West Plan.

Mr. Beach pointed out that, wherever the Consumers Gas line crosses Busway Station access road ramps and parking/circulation areas, its elevation should be adjusted accordingly.

2. Discussion - Specific Segments

West of Mississauga Road

Since no Hydro Mississauga lines currently use the Parkway Belt (except for two north-south crossings), construction of Consumers Gas line in the south portion of Ontario Hydro would not conflict with Hydro Mississauga lines. Subject to agreement with Ontario Hydro and the Ministry of Transportation, the proposed Gas location is acceptable for the Busway. Significant portions of the line would be within station or parking areas. The Hydro Mississauga pole line plan is for use of a 3 m easement along the south edge of the M.G.S. transit corridor, north of Ontario Hydro.

Mississauga Road to CP Rail

Hydro Mississauga is proposing a 6 m easement occupying the north part of the designated utility corridor in this section, and an existing pole line runs generally 1.5 m north of the Ontario Hydro south right-of-way limit.

Since the Busway does not require full use of the designated utility corridor in this area, it was agreed that Consumers Gas could be built within a 3 m easement south of, and adjacent to, the proposed 6 m Hydro Mississauga easement.

CP Rail to Erindale Transformer Station

From east of CP Rail to just east of the Erindale T.S. (west of Mavis Road), the existing Hydro Mississauga pole line is along the north edge of the Ontario Hydro right-of-way. The appropriate Consumers Gas pipe location is therefore within the southerly 3 m of the Ontario Hydro right-of-way. The imminent Hydro Mississauga pole line is planned for a 3 m easement in M.G.S. property adjacent to the south edge of Ontario Hydro; Consumers Gas construction must therefore precede Hydro Mississauga implementation.

Erindale Transformer Station to (Future) Confederation Parkway

The proposed Busway and future North Collector roadway in this area will fully utilize the currently designated utility corridor, while a Hydro Mississauga pole line occupies the southern edge of the Ontario Hydro right-of-way. The first choice for Consumers Gas location in this limited area (approximately 1.2 km) is in the middle of the Ontario Hydro right-of-way. Consumers Gas will explore this option with Ontario Hydro.

Even though Consumers Gas could leave construction of this segment to the final phase in September 1990, it is extremely unlikely that Hydro Mississauga could undertake a temporary relocation in that time. Since Consumers Gas cannot locate a new pipeline along the south edge of Ontario Hydro without interfering with the existing Hydro Mississauga pole line, it would either have to be delayed long enough to allow temporary relocation of the poles or constructed within the utility strip as close as possible (approximately 2 m) to its northern edge. This would constrain the Busway station and structures but could be accommodated as a last resort.

Confederation Parkway to 200 m West of Central Parkway

There being no Busway proposed for this area, it was agreed that Consumers Gas could locate within the utility corridor, in a 3 m easement immediately adjacent to the Ontario

Hydro right-of-way. East of Hurontario Street, the Busway may also utilize the Utility corridor, but no conflict with the Gas pipeline would occur until approximately 200 m west of Central Parkway, where protection for a Busway Station would require the entire utility corridor. Caution during Gas installation will be required due to the existing Hydro Mississauga pole line approximately 1 m north of the Ontario Hydro property line. The future North Collector and its associated ramps could require pipe lowering through the Hurontario interchange area. However, it is unfeasible for the Gas line to avoid the collector by locating on the north side of the Ontario Hydro corridor, since the existing pipelines occupy the entire available space.

Hydro Mississauga has future feeder requirements in this area - particularly at the future Hurontario Transformer Station. It is proposed that these feeders will be installed within the utility corridor. This, however, is not anticipated until subsequent to Consumers Gas and Busway plans being finalized.

200 m West of Central Parkway to Highway 403

The preferred Consumers Gas location in this area is in the middle of the Ontario Hydro right-of-way. Busway and North Collector protection covers the entire utility strip, while the existing Hydro Mississauga pole line precludes spring 1990 construction within the should edge of the Ontario Hydro corridor.

If this location is unacceptable to Ontario Hydro, Consumers Gas would locate along the north edge of the utility corridor (similar to the section to the west). If the Busway is built north of Highway 403 the Gas main could be relocated at that time. Mississauga Hydro's future feeder requirements are also proposed to be installed in the utility corridor.

Highway 403 to Tomken Transformer Station

The same provisions as for the section immediately west of Highway 403 apply in this area. Consumers Gas will pursue the issue with Ontario Hydro, on the basis that Ontario Hydro has previously indicated acceptance of Consumers Gas location within the middle of the right-of-way for limited stretches.

Tomken Transformer Station to Dixie Road

Hydro Mississauga proposals east of Tomken T.S. include a new pole line within the northern part of the Ontario Hydro right-of-way, and an extension of that proposed pole line (4-5 poles) on the north edge of the utility corridor for 120 m west of Dixie Road, linking to a new line south of Dixie Road along it east side. Construction is planned for January/February 1991. However, the Busway stations at Tomken Road and Dixie Road will fully occupy the utility corridor, to the extent that a 5 m separation between the Consumers Gas line and Busway platform shelters could not be maintained even if the Gas main were to be built along the south edge of Ontario Hydro's right-of-way.

As well, the existing Interprovincial Pipe line has similar conflicts. It is therefore recommended that both Consumers Gas and IPL be routed into the middle of the Ontario Hydro right-of-way at these stations. A Consumers Gas transfer station will be required on the west side of Dixie Road. A back-up position is to build Consumers Gas in the utility corridor and face relocation (along with IPL) at the time of Busway construction.

Dixie Road to East of Fieldgate Drive

Location of the Consumers Gas main in the south part of the Ontario Hydro right-of-way is recommended. Busway facilities can be located so as to avoid conflict; there are no Hydro Mississauga needs in this section.

3. Discussion-Process

Consumers Gas will review the plan internally on October 30, and will develop a full roll plan showing the recommended pipe route. Mr. Ladanyi requested a set of current Busway plans from each consultant.

The minutes of the October 26 meeting (this document) will be ratified by all participants and form the basis of Consumers Gas' discussions with Ontario Hydro. These further discussions will resolve Consumers Gas pipe location, which will then be provided to the Busway study team to feed into Busway discussions with Ontario Hydro.

A written memorandum of understanding will then be generated and agreed to by the City of Mississauga, Consumers Gas, Ontario Hydro, and Hydro Mississauga. This agreement will support Consumers Gas submission to the Ministry of Government Services and the Parkway Belt Steering Committee for approval to proceed in the agreed-upon location. This also supports Hydro Mississauga's prior submissions and attempts to obtain approval to proceed with imminent construction.

Minutes Prepared By,

McCORMICK RANKIN

S. Schijns, P.Eng.

Addendum:

The draft set of minutes of this meeting were reviewed by each attending agency, and written comments were provided to McCormick Rankin by IBI Group, Consumers Gas, and Hydro Mississauga. These comments were incorporated into this revised version of the minutes, which now stands as the final copy. The revised minutes were circulated to all attendees on November 26, 1990.

January 14, 1991

Mr. Kees Schipper, P.Eng.
Director, Traffic and Transportation
Transportation and Works Department
City of Mississauga
11th Floor, 300 City Centre Drive
Mississauga, Ontario
1B5 3C1

Re: Mississauga Busway Planning Study
Meeting with Ontario Hydro

Dear Sir:

Please find enclosed the minutes of our meeting with representatives of Ontario Hydro on October 5, 1990. The concerns raised and procedures to resolve any outstanding issues outlined in the minutes have been reviewed and agreed to by all attendees on behalf of their respective organizations Ontario Hydro's comments are attached for reference. The minutes therefore serve as a formal memorandum of understanding between the City, MTO, and Ontario Hydro as to the means of resolving any identified conflicts between the proposed Mississauga Busway and Ontario Hydro.

The minutes have been distributed by copy of this letter to all attendees.

Yours very truly,

McCORMICK RANKIN

S. Schijns, P.Eng.

cc: attendees
D. Ellis, Ontario Hydro
E. Chandler, Ontario Hydro
B. Hallas, Ministry of Government Services
K. Peterson, Ministry of Municipal Affairs
J. Thurgood, Ministry of Municipal Affairs
S. Bastien, Ministry of the Environment

MINUTES OF MEETING

MISSISSAUGA BUSWAY PLANNING STUDY

Time & Place:	9:00 a.m., October 5, 1990 Ontario Hydro Offices, 5760 Yonge Street Toronto, Ontario	
Attendees:	Bob Sasaki	Mississauga
	Brian Ogden	Ministry of Transportation
	Tony Lam	Ontario Hydro - Construction
	Arthur Fischer	Ontario Hydro - Real Estate
	Cathy Hunt	Ontario Hydro - Pipelines
	Alan Mann	Ontario Hydro - Environment
	David Lister	Ontario Hydro - Line Supervisor
	Laurie Mace	MM Dillon
	Chris Bishop	MM Dillon
	Calvin Beach	IBI Group
	Stephen Schijns	McCormick Rankin
Purpose:	Coordination meeting regarding potential impact of proposed Mississauga Busway on Ontario Hydro corridor.	

Discussion:

Mr. Sasaki provided some background to the Busway study, and discussion of general issues followed. Each of the consultants reviewed their sections with regard to potential impact on Ontario Hydro, generating further discussion as to both specific and overall concerns.

It was agreed that the minutes of the meeting would take the form of a summary of concerns and issues and the agreed-upon mechanism for resolving any outstanding points.

PROCEEDINGS:

General Issues/Concerns	Resolution	ACTION BY
1. Any place the Busway enters Ontario Hydro property, towers may need to be raised, either to accommodate construction equipment or to provide permanent clearance.	Impact to be defined during detail design. Costs to be borne by Busway project.	City
2. Environmental Assessment approval required to raise Hydro towers.	Incorporate note to that effect in Busway EA and in public displays; review issue with MOE to determine additional requirements. Requirement for use of Ontario Hydro lands by Busway facilities to be identified in EA, in order to satisfy OH-27 Exemption Order requirement for moderate class secondary use. Public and Government Agency comment to be solicited concerning the use of the Ontario Hydro lands and mitigation designed to resolve any reasonable concerns.	McCormick Rankin
3. Tower locations may change either prior to or during raising; additional tower lines may be required by Ontario Hydro in the long term.	Busway plans are flexible re: specific layout of facilities with Hydro r.o.w. Conceptual layouts are shown based on existing tower locations. Continued liaison during detail design is committed.	City
4. Close Station spacing restricts ability to locate/relocate Ontario Hydro towers (specifically referring to Winston Churchill/Glen Erin/ Erin Mills.	Provide rationale for station spacing at all major crossing arterials; rationale fully documented in EA report. Ontario Hydro tower spacing requirements can not be determined.	IBI

PROCEEDINGS:

		ACTION BY
General Issues/Concerns	Resolution	
5. Maintenance of access to all Ontario Hydro towers and facilities is required.	Access to Hydro and pipelines to be incorporated in detail design plans as necessary. Use of Station roadways and Busway by maintenance vehicles to be permitted.	City
6. Relocation of existing pipelines within Ontario Hydro corridor may be required by Busway; federally regulated pipelines have restrictions on relocation within 30 m of towers, Busway, etc., Ontario Hydro cannot commit at this time to a specific relocation alignment unless construction is imminent.	Identify areas of potential conflict between Busway existing pipeline on plans; specific relocations not to be shown at this time. Following consultation with affected pipelines and Ontario Hydro, identify property envelope within which relocations are feasible. Document in EA report. Address specific relocation requirements as much as possible now; remainder at the time of detail design. Initiate discussions with National Energy Board re: possible conflict. On public displays, note: "Impacts on utilities will be resolved subject to further discussion" at all conflict locations. All dealings with respect to relocation of existing pipelines within Ontario Hydro corridor to be between the pipeline companies and Ontario Hydro. Detailed construction drawings to be reviewed by Ontario Hydro prior to final approval of Busway.	McCormick Rankin Consultants
	Issues such as access, drainage, grading, fencing landscaping, lighting, snowpiling, clearance, and	

PROCEEDINGS:

General Issues/Concerns	Resolution	ACTION BY
	safety to be resolved in detail design stage.	
7. Property ownership of Busway and related facilities in the long term is unresolved.	A) Busway facilities on MGS property (i.e. utility strip): ownership of Busway to be defined through MTO/MGS/City discussions as early as possible. B) Busway crossing Ontario Hydro r.o.w.: desirable for Busway owner to have title to entire Busway r.o.w.; restrictions to be placed on property to protect Ontario Hydro's interests; details subject to discussion between City, M.T.O., and Ontario Hydro. Type of documentation to be defined - sale, licence, easement, etc.	City/MTO
8. Busway may force some utilities to relocate within Ontario Hydro r.o.w.	All existing utilities addressed in plans; future utilities to resolve specific issues as they occur. Ontario Hydro may not be able to accommodate all of the proposed uses; alternatives to be retained pending approval.	none required
9. Implications on Parkway Belt West Plan	Busway alignment and property envelope to be defined in EA. Continuous integrated utility corridor also to be identified in EA. Review with Ministry of Municipal Affairs to ensure conformity with intent of Parkway Belt; request deeming of necessary property following EA approval.	City Consultants

PROCEEDINGS:

ACTION BY

In addition to overall policy-type issues, certain areas of specific concern were highlighted in the review of display panels.

Specific Issues/Concerns	Resolution	
1. Provision for Hydro Mississauga at Credit River crossing	Provide duct bank in Busway structure in detail design; review needs with Hydro Mississauga.	City, IBI
2. Conflict between Hydro Mississauga pole line and kiss & ride plans at Mavis Station	Revise kiss & ride conceptual layout at Mavis Station	McCormick Rankin
3. Hydro Mississauga access needs to future Hurontario transformer station	Request copy of Ontario Hydro Class EA for proposed station; review impact of busway with Hydro Mississauga	McCormick Rankin
4. Access ramp to Busway in NW quadrant of Tomken/403. Arterial intersection conflicts with Ontario Hydro expansion plans.	Remove ramp from plan	Dillon
5. Parking on east side of Dixie station would require raising towers (Canada Post's previous parking request rejected due to inadequate clearance).	Address in detail design	City
6. Parking in Hydro r.o.w. at Renforth Gateway conflicts with local residents and Etobicoke plans	Resolve during public review process, prior to EA submissions	City/ Dillon

The meeting concluded with notification of the following upcoming events:

External Team meeting
2:00 p.m., Thursday, October 18, Committee Room E,
Mississauga Civic Centre, 300 City Centre Drive

Public Information Centres
4:00 p.m. - 8:00 p.m., Monday November 5 and Tuesday November 6, Great Hall, Mississauga Civic Centre.

PROCEEDINGS:

It was agreed that a draft copy of the minutes would be circulated to attendees so that the defined "resolution" steps could be confirmed as being acceptable and appropriate to all parties.

Minutes Prepared By,

McCORMICK RANKIN

S. Schijns, P.Eng.

Addendum - January 15, 1991

Following review of the draft minutes of meeting by all attendees, a revised set of minutes has been generated (this copy), incorporating all the comments made. This revised set of minutes is considered to be a memorandum of understanding between the City of Mississauga, Ontario Hydro, and the Ministry of Transportation regarding the Mississauga Busway.

5760 Yonge Street, North York, Ontario M2M 3T7
5760, rue Yonge, North York, Ontario M2M 3T7

January 7, 1991

Mississauga Busway
Planning Study

Mr. Steve Schijns
McCormick Rankin
2655 North Sheridan Way
Mississauga, Ontario
L5K 2P8

Dear Sir

Mississauga Busway Planning Study
Meeting of October 5, 1990

Further to your letter of October 6, 1990 regarding the minutes for the October 5, 1990 meeting, I have now received the comments from our interested Divisions. I apologize for the delay in our response.

The draft copy of the minutes are acceptable to Ontario Hydro subject to the following comments:

Point 2: The planning process and the resulting Environmental Assessment Document must identify the requirement to use Ontario Hydro lands for this project. This is necessary to satisfy our OH-27 Exemption Order requirement for moderate class secondary use. Public comment must be solicited concerning the use of the Ontario Hydro lands and mitigation must be designed to resolve any reasonable concerns. Comment from appropriate Government Agencies must also be documented.

A section of the Environmental Report should identify the existing land uses along the right of way and how the impact of the proposed Busway on these lands will be mitigated.

The draft Environmental Report should be forwarded to Arthur Fischer, Real Estate Administrator for circulation/review by Ontario Hydro interested Divisions.

Point 4: Ontario Hydro is not prepared to document the tower spacing requirements on the right of way as this would restrict Ontario Hydro's ability to plan future facility requirements.

Point 5: "where necessary" should be deleted from the end of the paragraph. Ontario Hydro must have a right of access to the right of way lands, and to its facilities located thereon, at all times.

Point 6: All communication and dealings respecting the relocation of existing pipelines within the Ontario Hydro corridor must be between the affected pipeline companies and Ontario Hydro. Submissions for the proposed relocations must be via the pipeline companies to ensure the fulfilment of Ontario Hydro's obligations under the terms of the agreements with the pipeline companies.

Point 7: It is unclear who the proponent for the proposed Busway will be. It is important to clarify as early as possible where stewardship of the proposal will rest, and the type of documentation that will be used for the project. There are different concerns that will need to be addressed depending upon the types of documentation used (eg. sale, licence, easement agreements).

Point 8: The presentation was fairly general and as a result details like pipeline relocations and future easements for utilities and services directly related to the Busway were not identified. Ontario Hydro may not be able to accommodate all of the proposed uses within right of way corridor.

<u>General Issues/Concerns</u>

Detailed construction drawings will be required for review prior to final approval by Ontario Hydro of the Busway Project. Issues like access, drainage, grading, fencing, landscaping, lighting, snow piling, and general safety issues such as clearances must be resolved.

I trust this meets with your satisfaction. If you require any clarification of the foregoing, please do not hesitate to call.

Yours truly

Arthur Fischer

A. W. Fischer
Real Estate Administrator
Central Region

APPENDIX 'L'

HERITAGE RESOURCES

MISSISSAUGA TRANSITWAY PLANNING STUDY EA REPORT

APPENDIX L - HERITAGE RESOURCES

Included in this Appendix is relevant correspondence regarding the archaeological / historic / heritage resources in or near the detailed study area.

Ontario

Ministry of Culture and Communications | Ministère de la Culture et des Communications

Archaeology Unit,
Heritage Branch, 2nd Floor

Your File:

Our File:

December 21, 1988

S. Schijns, P. Eng.
McCormick Rankin
60 Briarwood Ave.
Mississauga, Ontario
L5G 3N6

Re: Mavis Collector Study, City of Mississauga*
(South side of Hwy. 403, west of Mavis Road to east of Hurontario Street)

Dear Mr. Schijns:

Further to your letter of November 28, 1988, this office has determined that the proposed Mavis Collector project has a low potential for the discovery of archaeological remains. This is based on the extent of previous development in the area (considerable from highway construction and urbanization) and the low density of significant archaeological resources in the immediate vicinity of the project area. In 1976, an archaeological assessment was carried out for the Ontario Hydro corridor immediately north of Highway 403 (and the project area) and virtually nothing was found. Consequently, an archaeological assessment is not recommended for this project.

Yours truly,

Gary Warrick

Gary Warrick
Archaeological Consultant
to the Ministry of Culture and Communications

MCC Contact:
William Fox
Senior Archaeologist

*note : previous study, forming portion of Mississauga Transitway Study Area.

42-054A

Ontario

Ministry of Culture and Communications
Ministère de la Culture et des Communications

77 Bloor Street West
Toronto, Ontario
M7A 2R9

77 ouest, rue Bloor
Toronto, Ontario
M7A 2R9

Heritage Branch, Archaeology
Tel.: (416) 965-4490

RECEIVED
APR 30 1990
M.M. DILLON LTD.
TORONTO OFFICE

M. M. DILLON LTD.
Your File:
Our File Rec'D:
FILE NO.
FILE

April 26, 1990

Laurie Mace, Environmental Planner
M.M.Dillon Ltd.,
47 Sheppard Avenue East,
Willowdale, Ontario M2N 5X5

Dear Ms. Mace:

Re: Your file 2942-04-2, Proposed Mississauga Busway

As per your request of April 23, 1990, enclosed please find a listing of known archaeological sites to be found within the proposed Mississauga Busway study area.

Please be advised that there are fourteen known sites within the Busway corridor, as shown on your map. As this is the case, the entire corridor must be considered as constituting an area of extremely high archaeological potential. I have passed this information along to Peter Carruthers of our Development Plans Review Unit in order that he may further advise you with regard to requirements for archaeological assessment and mitigation. 765-2186

Please note that the attached listings do not include any sites which have been registered but which have not been entered into the CHIN/Paris National Sites Database (generally, sites which have been registered within the last six to eighteen months, depending on region).

In the best interests of heritage conservation it is asked that you not publish the specific site locations given herein, nor make the enclosed information available to the general public or third party interests. While the Ministry attempts to maintain a current and reliable database, the Ministry waives responsibility for the quality, accuracy and completeness of this information and any damages which may be incurred through its use.

If I can be of any further assistance, please do not hesitate to contact me.

Sincerely,

Chris J.-Andersen, M.A.
Archaeological Data Co-ordinator

cc: Peter Carruthers, Development Plans Review Unit
Encl.

42-054

RECEIVED

JUL 9 1990

M.M. DILLON LTD.
TORONTO OFFICE

Ontario

Ministry of Culture and Communications / Ministère de la Culture et des Communications

77 Bloor Street West
Toronto, Ontario
M7A 2R9

77 ouest, rue Bloor
Toronto, Ontario
M7A 2R9

Heritage Branch
Development Plans Review
965-2186

Your File:

Our File:

July 5, 1990

Laurie Mace
Environmental Planner
M. M. Dliion Ltd.
47 Sheppard Avenue East
Willowdale, Ontario
M2N 5X5

Dear Ms. Mace:

Re: Proposed Mississauga Busway
Your File: 2942-04-2

Thank you for the opportunity to comment on the above project. As Mr. Anderson has said the area has a high potential for impact on cultural resources.

We recommend in any case that the preferred right-of-way particularily in previously undisturbed areas be assessed by a competent heritage resource consultant licenced under the Ontario Heritage Act, R.S.O. 1980. A partial list accompanies this letter.

If you have any questions about this matter, please do not hesitate to call.

Sincerely yours,

Peter Carruthers
Environmental Assessment Co-ordinator

42-054

Planning and Building Department

City of Mississauga
300 City Centre Drive
Mississauga, Ontario L5B 3C1

Planning: (416) 896-5611
Building: (416) 896-5622
FAX: (416) 896-5220

January 11, 1991

John Kristof
Ecoplans Limited
105 Lexington Road, Unit #4
Waterloo, Ontario
N2J 4R8

Fax: 519-884-7280

Dear Mr. Kristof:

Re: Mississauga Transit Study of Highway 403 corridor from Mavis Road to Cawthra Road

Please find below the only listed heritage property adjacent to the study area stated above:

Sandford Farm
784 Eglinton Avenue West

For your information, I have enclosed a copy of a report giving some background information on this particular heritage property.

If I can be of further assistance, please do not hesitate to contact me at 896-5070.

Sincerely,

Mark Warrack
Heritage Coordinator
Design Division
Planning and Building Department

MCW/ka
15/9iiacaci/23

MISSISSAUGA Corporate Report

Received by
Clerk's Dept.

Clerk's Files

Originator's
Files L.A.C.A.C.

DATE: October 23, 1990

TO: Chairman and Members of the Local Architectural Conservation Advisory Committee

FROM: R. G. B. Edmunds, Commissioner of Planning and Building

SUBJECT: Proposed Heritage Listing
784 Eglinton Avenue West
Vincent Sandford Farm

ORIGIN: Planning and Building Department

BACKGROUND: The subject property was first acquired by the King's College from the Crown in 1828. The subsequent owner, William Burgess, bought the 200 acre parcel between 1851 and 1855. There is no record of when the existing brick house was built, but the structure does appear in the Historical Atlas of Peel County, 1877. In 1890, the northerly 100 acres were sold to Martin Sandford. The property has remained in the Sandford family for three generations, now owned by Martin Sandford's grandson, Vincent J. Sandford.

The house, built sometime in the 1860 period, is a one and a half storey red brick building, L-shaped with a shed roof, board and batten addition. The window surrounds and quoins are in a buff brick as is a table-leg frieze that encircles the upper storey. A large open porch with decorative supports and bargeboard exists in poor condition, but seems to be original. It appears that very few, if any, structural changes have been made to the house since the 19th century. Though the general appearance is of a neglected state, the house does not seem to have any major structural faults. The out-buildings are in poor condition.

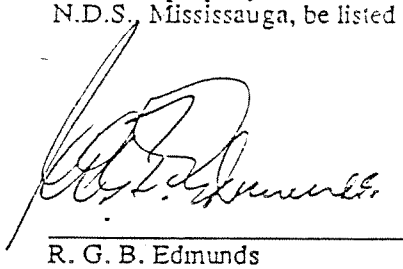
To the east of the house is a large grove of walnut trees, planted by the present owner's father, Thomas Sandford.

COMMENTS: The Sandford farm remains today as a working farm. Very little has changed on this property since the nineteenth century. The house, settler's cabin site, walnut grove, orchard and marsh are heritage features that provide direct links with the past. It is the collection of all these features and not just the house which provides for a rich historical resource. Plans for subdivision of the property should be creatively designed to preserve as many of these heritage elements as is feasible within the projected community.

The site of the original settler's cabin is still evident, directly south of the house, and the land appears to have had little disturbance. This would be an excellent historical archaeological resource. According to the Ontario Heritage Foundation, sites of this type are rare in Ontario.

CONCLUSION: The Vincent Sandford farm is a unique heritage resource combining built, natural and archaeological heritage elements. It should be listed on the City's Heritage Inventory and further research and analysis undertaken. Plans of subdivision for this property should incorporate as many of the heritage elements as possible.

RECOMMENDATION: That the property located at 784 Eglinton Avenue West, Lot 21, Conc. 2, N.D.S., Mississauga, be listed on the City's Heritage Inventory.



R. G. B. Edmunds
Commissioner of Planning and Building

9057a/2534/1-2MW/D


SANDFORD FARM
784 Eglinton Ave. W
Lot 21, Conc. 2
EGLINTON AVENUE WEST
HIGHWAY NO. 403
ROAD
WHITE STREET
KILLARNEY LANE
CROSSCREEK CRT.
MILLWORKS CRES.
WAINSCOT DRIVE
WAYSIDE CT.
STARGAZER DRIVE
SILVERSMITH DRIVE
SPRINGWATERS CRES.
WILLOW CREEK
FERNHILL ROAD
CLOVER WAY
SUMMER BREEZE CT.
GLADEBROOK CRES.
STONEMILL CT.
TRAILMASTER DRIVE
GOLDEN ROD CRES.
GRASSLAND CRES.
ANDIRON CT.
WHITE ROSE CT.
ROSEWATER CT.
BEAUTY BUSH CT.
EDENROSE ST.
ROSE HAVEN RD.
ROSE BLOOM DR.
CRYSTAL ROSE CT.
CREEKVIEW CT.
SANTA ROSA CT.
IVORYROSE ST.
WILDROSE ST.
ROSEBUD ST.
J. M. CONNELL RD.
CREEKVIEW ROAD
CLEARING
WILLOW DR.
VIOLET RD.
CANADIAN PACIFIC RAILWAY
BEACON LANE
BUCKINGHAM CRES.
GUILD CT.
WAKEFIELD CRES.
WOBURN WOODS LA.
OXFORD SQ.
HEATHERWOOD SQ.
MELVIN DRIVE
BUTTERNUT CT.
SPRUCE CT.
SAWGRASS CRES.
SAWGRASS CT.
GARDEN TREE CT.
DEER RUN CT.
IRONWOOD ROAD
PINE CT.
BROWN CT.
WEST
PERIVALE CRES.
RATHBURN CT.
RATHBURN DRIVE
RESNICK DRIVE
MONTEITH ROAD
WEST
DUMPOOL CT.
MURRAY MILLER DRIVE
DEER RUN
STAGHORN CT.
HEIGHTS
LASTRADA
MAGNOLIA ROAD
SANDSTEAD CT.
QUAKER CT.
APPLE GATE CT.
THISTLE DOWN
THISTLE DOWN COURT
QUEENSBRIDGE CIRCLE
ASHBURNHAM PL.
WYCLIFFE WAY
BLUEGRASS DRIVE
FUCHSIA PL.
GALLOWAY CRES.
CITICONY CT.
TEAKWOOD DRIVE
TEAKWOOD CRES.
LUCERNE CRES.
SPRING WOOD DR.
MESSENGER MEADOW DR.
BLACK WILLOW CT.
SHAGBARK CRES.
STATION RD.
BURNHAMTHORPE ROAD WEST
ERINDALE
WOLFEDALE ROAD
43M-917
43M-938
43M-939
43M-957
43M-934
43M-889
43M-930
43M-916
43M-921
43M-422
43M-506
43M-502
43M-660
43M-503
43M-890
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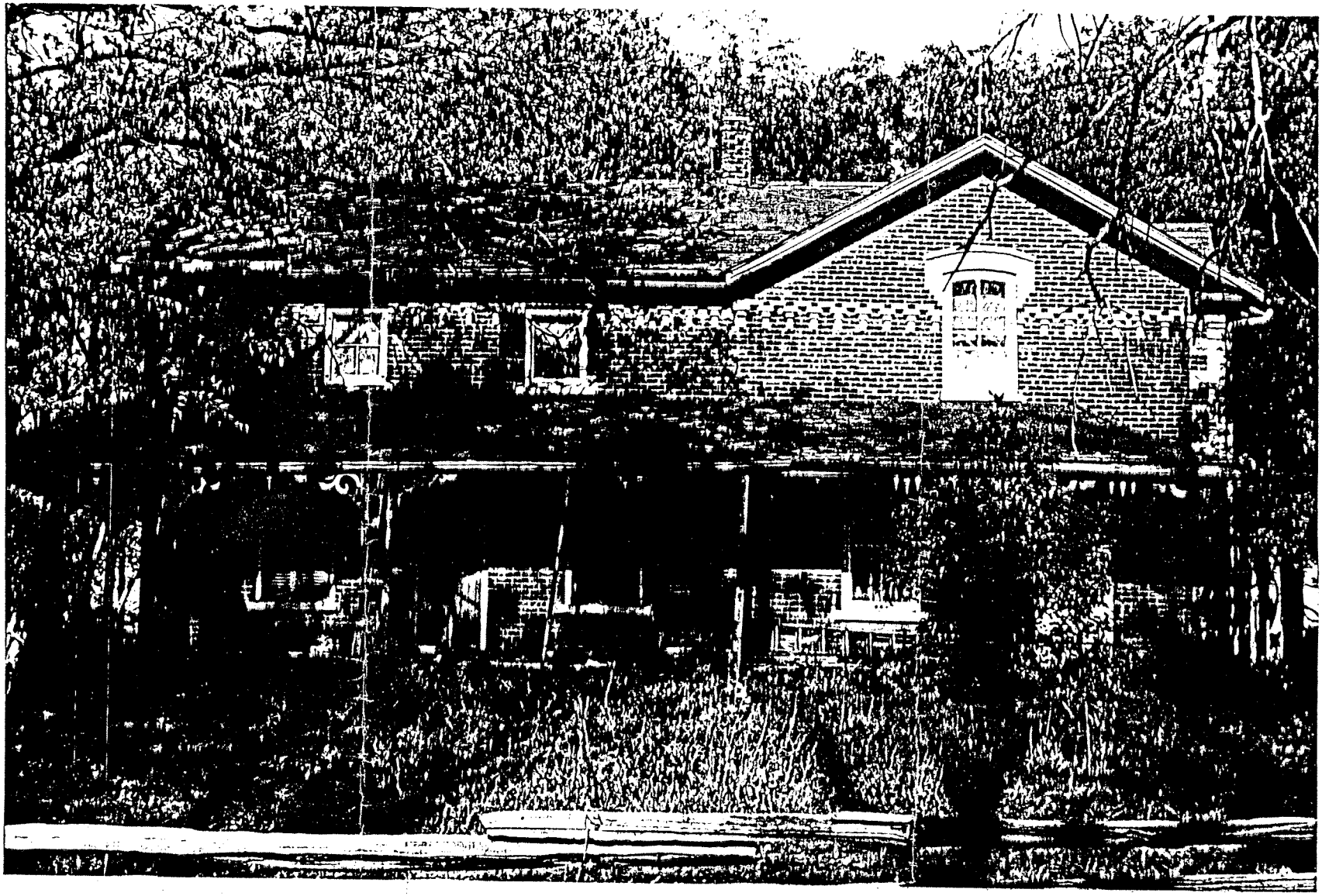

784 Eglington Ave. West

APPENDIX 'M'

ASSESSMENT OF NATURAL ENVIRONMENT - INDIVIDUAL SECTIONS

MISSISSAUGA TRANSITWAY PLANNING STUDY EA REPORT

APPENDIX M - ASSESSMENT OF NATURAL ENVIRONMENT IN HIGHWAY 403 / PARKWAY BELT CORRIDOR

Preface

The Mississauga Transitway Planning Study was undertaken by three Consultants for the City of Mississauga. Each Consultant prepared a detailed assessment of the existing natural environmental features in their respective segment of the study area. Comments on the Transitway alignment alternatives, their potential impacts, and recommended mitigation measures were included in this assessment. This Appendix contains the three Natural Environmental reports, and may be reviewed in conjunction with Section 4.1.2 of the main body of the Environmental Assessment Report for the Mississauga Transitway. The three reports are:

West Section:	Mavis Road to Ridgeway Drive Jeff Kaiser, Consulting Biologist for IBI Group
Centre Section:	Mavis Road to Cawthra Road Ecoplans Ltd. for McCormick Rankin Ltd.
East Section:	Renforth Drive to Cawthra Road M. M. Dillon Ltd.

It should be noted that any references to "Busway" in this Appendix have subsequently changed to the term "Transitway".

CITY OF MISSISSAUGA

MISSISSAUGA TRANSITWAY PLANNING STUDY
MAVIS ROAD TO RIDGEWAY DRIVE

EXISTING NATURAL FEATURES, POTENTIAL IMPACTS AND RECOMMENDED MITIGATION

Report prepared for:

IBI Group
240 Richmond Street West
Toronto, Ontario
M5V 1W1

By:

Jeff Kaiser, Consulting Biologist
2535 Winthrop Crescent
Mississauga, Ontario
L5K 2A9

October, 1991
IBI Reference TO-3008

EXECUTIVE SUMMARY

The Mississauga Transitway is intended to be a dedicated transportation corridor running east-west through the city. The natural environment setting of three alternative proposed routes, designated W1, W1A, and W3, through the Parkway Belt, north of Highway 403, between Mavis Road and the western boundary of the city is described and its significant features are discussed. The displacements attending the alternative routes are compared and the natural features that would be affected are evaluated. The concerns raised by the construction and presence of the transitway are identified and discussed. The consequences of the construction of the transitway along each of the alternative proposed routes are assessed. Various mitigative measures are proposed to reduce the impact of transitway construction and its post-construction presence upon the natural environment.

Field work along the alternative proposed transitway routes was conducted on 19, 20 and 26 September 1990. The entire length of the study area was traversed on foot at which time observations of vegetation and wildlife were made. Species lists of plants and animals were compiled and the nature and condition of natural features was noted. These observations were supplemented by data obtained from the Credit Valley Conservation Authority, the Ontario Ministry of Natural Resources' Maple District and the City of Mississauga.

One significant natural area is crossed by the transitway route, the Credit River valley between Dundas Street and Eglinton Avenue. The Credit Valley Conservation Authority has given this area a designation as an Environmentally Significant Area (ESA #9). Additionally, the Credit River has significant and recreationally valuable spring and autumn runs of salmonids (fish). Most of the in-stream fishing activity associated with this migration occurs between the Queensway West and Eglinton Avenue, within which area the proposed transitway would be built.

No other significant natural area, no rare or unusual vegetation, no significant concentration of resident or breeding wildlife, and no rare or uncommon species of plants or wildlife have been identified within the study area. One small seasonal wetland is present near the east end of the study area and this area will be eliminated during construction.

As a result of the preponderance of fields and old fields along all of the alternative proposed routes and the absence of special features that are unique to any particular alternative route, no natural environment basis exists for selecting one route in preference to another. All affect nearly identical acreages of the vegetation communities occurring in the study area. All of the proposed alternatives cross the identical section of the Credit River ESA. The small differences in specific community areas affected by the different alternatives is not an adequate basis to choose between them.

In addition to the Credit River, one other permanent water course, Mullett Creek, will be crossed by the transitway. All of the proposed alternatives cross the identical section of

Mullett Creek. No significant natural features are associated with Mullett Creek at the proposed crossing of the transitway.

Four seasonal stream courses, Wolfedale Creek, Chappell Creek, Sawmill Creek, and Glen Erin Brook, are crossed by the alternative proposed routes. Drainage from the transitway will be tied into engineered drainways or storm sewers that presently exist along the north side of Highway 403 or the north edge of the Parkway Belt. It is recommended that a comprehensive storm water management plan be developed at the design stage of the planning for the transitway.

The transitway will cross the Credit River valley on a high bridge. This will permit the unimpeded movement of seasonal meltwater and storm water along the river course. The high bridge will also have no or minimal impacts on fish runs and wide-ranging wildlife such as whitetail deer. It is recommended that all construction in the vicinity of the river be performed between May and early August, to take advantage of the period of low base flow in the river and avoid the migratory salmonid runs that start in mid-August and continue into December.

It is recommended that a restoration and rehabilitation plan be developed for the areas of the Credit River ESA that are affected by transitway construction. Adherence to environmentally conscientious practice is recommended to minimize the impacts of transitway construction on all open space adjacent to the selected route.

TABLE OF CONTENTS

1.0 INTRODUCTION

The Mississauga Transitway is intended to be a dedicated transportation corridor running east-west across the city from an eastern terminus near the boundary with Metropolitan Toronto to a western terminus at Ridgeway Drive, near the western boundary of Mississauga. As proposed, it is a two-lane surface road that will be restricted to buses only, with passenger access points at major north-south city roads.

The possible routes for the Mississauga Transitway are strongly constrained by the considerable residential and commercial development that has occurred in the city during the past several years. The only significant east-west corridor of undeveloped land that presently remains is that of the lands adjacent to Highway 403. These lands had been earmarked for potential public transit use in the long-range transportation planning of the City of Mississauga (Mississauga 1980) and the rapid growth of the past several years has brought forward the route selection process for such a public transportation corridor.

The study of the proposed routes for the Mississauga Transitway has been divided into three segments, an eastern, a central, and a western one. This document deals with the natural environment features along the western segment of the study area, from Mavis Road to the western terminus of the route just west of Ridgeway Drive.

Initial screening of proposed alternatives eliminated several alignments. The most feasible of the possible routes are all located on the north side of Highway 403. The routes are coincident for a portion of their length between Mavis Road and Mississauga Road. About halfway between Mississauga Road and Erin Mills Parkway, a proposed south and north alignment exists, following the south and north edges of the present electrical transmission corridor, to the terminus west of Ridgeway Drive.
A third alternative has the north alignment rejoining the south alignment, east of Winston Churchill Boulevard, and continuing on that alignment to the western terminus.

The present work has been prepared by the Jeff Kaiser under contract to the IBI Group. Field work was conducted on 19, 20 and 26 September 1990, during which time the alternative proposed routes were traversed on foot. Notes were made on the vegetation on and adjacent to the proposed routes and a running list of plant species was compiled for each route section between the north-south city roads that cross the study area. Particular attention was directed to the valley and floodplain of the Credit River and the banks and slopes of Mullett Creek. All areas of spontaneous vegetation were identified on a field map and the dominant species in these areas were noted. The assessment of the significance of these areas and their component species is based on material provided by the Credit Valley Conservation Authority and the Ontario Ministry of Natural Resources, review of background literature on the natural features of the local area and the author's experience with natural lands and vegetation in southern Ontario.

2.0 ENVIRONMENTAL SETTING

2.1 Bedrock Geology

In the general vicinity of the study area, Mississauga Road closely approximates the dividing line between two bedrock formations, the Georgian Bay Formation to the east and the Queenston Formation to the west (Freeman 1979). Both bedrock formations date from the Upper Ordovician period of 430 to 450 million years ago, though the Queenston Formation is the younger of the two. The Georgian Bay Formation is composed of grey shales with thin interbeds of siltstone and silty limestone (Hewitt 1972). The Queenston Formation is composed of thinly bedded red shale with occasional, thin interbeds of limestone and minor grey or green shale seams.

No bedrock outcrops occur in the study area, nor are they exposed on the walls of the valley of the Credit River in the immediate vicinity of the proposed transitway corridor. However, overburden depths are less than 15 m throughout the south half of Mississauga. In the study area, overburden becomes increasingly shallow west of Erin Mills Parkway, averaging less than 1 m in the vicinity of Winston Churchill Boulevard. However, the shales in both bedrock formations are relatively soft and easily excavated.

2.2 Physiography

The entire study area is occupied by the ground moraine that has been designated as the South Slope Physiographic Region by Chapman & Putnam (1984). This physiographic region is a till plain that forms the strip of generally south-sloping land on the north shore of Lake Ontario, between the Oak Ridges moraine and the post-glacial Lake Iroquois shoreline, stretching from the Niagara Escarpment at Milton, in Halton Region, east to the Trent River, in Northumberland County (Chapman & Putnam 1984). The surface of the western third of the ground moraine, including the section in Peel Region, appears to have been bevelled during the final glacial re-advance, smoothing surface relief across the area.

In the study area, the till plain is characterized by irregularly undulating topography that has given rise to numerous small, many-branched stream courses that feed the lower reaches of the Credit River or empty directly into Lake Ontario (Canada EMR 1979; Triton Engineering 1990). Relief is slight to moderate in the vicinity of most of these streams and many of them are seasonal or carry such small volumes as not to have eroded very deep ravines. The exception is the Credit River, where a steep-sided valley, 20 m to 25 m deep and 250 m wide, has been carved through the study area. The other principal water course through the study area, Mullett Creek, has eroded a floodplain that is less than 5 m below the general elevation of the ground moraine and the slopes of its stream valley are relatively moderate.

Within the valley of the Credit River, a typical, nearly flat floodplain is present. The main channel of the river is winding through the study area and occasionally split by low islands of coarse gravel and alluvium. In the vicinity of the proposed transitway corridor, shallow

flood channels have been eroded in the bottomland on either side of the river bed, as the river becomes shallow due to a rocky substrate.

2.3 Soils

The undulating topography and glacially reworked tills of the study area have resulted in a complex pattern of classified soils. The pattern reflects the distribution of knolls and depressions, as modified into linear features by the presence of streams and drainways. The soils in the study area have been classified as clay loams, with the exception of the tableland on either side of the Credit River and west to Mississauga Road where Fox sandy loam occurs (Hoffman & Richards 1953).

Most soils between Mavis Road and Creditview Road have been placed in the Brockport catena, a group of shallow soils formed over grey shale bedrock which is present at a depth of about 1 m (Hoffman & Richards 1953). However, pockets of deeper Oneida clay loam are also present in the study area. The two soils that belong to the Brockport catena are Brockport clay loam, a well drained soil of slightly acid to neutral pH, and the Cooksville clay loam, an imperfectly drained soil of neutral pH. Generally, the Cooksville clay loam occurs in swales and shallow depressions and the Brockport and Oneida clay loams occur on the knolls.

West of Creditview Road, to the crest of the Credit River valley, the deeper, heavier, shaly soils of the Oneida catena are present (Hoffman & Richards 1953). Small pockets of imperfectly drained Chinguacousy clay loam and poorly drained Jeddo clay loam form a linear mosaic that reflects the northeast-southwest oriented, surface drainage pattern.

On the slopes of the Credit River valley and west to Mississauga Road, the well drained Fox sandy loam is present. This is a medium-textured, stonefree soil of medium acidic to neutral pH (Hoffman & Richards 1953).

West of Mississauga Road to 9th Line, at the Mississauga boundary, alternating bands of Oneida clay loam and Chinguacousy clay loam are present, oriented roughly northwest-southeast, again, reflecting the pattern of drainage towards the Credit River. Narrow bands of Jeddo clay loam follow the seasonal drainage courses which are responsible for the overall orientation of the soil distribution pattern. These three soils represent the well drained, imperfectly drained and poorly drained members of the Oneida catena, respectively (Hoffman & Richards 1953).

The agricultural capabilities of all of these soils are somewhat limited (Hoffman & Richards 1953). Soils of the Brockport catena are shallow and only moderately fertile. Soils of the Oneida catena are low in organic matter and may have other nutrient deficiencies. The soils also tend to be stony. The Jeddo clay loam is usually too wet to farm. Drainage may also be a problem for the Chinguacousy member. The mosaic pattern of these soils in the study area also places some limitations on use for agriculture. The Fox sandy loam tends to be droughty and has low fertility. Its most common

agricultural use has been for apple orchards, remnants of which continue to be seen along Mississauga Road.

2.4 Hydrology

Several streams and the Credit River cross the study area. From east to west, the streams include Wolfedale Creek, Chappell Creek, Credit River, Mullett Creek, Sawmill Creek, and Glen Erin Brook (Mississauga 1976; Canada EMR 1979; Mississauga 1988; 1990; 1991).

As a result of the undulating terrain, several of the streams have two or more tributary arms crossing the study area. Those streams with multiple tributaries crossing the study area originate within a few kilometers north of the area and are seasonal, maintaining no base flow during dry summer periods. On the other hand, the Credit River drains an area of over 858 sq. km, an area that is more than 100 times greater than that of the minor water courses and most of which lies well north of the City of Mississauga. Mullett Creek drains an area of about 33.2 sq. km, all of which lies within Mississauga. Both the Credit River and Mullett Creek maintain year round base flows.

Listed from east to west, watershed areas for the above stream courses (based on Mississauga 1976; Triton 1990) are:

Wolfedale Creek	607 hectares
Chappell Creek	307 "
Credit River	85,900 "
Mullett Creek	3,320 "
Sawmill Creek	1,000 "
Glen Erin Brook	620 "

The areas of the watershed of each of the above water courses, upstream (north) of the study area, are:

Wolfedale Creek	109 hectares
Chappell Creek	162 "
Credit River	80,900 "
Mullett Creek	3,160 "
Sawmill Creek	546 "
Glen Erin Brook	115 "

The movement of peak runoff flows through the Mullett Creek watershed is complicated by a storm water diversion channel to the Credit River at the north end of Streetsville, north of Alpha Mills Road (Mississauga 1976). The parameters of this diversion have not been investigated, but, at the very least, it is likely to reduce peak flow volumes in the portion of Mullett Creek downstream (south) of the diversion, including the study area. In any event, it is the tabulation of watershed areas north of the

proposed transitway routes that are of concern in the consideration of storm water runoff through the study area. The concern of highest priority to the Credit Valley Conservation Authority is the adequate provision for and handling of storm water crossing the transitway corridor (M. Puddister, pers. comm.).

Because of their seasonal nature, Wolfedale, Chappell, and Sawmill Creeks and Glen Erin Brook have no fisheries. The fish of the Credit River and Mullett Creek are discussed below (see Wildlife).

2.5 Vegetation

2.5.1 Overview

The study area lies just within the Deciduous Forest Region of Canada, a zone of mild temperate conditions that is characterized by forests of broadleaved trees (Rowe 1972). The area includes southernmost Ontario from Sarnia to Hamilton and stretches as far as Belleville along the north shore of Lake Ontario. The forests that are characteristic of this region are usually dominated by sugar maple together with beech, basswood and red and white oak (Rowe 1972). Other associations such as oak-hickory and oak-hop hornbeam (Ostrya) occur on small areas with unusual substrates or dry soil moisture regimes. Conifers have a limited occurrence with eastern hemlock scattered across upland sites and white pine occurring on coarse and sandy soils. Wet sites are generally dominated by such hardwoods as red or silver maple, black ash and various willows. The conifer, white cedar may also be present in such sites and occasionally it may be the dominant.

With respect to plant distributions, the Deciduous Forest Region is also known as the Carolinian Floristic Zone. Many species of limited or restricted distribution are found only in this Carolinian Floral Region in Canada (Scoggan 1979). Among the trees, black walnut, sycamore, shagbark hickory, tulip tree, black oak and sassafras are all more or less restricted to this floristic region. A relatively large number of herbaceous plants are similarly restricted (Scoggan 1979), including many that have been identified as provincially rare (Argus et al. 1982-1987). Among the more widespread are yellow mandarin (Disporum lanuginosum), rue-amenone (Anemonella thalictroides), twinleaf (Jeffersonia diphylla) and an aster (Aster divaricatus).

Within the study area, only small isolated patches of spontaneous vegetation representative of pre-settlement conditions are present. The largest occurrence of such vegetation in the study area is found on the slopes of the Credit River valley but neither these plant communities nor any other stands of spontaneous vegetation are free of anthropogenic influences. None of the trees or stands of trees in the study area, including those in the Credit Valley, are of unusual size or maturity. The oldest stems are probably in the 80 to 100 year age class, dating from the early years of this century, long after the period of initial land clearing and settlement. The majority of trees are considerably younger, occurring in the 40 to 50 year age class and younger. In other words, these communities are relatively young and affected by human disturbances to varying degrees.

No woodlots designated under the Woodlot Improvement Act of Ontario are present in the study area (D. Pella-Keen, pers. comm.).

The "natural" communities of plants that are present in the study area occur in small wetlands or drainways, on unstable or steep slopes, or on infertile or periodically wet soils. The location of each of these areas has been indicated on the accompanying figure. They occupy a minor percentage of the land in the study area.

Most of the natural communities on the tableland exist as relatively isolated "islands," cut off from direct connection with any large expanse of natural vegetation by the urban landscape in which they occur. They are isolated patches in a post-agricultural remnant of green space that have developed or survived because they are by-passed during routine vegetation management activities, mostly due to their seasonally wet condition. Major north-south arterial city roads restrict east-west movements. Highway 403 and the continuous residential development north and south of the Parkway Belt restrict most north-south movements.

A similar extent of land area is occupied by various plantings associated with the construction and on-going maintenance of Highway 403 and with the landscaping of the open space corridor on either side of the highway. As most of the open space area is north of Highway 403, so most of the landscaped areas are present on the north side of the highway, frequently in the loops of the interchanges.

The great majority of land in the study area is maintained as fields of grasses and clover that are periodically mowed through the growing season to control the establishment of woody plants and noxious weeds. Some areas on the berms at the sides of Highway 403 are extensively planted to crown vetch (Coronilla varia) in an effort to establish maintenance-free herbaceous plant cover. Other areas that were formerly sown to agricultural species, either for hay or pasturage or right-of-way rehabilitation, but are not periodically mowed now support typical "old field" communities of grasses, agricultural legumes and colonizing herbaceous plants. As yet, rather few woody plants have become established in these old field communities.

2.5.2 Significant Areas

With the exception of the Credit River valley slopes, the communities of spontaneous vegetation within the study area are of little significance as natural areas. On the other hand, the Credit River and its associated valley lands between Dundas Street and Eglinton Avenue, within which area a section of the study area lies, have been designated an Environmentally Significant Area (ESA #9) by the Credit Valley Conservation Authority (Ecologistics 1979). The designation of this area as an ESA is based upon the following criteria (Ecologistics 1979):

1) landform distinction;
2) hydrological significance;
3) rare or endangered native species;

4) biological features of significant value;
5) remnant of a particular ecosystem;
6) habitat for rare species;
7) maintenance of a significant natural system; and
8) high aesthetic value.

During the present work, particular attention was directed to assessing the condition and quality of the vegetation on the slopes and bottomlands of the Credit River within the study area and identifying the plant species. The species identified within this section of the study area are specifically noted in the list of resident biota (Appendix A).

The valley slopes are forested by a mix of broadleaved trees that includes red oak, sugar maple, and beech as the most abundant species. A few white pines are present near the top of the slopes and various other species of hardwoods are scattered across the slopes (see Appendix A). The vegetation in the study area appears similar in composition and development to that in areas beyond the transitway corridor. No particularly unusual or significant biological features were identified on the slopes within the study area.

The slope forest on the east side of the Credit Valley in the study area is partly displaced by a 5 m to 6 m wide gravel track that traverses the valley wall, just north of the Highway 403 bridge. One fork of this track runs under the highway bridge and the other winds down to the valley floodplain. On the west valley wall, the affected area of forest is bounded by the highway bridge and a 25 m wide gap of herbaceous vegetation, 40 m north of the bridge.

The bottomland is moderately disturbed and a large portion of it appears to be flooded during the spring freshet. During other peak flow periods, the degree of flooding is dependent upon the volume of water and the river crest, but occasional flooding of the bottomland storm channels is likely through the growing season. The principal plant community on the floodplain is a meadow dominated by reed canary grass (Phalaris arundinacea) with other scattered herbaceous plants. The vegetation within the study area was identical to that occurring elsewhere within the adjacent bottomlands of the Credit. No unusual or significant features were identified in the bottomlands within the study area.

No rare or significant plant species (Argus et al. 1982-1987; Webber 1984) were identified within ESA #9, in the study area. Ecologistics (1979:55) identified several rare species from ESA #9, but as a result of more recent studies, the status of some of those species has been revised. Based mainly on the work of Webber (1984), the current status in Peel Region of the rare species reported by Ecologistics (1979) from ESA #9 is tabulated below:

SPECIES	RARITY
Asclepias exaltata	regional
Astragalus canadensis	regional
Campanula rotundifolia	uncommon
Dennstaedtia punctilobula	regional
Hamamelis virginiana	moderately common
Lespedeza sp.	regional
Platanus occidentalis	regional
Shepherdia canadensis	uncommon

None of the above plants is designated as provincially rare (Argus et al. 1982-1987), nor were any provincially rare plant species found during the present survey. The only species on the above list that is present in the study area is the witch-hazel (Hamamelis virginiana), a species that is moderately common in the remnant wooded areas of Mississauga (cf. Webber 1984) and is moderately widespread across the southern counties of the province (Soper & Heimburger 1980).

No other area of natural vegetation within the study area has been given a designation as "significant" or "sensitive" by any of the government agencies with jurisdiction over the lands that the transitway will cross. Neither was any other area of significant or unusual natural vegetation identified in the study area during this study.

2.6 Wildlife

Observations of animals were constrained by the limited amount of field work and the fact that the visits were made in a short period rather late in the growing season. Breeding birds and amphibians are most easily observed in early spring. Reptiles and mammals are usually encountered fortuitously, unless traps are used or large populations are known to inhabit a particular area. Fish also have seasonal movements in and through the streams of the study area and require specialized equipment to survey. For these reasons, some of the reports of and discussion about animal wildlife is based on unpublished files gathered for and maintained by the Credit Valley Conservation Authority and the Maple District of the Ministry of Natural Resources.

No unusual concentration of wildlife is known in the study area, nor have any special breeding or denning areas been reported. No rare or uncommon species have been reported in the study area (Ecologistics 1979; Martin 1983; G. Gaspardy, pers. comm.).

2.6.1 Fish

The Credit River fishery has been studied in detail though no survey has been conducted precisely at the Highway 403 corridor or its vicinity (Wainio et al. 1975; Martin 1983;

McLeish 1984; OMNR 1988; I. Buchanan, pers. comm.). The lower reaches of the Credit, including the section within the study area, has been designated a "warm water" fishery, indicating that in-stream seasonal temperatures in excess of 22 °C. occur (OMNR 1988). A total of 14 species of resident fish have been identified in the Credit between Burnhamthorpe Road and Eglinton Avenue and 11 species are residents of Mullett Creek, north of Burnhamthorpe Road (Martin 1983; OMNR 1984; see Appendix A). All of these species are common in the watershed (Martin 1983; OMNR 1988). Among the resident species, only smallmouth bass is considered to be of some importance to sport fishing on the lower reaches of the Credit River (OMNR 1988). Some suitable spawning habitat of the smallmouth bass may be present in the study area but no survey has been made of spawning areas in the river (M. Puddister, pers. comm.).

Of most interest from a recreational use and fisheries management point of view, are the migratory salmonids that annually enter the Credit River, though they are not presently known to spawn in the river. These include brown trout, rainbow trout, coho salmon, chinook salmon and, most recently, atlantic salmon (I. Buchanan, pers. comm.). In particular, the latter three species attract a large number of anglers to the Credit and its off-shore vicinity during the autumn of each year. During their migration up the Credit, the salmon are prevented from moving beyond the Reid Milling dam at the south end of Streetsville, so that most in-stream fishing occurs between the Queensway West and Eglinton Avenue. The study area lies at the north end of this area of in-stream fishing activity.

The migratory runs of all five species occur between late August and early December. Although each species has a slightly different timing for the start and finish of its run, there is considerable overlap in the migrations (OMNR 1988; I. Buchanan, pers. comm.). For the rainbow trout, the principal breeding run occurs in March or April, after which the adult fish return to Lake Ontario.

2.6.2 Amphibians and Reptiles

Only one species of amphibian, the striped chorus frog, was heard calling in a small wetland area west of Mavis Road within the study area. This wetland and some other seasonally wet areas within the study area are likely to provide habitat for several other common amphibians, as well as the widespread chorus frog. The limited quantity of wetland habitat in the study area makes it unlikely that a large population of amphibians is present or that any uncommon species occur.

No reptiles were encountered within the study area. The urbanization of lands adjacent to the study area is likely to reduce or eliminate any population of snakes that may have been present in the upland portions of the study area. Habitat for both snakes and turtles is present in the Credit River valley and remnant populations may be present.

2.6.3 Birds

During the present work, only three species of birds were observed in the study area, American crow, European starling and savannah sparrow (Appendix A). These species are common residents in the city and are likely to be breeding locally. No evidence of breeding within the study area was collected but habitat suitable for all three species is present.

An additional 28 species (Appendix A) are reported by the Credit Valley Conservation Authority for the Credit River ESA (#9) based upon a field survey in June, 1977 (R. Morris, pers. comm.). Neither the parameters, nor the authors of that survey have been identified, but with the exception of the yellow-bellied sapsucker, all of the reported species are relatively abundant across southern Ontario, both as breeders and common foragers (Cadman et al. 1987). The yellow-bellied sapsucker is not uncommon in the province, but is a relatively uncommon breeder along the north shore of Lake Ontario, south of the Oak Ridges Moraine (Cadman et al. 1987). Which of these 28 species, if any, were observed within the present study area where it crosses ESA #9 is not known.

These and other species of birds that may be resident in ESA #9 would very likely use the study area for foraging, if nothing else. However, no rare or unusual species have been reported from the vicinity of the study area (Ecologistics 1979; G. Gaspardy, pers. comm.).

2.6.4 Mammals

No native mammals were observed in the study area. A domestic dog was being walked along the north edge of the area, just east of the soccer fields near Erin Mills Parkway. This practice is likely much more common than this single observation would indicate, as most dogs are walked in the early morning and early evening and present field work did not encompass either of those time periods.

Whitetail deer (Odocoileus virginianus) are known to move along the Credit River valley in the vicinity of the study area (M. Puddister, pers. comm.) and several years ago I saw a pair of animals in the valley south of Burnhamthorpe Road. The present status of the whitetail deer in this section of the valley is not known but with increasing urbanization many of the upland fields in which they would occasionally forage are no longer available to them. As a result, any locally resident population must have been reduced in numbers over the last 5 to 7 years.

The bleached skull of a relatively young whitetail deer was found at the edge of a woodlot west of Winston Churchill Boulevard. This animal had died at least two years ago, in 1988 or earlier, but the circumstances of its death were not apparent. No evidence of its hide was present and most of its bones were missing.

3.0 ENVIRONMENTAL IMPACT EVALUATION

3.1 Bedrock Geology

Impacts of the transitway construction on the bedrock geology are likely to be negligible. The shales of the Georgian Bay and Queenston Formations are relatively soft, particularly those of the latter formation. These shales can generally be excavated with ordinary earthmoving equipment. The areas of shallowest overburden occur at the west end of the study area, where Queenston shale is present.

Since no bedrock exposures occur along the length of the study area, no bedrock surface features will be affected. No bedrock exposures on the walls of the valley of the Credit River will be encountered during the proposed construction.

3.2 Physiography

The transitway construction should have no significant impacts on the physiography of the study area which is generally flat to undulating, except at the valley of the Credit River. The grading and earth planing that will occur as a result of the roadway construction will not alter any significant contours along the transitway route. Drainage gradients will be adjusted to prevent any ponding on or adjacent to the roadway. Meltwater and storm water run-off intercepted by or originating on the roadway will be channeled into new or existing drains of sufficient capacity to accommodate a regional storm.

3.3 Soils

Impacts to soils as a result of the transitway construction will not be significant. No lands in present agricultural production will be affected, although recently plowed potential farm land occurs in the study area west of Winston Churchill Boulevard. Whether this land has been plowed for agricultural production or as a vegetation management measure is not clear, but none of this plowed land would be affected by the south transitway alignment. The north transitway alignment would affect 4.5 hectares of these plowed lands.

3.4 Hydrology

The construction and operation of the transitway should have no significant impacts on the hydrology of streams crossing the study area. Four of the streams, Wolfedale Creek, Chappell Creek, Sawmill Creek and Glen Erin Brook, have no permanent base flow. The hydrological regime of these streams can be maintained by adhering to present watershed boundaries and tying the drainage from the transitway road into the drainage systems that presently run under Highway 403.

For Mullett Creek and the Credit River, bridges will span these water courses. These will be designed similar to the Highway 403 bridges and should have no significant negative impacts on the hydrology of either
water course. The volume of water directly intercepted by the roadway represents a negligible fraction of the water generated in the watershed but it can be returned to the individual watersheds with in situ drains, if this is desireable.

As the area north of the transitway continues to urbanize, the problems associated with more rapid drainage and higher peak flows into the drainage system will have to be addressed during the engineering of the storm water management system.

3.5 Vegetation

The construction of the transitway will result in the removal and permanent elimination of a corridor of vegetation along the entire length of the study area. This corridor, which would extend 7.4 km from Mavis Road to just west of Ridgeway Drive and would be about 20 m wide, would occupy 14.8 ha. Additional acreages will be eliminated at interchanges and stations, which will include paved parking areas. These will occupy about 2 ha at Creditview Road and Erin Mills Parkway, 4 ha at Winston Churchill Boulevard, and 3 ha at Ridgeway Drive, for a total 11 ha. The great majority of the affected vegetation will be fields. The only area of significant spontaneous vegetation that will be affected occurs on the slopes of the Credit River valley, where early mature forest is present.

The affected area of the Credit River ESA, including construction workspace, will be about 0.5 ha, an area of less than 0.5% of the total ESA area of 166 ha (Ecologistics 1979). The field examination of the proposed alignment found that the affected area was not distinguished from adjacent areas by the presence of any particularly significant or unusual features or plant species. Indeed, the bottomland vegetation was relatively uniform for several hundred meters in either direction.

On the east slope, the affected wooded area lies within 30 m of the existing Highway 403 bridge. About 20% of this area is open ground as a result of an existing gravel and dirt track that runs from the tableland to the valley floor. The west slope lies about 50 m from the Highway 403 bridge. On this slope, the affected wooded area is already isolated from the slope forest to the north by a grassland gap of 25 m and to the south by the width of the highway bridge.

The ecological connections between the tablelands adjacent to river valley and the lands below the top of the bank, which are designated as an Environmentally Significant Area (ESA #9), are not particularly intimate. With most of the tableland supporting large populations of plants of agricultural origins, including many aggressive non-native species, and with active vegetation management across most of the adjacent tablelands, those tablelands serve as a major source of propagules (both seeds and vegatative parts) of non-native species into the valley. For the communities of native plants in the Credit

Valley, the close spatial connection with the extensive old field communities of the tableland has mainly negative consequences.

Some permanent vegetation changes will inevitably occur as a result of the transitway bridge construction over the Credit River, despite the rehabilitation planting that will occur following construction. However, a reversion to more "natural" conditions should take place in the years following the bridge installation.

A wetland of 600 sq. m (0.06 ha), located north of Highway 403 and about 375 m west of Mavis Road, will be eliminated by the proposed transitway alignment. The wetland consists of a central pond that becomes covered with duckweed (Lemna minor) in the latter portion of the growing season and a surrounding zone of common cattails (Typha latifolia), interspersed with water-plantain (Alisma plantago-aquatica) and beggar-ticks (Bidens spp.). Scattered individuals of a few other wetland species, such as buttonbush (Cephalanthus occidentalis) and water hemlock (Cicuta bulbifera), are present in the wet soil of the cattail fringe.

3.6 Wildlife

Some wildlife will be displaced as a result of transitway construction. Some habitat will be lost directly through the construction of the roadway and ancillary facilities. Additionally, some area beyond the roadway corridor will be too open and disturbed to permit most wildlife to reside or forage in that fringe. However, as most of the affected areas are fields, only a small area of significant habitat will be lost. Also, most of the affected species are common in the city and throughout southern Ontario.

The elimination of a small wetland, west of Mavis Road, will displace local amphibian populations and habitat. Although amphibian populations in Mississauga have been much reduced by habitat losses in the city (W. Weller, pers. comm.), none of the affected species are rare or uncommon in the province.

The construction in the Credit River valley should have only a transient impact on resident wildlife. Reptiles, birds, and mammals can and will move away from the area of active construction. No rare or significant species have been identified as nesting or denning in the vicinity of the transitway route, and the common species that are present in the river valley (Appendix A) will find abundant habitat in adjacent areas, north and south of the construction corridor. With about 0.5 ha of the Credit River ESA being affected, the impacts on nesting or over-wintering birds should be negligible. The greatest concentrations of birds, both during the nesting season and during the winter, are likely to be found in areas with dense shrub cover or in thickets. No such areas are present in the Credit River ESA in the vicinity of the proposed transitway.

Some locally resident wild animals may reside in the valley and forage on the adjacent tablelands, thus expanding their available habitats. The species that most often utilize these juxtaposed habitat-types are birds and medium-sized mammals. The number of potentially affected individuals from both groups is likely to be small, since the affected

ESA area would be about 0.5 ha. The periodic vegetation management that occurs on the adjacent tablelands would also have a limiting influence on the numbers of wild animals utilizing these areas. Furthermore, the potentially affected animals, such as birds, rabbits, raccoons and foxes, are quite mobile, suggesting that the loss of tableland habitat from the transitway development is likely to have relatively little impact on the local populations of such species.

Within the open space surrounding Highway 403, the actual acreage of tableland readily available to most wildlife originating out of the Credit River valley is fairly small. The east-west corridor of green space is segmented into rectangular "islands" by the grid of north-south roads that cross the area. The Canadian Pacific Railroad right-of-way 500 m east of the Credit River and Mississauga Road 100 m west of the Credit are likely to act as outer limits for the tableland foraging area of most wildlife locally resident in the Credit Valley.

Construction in and adjacent to the Credit River and Mullett Creek should be undertaken during periods that minimize impacts to the migratory fish species that are of special concern to the local sport fishing program. Safeguards will be in place to control valley wall and bottomland erosion and to reduce sediment inputs to the river, thereby minimizing impacts to resident fish and downstream water quality.

4.0 COMPARISON OF PROPOSED ROUTE ALTERNATIVES

Of the numerous routing alignments that have been examined, three are under consideration herein. One, designated **W3**, lies about 30 m to 50 m north of the existing Highway 403, along its entire length from Mavis Road to Ridgeway Drive. The second, designated **W1**, follows alignment W3 from Mavis Road to a point approximately, 600 m west of Mullett Creek. Here it swings north, to the north side of the Parkway Belt and continues along the north edge to its western terminus at Ridgeway Drive. The third possible route, designated **W1A**, is a combination of the above two alignments following W3 from Mavis to about 400 m east of Winston Churchill Boulevard where it swings north to rejoin alignment W1.

All of the proposed alignments make the following crossings:

- Six (6) arterial city roads -
  Creditview Road, Mississauga Road,
  Erin Mills Parkway, Glen Erin Drive,
  Winston Churchill Boulevard, and Ridgeway Drive;

- One 3-track railroad line of the Canadian Pacific Railroad;

- Two permanent water courses -
  Credit River and Mullett Creek; and,

- Four seasonal water courses -
  Wolfedale Creek, Chappell Creek,
  Sawmill Creek, and Glen Erin Brook.

In addition, Alignment **W1** crosses the Ontario Hydro right-of-way and three oil pipeline rights-of-way, identified in the field as belonging to Sarnia Products Pipeline Company, Sun-Canadian Pipeline Company, and Interprovincial Pipeline Company. Just east of Erin Mills Parkway, at the southeast corner of Haydock Park Drive, Alignments **W1** and **W1A** cross the access road for the parking area of the Erin Mills Athletic Fields.

The easternmost 3.4 km of the three proposed alignments, **W1**, **W1A**, and **W3**, are coincident. Along this stretch of the transitway, the roadway will eliminate 6.3 ha of field and old field communities.

Proceeding from the east, other vegetation affected by the roadway and stations includes:

- The station at Creditview Road will eliminate a small, 0.1 ha,grove of young trees (white elm, hawthorn and white ash) and 2 ha of mowed field and grassland;

- On the east wall of the Credit River valley about 0.2 ha ofslope and terrace forest will be eliminated, while on the west wall less than 0.1 ha (about 0.08 ha) of slope forest will be removed; and,

- On the valley floor, about 0.2 ha of herbaceous floodplain vegetation will be eliminated.

West of Mullett Creek, the alignments differ from one another and the particular plant communities and the areas affected by each alternative are identified below.

Alignment W1, west of Mullett Creek

West of Mullett Creek, Alignment **W1** swings north to the north edge of the Parkway Belt. This adds about 60 m to the length of this route compared to Alignment W3. The roadway of this alignment crosses about 4.1 km of fields and mowed lawn, which will eliminate approximately 8.2 ha of these communities. Included in the above acreage are several stretches of hedgerow plantings east and west of Erin Mills Parkway that extend over a total of 300 m and include Austrian pine, Norway maple and ornamental hawthorns.

Other plant communities affected by the proposed alignment and station layouts include:

- At the Erin Mills Parkway station, about 100 m of spontaneous hedgerow, including hawthorns and a couple of shagbark hickory, will be eliminated;

- West of Winston Churchill Boulevard, the roadway will eliminate 0.15 ha of seasonal reed canary grass-buttonbush wetland and the station will eliminate two young tree stands of white pine and hawthorn occupying 0.25 ha and 0.1 ha, respectively; and

- Six hundred (600) meters west of Winston Churchill Boulevard, the southern edge of seasonally flooded wet woods and herb meadow will be eliminated from an area of about 0.1 ha.

Alignment W1A, west of Mullett Creek

Alignment **W1A** is coincident with alignment W1 west of Winston Churchill Boulevard. East of Winston Churchill Boulevard it swings back to the south and again becomes coincident with Alignment W3. These two turns add about 110 m to the length of this route compared with Alignment W3. Like the above alignment, this alignment crosses about 4.1 km of fields and mowed lawn, which will eliminate 8.2 ha of these communities. Within the above acreage are several stretches of hedgerow plantings east and west of Erin Mills Pkwy that extend over a total of 300 m and include Austrian pine, Norway maple and ornamental hawthorns.

Other plant communities affected by the proposed alignment and station layouts include:

- At the Erin Mills Parkway station, about 100 m of spontaneous hedgerow, including hawthorns and a couple of shagbark hickory, will be eliminated;

- One hundred (100) meters east of Winston Churchill Boulevard, about 0.2 ha of a young, diverse hardwood stand, including sugar maple, green ash, hop-hornbeam and red oak, will be eliminated and between 20 and 100 m east of Winston Churchill Boulevard, a plantation of eastern cottonwood and blue spruce on 0.2 ha will be eliminated;

- West of Winston Churchill Boulevard, the station will eliminate 0.15 ha of seasonal reed canary grass-buttonbush wetland and two young tree stands of white pine and hawthorn occupying 0.25 ha and 0.1 ha, respectively; and

- About 130 m east of Ridgeway Drive, the roadway will eliminate an open stand of white pine, hawthorn and white elm on 0.3 ha.

Alignment W3, west of Mullett Creek

West of Mullett Creek, Alignment **W3** follows the south side of the Parkway Belt. Because it is the straightest of the proposed alignments it is also the shortest, by about 100 m, as discussed above. This alignment traverses 4.0 km of mowed fields and old fields, which will eliminate 8.0 ha of these communities. It runs south of the Erin Mills Athletic Fields and does not cross the parking access road for this recreational area.

Other plant communities that are affected by this proposed alignment and the station layouts include:

- Three wooded areas east of Erin Mills Parkway; one 325 m east is composed of hawthorn and white ash and occupies 0.1 ha; another is 190 m east, occupies 0.18 ha and is composed of white ash, sugar maple and trembling aspen; and a third area is 100 m east, occupies 0.3 ha and is composed of sugar maple and young white pine;

- At the Erin Mills Parkway station, about 100 m of spontaneous hedgerow, including hawthorns and a couple of shagbark hickory, will be eliminated;

- West of the Erin Mills Parkway station, the roadway will eliminate an additional 50 m of spontaneous hedgerow of hawthorns and 175 m of a planted eastern cottonwood hedgerow;

- One hundred ten (110) meters east of Winston Churchill Boulevard, a young, diverse hardwood stand, including sugar maple, green ash, hop-hornbeam and red oak, occupying 0.4 ha will be eliminated and between 20 and 100 m east of Winston Churchill Boulevard, a plantation of eastern cottonwood and blue spruce on 0.2 ha will be eliminated;

- West of Winston Churchill Boulevard, the station will eliminate 0.15 ha of seasonal reed canary grass-buttonbush wetland and two young tree stands of white pine and hawthorn occupying 0.25 ha and 0.1 ha, respectively; and

- About 130 m east of Ridgeway Drive, the roadway will eliminate an open stand of white pine, hawthorn and white elm on 0.3 ha.

No separate tabulation of the different community-types and areas has been made for each of the three alignments. From a biological point of view, none of the above plant community losses are significant, nor are they of serious consequence to the wildlife of this region of southern Ontario. Some local losses to native plant and animal populations are an inevitable consequence of the transitway construction but none of the affected species are rare or even uncommon in the southern portions of the province or the local region. The small differences in the amount of wooded area or hedgerow that will be eliminated by the different alignments is not a reasonable basis for ranking the route preferences.

As a result of the general similarity of the natural environment features that will be displaced by the three proposed alternatives and the absence of any significant features that are peculiar to one proposed alignment and not the others, there is no biological or "natural environment" rationale to prefer one proposed route over another. This is not to say that the proposed alternative routes will have precisely identical impacts on the natural features along the transitway corridor, but that the differences are too subtle or esoteric to serve as a basis for choosing one alternative in preference to another.

On the other hand, there are a number of environmental safeguards that should be implemented in the design and construction of the transitway to ensure that the impacts resulting from the undertaking are minimized and do not have significant long-term negative effects upon such valuable natural resources as the Credit River and its fishery. Particularly with respect to storm water management, a drainage system that does not exacerbate erosion or seriously degrade water quality in the Credit River and its tributaries should be sought in the design of this transportation corridor.

5.0 RECOMMENDATIONS FOR MITIGATING IMPACTS

As discussed above, all of the proposed alignments will have relatively similar impacts upon the natural environment. This section deals with matters that attend transitway design and construction, whichever route is eventually chosen.

Three main natural environment factors attend the transitway design:

- Unimpeded base water flow in Mullett Creek and the Credit River;
- Storm water movement from water sheds draining across the transitway corridor; and
- Wildlife movement, both aquatic and terrestrial, across the transitway corridor.

The use of a bridge structure similar to that used in the Highway 403 span across the Credit River should address all of the above concerns with respect to the Credit River. The high bridge of Highway 403 does not impede base flow in the river, is well beyond the height of any regional storm and permits the unimpeded movement of both fish and land animals within the river valley. No support structures are present in the river and the same practice should be followed with the transitway bridge. One improvement that should be made to the transitway bridge is a collector system for storm water draining from the roadway. Direct drainage from roadway downspouts, as occurs from Highway 403, causes potholes in the bottomland below the downspouts, exacerbates erosion under the bridge that contributes to the sediment load in the river, and permits any solutes present on the road to be dumped into the river.

The valley of Mullett Creek is relatively shallow and broad in the vicinity of the proposed transitway crossing. A wide concrete box culvert spans the creek at Highway 403 and a similar crossing should be considered for the transitway. The culvert should be sized to accommodate the height and volume of a regional storm. This will permit the movement of land animals through the dry portions of the structure during periods of normal low summer flows.

The other stream courses that cross the transitway corridor, Wolfedale Creek, Chappell Creek, Sawmill Creek and Glen Erin Brook, have been partially or completely engineered for storm water handling. In the case of storm water drainage off the transitway roadway, it is largely a matter of tying into existing drains and ensuring that no restrictions are placed on the movement of water under the transitway. Of the four water courses, Sawmill Creek has the most substantial watershed area north of the transitway, 564 ha (see Section 2.4, above), and has also had the largest storm trunk sewer system installed to the north side of the Parkway Belt (Proctor & Redfern 1978).

At the design stage of transitway planning, a comprehensive storm water management system should be developed, using the best available design technology and methodology. This system should address such questions as roadway gradients, base flow and storm water collection, detention pond(s), sedimentation and filtration treatment, runoff dilution by

various receiving bodies, receiving body outfalls and energy diffuser structures, and other concerns, as deemed necessary. This plan should be developed in close liaison with the Credit Valley Conservation Authority. The Authority has a growing concern for both the present and future water quality in the river and the conservation and enhancement of the recreational fishery in the Credit River system.

The movement of fish is restricted to the Mullett Creek and the Credit River in the area of the transitway and it is addressed above. The movement of terrestrial wildlife in the Credit River valley and along the banks of Mullett Creek is also addressed above.

Terrestrial wildlife movement across the transitway in locations outside of the Credit River valley and the Mullet Creek floodplain is not considered to be significant. Most of whatever movement occurs is likely taking place in the open fields and remnant woodlots west of Winston Churchill Boulevard and that movement will become almost non-existent when the lands west of Winston Churchill Boulevard are developed. East of Winston Churchill Boulevard, urban development extends along the south edge of the Highway 403 corridor and the north edge of the Parkway Belt, between Mavis Road and Winston Churchill Boulevard the north-south movement of native wildlife is therefore unlikely. The roadway of Highway 403 has already created an effective barrier to such movement, outside of the valley corridors. Also, the relatively large mammals that range widely, such as whitetail deer, are most likely to seek the forest cover afforded by the Credit River valley rather than travelling across the open fields of the Parkway Belt. The proposed designs for the bridges at the Credit River and Mullett Creek should be more than adequate to accommodate the movement of terrestrial wildlife under the transitway. The transitway is not expected to impede the movement of birds north or south anywhere along its length.

During the construction of the transitway two main factors, both centered on the Credit River and Mullett Creek, attend the undertaking:

- Minimize sediment inputs to water courses; and

- Avoid disrupting wildlife migrations across the transitway corridor.

Work in and around the Credit River will be demanding and scheduling must be closely followed. From March to late April and from mid-August to mid-December, significant sport fish runs take place in the Credit River. The spring run of rainbow trout that occurs in March and April also coincides with the period of peak river flow, a period that is not suited to construction work in and around the river. The run of salmonids that occurs from mid-August to mid-December generates a tremendous response from the angling public and represents both a widely publicized recreational attraction and benefit to the local economy. As a result, there is a window of construction opportunity that extends from May to early August (cf. OMNR 1988). During this period all bridge footings and supports that will stand on the valley bottom must be installed and all excavations on and into the valley walls should be completed.

Sediments generated by the construction in and around the Credit River valley should be controlled with straw bales and filter cloth at the river banks and the laying of geo-textile materials on the slopes. The movement of equipment and vehicular traffic on the slopes should be kept to a minimum and should be avoided during wet weather. Consideration should be given to the development of an erosion control and sediment management plan before construction is started.

The west wall of the valley is fairly steep, so vehicular traffic on it should be avoided or minimized. As far as is possible, machinery and equipment should enter the valley from the east. No structures should be built in the existing river channel but should stand on dry land, either on islands or on the bottomland on either side of the river.

All work in the valley should be completed as expeditiously as possible. The valley walls should be hydroseeded with a commercial seed mix of grasses and clover to provide an initial cover of vegetation, but such seeding should be delayed until mid to late September, assuming the construction work is completed by early August. Hydroseeding should not occur before all construction on the valley walls is completed. Crown vetch (Coronilla varia) should not be planted on the valley walls.

If a longer-lasting stabilization of the valley walls is desired, the planting of native trees or shrubs should be considered. The use of exotic stock should be avoided. Consideration should be given to the development, before construction begins, of a vegetation rehabilitation and restoration plan for the slopes of the Credit River valley. However, it should be recognized that restorative plantings, no matter how carefully planned, do not recreate "natural" habitats. Only with time will the many native species that contribute to the intricacy of the valley slope habitat in its "natural" condition invade the areas disturbed by the construction and rehabilitation. Ecologically sound restorative plantings can only ensure that at least some of the species that were present before the disturbance are once again present following the construction and all the post-construction activities.

With respect to Mullett Creek, these concerns are less significant but should be addressed in a manner similar to the safeguards used on the Credit River. The slopes on either side of the creek are gradual and the erosion is not as great. Nonetheless, geo-textile materials should be used to minimize erosion. Straw bales and filter cloth should intercept any waterborne sediments at the banks of the stream. The stream bed is relatively rocky and solids suspended by in-stream excavation should settle out relatively rapidly. In-stream excavation and installation of the box culvert should be done in the shortest time period possible. The existing gradient of the stream should be restored following culvert installation. This work should be scheduled for mid or late summer, during a period of dry weather, when base flow is at a minimum.

Although migratory salmon have been found in Mullett Creek, north of Burnhamthorpe Road, it is not likely that the fish get above the waterfall that is 50 m north of the road. As a result, work in Mullett Creek can be scheduled between mid-July to early September, generally the period of driest weather and lowest stream flow.

Construction along other segments of the transitway route should employ appropriate environmental safeguards. Appropriate protocols developed by the Ministry of Transport and the Ministry of Environment should be followed with respect to the construction and operation of the necessary machinery. Disturbance of lands adjacent to the route should be minimized. Traffic should be routed along a designated service road(s). Equipment should be marshalled and stored in designated work centers.

Where runoff enters a trunk sewer, sediment inputs should be controlled with bales of straw and filter cloth. Such things as fuel spills should be immediately contained and properly cleaned up. Disposal of contaminated soil should be in compliance with Ministry of Environment regulations.

Berms, road verges, regraded slopes and other lands that have been denuded of vegetation during construction should be reseeded with a commercial seed mix of grasses and legumes following the completion of construction.

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APPENDIX A

Species list of plants and animals for the area north of Highway 403, including the proposed alternative routes of the Mississauga Transitway and vicinity, based on field work, 19, 20 and 26 September 1990, and literature as cited.

1. PLANTS

SCIENTIFIC NAME*	COMMON NAME	LOCATION**
	TREES	
Acer negundo	Manitoba maple	2,4
A. rubrum	red maple	2
A. saccharinum	silver maple	2
A. saccharum	sugar maple	2,3
Betula papyrifera	white birch	2
Carya ovata	shagbark hickory	1,2,3
Fagus grandifol	beech	2,3
Fraxinus americana	white ash	1,2,3,4,5
F. nigra	black ash	2
F. pennsylvanica	green ash	2,3,5
Ostrya virginiana	hop-hornbeam	2,3
Picea abies	Norway spruce	2
P. pungens (PLANTED)	blue spruce	1
Pinus strobus	white pine	1,2,3
P. sylvestris (PLANTED)	Scots pine	2
Populus deltoides (PLANTED)	eastern cottonwood	1
P. grandidentata	large-toothed aspen	2
P. tremuloides	trembling aspen	2,4
Prunus serotina	black cherry	2,3
Pyrus malus	apple	1,2
Quercus macrocarpa	bur oak	2,3,4
Q. rubra	red oak	2,3
Q. velutina	black oak	2
Salix fragilis	crack willow	2,4
Thuja occidentalis	white cedar	2
Tilia americana	basswood	2,3
Tsuga canadensis	eastern hemlock	3
Ulmus americana	white elm	1,2

*: Nomenclature follows E.G. Voss (1972,1986) Flora of Michigan and H.A. Gleason (1952) New Britton and Brown illustrated flora of northeastern United States and adjacent Canada (3 volumes).

**: 1 = Highway 403 right-of-way, including berm and spontaneous vegetation at exchange loops and drainways;
2 = utility corridor, including pockets of spontaneous vegetation and lands immediately south and north of the hydro right-of-way;
3 = Credit River valley slopes, between highway and hydro corridor;
4 = Credit River floodplain; and, 5 = Mullett Creek banks and slopes.

SHRUBS, SMALL TREES & VINES

Amelanchier laevis	smooth juneberry	2,3
Berberis thunbergii	Japanese barberry	2
Campsis radicans (PLANTED)	trumpet-creeper	2
Carpinus caroliniana	blue-beech	2,3
Catalpa bignonioides (PLANTED)	catalpa	2
Cephalanthus occidentalis	buttonbush	2
Clematis virginiana	virgin's-bower	4
Cornus racemosa	gray dogwood	1,2,3
C. stolonifera	red osier	1,2
Crataegus sp.	hawthorn	1,2,4
C. monogyna	English hawthorn	2
Hamamelis virginiana	witch hazel	2,3
Lonicera dioica	limber honeysuckle	2
L. tatarica	tartarian honeysuckle	2,3
Parthenocissus inserta	Virginia creeper	2,3,4
Prunus pensylvanica	pin cherry	2
P. virginiana	choke cherry	1,2,3,4
Rhamnus cathartica	common buckthorn	1,2
Rhus radicans	poison-ivy	2,3,4
R. typhina	staghorn suma	2,4
Ribes cynosbati	prickly gooseberry	2,3
R. cf. triste	wild red currant	4
Rosa sp.	rose	2
R. multiflora	multiflora rose	2
Rubus allegheniensis	mountain blackberry	2
R. odoratus	purple flowering raspberry	3
R. strigosus	red raspberry	1,2,3,4,5
Salix eriocephala	heart-leaved willow	1,2
S. exigua	sandbar willow	2,4,5
S. petiolaris	slender willow	2,4
Sambucus canadensis	elderberry	2
Syringa vulgaris	lilac	2
Viburnum acerifolium	maple-leaved viburnum	3
V. rafinesquianum	downy arrowwood	3
V. trilobum var. opulus	highbush cranberry	2
Vitis riparia	riverbank grape	1,2,3

FERNS & ALLIES

Athyrium filix-femina	lady fern	2
Dryopteris intermedia	intermediate woodfern	2,3
Equisetum arvense	field horsetail	1,2,4

GRAMINOIDS

Agropyron repens	Quack grass	1,2,5
Agrostis stolonifera	creeping bent	1,2,4
Bromus inermis	Hungarian brome	1,2
B. tectorum	downy brome	2
Carex arctata	sedge	2
C. bebbii	sedge	1
C. communis	sedge	2
C. crinita	sedge	2
C. cristatella	sedge	1,2
C. lupulina	sedge	2
C. retrorsa	sedge	2
C. stipata	sedge	2
C. vulpinoidea	sedge	1,2
Dactylis glomerata	orchard grass	1,2
Echinochloa crusgalli	barnyard grass	2,4
Festuca pratensis	meadow fescue	1,2
F. rubra	red fescue	1,2
Glyceria grandis	tall manna grass	4
Hordeum jubatum	squirrel-tail grass	2
Iris versicolor	blue flag	2
Juncus effusus	soft rush	2
Panicum capillare	common witch grass	1,2,4
Phalaris arundinacea	reed canary grass	1,2,4,5
Phleum pratense	timothy	1,2
Phragmites australis	common reed	2
Poa compressa	Canada blue grass	1,2
P. palustris	fowl blue grass	2,4
P. pratensis	Kentucky blue grass	1,2,5
Scirpus atrovirens	bulrush	2
S. cyperinus	wool-grass	2
S. pendulus	wool-grass	2
S. validus	great bulrush	2
Setaria glauca	yellow foxtail	1,2
Typha angustifolia	narrow-leaved cattail	1
T. x glauca	hybrid cattail	1
T. latifolia	common cattail	1,2,4

FORBS

Acalypha rhomboidea	three-seeded mercury	2,4
Achillea millefolium	yarrow	1,2
Actaea rubra	red baneberry	3
Alisma plantago-aquatica	water plantain	1,2
Alliaria petiolata	garlic mustard	2,3
Amaranthus retroflexus	pigweed	2
Ambrosia artemisiifolia	ragweed	1,2,4,5
A. trifida	giant ragweed	4
Anagallis arvensis	pimpernel	2
Anemone virginiana	thimbleweed	4
Arctium lappa	great burdock	1,2,4
A. minus	common burdock	1,2,3
Arisaema triphyllum	jack-in-the-pulpit	2
Artemisia biennis	biennial wormwood	4
Asclepias incarnata	swamp milkweed	2
A. syriaca	common milkweed	1,2,4,5
Aster x amethystinus	amethyst aster	2
A. cordifolius	heart-leaved aster	1,2
A. ericoides	heath aster	1,2
A. lanceolatus	panicled aster	1,2,4
A. lateriflorus	calico aster	2,3,4
A. macrophyllus	large-leaved aster	2
A. novae-angliae	New England aster	1,2,4,5
Atriplex patula	spearscale	1,2
Barbarea vulgaris	winter cress	1,4
Bidens cernua	beggar-ticks	2,4,5
B. frondosa	beggar-ticks	1,2,4
Brassica sp	mustard	1,2
Cerastium vulgatum	mouse-ear chickweed	2
Chenopodium album	lamb's-quarters	1,2
Cichorium intybus	chicory	1,2
Cicuta bulbifera	bulb-bearing water hemlock	2
Circaea quadrisulcata	enchanter's nightshade	2,3
Cirsium arvense	Canada thistle	1,2,4
C. vulgare	bull thistle	1,2
Conyza canadensis	horseweed	1,2
Coronilla varia	crown vetch	1,2
Crepis tectorum	hawksbeard	2
Daucus carota	wild carrot	1,2,4
Dianthus armeria	Deptford pink	1,2
Dipsacus fullonum	teasel	1,2,4
Echinocystis lobata	wild cucumber	1,2,4
Echium vulgare	viper's bugloss	2
Epifagus virginiana	beechdrops	2

Epilobium ciliatum	willow-herb	2
E. hirsutum	hairy willow-herb	4,5
E. parviflorum	willow-herb	1,2,5
Erigeron annuus	daisy fleabane	2,4
Euonymus obovatus	running strawberry-bush	2,4
Eupatorium maculatum	spotted joe-pye weed	2,4
E. rugosum	white snakeroot	4
Fragaria vesca	woodland strawberry	2
F. virginiana	common strawberry	1,2,3
Geranium robertianum	herb-robert	2,3
Geum aleppicum	yellow avens	1,2,3
G. canadense	white avens	2
G. laciniatum	rough avens	2,4
Helianthus tuberosus	Jerusalem artichoke	4
Hemerocallis fulva	orange day lily	2
Hesperis matronalis	dame's-rocket	2,3
Hieracium caespitosum	yellow hawkweed	1,2
Hypericum perforatum	common St. John's-wort	1,2
Impatiens capensis	spotted jewelweed	1,2,4,5
I. glandulifera	garden jewelweed	4
Inula helenium	elecampane	2
Lactuca serriola	prickly lettuce	1,2
Lapsana communis	nipplewort	4
Lemna minor	duckweed	2
Linaria vulgari	butter-and-eggs	1,2
Lobelia inflata	indian-tobacco	2
Lotus corniculatus	birdsfoot trefoil	1,2
Lycopus americanus	water horehound	1
Lycopus europaeus	European bugleweed	4
L. uniflorus	northern bugleweed	2,4
Lysimachia ciliata	fringed loosestrife	2,3
L. nummularia	moneywort	4
Lythrum salicaria	purple loosestrife	1,2,4,5
Maianthemum canadense	Canada mayflower	2
Medicago lupulina	black medick	1,2
M. sativa	alfalfa	1,2
Melilotus alba	white sweet clover	2,4
M. officinalis	yellow sweet clover	1,2
Myosotis scirpioides	forget-me-not	4
Nepeta cataria	catnip	2
Oenothera parviflora	evening-primrose	1,2,4
Oxalis europaea	yellow wood sorrel	1,2
Plantago lanceolata	English plantain	2
P. major	common plantain	2
P. rugelii	Rugel's plantain	2
Polygonatum pubescens	hairy Solomon's seal	3
Polygonum lapathifolium	pinkweed	2,4

P. persicaria	lady's-thumB	2
Potentilla norvegica	rough cinquefoil	2
P. recta	rough-fruited cinquefoil	1,2
Prunella vulgaris	heal-all	2,3
Ranunculus acris	common buttercup	2
Rumex acetosella	sheep sorrel	2
R. crispu	curled dock	1,2,4,5
Sium suave	water parsnip	2
Smilacina racemosa	false Solomon's seal	2,3
Solanum dulcamara	climbing nightshade	1,2,4
Solidago altissima	tall goldenroN	1,2
S. caesia	blue-stemmed goldenrod	3
S. canadensis	Canada goldenrod	1,2,4
S. flexicaulis	zig-zag goldenrod	2,3
S. gigantea	late goldenrod	4
S. graminifolia	grass-leaved goldenrod	1,2
S. juncea	early goldenrod	2
S. nemoralis	gray goldenrod	2
Sonchus oleraceus	common sow-thistle	2,4
Taraxacum officinale	dandelion	1,2,3,4
Thalictrum dioicum	early meadow-rue	3
Thlaspi arvense	field penny-cress	2
Tragopogon pratensis	goat's-beard	1,2
Trifolium hybridum	alsike clover	1,2,4
T. pratense	red clover	1,2
Tussilago farfara	coltsfoot	2
Urtica dioica	stinging nettle	2,4
Verbascum thapsus	common mullein	1,2
Verbena hastata	blue vervain	2,4
V. utricifolia	white vervain	4
Veronica officinalis	common speedwell	3
Vicia cracca	cow vetch	1,2
Xanthium strumarium	cocklebur	4

2. ANIMALS

SCIENTIFIC NAME	COMMON NAME	LOCATION**
	• FISH •	
Catostomus commersoni	white sucker	C,M**
Hypentelium nigricans	northern hog sucker	C
Carrassius auratus	goldfish	C
Nocomis micropogon	river chub	C
Notemigonus crysoleucas	common shiner	C,M
Pimephales notatus	bluntnose mimmow	C,M
Rhinichthys atratulus	blacknose dace	M

R. cataractae	longnose dace	C,M
Semotilus atromaculatus	creek chub	C,M
Noturus flavus	stonecat	C,M
Ictalurus sp.	bullhead	C
Ambloplites rupestris	rock bass	C
Micropterus dolomieui	smallmouth bass	C,M
Lepomis gibbosus	pumpkinseed	M
Etheostoma caeruleum	rainbow darter	C
E. flabellare	fantail darter	M
E. nigrum	johnny darter	C

Seasonal migrants:

Salmo gairdneri	rainbow trout	C,M
S. trutta	brown trout	C
Oncorhynchus kisutch	coho salmon	C,M
O. tshawytscha	chinook salmon	C,M
Salmo salar***	Atlantic salmon	C

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*: Nomenclature and species order follows Martin (1983).
**: C = Credit River between Burnhamthorpe Road and Eglinton Avenue;
M = Mullett Creek in the vicinity of Burnhamthorpe Road.
***: Returns of this species were first observed in 1990 (I. Buchanan, pers. comm.).

AMPHIBIANS & REPTILES

Pseudacris triseriata	chorus frog	wetland west of Mavis Rd.

BIRDS*

Anas platyrhynchos	mallard	CV**
Larus argentatus	herring gull	CV
Actitis macularia	spotted sandpiper	CV
Buteo jamaicensis	red-tailed hawk	CV
Zenaida macroura	mourning dove	CV
Ceryle alcyon	belted kingfisher	CV
Colaptes auratus	common flicker	CV
Sphyrapicus varius	yellow-bellied sapsucker	CV
Myiarchus crinitus	great crested flycatcher	CV
Tachycineta bicolor	tree swallow	CV
Corvus brachyrhynchos	American crow	7
Cyanocitta cristata	blue jay	CV
Parus atricapillus	black-capped chickadee	CV
Sitta carolinensis	white-breasted nuthatch	CV
Troglodytes aedon	house wren	CV

Dumetella carolinensis	gray catbird	CV
Turdus migratorius	American robin	CV
Bombycilla cedrorum	cedar waxwing	CV
Vireo olivaceus	red-eyed vireo	CV
V. gilvus	warbling vireo	CV
Dendroica petchia	yellow warbler	CV
Geothlypis trichas	common yellowthroat	CV
Agelaius phoeniceus	red-winged blackbird	CV
Sturnus vulgaris	European starling	1,4,5
Icterus galbula	northern oriole	CV
Piranga olivacea	scarlet tanager	CV
Cardinalis cardinalis	northern cardinal	CV
Carduelis tristis	American goldfinch	CV
Passerina cyanea	indigo bunting	CV
Melospiza melodia	song sparrow	CV
Passerculus sandwichensis	savannah sparrow	3,7
	MAMMALS	
Odocoileus virginianus	whitetail deer	7 (skull)

*: Nomenclature and species order follows Cadman et al. (1987).
**: CV = Credit Valley between Dundas Street and Eglinton Avenue (data provided by the Credit Valley Conservation Authority;
1 = area west of Mavis Road; 3 = area west of the CPR line;
4 = area west of Mississauga Road; 5 = area west of Erin Mills Pkwy;
7 = area west of Winston Churchill Boulevard.

MISSISSAUGA TRANSITWAY PLANNING STUDY

MAVIS ROAD TO CAWTHRA ROAD (CENTRAL SECTION)

ENVIRONMENTAL ANALYSIS

November 1991

FINAL REPORT

ECOPLANS LTD.
105 Lexington Road, Unit 4
Waterloo, Ontario
N2J 4R8

MISSISSAUGA TRANSITWAY ENVIRONMENTAL ANALYSIS

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1.0 INTRODUCTION

Ecoplans Ltd. was retained by McCormick Rankin Ltd. to conduct a detailed analysis of existing natural environmental features for the Mississauga Transitway Planning Study. The location, background, purpose and rationale for the proposed undertaking is described in detail in the Environmental Assessment Report (EA Report) prepared by McCormick Rankin Ltd. (1991). For the purposes of this report, the study area is defined as a corridor along Highway 403 bounded by Mavis Road to the west and Cawthra Road to the east.

The present Environmental Analysis Report (Appendix M2 of the EA Report) provides the detailed environmental information which is summarized in the EA Report. Specifically, the purpose of this report is to provide the following information:

- description and evaluation of existing abiotic (physical) and biotic (natural) resource features within the study corridor.
- description and evaluation of potential environmental impacts of the proposed undertaking.
- recommended mitigation measures.

2.0 APPROACH

The environmental assessment involved both field reconnaissance, relevant background information review and external agency liaison.

Vegetation resources in the study corridor were evaluated during site visits conducted on April 7, 1989, August 31, 1990, October 22, 1990 and June 13-14, 1991. Vegetation communities present within the study corridor were delineated on a 1:6000 scale air photo mosaic. Each community type was assessed for the following:

- Species composition
- Tree diameter and height
- Understorey stocking density
- Canopy closure
- Biological health
- Botanical quality
- Sensitivity to development

Botanical quality and sensitivity ratings were assigned to each community type based on criteria outlined in Appendix M2-A. Plant species present at the time of the surveys were recorded. Representative photographs of each vegetation community are on file at Ecoplans.

Any evidence of wildlife (sightings, tracks, scats, browse, calls, dens) was recorded opportunistically during the on-site investigations. Additional site features examined included surface drainage, soils and slopes. An aquatic habitat inventory and assessment of the major surface water features within the study area was conducted on May 30, 1991.

In addition to the detailed field surveys, the environmental analysis included a review of the following relevant documentation and external agency contacts:

- Background soils information
- Parkway Belt West Plan
- Ministry of Natural Resources (MNR) Maple District Resource Mapping (Wildlife, Fisheries, Forestry, Mineral Resources, Wetlands, Policy Areas, ESA's and ANSI's)
- City of Mississauga Official Plan Environmental Policies
- Ministry of Environment (MOE) - Landfill/Site re-use issues
- Ministry of Consumer and Commercial Relations (MCCR) - Fuels safety branch
- Ministry of Culture and Communications (MCC) - Archaeology/Historical resources
- City of Mississauga - Heritage properties
- Credit Valley Conservation Authority - Surface water features/fisheries

3.0 EXISTING ENVIRONMENTAL FEATURES

3.1 Abiotic (Physical Features)

3.1.1 Physiography and Soils

The study corridor is situated within the South Slope physiographic region of southern Ontario (Chapman and Putnam 1984). This area is characterized by a south-sloping till plain located between the Oak Ridges Moraine to the north and post-glacial Lake Iroquois shoreline to the south. The topography is level to gently sloping with steeper slopes located west of Central Parkway and associated with Highway 403 berms.

Soils within the study area are mainly well-drained Oneida clay loams with scattered areas of imperfectly drained Chinguacousy clay loam and poorly drained Jedda clay loam (wet pockets) (Hoffman and Richards 1953).

3.1.2 Existing Land Uses/Cultural Features/Policy Designations

Existing land uses within the study area primarily consist of built-up residential areas/commercial development with associated road fabric and a major transportation/pipeline/hydro corridor. Agricultural land use (cow pasture/hay field) persists in an area north of Highway 403 between Mavis Rd. (both east and west) and Hurontario Street.

The Ministry of Culture and Communications has indicated that there are no archaeological concerns identified within the study area between Mavis Road and Hurontario Street. The City of Mississauga has identified one (1) heritage property adjacent to the study area, however, no sites are present within the study area.

Ministry of Environment records of waste disposal indicate that there are no landfills present within the study area and that no Action Requests or Violation Notices are on file.

The City of Mississauga Official Plan designates some of the woodland and surface drainage features within the study area as either Environmental Policy Area "A" or "B". *Environmental Policy Areas "A" include lands and water resources which have lesser*

environmental significance and ecological sensitivity than Environmental Protection Areas, and which can tolerate limited modifications. Environmental Policy Areas "B" include lands which exhibit lesser environmental significance and ecological sensitivity than Environmental Policy Areas "A" and into which some urban uses can be integrated. Public works such as roads are a permitted use in the above Policy areas and are subject to an Environmental Assessment Report which identifies potential impacts and provides appropriate mitigating measures.

3.1.3 Surface Drainage

Surface water features within the study corridor (from west to east) consist of Mary Fix Creek, Cooksville Creek and easterly tributary, and surface drainage channels associated with Highway 403. All existing drainage features have undergone major channelization and urbanization impacts.

Mary Fix Creek is a tributary to the Credit River with the confluence occurring near Lake Ontario. The creek has been heavily urbanized through the study area with both above-ground channelized sections and below-ground sections. Mary Fix Creek is designated as Environmental Policy Area "A" south of Highway 403 where it flows under urban development.

Cooksville Creek flows directly to Lake Ontario. Both this stream and the easterly tributary exhibit a similar disturbance level to Mary Fix Creek. The non-channelized sections of Cooksville Creek are also designated as Environmental Policy Area "A". The easterly tributary to Cooksville Creek is designated as Environmental Policy Area "A" south of Highway 403 and Environmental Policy area "B" north of Highway 403.

Both Cooksville Creek and the easterly tributary are designated as "Hazard Land" in the City of Mississauga Official Plan. Accurate and current flood plain mapping does not exist for the streams within the study area.

The remaining surface water features within the study area are engineered drainage channels that carry surface run-off from Highway 403. Scattered small imperfectly drained (seasonally wet) shrub/tree/cattail pockets are also present within the study corridor.

3.2 Biotic (Natural) Features

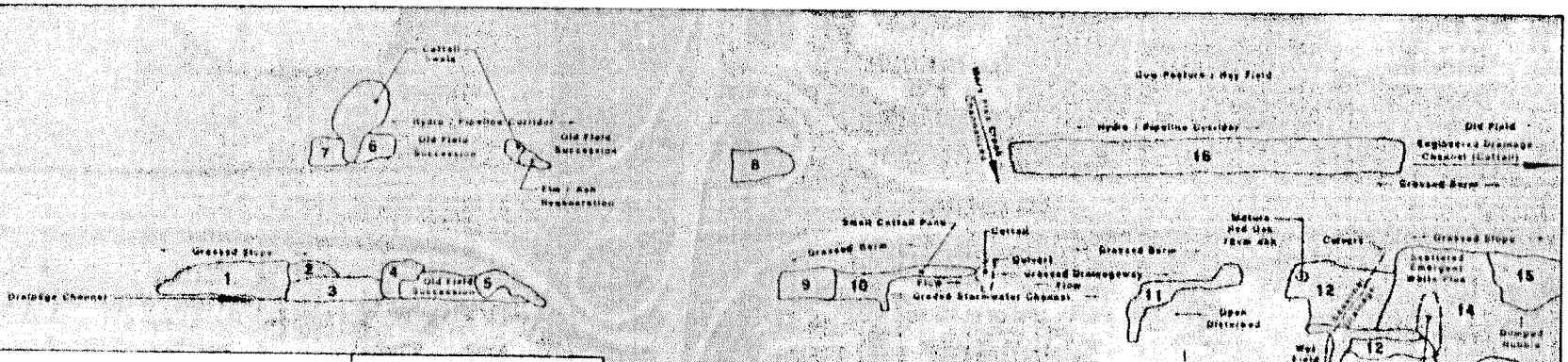
3.2.1 Vegetation

Vegetation communities within the study corridor are described in Table 1, mapped on Figure 1 (attached), and briefly summarized below. A cumulative list of vascular plant species observed in the study corridor is provided in Appendix M2-B.

No crown land forests, agreement forests, WIA forests, forest productivity areas or regional ESA's are identified within the study area. The major vegetation communities within the study corridor consist of small isolated mixed upland hardwood woodlot remnants that are dominated by Sugar Maple, White Ash, Shagbark Hickory, White Elm and Bur Oak. These stands exhibit low to medium botanical quality/sensitivity and have been fragmented by urban development and the construction of Highway 403. The remaining vegetation features also exhibit low to medium botanical quality/sensitivity and include: early successional/disturbed communities (Ash, Elm, Hawthorn regeneration), disturbed old field/shrub succession, scattered small wet pockets (tree - shrub - cattail), apple orchard, hedgerows, scattered tree clusters and landscaped/manicured highway berms and cut slopes.

For the most part, vegetation communities within the study area exhibit a high level of disturbance related to past and present land uses. Community quality and species diversity is limited due to fragmentation and urbanization. No significant or unusual plant species were identified during the surveys (Source: Riley 1989). The major woodland features exhibit an impoverished ground cover with a major weedy species component. Approximately 30 percent of the plant species noted in the study area are introduced or adventive species.

The major woodland features within the study area primarily provide some aesthetic and visual buffering/noise attenuation function for adjacent residential areas. Overall, the vegetation resources within the study area do not pose a significant environmental constraint.



VEGETATION UNIT	TYPE	QUALITY / SENSITIVITY	
1	Immature Ash, Maple, Elm, Oak	L-M	M
2	Mixed Shrub - Scrub	L	L
3	Old Field Succession / Planted Conifers	L	L-M
4	Immature Ash - Elm	L	L
5	Immature Hardwood Regeneration	L	L
6	Immature Mixed Hardwoods	L-M	L
7	Shrub Thicket	L	L-M
8	Immature Mixed Hardwoods	L	L
9	Ash Succession	L	L
10	Elm -Ash Succession	L	L
11	Mixed Hardwoods - Scrub	L-M	L-M
12	Elm - Ash - Hawthorn Succession	L-M	L
13	Remnant Hardwood Hedgegrow	M	M
14	Hawthorn - Elm - Ash Succession	L-M	L
15	Mixed Hardwoods (Logged)	M	L-M
16	Mixed Uplands Hardwoods	L-M	L-M

L = LOW M = MEDIUM H = HEAVY

MISSISSAUGA TRANSITWAY
FUNCTIONAL PLANNING STUDY

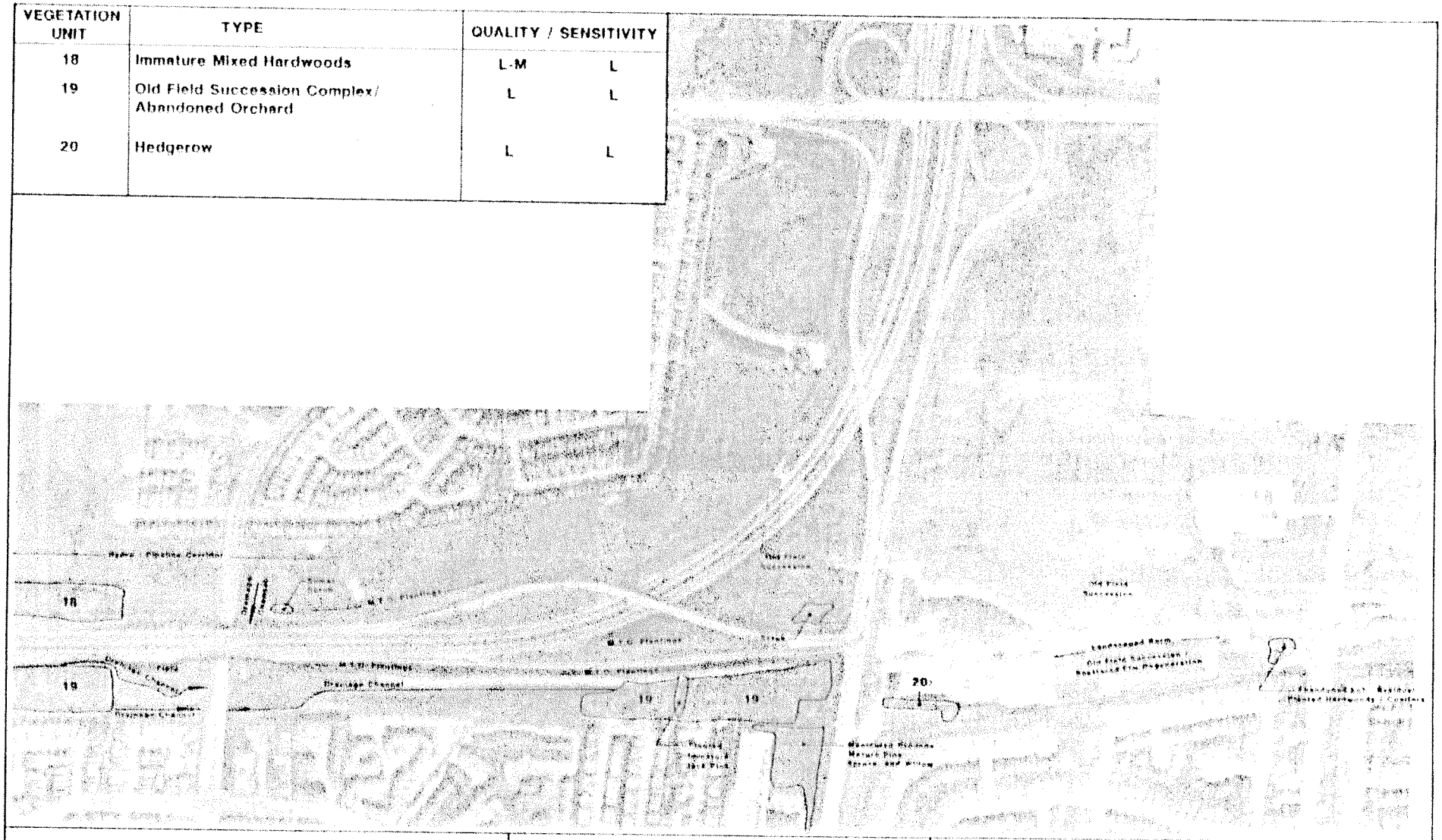
EXHIBIT

0 100 200 300 400 500m

SCALE

NATURAL ENVIRONMENTAL FEATURES

VEGETATION UNIT	TYPE	QUALITY / SENSITIVITY	
18	Immature Mixed Hardwoods	L-M	L
19	Old Field Succession Complex/ Abandoned Orchard	L	L
20	Hedgerow	L	L



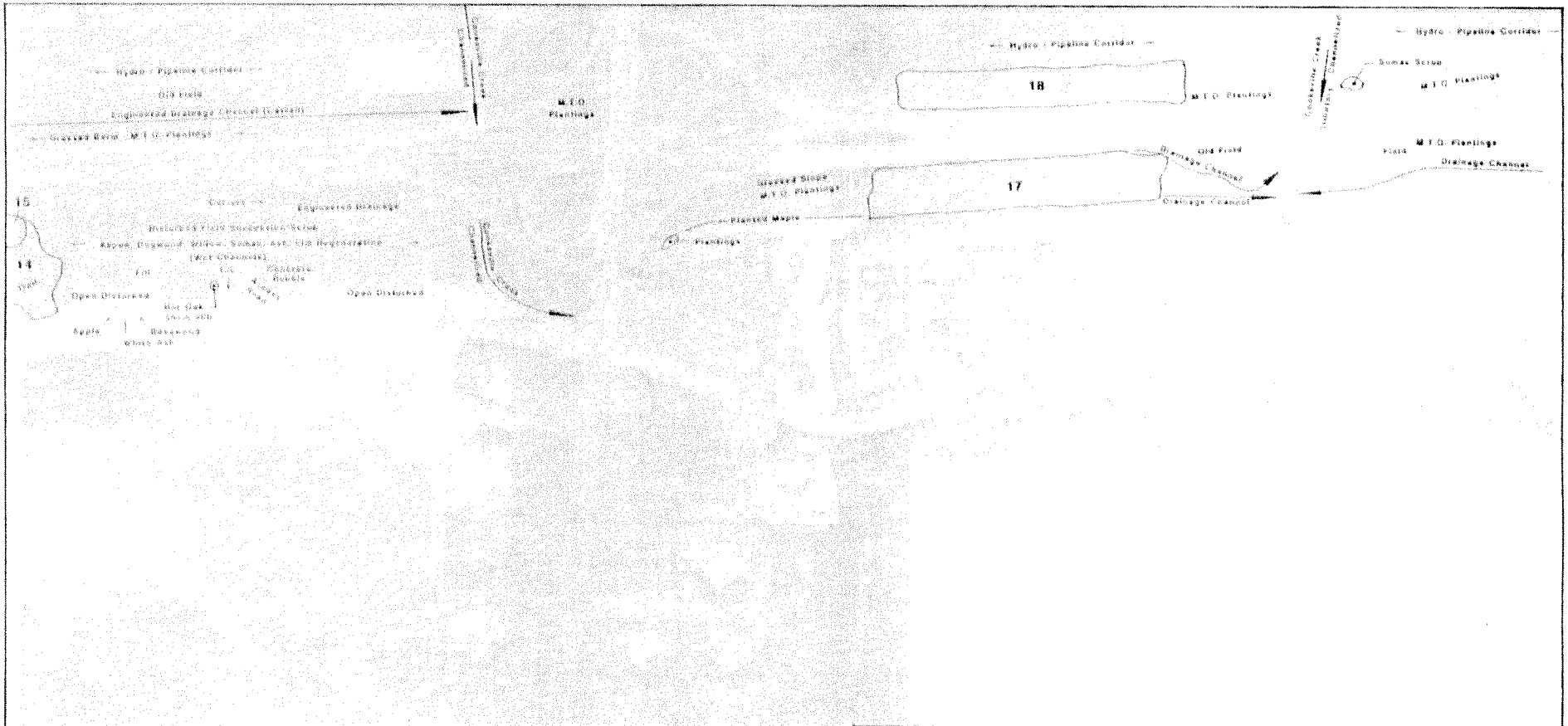
MISSISSAUGA TRANSITWAY
FUNCTIONAL PLANNING STUDY

EXHIBIT

0 100 200 300 400 500m

SCALE

NATURAL ENVIRONMENTAL FEATURES



VEGETATION UNIT	TYPE	QUALITY / SENSITIVITY	
14	Hawthorn - Elm - Ash Succession	L-M	L
15	Mixed Hardwoods (Logged)	M	L-M
17	Mixed Upland Hardwoods	L-M	L-M
18	Immature Mixed Hardwoods	L-M	L

MISSISSAUGA TRANSITWAY
FUNCTIONAL PLANNING STUDY

EXHIBIT

0 100 200 300 400 500m

SCALE

NATURAL ENVIRONMENTAL FEATURES

Vegetation Unit	4	5	6
Cover Type	Immature Ash-Elm	Immature Hardwood Regeneration	Immature Mixed Hardwoods
Species Composition & Main Canopy Emergents	N/A	N/A	Red Oak (F), White Ash (F), Sugar Maple (O), Basswood (S), Beech (S), Black Cherry (S)
Regeneration	White Elm (D), White Ash (O)	Pin Cherry (D), Red Oak (O)	Ironwood (F), Sugar Maple (O), White Ash (O), Red Oak (O)
Diameter (cm) (regen/canopy)	5-10/	<5/	<2-10/10-25
Height (m) (regen/canopy)	4-6/	2-3/	1-4/8-15
Stocking Density (understorey)	N/A	N/A	Dense
Crown Closure	0	0	0-25
Biological Health	Good	Good	Good
Botanical Quality	Low	Low	Low to Medium
Sensitivity to Development	Low	Low	Low
Comments	Immature hardwood regeneration with old field succession. Environmental Policy Area "A."	Hardwood regeneration. Environmental Policy Area "A."	Past cutting. Woodlot remnant, functions as "edge" habitat. Limited visual buffering/noise attenuation.

Table 1 - Vegetation Assessment Summary
Mississauga Transitway Planning Study
Mavis Road to Cawthra Road (Central Section)

Vegetation Unit	1	2	3
Cover Type	Immature Ash, Maple, Elm, Oak	Mixed Shrub-Scrub	Old Field Succession/Planted Conifers
Species Composition & Main Canopy Emergents	Green Ash (D), Silver Maple (O), Bur Oak (O), Basswood (S)	N/A	N/A
Regeneration	Green Ash (D), Silver Maple (F), White Elm	Hawthorn (F), Buckthorn (F), Sumac (F), Raspberry (F)	White Pine (D)
Diameter (cm) (regen/canopy)	2-10/15-60	<5/	<2/
Height (m) (regen/canopy)	2-8/15-25	1-3/	<0.3/
Stocking Density (understorey)	Dense	N/A	N/A
Crown Closure	25-50%	0	0
Biological Health	Good	Good	Good
Botanical Quality	Low to Medium	Low	Low
Sensitivity to Development	Medium	Low	Low-Medium
Comments	Heavily logged in past. Scattered mature trees with vigorous pole-sized regeneration. Imperfectly drained, seasonally wet, shrub thickets. Windthrow potential. Woodlot remnant, functions as "edge" habitat. Provides visual buffering/noise attenuation. Limited groundcover diversity, weedy invasion. Environmental Policy Area "B."	Early successional shrub regeneration. Environmental Policy Area "B".	Reforestation area. Easily transplantable. Sensitive to salt spray.

Vegetation Unit	10	11	12
Cover Type	Elm-Ash Succession	Mixed Hardwoods Scrub	Elm-Ash-Hawthorn Succession
Species Composition & Main Canopy Emergents	White Elm (S), White Ash (S)	Red Ash (A), White Ash (F), Basswood (O), Red Oak (O), Sugar Maple (O)	White Elm (D), Red Ash (F), White Ash (A), Red Oak (O), Basswood (O)
Regeneration	White Elm (D), White Ash (F), White Pine (S)	Red Ash (F), White Ash (F), Basswood (F), Red Oak (F), Shagbark Hickory (O), Sugar Maple (O)	White Ash (A), White Elm (A), Basswood (O), Red Oak (O)
Diameter (cm) (regen/canopy)	4-6/10-15	2-10/15-50	2-10/10-45
Height (m) (regen/canopy)	1-4/6-12	1-10/15-20	1-8/10-20
Stocking Density (understorey)	Dense	Average-Dense	Variable
Crown Closure	90	0-85%	0-80%
Biological Health	Good	Fair to Good	Good
Botanical Quality	Low	Low to Medium	Low to Medium
Sensitivity to Development	Low	Low to Medium	Low
Comments	Similar to previous units, but younger. Abandoned pasture land. Weedy groundcover. Informal pedestrian trails.	Past cutting, debris dumping and spoil disposal. Hawthorn invasion. Scattered wet depressions. Localized canopy dieback. Trees generally open-grown. Environmental Policy Area "A".	Abandoned field succession. Weedy groundcover. Scattered mature hardwoods. Red oak regeneration. Seasonal drainage swale. Environmental Policy Area "A".

Vegetation Unit	13	14	15
Cover Type	Remnant Hedgerow Trees	Hawthorn-Elm-Ash Succession Complex	Mixed Hardwoods
Species Composition & Main Canopy Emergents	White Ash (D), Basswood (O), Sugar Maple (S)	White Ash (F), White Elm (F), Manitoba Maple (O), White Pine (O)	Sugar Maple (F), White Ash (F), Red Maple (O), Bur Oak (O), Ironwood (O), White Pine (O), White Elm (O), Shagbark Hickory (S)
Regeneration	White Ash (S), White Elm (A)	White Elm (F), White Ash (F), Basswood (O), Sugar Maple (O)	Sugar Maple (A), White Ash (A), Red Maple (F), Red Oak (O), Ironwood (O), Shagbark Hickory (S)
Diameter (cm) (regen/canopy)	2-10/40-65	5-10/10-30	2-15/15-60
Height (m) (regen/canopy)	1-8/25	3-8/10-18	2-8/15-28
Stocking Density (understorey)	N/A	Variable	Good
Crown Closure	N/A	0-40%	50-95%
Biological Health	Good	Good	Good
Botanical Quality	Medium	Low to Medium	Medium
Sensitivity to Development	Medium	Low	Low to Medium
Comments	Field hedgerow. Hawthorn invasion. Mature hardwoods. Environmental Policy Area "A".	Scattered mature hardwoods including mature white pine. Weedy groundcover. Farm lane, debris dumping. Scattered wet pockets. Red-tailed hawk nest in white pine. Environmental Policy Area "B".	Heavily logged (high graded). Vigorous sapling/pole-sized regeneration. Several large, older residual trees in good condition. Localized dumping. Emergent white pine. Hawthorn, elm invasion. Localized wet pockets. Environmental Policy Area "B".

Vegetation Unit	16	17	18
Cover Type	Mixed Upland Hardwoods	Mixed Upland Hardwoods	Immature Mixed Hardwoods
Species Composition & Main Canopy Emergents	White Elm (A), White Ash (A), Ironwood (A), Shagbark Hickory (F), Bur Oak (O), Sugar Maple (S), Beech (S)	Sugar Maple (A), White Ash (A), Shagbark Hickory (F), Basswood (F)	Ironwood (A), Sugar Maple (A), White Ash (A), Basswood (F), Bitternut Hickory (S), Black Cherry (S)
Regeneration	White Elm (A), White Ash (A), Shagbark Hickory (O)	Sugar Maple (A), White Ash (A), White Elm (F), Ironwood (F), Basswood (F)	Ironwood (A), White Ash (F), Sugar Maple (A), White Elm (F)
Diameter (cm) (regen/canopy)	2-10/15-45	2-10/5-50	2-10/10-45
Height (m) (regen/canopy)	1-8/10-25	2-8/10-25	1-8/10-20
Stocking Density (understorey)	Dense	Average to Dense	Dense
Crown Closure	25-75%	25-50%	25%
Biological Health	Good	Fair to Good	Fair to Good
Botanical Quality	Low to Medium	Low to Medium	Low to Medium
Sensitivity to Development	Low to Medium	Low to Medium	Low
Comments	Woodlot remnant, functions as "edge" habitat. Past logging. Localized debris dumping. Provides some visual buffering and noise attenuation. Impoverished woodland groundcover. Weedy invasion.	Selectively logged in past. Well developed understorey. Woodlot remnant, functions as "edge" habitat. Impoverished woodland groundcover. Weedy invasion. Localized debris dumping. Provides visual buffer/noise attenuation for adjacent residences. Windthrow and canopy dieback evident. Scattered wet depressions. Environmental Policy Area "A".	Selectively logged in past. Well developed understory. Woodlot remnant, functions as "edge" habitat. Impoverished woodland groundcover. Weedy invasion. Provides some visual buffering and noise attenuation.

Vegetation Unit	19	20
Cover Type	Old Field Succession Complex/ Abandoned Orchard	Hedgerow
Species Composition & Main Canopy Emergents	White Elm (A), White Ash (A), Apple (F), Lombardy Poplar (O), Basswood (S)	White Elm (A), White Spruce (A), White Ash (F), Lombardy Poplar (S)
Regeneration	White Elm (A), White Ash (A), Apple (F), Lombardy Poplar (O), Basswood (S)	
Diameter (cm) (regen/canopy)	5-20/25-60	/5-20
Height (m) (regen/canopy)	1-4/4-15	/6-10
Stocking Density (understorey)	Variable	N/A
Crown Closure	0	0
Biological Health	Good	Good
Botanical Quality	Low	Low
Sensitivity to Development	Low	Low
Comments	Mixed hardwood/shrub regeneration interspersed with old field succession. Abandoned apple orchard. Typical old field groundcover. Localized garbage dumping. Informal pedestrian trails. Provides some visual buffering/noise attenuation. Scattered mature maple/ash/ basswood along south hedgerow.	Provides some visual buffering.

Note: Overstory and understory species composition was classified according to the following system:

(D)	Dominant	=	more than 50% of cover	(F)	Frequent	=	11-20% of cover
(A)	Abundant	=	21-50% of cover	(O)	Occasional	=	5-10% of cover
				(S)	Scarce	=	less than 5% of cover

3.2.2 Wildlife

Wildlife observed within the study corridor consisted of common species typically found in vegetated urban/rural-urban fringe areas (Appendix M2-C). No unusual species or critical habitats were noted during the survey. Woodland features within the study area are presently providing an urban wildlife environment. Wildlife dispersal corridors have been fragmented in the past by urban development leaving isolated habitat "islands".

The Ontario Breeding Bird Atlas (OBBA) data for the 10 x 10 km squares (PU 02/PU 12) in which the study area is located lists 89 and 99 bird species for the two Atlas squares, respectively. One (1) of the listed species has been assigned rare status by MNR (Cadman et al. 1987) and two (2) species have been given "species of concern" status by the OBBA. A status statement and habitat description for each species is provided below.

Caspian Tern	.	designated as rare by MNR. Coastal bird. Nests in open habitats (natural or artificial) near lakes, rivers, beaches and shorelines.
Black Tern	.	vulnerable species status according to OBBA. Nests in coastal/inland marshes and wet meadows with moderately dense emergent vegetation, particularly cattail.
Orchard Oriole	.	rarest species status according to OBBA. Nests in orchards, lightly wooded drainage courses, open fields with scattered trees, hedgerows, farmsteads and suburban residential areas. Confined to the Carolinian Forest zone. Prefers deciduous trees for nesting.

Suitable habitat for both Caspian Tern and Black Tern is not present within the study area. The proposed undertaking may remove some habitat (eg. early successional communities) which could be utilized by the Orchard Oriole. However, potential habitat for this species is better represented in rural and rural/urban fringe areas where a larger mosaic of orchards, old field succession complexes and open woodland features exists. Orchard Orioles prefer open, cultivated lands for nesting and foraging.

3.2.3 Wetlands

No MNR evaluated wetlands are present within the study area. The scattered seasonally wet tree/shrub/cattail pockets are too small to be evaluated and are of limited significance.

3.2.4 Fisheries

Cooksville Creek

Cooksville Creek is a shallow, open stream with no overhead cover and manicured/rip-rap/gabion banks. Instream cover is limited to shale banks, rubble and edge grasses. The substrate is predominantly shale with some silt, gravel and muck. Water conditions are turbid with filamentous algae attached downstream. Stream morphology diversity is low and consists primarily of flats with shallow pools and shale riffles.

No fish were sighted during the on-site investigations (May 30, 1991). Habitat potential is restricted to possible bait fish in isolated pools. Fish movement is restricted by a sloped (30 % +) concrete culvert inlet at Rathburn Road, gabion dam structure and major shale falls (2 - 3 m drop) downstream. Shale bottom substrates generally offer limited food/cover when in slabs, however, slightly better diversity occurs where shale is broken up. Overall, Cooksville Creek exhibits major channelization and urbanization impacts (eg. enclosure, storm water runoff).

Cooksville Creek Tributary

The easterly tributary to Cooksville Creek exhibits a manicured setting with upstream and downstream enclosures (ie. below-ground sections) restricting viable fish habitat. The stream exhibits cold water characteristics (14.7 degrees celsius), however, it does not add to cooling essential to the downstream fishery in Cooksville Creek (warmwater) but will add to summer base flow.

No fish were sighted during the on-site investigation. The channel substrate consists primarily of shale with some gravel and sand. An isolated stretch of potentially viable habitat (shallow pool and riffle series with some cover and localized undercutting) is present although the length of the existing enclosure probably restricts fish movement.

Mary Fix Creek

Mary Fix Creek is an altered/channelized stream which consists of a concrete/gabion bottom and enclosure. Essentially, there is no cover or natural bottom substrates. The

water is shallow, turbid and contains a significant algae component. Water temperature was cool (18.5 degrees celsius) at the time of the survey (May 30, 1991) indicating there may be some upstream ground water seepage source. Given the above characteristics, the stream likely does not provide viable fish habitat.

3.3 Conclusions

The level to gently sloping topography and soils types within the study area do not pose a constraint to the proposed undertaking. No significant organic deposits have been mapped or encountered in the study area.

No heritage property concerns have been identified within the study area. MCC has indicated that there are no archaeology concerns identified along the Mavis Road to Hurontario Street corridor. If no archaeology concerns are identified by MCC for the balance of the study area, no mitigation will be required other than standard reporting of unearthed finds.

Surface drainage features within the study corridor have undergone major channelization and urbanization impacts resulting in restricted fish habitat potential.

Vegetation resources within the study area exhibit low to medium botanical quality/sensitivity to development. Community diversity and quality is limited due to fragmentation and urbanization impacts. No significant plant species were noted during the field surveys. Overall, the vegetation features within the study area do not pose a significant environmental constraint.

Wildlife species observed are common and typical of an urban setting. No unusual habitats or significant wildlife corridors are present within the study area.

A review of MNR Maple District resource mapping indicates that there are no resource features of concern identified within the study area. Maple District MNR have commented that their major concern with the proposed undertaking is stream crossings and woodlot removal.

4.0 ALTERNATIVES AND EVALUATIONS

Alternative alignments for the Mississauga Transitway are described and mapped in the EA Report Section 4.0.

Evaluation factors which enabled discrimination between alternative alignments were:

- Transportation Performance
- Natural Environment
- Social-Cultural Features
- Cost

The natural environment component of the analysis relates to the physiography/soils, watercourses/fisheries, vegetation/wildlife, and Environmental Policy Area features of the study corridor. The above evaluation factors were reviewed with the public and concerned agencies during the study process and are discussed in greater detail in the EA Report (Section 4.0).

Based on public/agency review and the results of the analysis of alternatives, an alignment on the north side of Highway 403 west of Confederation Parkway, and south of 403 east to Cawthra Road, and north of Eastgate Parkway was selected as the preferred alignment for the proposed Mississauga Transitway.

5.0 POTENTIAL IMPACTS AND MITIGATION

Environmental impacts of the proposed undertaking involve the following areas:

- vegetation/wildlife habitat removal
- stream crossings and fisheries

Mitigation measures for these environmental impacts should consist of the following:

Erosion/Sediment Control

Sediment and erosion control measures consistent with established guidelines (OMNR, 1989; Province of Ontario, 1987; MTO creek crossing specifications or equivalent Regional specifications) should be incorporated in the design. Adherence to MTO *Drainage Management Technical Guidelines* (1989) and MOE draft *Interim Stormwater Quality Control Guidelines* (1990) should be followed in the detailed design. Wherever possible road runoff should be directed to grassed interceptor ditches to promote settling and some pollutant filtering. Drainage design of the creek crossings should be reviewed with the CVCA/MNR to ensure that all flood control and sediment control requirements are met.

Vegetation Management

Vegetation removal and protection of residual vegetation should be completed in accordance with Ontario Provincial Standard Specification (OPSS) 201 (clearing specification) and OPSS 565 (construction specification for tree protection) or equivalent Regional specification.

Since new woodland edges will be susceptible to salt spray impacts, residual vegetation should be supplemented with a mix of salt tolerant native tree and shrub buffer plantings. Wherever possible, woodland clearing should be minimized through design modification and sensitive construction practices. Remnant stands primarily provide some aesthetic and buffer functions.

Newly created woodland edges should be inspected and any root zone impacted trees or hazard trees identified and removed. Selective thinning may be required in some stands to promote understorey regeneration and quick re-establishment of a protective woodland edge.

Wildlife Habitat Management

Measures to retain and protect vegetation including supplementary plantings will benefit wildlife. A typical urban wildlife species assemblage will continue to persist in the study area if some vegetative cover is retained. Disruption to wildlife movement can be expected to be minor as no major wildlife corridors are present in the study area.

Stream Crossings and Fisheries

Major issues surrounding stream crossings and fisheries include stormwater management, erosion/sediment control, maintenance of baseflow, construction timing and compensation for loss of fish habitat.

Standard MTO erosion/sediment control measures discussed above will be required for all stream crossings and adjacent off-stream areas. Construction should be avoided in Cooksville Creek between April 1 - June 30 to protect the downstream warmwater fishery and in Mary Fix Creek between March 1 -June 30/September 1 to November 15 to protect the warmwater and coldwater migratory fishery in the Credit River.

MNR and CVCA permits will be required for the proposed Cooksville Creek diversion at the Hurontario Street interchange. If diversions, enclosures or culvert extensions are considered to be loss of future potential to rehabilitate fish habitat, off-site compensation is a viable alternative given the nature of the on-site conditions described previously.

Timing restrictions and other mitigation related issues should be reviewed with MNR/CVCA for all three (3) streams at the detailed design stage.

5.1 Specific Construction Requirements

Soil Loss Due to Erosion

All exposed ground surfaces should be topsoiled and sodded or seeded and mulched following standard MTO practices as soon as possible following construction.

Alteration of Water Quality and Drainage

The contractor will be required to implement stormwater quality, river crossing, drainage, and erosion/sediment control measures during construction. Specific measures would include:

a) Supply, place, and maintain check dams at ditch outlets.

b) Construct sediment traps at catchbasins, ditch inlets and manholes.

c) Cap storm sewers at the end of a day's construction. Any standing water located upstream of the cap shall be pumped out of the trench before removing the cap.

d) Excavations shall be maintained dry by pumping. Outfall from pumping operations shall be directed away from ditches onto approved splash pads or retention areas.

e) Embankment slopes shall be stabilized as soon as possible after grading by seeding and mulching.

f) All material storage and fuelling areas shall be kept away from watercourses in locations approved by the Engineer and agencies.

g) Silt fencing will be installed where required to prevent sediment transport to adjacent natural features (ie. streams, wet depressions).

These and other measures will be reviewed with the appropriate agencies at the detailed design.

Effects on Vegetation

The contractor will be required to implement OPSS (or equivalent) measures for vegetation clearing and tree protection and incorporate salt spray mitigation for residual vegetation protection. Residual vegetation will be protected with temporary fencing along the dripline. The contractor will install and maintain the fencing throughout construction.

5.2 Summary of Identified Concerns and Mitigating Measures

Identified concerns, mitigating measures, and future action are summarized in Table 2. These measures will be incorporated into the design and construction specifications for the proposed roadway.

Table 2

Summary of Identified Issues/Concerns
and Mitigating Measures
(During Construction)

Issues/Concern	Proposed Mitigation	Future Action
Erosion/Sedimentation Control	-Stabilize exposed soils/slopes quickly following standard MTO practices (sodding or seeding and mulching).	-Include in contract specifications -Review with concerned agencies at detailed design stage.
-Alteration of water quality, drainage and fish habitat	-Implement standard MTO stormwater quality, creek crossing, drainage and erosion/sediment control measures in detailed design. -MNR/CVCA permits required for creek diversions. -timing restrictions to protect sensitive downstream fisheries. -off-site compensation (if necessary) for loss of future potential to rehabilitate fish habitat.	-Include in contract specifications. -Timing restrictions, habitat compensation issue and other mitigation related issues to be reviewed at the detailed design stage with the concerned agencies for Mary Fix Creek, Cooksville Creek and Cooksville Creek tributary.
-Effects on vegetation/wildlife habitat	-minimize woodland clearing through design modification and construction measures. -Implement OPSS procedures for clearing and residual vegetation protection. -Incorporate salt spray mitigation in design. -supplement residual vegetation with salt tolerant native trees and shrubs.	-Include in contract specifications.

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Appendix M2-B

Mississauga Transitway Planning Study
Mavis Road to Cawthra Road (Central Section)
Vascular Plant Species List *

Trees

Acer negundo	Manitoba Maple
Acer saccharum	Sugar Maple
Acer saccharinum	Silver Maple
Acer rubrum	Red Maple (Soft Maple)
Betula papyrifera	White Birch
Carya ovata	Shagbark Hickory
Carya cordiformis	Bitternut Hickory
Catalpa speciosa	Catalpa
Crataegus sp.	Hawthorn
Crataegus punctata	Dotted Hawthorn
Fagus grandifolia	American Beech
Fraxinus pennsylvanica	Red Ash
Fraxinus americana	White Ash
Ostrya virginiana	Hop Hornbeam
Picea glauca	White Spruce
Pinus sylvestris	Scotch Pine
Pinus strobus	White Pine
Pinus banksiana	Jack Pine
Poplus nigra	Lombardy Poplar
Populus tremuloides	Trembling Aspen
Populus balsamifera	Balsam Poplar
Populus grandidentata	Largetooth Aspen
Prunus serotina	Black Cherry
Pyrus communis	Pear
Pyrus malus	Apple
Quercus rubra	Red Oak
Quercus macrocarpa	Bur Oak
Syringa vulgaris	Common Lilac
Thuja occidentalis	Eastern White Cedar

Tilia americana	Basswood
Ulmus americana	White Elm

Shrubs and Vines

Amelanchier arborea	Downy Juneberry
Berberis vulgaris	Common Barberry
Carpinus caroliniana	Blue Beech
Cephalanthus occidentalis	Buttonbush
Cornus stolonifera	Red-osier Dogwood
Cornus racemosa	Grey Dogwood
Crataegus monogyna	English Hawthorn
Elaeagnus angustifolia	Russian Olive
Euonymus obovatus	Running Strawberry Bush
Lonicera tatarica	Tatarian Honeysuckle
Lonicera canadensis	Fly Honeysuckle
Menispermum canadense	Moonseed
Parthenocissus inserta	Virginia Creeper
Prunus virginiana	Choke Cherry
Rhamnus cathartica	Common Buckthorn
Rhus typhina	Staghorn Sumac
Rhus radicans	Poison Ivy
Ribes cynosbati	Prickly Gooseberry
Rosa eglanteria	Sweet Briar Rose
Rubus pubescens	Dwarf Raspberry
Rubus allegheniensis	Common Blackberry
Rubus occidentalis	Black Raspberry
Rubus idaeus	Red Raspberry
Salix nigra	Black Willow
Salix discolor	Pussy Willow
Solanum dulcamara	Bittersweet Nightshade
Sorbus aucuparia	European Mountain Ash
Spiraea alba	Narrow-leaved Meadowsweet
Viburnum rafinesquianum	Downy Arrow-wood
Viburnum acerifolium	Maple-leaved Viburnum

Vitis riparia	Wild Grape
Herbaceous	
Achillea millefolium	Yarrow
Actaea rubra	Red Baneberry
Actaea pachypoda	White Baneberry
Agrimonia gryposepala	Agrimony
Alisma sp.	Water Plantain sp.
Alliaria officinale	Garlic Mustard
Allium tricoccum	Wild Leek
Ambrosia artemisiifolia	Common Ragweed
Apocynum androsaemifolium	Spreading Dogbane
Arctium lappa	Great Burdock
Arisaema triphyllum	Jack-in-the-pulpit
Asclepias syriaca	Common Milkweed
Aster macrophyllus	Large-leaved aster
Aster novae-angliae	New England Aster
Aster lateriflorus	Calico Aster
Bidens cernua	Nodding Beggar-ticks
Caulophyllum thalictroides	Blue Cohosh
Chrysanthemum leucanthemum	Ox-eye Daisy
Cichorium intybus	Chicory
Circaea lutetiana	Enchanter's Nightshade
Circaea alpina	Dwarf Enchanger's Nightshade
Cirsium arvense	Canada Thistle
Cirsium vulgare	Bull Thistle
Coronilla varia	Crown Vetch
Daucus carota	Queen Anne's Lace
Dianthus armeria	Deptford Pink
Dipsacus fullonum	Teasel
Echinocystis lobata	Wild Cucumber
Epilobium coloratum	Purple-leaved Willow Herb
Epilobium ciliatum	Sticky Willow Herb
Epipactis helleborine	Helleborine
Erigeron philadelphicus	Daisy Fleabane

Erythronium americanum	Trout Lily
Fragaria virginiana	Wild Strawberry
Galium palustre	Marsh Bedstraw
Galium mollugo	Wild Madder
Geranium robertianum	Herb-Robert
Geranium maculatum	Wild Geranium
Geum allepicum	Yellow Avens
Geum laciniatum	Rough Avens
Geum canadense	White Avens
Hesperis matronalis	Matrimony Vine
Hieracium pilosella	Mouse Ear Hawkweed
Hieracium caespitosum	Yellow Hawkweed
Hydrophyllum virginianum	Virginia Waterleaf
Hypericum perforatum	Common St. John's-Wort
Impatiens capensis	Spotted Touch-me-not
Inula helenium	Elecampane
Lotus corniculatus	Bird's-Foot Trefoil
Lycopus uniflorus	Northern Bugleweed
Lycopus americanus	Water Horehound
Lythrum salicaria	Purple Loosestrife
Maianthemum canadense	Wild Lily-of-the-valley
Medicago lupulina	Black or Hop Medic
Melilotus officinalis	Yellow Sweet-clover
Mentha arvense	Wild Mint
Myosotis arvensis	Field Scorpion-grass
Nepeta cataria	Catnip
Oenothera biennis	Evening Primrose
Oxalis fontana	Wood-sorrel
Plantago major	Plantain
Plantago lanceolata	English Plantain
Podophyllum peltatum	May-apple
Polygonatum pubescens	Solomon's-seal
Polygonum lapathifolium	Willow-weed
Potentilla simplex	Old Field Cinquefoil
Prunella vulgaris	Heal-all

Ranunculus acris	Field Buttercup
Ranunculus abortivus	Small-flowered Crowfoot
Rumex crispus	Curled Dock
Sanguinaria canadensis	Bloodroot
Sium suave	Water Parsnip
Smilacina racemosa	False Solomon's Seal
Solidago canadensis	Canada Goldenrod
Solidago flexicaulis	Zig-zag Goldenrod
Solidago caesia	Blue-stemmed Goldenrod
Solidago altissima	Tall Goldenrod
Stellaria graminea	Grass-leaved Stitchwort
Taraxacum officinale	Common Dandelion
Thalictrum dioicum	Early Meadow-rue
Tragopogon pratensis	Meadow Goatsbeard
Trifolium repens	Honeysuckle Clover
Trillium grandiflorum	White Trillium
Trillium erectum	Red Trillium
Tussilago farfara	Coltsfoot
Typha latifolia	Cattail
Uvularia grandiflora	Large-flowered Bellwort
Verbascum thapsus	Mullein
Veronica officinalis	Common Speedwell
Vicia cracca	Tufted Vetch

Ferns and Allies

Dryopteris spinulosa	Spinulose Wood Fern
Equisetum arvense	Common Horsetail
Onoclea sensibilis	Sensitive Fern
Pteridium aquilinum	Bracken Fern

Graminoids

Agropyron repens	Quack Grass
Bromus inermis	Smooth Brome
Carex stipata	Sedge

Carex scoparia	Sedge
Carex vulpinoidea	Sedge
Carex bebbii	Sedge
Carex lupulina	Sedge
Carex pensylvanica	Sedge
Dactylis glomerata	Orchard Grass
Glyceria striata	Fowl Manna-grass
Hordeum jubatum	Foxtail Barley
Juncus tenuis	Path Rush
Juncus effusus	Soft Rush
Luzula sp.	Woodrush
Phalaris arundinacea	Reed Canary Grass
Phleum pratense	Timothy
Poa pratensis	Kentucky Bluegrass
Poa compressa	Canada Bluegrass
Scirpus validus	Soft-stem Bulrush
Scirpus cyperinus	Wool Grass

* - Based on Ecoplans Ltd. Surveys conducted on April 7, 1990, August 31, 1990, October 22, 1990 and June 13-14, 1991 by B. Bricker and G. Gartshore.

Appendix M2-C

Mississuaga Transitway Planning Study
Mavis Road to Cawthra Road (Central Section)
Wildlife Observations[1]

Amphibians

Leopard Frog

Birds

American Robin
American Goldfinch
Blue Jay
Catbird
Common Grackle
Common Crow
Cowbird
Eastern Wood Peewee
Eastern Kingbird
Eastern Meadowlark
Field Sparrow
House Finch
House Sparrow
Indigo Bunting
Killdeer
Mallard
Mourning Dove
Northern Flicker
Northern Cardinal
Northern Oriole
Red-tailed Hawk
Red-winged Blackbird
Ring-billed Gull
White-throated Sparrow
Woodcock

Mammals

Eastern Gray Squirrel
Eastern Cottontail
White-tailed Deer[2]

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1 - Based on Ecoplans Ltd. field surveys conducted on April 7, 1989, August 31, 1990, October 22, 1990 and June 13-14, 1991 by B. Bricker and G. Gartshore.

2 - Tracks, pellets.

M.M. DILLON LIMITED
MISSISSAUGA BUSWAY
RENFORTH DRIVE (ETOBICOKE) TO CAWTHRA ROAD
OVERVIEW OF NATURAL ENVIRONMENT FEATURES/ISSUES IDENTIFIED TO DATE

DATA COLLECTION PROCESS

Review of:

- Background information on physiography, soils, water/fisheries, vegetation and wildlife.
- Ontario Ministry of Natural Resources Maple District Land Use Guidelines.
- Regional greenlands system mapping.
- Official Plans for City of Mississauga and City of Etobicoke.

Contacts:

- Ministry of Natural Resources.
- Metropolitan Toronto and Region Conservation Authority.
- City of Mississauga and City of Etobicoke.
- Written material received from local naturalist (Alfred L. Adamo) on the Rakely Court Woodlot.

Field Assessment:

- Study area was visited a number of times since late 1987 investigations for Mississauga Arterial Road; latest visit for Busway occurred in October 1990.
- Vegetation communities and watercourses were assessed and photographed.
- Wildlife presence was noted.

FINDINGS

Physiography and Soils

The area is located in a till plain of the South Slope physiographic region. Topography is mostly gently undulating with steep slopes near Etobicoke Creek. Elevations range between about 135 to 165 m above mean sea level.

The main surficial soil type is Chinguacousy clay loam. This soil is fertile, imperfectly drained, smooth gently sloping, with few stones and developed on dark yellowish brown, shaly calcareous clay till. The Oneida clay loam occurs in areas with good drainage. It has developed on similar materials but is more susceptible to erosion due to steeper slopes. Bottom land occurs within creek floodplains.

The bedrock is the Georgian Bay Formation of grey shale with limestone interbeds. It is about 15 m or less beneath the surface, with some outcrops along Etobicoke Creek.

Watercourses and Fisheries

The area is drained southward by Etobicoke Creek and its tributaries. Etobicoke Creek has a mean annual flow of about 1.26 m^3 per second in this area, but considerable variations occur.

Fish species identified in Etobicoke Creek by the Ministry of Natural Resources during surveys in 1978, 1984 and 1985 include (in approximate order of abundance):

Blacknose Dace
Common Shiner
Creek Chub
White Sucker
Johnny Darter
Bluntnose Minnow
Rock Bass

Brook Stickleback
Longnose Dace
Fathead Minnow.

These are adaptable warm-water fish species. Etobicoke Creek is not a critically important fisheries creek in Maple District.

Etobicoke Creek is a warm-water creek that supports little instream aquatic vegetation and organisms due to degraded water quality. Contaminated runoff from roads, urban, agricultural and airport lands has greatly impaired water quality and has made it unsuitable for many aquatic organisms. In the study area, three storm drains were seen entering the Creek. Sediment-laden runoff was observed.

The Creek is located within a valley about 14 m in depth. In places the Creek has cut into the bank exposing an almost perpendicular wall. The till overburden is exposed and erosion is occurring.

The stream banks and valley floor have been impacted by human disturbance. Limited streamside vegetation provides little shade or cover for aquatic organisms, does not reduce stream temperatures and may result in accelerated bank erosion.

In general, the Creek has a natural profile and bottom substrate. The Creek is slightly meandering with areas of deeper pools and faster moving waters. Average water depths at the time of site investigation were approximately 30-50 cm with areas of deeper and shallower waters. The substrate of the river bed consists predominantly of a mixture of sand and clay with larger stones in riffle areas.

Tributaries of Etobicoke Creek in the study area are very small and very limited in the aquatic life they can support. The tributaries include: Renforth Creek and Elmcrest Creek in Etobicoke as well as Little Etobicoke Creek east of Cawthra Road.

Vegetation

The area is within the Deciduous Forest Region where favourable conditions in the past have allowed a rich variety of tree, shrub and herb species. Currently, areas that are not built-up contain cultivated crop land, grassy field communities, forests and scattered trees.

The remaining treed units in the area are under pressure from urbanization. For example, in early 1988, a large high quality woodlot of 15 ha, located south of Eglinton Avenue, east of Fieldgate Drive, was clearcut with no provision for regeneration.

Two main woodlots remain in the area. The Rakely Court woodlot located east of Etobicoke Creek in the City of Etobicoke is about 8 ha. A woodlot of about 10 ha dominated by ash trees is located on predominantly poorly drained soils southeast of the intersection of Eglinton Avenue and Cawthra Road.

Additional noteworthy treed units include: a mixed deciduous hedgerow dominated by bur oak extending east of the Rakely Court Woodlot (2 ha); a strip of upland forest on the west side of Etobicoke Creek (3 ha); and a small ash-elm-oak stand north of Hydro lines further west of Etobicoke Creek (2 ha). Other variable tree clusters are scattered throughout the area.

Field investigations confirmed the high natural quality of the Rakely Court Woodlot east of Etobicoke Creek. Dominant trees include large mature bur oaks (especially to the south) and sugar maple (especially to the north). Other important trees include: shagbark hickory, bitternut hickory, red oak, white oak, red maple, beech, hop-hornbeam, hemlock, white pine, white ash, black cherry, white elm, and basswood. Blue-beech and witch-hazel grow on the valley slopes. An immature section on the east side of the woodlot contains white birch, trembling aspen, hawthorn and apple. The woodlot has been reported by local naturalists (Alfred L. Adamo) to contain the best stand of shagbark hickory, a regionally uncommon tree, in Metropolitan Toronto.

The Etobicoke Creek Valley bottom contains Manitoba maple, willow and poplar. Disturbance is evident throughout this floodplain in the general lack of mature trees.

The strip of upland forest west of the Creek is similar in comparison to the eastern side but is much narrower in width.

Wildlife

A number of small mammals inhabit the terrestrial habitats. Species include meadow vole, raccoon and black squirrel. The wildlife species are adapted to living near urban areas.

About 43 species of birds have been identified in the area, the most common including: mourning dove, American robin, common flicker and American goldfinch. Regionally rare species identified by Dillon staff include a northern harrier hunting near Etobicoke Creek south of Eglinton Avenue.

The Etobicoke Creek Valley serves as a local wildlife corridor and provides habitat for a number of uncommon herptile species such as yellow-spotted salamander, northern water snake, ringneck snake and wood turtle.

Environmental Policy Areas (Official Plans)

In Etobicoke, the valleys of Etobicoke Creek, Elmcrest Creek and Renforth Creek are identified as Valley Impact Zones which need to be protected and where development will be regulated.

A former sanitary landfill site is identified between Renforth Creek and Renforth Drive. New development in this area will be regulated.

Much of the study area in Etobicoke is within the 28 Noise Exposure Projection and is affected by the Provincial "Land Use Policy Near Airports".

In Mississauga, the Etobicoke Creek Valley is identified as an Environmental Protection Area having the highest level of environmental significance and ecological sensitivity with, consequently, the highest level of intended protection.

The valley of Little Etobicoke Creek, the woodlot south of Eglinton Avenue near Fieldgate Drive (now clearcut east of Fieldgate and under development west of Fieldgate) and the woodlot southeast of the Eglinton Avenue/Cawthra Road intersection are all identified as Environmental Policy Areas "A" with a slightly lower level of intended protection than for the Etobicoke Creek Valley.

MITIGATION

Recommended mitigative measures include:

- avoiding treed areas and steep exposed banks to the greatest extent possible during design and construction.
- preserving high quality topsoil to facilitate rehabilitation of disturbed areas;
- providing erosion control measures for exposed soils and slopes;
- installing protective fences at sensitive locations and maintaining them throughout construction;
- limiting any construction in Etobicoke Creek and its tributaries to between July 1 and March 31; and
- establishing native and compatible vegetation on suitable areas disturbed for busway construction and other locations to improve habitat and to compensate for the permanence of the busway.