



# Future Planning Context Report

Lakeshore Road Transportation Master  
Plan and Implementation Strategy

**DRAFT**

City of Mississauga

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MISSISSAUGA





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# 1 Introduction

The City of Mississauga has initiated a Transportation Master Plan (TMP) and Implementation Strategy for Lakeshore Road between Southdown Road and the east City limit and Royal Windsor Drive between Southdown Road and the west City limit. The purpose of the TMP is to support all transportation modes, connect people to places, and move goods to market. The study will deliver a transportation study and conceptual design for Lakeshore Road and Royal Windsor Drive from building face to building face for interim and ultimate conditions.

This report describes the overall planning context for the Corridor, including: Provincial, Regional, City-wide, and area specific policies and plans.

## 2 Provincial Policies and Plans

This section briefly describes the relevant Provincial policies and plans that relate to the Lakeshore Road TMP and Implementation Strategy.

### 2.1 Provincial Policy Statement, 2014

The Provincial Policy Statement (PPS) is a statement of the government's interests and policies on land use planning matters for the entire province. The most recent PPS became effective on April 30, 2014 and replaced the previous PPS from 2005. The document promotes an integration of transportation and land use planning processes to facilitate safe and energy efficient movement of people and goods. The document also promotes the use of transportation demand management (TDM) strategies and multi-modal transportation systems to improve connectivity and reduce the number and length of vehicle trips.

### 2.2 Transit Supportive Guidelines, 2012

The Ministry of Transportation (MTO) established guidelines for land use planning, urban design, and operational practices to create an environment that is supportive of transit and able to develop services and programs to increase transit ridership. The guidelines promote transit supportive planning to make transit easily accessible, serve major land uses and ridership generators, and provide direct and efficient routes between destinations.

## 2.3 Places to Grow, 2006

The Growth Plan for the Greater Golden Horseshoe was prepared as a result of the Places to Grow Act, 2005. The Plan provides a framework for implementing the vision of planning for future growth by building compact, efficient, and sustainable development that prioritizes transit and active transportation modes while maintaining economic prosperity and efficient goods movement.

# 3 Peel Region Policies and Plans

This section briefly describes the relevant Peel Region policies and plans that relate to the Lakeshore Road TMP and Implementation Strategy.

## 3.1 Regional Official Plan, 2014

The Regional Official Plan (ROP) provides a long-term policy framework for directing growth and development within Peel Region while protecting the environment and managing resources. The ROP considers the legislation, policies and guidelines from both the provincial and municipal governments and is intended to clarify the roles and responsibilities of the Region and area municipalities within a Regional context. An underlying premise of the ROP is that provincial policy will be implemented jointly through both the ROP and area municipal plans.

A collective set of objectives and policies has been developed to guide development of the Region's transportation system (Chapter 5.9). The objectives and policies are intended to foster increased sustainability by:

- Considering all modes of travel and promoting the efficient movement of people and goods (with a focus of moving people by modes other than single-occupant automobiles);
- Maximizing the use of existing transportation infrastructure;
- Increasing travel choices to meet diverse needs;
- Minimizing the environmental and health impacts of transportation;
- Supporting economic development;
- Considering social and cultural objectives;
- Promoting the integration of transportation planning and land use planning; and
- Developing predictable and sustainable funding for multi-modal transportation system.

The following ROP schedules are applicable to the study corridor:

Schedule A (Core Areas of the Greenlands System in Peel) indicates that the study corridor is adjacent to or crosses through several areas identified as Core Areas of the Greenlands System.

Schedule D/D1 (Regional Structure/The Growth Plan Policy Areas in Peel) identifies the entire the study corridor as Urban System/Built-up Area.

Schedule E (Major Road Network) identifies the study corridor as a Major Road.

Schedule G (Rapid Transit Corridors – Long Term Concept) identifies Lakeshore Road East between Hurontario Street to beyond the eastern regional boundary as a Rapid Transit Corridor. A Mobility Hub – Gateway is also identified near the intersection of Hurontario Street and Lakeshore Road East. A Potential Mobility Hub – Gateway is identified near Royal Windsor Drive and the western regional boundary. An existing Go Rail Line (and related stations) is identified to the north of the study corridor.

### 3.2 Accessible Transportation Master Plan, 2013

The Region of Peel is currently undergoing an update of their Accessible Transportation Master Plan (ATMP). The purpose of the ATMP is to plan for future transportation services for persons with disabilities living in Peel. The Region is committed to providing sustainable service to those who need accessible transportation now and in the future. Highlights of the updated policy include:

- Compliance with the new Accessibility for Ontarians with Disabilities Act (AODA) by January 1, 2017.
- New AODA Eligibility requirements
- New Passenger Charter
- New Pick-Up Window Policy

Peel's accessible transportation family of services includes: TransHelp, Dialysis, Passenger Assistance, Taxi Scrip and Accessible conventional transit.

### 3.3 Road Characterization Study, 2013

The Region of Peel's Road Characterization Study (RCS) was completed in 2013. It provides design guidelines for future Regional roadways that respect multiple transportation modes and ensure that the Regional arterial transportation network considers all road users, transportation options, health impacts, and local context. Through this study, the Region has placed a higher priority on meeting the

transportation demands using other modes and incorporating the needs of emerging communities, while maintaining traffic functionality and beginning to address health issues by facilitating more active design. Assigning a Road Character to a road allows for the road to be designed in a way that is more context sensitive and balances the need for mobility with that of land access.

The study was informed by key documents that included current local, regional, and provincial policies, and official plans that provide guidance on how to direct growth, development, and intensification. Extensive stakeholder engagement was a vital part of the process, which helped develop a context sensitive solutions approach.

The RCS does not provide a road character typology for the Lakeshore Road/Royal Windsor Drive corridor.

### 3.4 Long Range Transportation Plan, 2012

The Peel Long Range Transportation Plan (LRTP), last updated in 2012, identifies major transportation challenges that the Region of Peel expects to face over the next several decades, as well as appropriate policies, strategies and planned road improvements to address these challenges.

Some of the challenges identified in the LRTP include:

- Increasingly congested roads due to high population growth
- Innovative solutions to facilitate the movement of goods, not just people, so that the Region's economic competitiveness is not compromised
- Sustainable planning and protection of the environment to ensure a liveable future

The Region realizes that the construction of new roads, while necessary for people and goods movement, will not be enough to meet projected future travel demand. Other strategies, such as transportation demand management (TDM) and intelligent transportation systems (ITS) are necessary in order to address the challenges that await Peel in the upcoming years. In addition, because transportation is interconnected with health, quality of life, social equity and the environment, road improvements cannot be the sole answer to Peel's congested roads. Other modes, such as walking and cycling, should be promoted as viable transportation options to those who live and work in Peel.

Road improvements could strengthen the goods movement network and provide temporary relief or car congestion, but more importantly, they could reserve the

space the Region may need in the future for other purposes such as active transportation infrastructure and streetscaping. In order for the Region to maintain the high quality of life enjoyed by its residents, it must shift away from a culture of auto-oriented development to one of sustainable development, and ensure its transportation system is safe and convenient for everyone to use.

Key Components of the LRTP include:

- Transportation Vision, Goals, Objectives and Policies, which provide a framework for developing and coordinating future actions and programs to improve transportation in Peel Region
- Regional road improvements required by 2021 and 2031
- Regional strategies, studies and action plans in goods movement, transportation demand management, and other sustainability initiatives
- Implementation and Performance Measurement Plan

No road widening is identified along the Lakeshore Road / Royal Windsor Drive corridor in the LRTP's recommended plan. A partial restriction of heavy trucks, along Lakeshore Road between Southdown Road and Hurontario Street, is also identified.

### 3.5 Goods Movement Strategic Plan, 2012

In April 2009, Peel Regional Council directed that the Peel Goods Movement Task Force be established in recognition of the importance of goods movement to Peel. The Task Force objective was to facilitate improved planning and implementation of goods movement infrastructure and services in partnership with the private sector and other levels of government.

The vision of the Task Force is for Peel to have a safe, convenient, efficient, multi-modal, sustainable and integrated goods movement transportation system that supports a vibrant economy, respects the natural and urban environment, meets the diverse needs of industries and residents and contributes to a higher quality of life. The mission of the Task Force is to support businesses with a transportation system that moves goods and delivers services quickly and efficiently, maximizes economic opportunities and reduces the associated environmental and community impacts.

There are two major goals of the Goods Movement Program:

- Support and influence sustainable transportation systems to endure that goods are transported in an efficient and timely manner.



- Optimize the use of existing infrastructure and capacity, and minimize adverse environmental, social and economical impacts caused by goods movement transportation.

The Goods Movement Program identifies a number of potential actions to improve how goods are moved within and through Peel. They are categorized into four Strategic Directions:

- Peruse Infrastructure Improvements
- Partnership, Communication and Advocacy
- Systems Optimization of Existing Infrastructure
- Planning and Forecasting

Twenty three action items were identified for the Task Force to champion over the course of five years (2012-2016).

### 3.6 Water and Wastewater Master Plan, 2012

The Water and Wastewater Master Plan (WWMP) comprehensively documents the development, evaluation and selection of the preferred water and wastewater servicing strategies to meet the servicing needs of existing and future development within the Region of Peel to 2031.

The 2013 Master Plan evaluates the ability of existing and planned water and wastewater infrastructure in the Region of Peel to efficiently service the Region's existing and anticipated growth, and to evaluate and develop recommended servicing strategies.

The preferred water servicing strategy (WWMP Figure 1.3) for the lake-based system includes proposed water transmission mains along Lakeshore Road from west of Mississauga Road to the Lakeview Water Treatment Plant, then extending east from the Treatment Plant (south of Lakeshore Road) to Dixie Road. The proposed transmission main then continues north along Dixie Road beyond Lakeshore Road. Pumping station upgrades are also proposed at Lakeview Zones 1 and 2.

The preferred wastewater servicing strategy for the lake-based system recommends Sanitary Trunk Sewer twinning in southwest Mississauga on Lakeshore Road and Southdown Road to the Clarkson WWTF, Expansion of the G.E. Booth WWTF and proposed Pumping Station west of Cawthra Road (shown as the proposed pumping station and proposed projects on WWMP Figure 1.4).

### 3.7 Active Transportation Study, 2011

On February 9, 2012, Peel Regional Council approved the Peel Region's first Active Transportation Plan. The Plan provides a framework for how the Region will increase the share of walking and cycling trips, linking with transit, and creating a pedestrian and cycling friendly environment. The Plan sets out policies that direct the practices of the Region to support more walking and cycling; recommends active transportation improvements to the existing cycling and pedestrian networks, and recommends strategies/programs to shift travel behaviour.

The vision for active transportation in the Region of Peel is to create a place where walking and cycling are safe, convenient, appealing and accessible options for all citizens. The Plan aims to meet the following objectives:

- Set out policies that direct the practices of the Region to support more walking and cycling;
- Recommend active transportation infrastructure improvements along Regional roads that support the area municipal plans and fill in gaps in the network; and
- Establish partnerships with key stakeholders such as Peel Health, Smart Commute, Peel district school boards to develop programs to help shift travel behaviour of target audiences to travel by active transportation, such as providing education in promoting benefit of active transportation, safety and skill training.

The Plan recommends strategy for the developing a pedestrian and cycling network in Mississauga. These recommendations are discussed in 7.4.3 (Executive Summary Section 4.3) and illustrated on Maps 9c and 10c of the Plan.

### 3.8 Health Background Study, 2011

The Health Background Study (HBS) Framework is a compilation of documents that comprehensively details the key deliverables produced as part of a joint venture initiative between Region of Peel Public Health and Toronto Public Health to develop a framework for municipalities to establish a mechanism to integrate considerations of health impacts into the land use development approvals process. Building on the extensive work undertaken by the Region of Peel to develop the Healthy Development Index, the primary outcomes of this initiative include a stakeholder-tested Health Background Study Terms of Reference/User Guide, and a corresponding Implementation Strategy that

provides recommendations on implementation responsibilities and how/where in the planning process the Health Background Study requirement best fits.

The package of documents includes the following:

- Situational Assessment
- Health Background Study Terms of Reference and User Guide
- Evaluation Report
- Implementation Strategy

The purpose of the Health Background Study is to ensure that new development and re-development promotes and supports healthy and active communities. It is intended to serve as a “checklist” to evaluate the success of new developments in achieving minimum standards of community health and a forum to encourage applicants to justify their development decisions. It should not be applied alone as a means for approving or rejecting private development proposals, but rather as an informative tool in the application evaluation process. The HBS is intended to work with existing provincial, regional and local planning policies, regulation and standards, with which all developments should comply.

### 3.9 Transportation Demand Management Study, 2004

Transportation Demand Management (TDM) is part of a group of initiatives the Region of Peel has implemented to improve the efficiency of the Region’s transportation system and maximize the use of the existing infrastructure by: increasing the number of people per vehicle (including transit vehicles, vanpools and carpools), maximizing the use of underutilized travel times (by time-of-day and day-of-week) and travel routes – including transit routes and pedestrian/bicycle paths, reducing trip frequency and distance, and eliminating some trips altogether. The TDM vision for the Region of Peel is to:

*“Promote a balanced, multi-modal transportation system that provides choices for travelers and influences the demand for limited transportation systems. Transportation Demand Management (TDM) will build partnerships between all levels of the public and private sector; provide information and educations about travel options and offer incentives and programs that discourage Single Occupant Vehicle (SOV) travel. TDM is an essential component of sustainable transportation solutions.”*

TDM is recognized in the Peel Long Range Transportation Master Plan (discussed in **Section 3.4** of this report) as one of the strategies necessary to accommodate project future travel demand in the Region.

## 4 Metrolinx/GO Transit Studies

This section briefly describes the relevant Metrolinx / GO Transit studies that relate to the Lakeshore Road TMP and Implementation Strategy.

### 4.1 The Big Move, 2008

Metrolinx manages transportation planning within the Greater Toronto and Hamilton Area (GTHA). The Regional Transportation Plan (also entitled “The Big Move” Transforming Transportation in The Greater Toronto and Hamilton Area”) was adopted on November 28, 2008. The Big Move contains a vision, goals and objectives for the future in which the GTHA is seamless, coordinated, efficient, equitable and user centred. A Technical Update was prepared to refine certain elements of the plan and fully integrate the GO 2020 ten-year plan within the longer term transportation goals and objectives of the existing version of the study. The Technical Update was approved in February 2013 by the Metrolinx Board of Directors.

While the Big Move has many goals and objectives for the future of transportation, the more salient goals include improving transportation choices, providing comfort and convenience, promoting an active and healthy lifestyle, providing safe and secure mobility, and reducing dependence on non-renewable resources by way of increasing the number of trips taken by transit, walking and cycling.

The 15-year plan for the Regional Rapid Transit and Highway Network (proposed to be implemented by 2023) includes the following improvements within the vicinity of the Study Area:

- Express Rail expansion on the Lakeshore line from Hamilton to Oshawa (Hamilton – Oshawa GO)
- Other Rapid Transit improvements
  - Hurontario rapid transit from Port Credit to Downtown Brampton
  - Main Street AcceleRide (Downtown Brampton – Highway 407)

- Hurontario (Highway 407 – Port Credit GO)
- Waterfront West (Port Credit GO – Union Station)

## 4.2 Other Metrolinx/GO Transit Studies

Other relevant Metrolinx / GO Transit documents are listed and briefly described in **Table 4-1**.

**Table 4-1: Other Metrolinx / GO Transit Studies**

Plans or Policy Document	Description
<p>Port Credit GO Station Southeast Area Master Plan, 2015</p>	<p>A Master Plan detailing the vision for the Port Credit GO Station Southeast Area (i.e. “Site 12” in the Port Credit Local Area Plan) as a Gateway Mobility Hub. The Master Plan was completed as per The Mississauga Official Plan policy 13.1.12.3 which addresses land use, built form, transportation and heritage resources.</p> <p>Metrolinx intends to redevelop these lands with transit-supportive, mixed-use development and a parking structure to address immediate and long-term parking requirements of GO transit users. Metrolinx also intends to investigate and potentially fund an additional crossing of the Credit River south of the existing rail line for pedestrians and cyclists.</p> <p>The Master Plan aligns with the relevant provincial and municipal plans, policies and reports. In particular, the Mississauga Official Plan and the Port Credit Local Area Plan (2014), the Port Credit Built Form Guide (2013), the Metrolinx Mobility Hub Guidelines for the GTHA (2011), the Port Credit Mobility Hub Master Plan Study (2011) and the Hurontario-Main LRT Project Environmental Project Report (2014).</p>

Plans or Policy Document	Description
Mobility Hub Guidelines, 2011	A document providing framework for the planning and development at mobility hubs in the Greater Toronto and Hamilton Area. The Guidelines focus on the factors that contribute to creating successful mobility hubs, and address topics such as transit station design, station circulation and access, transit customer information and wayfinding, land use and urban design surrounding rapid transit stations, and funding and implementation. For each topic, the Guidelines provide detailed strategies, best practices, case studies, and suggested resources.
Huronario / Main Street Corridor Master Plan, 2010	A Master Plan detailing the vision for the Huronario / Main Street corridor integrating planning for rapid transit, intensified land use and enhanced urban design.
GO Transit Lakeshore Express Rail Benefits Case, 2009	<p>The Lakeshore Express Rail Benefits Case Analysis provides an evaluation of the comparative costs and benefits of potential service improvement alternatives in the short to medium term and for the ultimate Lakeshore express rail vision. The report considers improvements to the Lakeshore East and West Corridors between Oshawa and Hamilton. Two options were considered:</p> <ul style="list-style-type: none"> <li>• Option 1: Diesel operations with fleet and infrastructure improvements through 2015; and</li> <li>• Option 2: Electrified operations with fleet and infrastructure improvements as follows:               <ul style="list-style-type: none"> <li>○ Phase One – Fleet and infrastructure improvements through 2015; and</li> <li>○ Phase Two – Fleet and infrastructure improvements through 2031.</li> </ul> </li> </ul>

## 5 Mississauga City Wide Policies and Plans

This section briefly describes the relevant City of Mississauga city-wide policies and plans that relate to the Lakeshore Road TMP and Implementation Strategy.

## 5.1 MiWay 5 – Service Plan (2016-2020), 2015

MiWay 5 is the five year service plan (2016 – 2020) to guide transit expansion within the City of Mississauga and the support the implementation of a new light rail line along Hurontario Street. The plan is focused on revising existing routes and schedules to provide added frequency, more service hours and better connectivity throughout the network. Specifically, the plan builds on public and stakeholder preference for a grid route network with improved frequencies at the expense of longer walking distances, more frequent service and increase service span on Sundays and early morning weekdays, improved on-time performance and reliability, faster travel times with more direct routes, improved connections to GO stations, more express routes, and improved service to neighbouring communities.

Route changes that impact service within the Lakeshore Road corridor include:

- Route 5 (Dixie) will be re-routed south of the QEW to run along Dixie Road instead of Ogden Avenue to Long Branch GO Station.
- Route 8 (Cawthra) will be re-routed south of the QEW to run along Cawthra Road and Lakeshore Road instead of via Atwater Avenue and Mineola Road toward the Port Credit GO Station.
- Route 14 (Lorne Park) will be re-route east of Hurontario Street to continue running past Port Credit GO Station via Mineola Road, Atwater Avenue and Ogden Avenue towards Dixie Outlet mall to supplement the revised routing of Routes 5 and 8.

The Lakeshore Road Corridor between Clarkson GO Station and Long Branch GO Station is identified as a high frequency corridor in 2020. Bus service along Lakeshore Road (Route 23) will experience improved frequencies from 15 to 17 minute headways currently to 11 to 15 minutes.

## 5.2 Hurontario-Main LRT Environmental Project Report, 2014

In June 2014, Metrolinx, the City of Mississauga and the City of Brampton, as project co-proponents, completed an environmental assessment for the introduction of Light Rail Transit (LRT) in the Hurontario/Main Street corridor. Stemming from the recommendations of The Big Move (Metrolinx 2008) and Hurontario-Main Street Master Plan (City Mississauga/City of Brampton 2011) the Hurontario-Main LRT project was initiated to investigate the operation of a high frequency LRT service along the Hurontario/Main Street corridor between the Port Credit Go Station and the Brampton Go Station.

The major elements of the preferred solution include:

- LRT along Hurontario Street and Main Street between Brampton GO station and the Port Credit GO Station that moves more people, faster and more efficiently than other/existing means of transportation;
- Route(s) through downtown Mississauga that serve the range of existing and planned City Centre destinations;
- Development of a new transit terminal in Downtown Mississauga;
- Local transit services rerouted as feeders to serve the proposed LRT;
- Use of transit signal priority to provide reliable and attractive transit operations along the Hurontario-Main Street corridor;
- Conversion of the existing six-lane cross-section segments to four lanes for auto use and two reserved transit lanes. Segments of Main Street in the City of Brampton that are currently four lanes will need to have the LRT operating in shared lanes; and
- A maintenance and storage facility, for which the currently identified preferred location is in the southeast quadrant of the intersection of Hurontario Street and Highway 407.

An intermodal LRT stop is proposed at the existing Port Credit GO station (north of Lakeshore Road). Modification to the intersection of Lakeshore Road and Hurontario Street is not proposed as part of the LRT design. Further details of the proposed design are shown in Appendix A of the Environmental Project Report for the Hurontario-Main LRT Project.

### 5.3 Official Plan, 2011

Mississauga Official Plan (OP) provides a new policy framework to protect, enhance, restore and expand the Natural Heritage System, to direct growth to where it will benefit the urban form, support a strong public transportation system, and address the long term sustainability of the city. The Mississauga OP will be an important instrument in city building. All change within the urban environment will be considered for its capacity to create successful places where people, businesses and the natural environment will collectively thrive.

Chapter 8 of the Mississauga OP is especially important for this TMP as it states the policies for creating a multi-modal City. Lakeshore Road will continue to move large volumes of traffic and support goods movements; however, the design of the street must be sensitive to surrounding land uses. The needs of transit, pedestrians and cyclists will be prioritized at the forefront – transportation decisions will support



the creation of a fine grain street pattern, low traffic speeds, a mix of travel modes and attention to design of the public realm.

Policies specific to the Lakeshore Road TMP and Implementation Strategy include:

- Section 8.1.1: “Mississauga will provide transportation choices that encourage a shift in lifestyle toward more sustainable transportation modes, such as transit and active transportation.”
- Section 8.1.6: “Mississauga will ensure that the transportation system will provide connectivity among transportation modes for the efficient movement of people and goods.”
- Section 8.1.10: “Mississauga will separate transportation modes within transportation corridors, where appropriate.”
- Section 8.1.12: “Mississauga supports opportunities for multimodal uses where feasible, in particular prioritizing transit and goods movement over those of single occupant vehicles.”

The following Mississauga OP schedules are applicable to the study corridor:

Schedule 1: Urban System identifies the majority of Lakeshore Road throughout the study area as a Corridor, with the section through Port Credit identified as an Intensification Corridor. Three Community Nodes are identified within the corridor, the first (Clarkson Village) is located to the east of Southdown Road, the second (Port Credit) is located approximately between the Credit River and Hurontario Street, and the third (Lakeview) is located west of Dixie Road (boundaries to be defined). Employment Areas are located at the west (Southdown) and east (Lakeview) ends of the corridor. The remainder of Lakeshore Road is identified as Neighbourhood (Clarkson-Lorne Park, Mineola, and Lakeview) interspersed with areas of Green System.

Schedule 2: Intensification Areas identifies Port Credit as an Intensification Corridor and two Major Transit Station Areas: Clarkson (located west of Southdown Road) and Port Credit (north of the Lakeshore Road / Hurontario Street intersection).

Schedule 3: Natural Heritage System indicates there are areas of: Significant Natural Areas, Special Management Areas, Linkages, Residential Woodlands, Provincially Significant Wetlands (Turtle Creek Reed Swamp, Credit River Marshes), Other Wetlands, and Areas of Natural and Scientific Interest (Rattray Marsh – Provincial and Credit River Marshes - Regional)

Schedule 4: Parks and Open Spaces identify several areas of Public and Private Open Spaces interspersed throughout the corridor. Seven Utilities areas and eight Educational Facilities are identified in the vicinity of the study corridor.

Schedule 5: Long Term Road Network identifies Lakeshore Road / Royal Windsor Drive throughout the study area as an Arterial Road.

Schedule 6: Long Term Transit Network identifies Lakeshore Road, between Hurontario Street and the eastern boundary, as a Higher Order Transit Corridor. The Existing Commuter Rail line is identified to the north of the study corridor. A Potential Mobility Hub / Existing Mississauga Transit Terminal / Existing Commuter Rail Station is identified to the west of Southdown Road (Clarkson) and a Mobility Hub / Existing Mississauga Transit Terminal / Existing Commuter Rail Station is identified to the west of Hurontario Street.

Schedule 7: Long Term Cycling Routes identifies the Lakeshore Road / Royal Windsor Drive study corridor as a Primary on-Road / Boulevard Route.

Schedule 8: Designated Right-of-Way identifies the following right-of-way widths for the study corridor:

- 44.5m – Lakeshore Road from the eastern boundary to east of Cawthra Road
- 30m – Lakeshore Road from east of Cawthra Road to west of Cawthra Road
- 26m – Lakeshore Road from west of Cawthra Road to west of Mississauga Road
- 35m – Lakeshore Road from west of Mississauga Road to Southdown Road
- 35m – Royal Windsor Drive from Southdown Road to the western boundary

Schedule 9: Character Areas identifies the following character areas within the study corridor:

- Lakeview Employment Area (subject to Local Area Plan)
- Lakeview Community Node
- Lakeview Neighbourhood
- Port Credit Neighbourhood (East)
- Port Credit Community Node (subject to Local Area Plan)
- Port Credit Neighbourhood (West)
- Clarkson-Lorne Park Neighbourhood
- Clarkson Village Community Node (subject to Local Area Plan)
- Southdown Employment Area (subject to Local Area Plan)

Schedule 10: Land Use Designations identifies the following land uses immediately adjacent to the Lakeshore Road / Royal Windsor Drive study corridor:

- Eastern boundary to west of Port Credit, land use is predominately Mixed Use with Special Waterfront, Greenlands and/or Public Open Spaces near Applewood Creek, Seron Creek, Cooksville Creek and the Credit River. Business Employment and Utility lands (Lakeview) are identified near the eastern end of the corridor.
- West of Port Credit to Clarkson Village, land use is predominately residential (a mix of Low to Medium Density) with Special Waterfront, Greenlands and/or Public / Private Open Space.
- Clarkson Village to west of Southdown Road is identified as Mixed Use, Medium to High Density Residential and Special Waterfront, Greenlands and Public Open Space.
- West of Southdown Road to the west boundary land use is designated as Motor Vehicle Commercial and Business Employment.

## 5.4 Moving Mississauga, 2011

Moving Mississauga is the City's interim transportation strategy and a first step towards the development of the City's Transportation Master Plan (TMP). The vision of the strategy is for the City to have a safe and connected multi-modal transportation system that enhances our environment, supports our economy, connects people to places and moves goods to market. It is supported by six goals: safety, customer satisfaction, environmental quality, fiscal responsibility, economic prosperity, and context sensitive design.

Key strategic directions identified in the plan include:

- Advancing the development of a multi-modal transportation network through design and implementation of transit, cycling and pedestrian facilities;
- Enhancing system capacity through design, network linkages, and new roads;
- Building intelligent transportation systems (ITS) into the transportation system to improve safety and efficiency;
- Supporting the integration of context sensitive design and transportation;
- Pursuing partnerships to accelerate the development of a multi-modal transportation network; and
- Undertaking research and continuous improvement.

The Lakeshore Road TMP and Implementation Strategy is an outcome of the plan which recommends undertaking a south Mississauga transportation network study to develop multimodal solutions to east-west traffic capacity issues crossing the Credit River.

## 5.5 Cycling Master Plan and Implementation Strategy, 2010

- Highest demand for cycling is along Burnhamthorpe Road, Waterfront Trail, Lakeshore Road, Eglinton Avenue West, Aquitaine Drive, Thomas Street and McLaughlin Road. Cycling volumes along major corridors represent a model 1% or less of all travel modes. High demand for cycling where linking destinations to neighbourhood centres, Clarkson, Port Credit, waterfront, and GO Stations.
- Upon completion of cycling network, expected increase of 250-300% in demand
- Greatest barrier to cycling demand is lack of safe routes
- More bicycle storage needed to encourage cycling

## 5.6 Other Mississauga City Wide Plans and Policies

Other relevant City of Mississauga City Wide planning and policy documents related to the Lakeshore Road corridor are listed and briefly described in **Table 5-1**.

**Table 5-1: Other Mississauga City Wide Plans and Policies**

Plans or Policy Document	Description
Natural Heritage and Urban Forestry Strategy, 2014	The Natural Heritage and Urban Forestry Strategy addresses Mississauga’s Natural Heritage System (currently known as the Natural Areas System) and Urban Forest with a holistic perspective in terms of their relationship to other “green” elements in the city, and identifies shared opportunities. This integrated approach allows for effectively addressing natural heritage and urban forest challenges, including threats and opportunities arising as a result of climate change. Although the focus of the Strategy is on what can be done within the boundaries of Mississauga, there is also consideration for connections with natural heritage beyond the City’s boundaries (e.g., watershed connections, lakeshore connections, connections to the Provincial Greenbelt). These broader landscape considerations are addressed in several strategies and in the feasibility study for expanding the Provincial Greenbelt into Mississauga’s valleylands.
Future Directions Report, 2014	The City of Mississauga’s Community Services Department’s updated master plans for library services, parks and forestry, recreation and fire, and emergency services was completed and approved in June, 2014. The report guides the strategic direction of the delivery of key City services. It also addresses the City’s capital requirements and provides a high level plan for delivering services in the five and ten year terms.
Natural Areas Survey, 2014	The Natural Areas Survey (NAS) is a study which identifies and inventories natural areas within the City including woodlands, wetlands, creeks and streams. These areas comprise roughly 9% of the total area of the City and are referred to as the Natural Areas System. The study also recommends strategies and guidelines for their future protection. The study consists of 4 phases: review of existing reports and data bases; survey of public opinion on environmental issues; site visits to remnant natural areas; and development of databases for the natural areas. Each year one quadrant of the City is updated.
Economic Development Strategy, 2010	The Economic Development Strategy was developed with the goal of improving the livability and quality of life of a community through sustained economic growth. The plan recognized the need to invest in efficient public transportation to enhance the flow of goods and people, to provide useable public spaces, parks, and walkable communities.

Plans or Policy Document	Description
Strategic Plan, 2009	Mississauga’s strategic plan developed a new vision for the City supported by five strategic pillars for change: move, belong, connect, prosper, and green. Key directives of the plan include developing a transit-oriented City, completing neighbourhoods, and living green.
Culture Master Plan, 2009	“The actions recommended in the Culture Plan support the five pillars for change of the Strategic Plan. Its strategic directions complement those of the Growth Management Strategy and the Official Plan Review. The Culture Plan sets out strategies and processes to develop and maintain cultural vitality in Mississauga – the fourth pillar of sustainability.”
The Waterfront Parks Strategy, 2008	The City of Mississauga’s Waterfront Parks Strategy was completed in 2008 with the purpose of guiding the management, land-use, future expansion and development of the City’s natural waterfront areas through the next 25 years.
Accessibility Design Handbook, 2007	The Accessibility Design Handbook is a resource to be used as a reference tool to make Mississauga a universally-designed accessible community. This resource will be employed for the Lakeshore Road Transportation Master Plan to guide the design of all elements of the corridor, including but not limited to: parking, public transportation stops, streets and sidewalks.
Cultural Heritage Landscape Inventory, 2005	<p>The Cultural Heritage Landscape Inventory was created as a starting point for expanding the identification, protection, and preservation of cultural landscapes and features. The Inventory applies a broad definition of these concepts in order to create an inclusive information base for a wide range of preservation and protection mechanisms, including potential Heritage Act designation.</p> <p>In all, 39 cultural landscapes, and 22 cultural features are outlined, based on criteria for recognition falling into four general categories: landscape environment, built environment, historical associations, and other criteria not fitting within those categories.</p> <p>The Inventory includes recommendations emphasizing the importance of ongoing evaluation of the criteria for identification, expansion of the list of recognized cultural landscapes and features, and consideration of identified resources in planning decisions. No specific recommendations are made with respect to the mechanisms for protection or preservation of individual landscapes or features.</p>

## 6 Mississauga Local Area Policies and Plans

This section briefly describes the relevant City of Mississauga local area policies and plans that relate to the Lakeshore Road TMP and Implementation Strategy.

### 6.1 Lakeview Local Area Plan, 2015

The Lakeview Local Area Plan was a land use review undertaken by the City for the Lakeview area and was adopted by City Council in September 2015. The focus of the policies in the plan are to strength and revitalize the Lakeshore corridor for main street commercial development, to preserve the character of the existing residential areas while allowing for modest infilling, and to enhance the transportation system.

The plan emphasizes the importance and priority of maintaining Lakeshore Road as a four lane roadway during peak travel times while recognizing it is also a constrained corridor that requires a context sensitive design approach. Traffic calming measures were also cited to be considered where possible. Lakeshore Road is identified as a high order transit corridor with pedestrian and cycling facilities, the City recognizes trade-offs will be required to accommodate the envisioned multi-modal function of the corridor.

Development will be encouraged to create a unique identity by providing distinctive architecture, high quality public art, streetscape, and cultural heritage resources and cultural infrastructure. Development along Lakeshore Road is encouraged to be two to four storeys in height. Assembly of adjacent low-density residential lands along Lakeshore to enlarge properties is discouraged. However, the City will through development applications consolidate vehicular turning movements to and from Lakeshore to adjacent north-south streets.

Public transit is recommended on Cawthra Road, Ogden Avenue and Dixie Road to support high order transit on Lakeshore Road. Parking is to be provided underground or at rear of buildings. On-street parking should be permitted only where it can be accommodated and incorporated into streetscaping.

The plan indicated that the Transportation Master Plan for Lakeshore Road may assess improvements to the Lakeview road network and higher order transit needs in the Lakeview area, and identify improvements to the road and active transportation network to provide connectivity through Lakeview.

Specific multi-modal transportation improvements identified in the Local Area Plan include:

- Third Street Extension between Meredith Avenue, Strathy Avenue and St. Mary's Avenue
- First Street Extension between West Avenue, Meredith Avenue, Strathy Avenue, and St. James Avenue
- Pelham Avenue extension east to Haig Boulevard and west to Alexandria Avenue
- Fourth Avenue extension to Haig Boulevard
- New connection between Seventh Street and Halliday Avenue
- New connection between Byngmount Avenue and East Avenue

## 6.2 Inspiration Lakeview, 2014

The Inspiration Lakeview Master Plan developed a vision for the redevelopment of the Ontario Power Generation (OPG) and Lakeview business employment lands to create a new community along Mississauga's eastern waterfront with a 20 year horizon. The lands were planned to accommodate approximately 15,000 to 20,000 people, 8,000 new units, and 7,000 to 9,000 jobs.

The plan envisioned a fine grain street pattern centred on a new north-south main street. The new community will include cultural, employment, and institutional uses in addition to mid-rise development with some taller buildings and townhouse districts dispersed throughout.

The street network is proposed to add two new connections to Lakeshore Road – a new collector road at Haig Boulevard and a new Main Street at Ogden Avenue. The plan also presents a preferred transit strategy which envisions a transit loop heading south into the new community and back north to meet Lakeshore Road again. This alignment was preferred to improve transit station coverage within the area.

The master plan calls for an on-road commuter cycling route on Lakeshore Road with connections to off-road recreational and existing cycling routes within the community.



The transportation study completed for Inspiration Lakeview indicated that the final transit alignment would be subject of further study; however, the provision of high order transit into the site is a key structural component of the Master Plan and would potentially impact the overall vision for the community. The transportation study assumed that 20% of trips would remain internal to the community and that 20% of trips would be made by transit in the future. Auxiliary lanes and signal timing modifications were also noted to be required in the future to improve traffic operations on Lakeshore Road at key intersections. If left unchanged, capacity will be exceeded and operations severely degraded; therefore, more aggressive transit and active transportation mode shares are recommended.

### **6.3 Port Credit and Lakeview Parking Strategy, 2014**

The Port Credit and Lakeview Parking Strategy provides a comprehensive review of the existing parking context in both Port Credit and Lakeview and provides recommendations to meet existing demand, facilitate future development, foster and promote commercial and cultural uses, improve financial performance of the system and link to transportation demand management objectives to support transit use and active transportation.

#### **6.3.1 Port Credit Parking**

The existing parking supply in Port Credit is sufficient to meet typical weekday and weekend demand. In order to meet future demand, approximately 100 to 200 new public parking spaces are recommended. Future changes in parking supply due to bicycle lanes and high order transit in Port Credit have the potential to result in the loss of 88 on-street parking spaces (57 spaces between Hurontario Street and Seneca Avenue and 31 spaces between the Credit River and Hurontario Street).

To meet future demand and to address the potential reduction in parking supply due to modifications along Lakeshore Road, the strategy recommends seven potential locations for new parking supply. The City recommended setting a goal to fund a new parking garage in Port Credit to accommodate approximately 200 spaces to offset future changes in parking supply; the preferred location is cited as the Port Credit Public Library parking lot.

### 6.3.2 Lakeview Parking

The strategy recommends modelling Lakeview parking supply after that of Port Credit and achieving a long term target of controlling 40% of the commercial parking supply. To achieve this goal, the plan recommends implementing on-street parking along Lakeshore Rd East through Lakeview in the near term (approximately 200 on-street spaces) to increase available parking supply and a long term goal of 660 public parking spaces in the area. 385 new public off-street spaces would be required to achieve the long term target and could be implemented through providing two or three lots ranging from 100 to 200 spaces.

### 6.3.3 Bicycle Parking

The strategy also considered bicycle parking and recommended to provide employee bicycle parking spaces in secured covered storage areas where as visitor parking would be provided by racks or posts that are outdoors, preferably in visible sheltered locations.

## 6.4 Port Credit Local Area Plan, 2014

The Port Credit Local Area Plan was adopted by City Council in March 2014 and partially approved in November 2014 with two appeals which were later withdrawn. The plan's policies are in effect and build upon previous District Area Plans; however, some zoning amendments are to be completed.

The vision for Port Credit is guided by the following principles: protect the main street village character, support the waterfront community, enhance the public realm, preserve the natural environment, balance growth, and intensification with existing character, and promote healthy and complete communities.

Lakeshore Road is the only east-west road that crosses the Credit River south of the QEW, serving both the local Port Credit community and regional travel. As such, movement within and through the Port Credit area is restricted by the limited road network, which is at or near capacity at peak travel times (specifically Mississauga Road to Hurontario Street). Maintaining Lakeshore Road as a four lane roadway during peak travel times is noted as a transportation priority. However, the City also recognizes that Lakeshore Road is constrained and trade-offs will be required to accommodate the envisioned multi-modal function of the corridor. Lakeshore Connecting Communities will be re-evaluating this priority in the context of all the multi-modal needs and future aspirations for Port Credit

which have further evolved since the original 2010 Lakeshore Corridor Transportation Review.

Hurontario Street is identified as a higher order transit corridor, with Light Rail Transit (LRT) being the recommended transit technology. In addition, a future Higher Order Transit corridor has been identified along Lakeshore Road East, extending from Hurontario Street, to the City of Toronto boundary. A preferred transit solution (e.g. bus or rail) has not yet been identified for this corridor and is the subject of the Lakeshore Road Transportation Master Plan.

Depending on the density and transportation requirements of future development on significant land parcels or through land assembly, the extension of rapid transit to the west of Hurontario Street may be required.

The Lakeshore Road Transportation Master Plan should investigate additional crossings of the Credit River (multi-modal) and consider potential opportunities for network improvements, including but not limited to the following:

- High Street West between Harrison Avenue and Wesley Avenue
- High Street West between Peter Street North to John Street North
- Iroquois Avenue, from Cayuga Avenue to Briarwood Avenue
- Extension of Minnewawa Road southerly to connect with Wanita Road

## 6.5 Clarkson Village Study, 2014

On July 2, 2014, Official Plan Amendment No. 9, Zoning By-law 0194-2014 and Urban Design Guidelines to implement the Lakeshore Road West – Clarkson Village Study was adopted by Mississauga City Council. The goals of the study were to create a pedestrian oriented community, promote transit oriented development, encourage mixed use intensification, and create a vibrant main street. A key element of the study identified as critical to achieving the overall goal of the plan was land consolidation and site access management.

Based on the objective of maintaining acceptable transportation operations and achieving the Clarkson Village vision, the evaluation of the alternatives resulted in the proposed ultimate design of Lakeshore Road West including a 4-lane cross-section with left turn lanes at key intersections, bicycle lanes, layby parking where boulevards exceed 7.5 metres and where safety permits, the consolidation of accesses and restricting of left turns where left turn lanes are not provided, the planting of trees in trenches, and the enhancement/introduction of entrance/neighbourhood features.

The recommended design will not significantly increase pavement width by implementing narrow lane widths within the design domain for design elements. Left turn lane storage and tapers will reflect minimum values necessary to accommodate queued vehicles rather than full deceleration within the turn lane. Ultimately curb lanes of at least 3.35 metres will be implemented to better accommodate transit vehicle operations.

A median is seen as required to control turning activity mid-block. The median will provide the opportunity for decorative streetscape features such as banner poles and textured treatments.

The plan identified short and long term configurations for Lakeshore Road. The short term option is anticipated to be implemented with a 2 to 5 year timeframe once funding has been allocated and the public consulted. It will be comprised of elements that can be constructed in their ultimate location including:

- Entrance/Neighbourhood features.
- Grind and restripe lanes to permit wider curb lanes with sharrows.
- Minor road reconstruction at Walden Circle including the widening of the boulevard.
- Tree planting in trenches where construction is not scheduled.

The long term configuration can be implemented when redevelopment is at a stage that allows the control of mid-block left turns through intersection implementation of easement connections and a centre median. The following are design elements of the ultimate design:

- Provide centre median and related streetscape features.
- Provide supplementary plantings.
- Provide access management strategy with integrated driveways / easements.
- Introduce on-street dedicated bicycle lanes with current curb location and minor reconstruction.

## 6.6 Inspiration Port Credit, 2013

Inspiration Port Credit establishes a framework for planning along the Port Credit waterfront and the creation of a model sustainable community that incorporates new development on the Canada Lands Corporation (CLC) site and the Imperial

Oil Lands (IOL) site. Specifically, Inspiration Port Credit provides a framework for a master plan for the IOL site and a master plan for the CLC site.

### **6.6.1 1 Port Street East (CLC Site)**

The master plan for the CLC site (1 Port Street East) is envisioned as a complete and healthy neighbourhood having a logical and efficient street and block pattern, connected pedestrian realm network, world class design quality, enhanced natural and cultural heritage, innovative infrastructure, and coordinated implementation. The street system is characterized by intimate streets with slow design speeds and narrow right-of-ways. The transportation study conducted in support of the master plan indicated that overall levels of service at the area intersection remain within an acceptable range recognizing that certain movements may, as they are today in the future even without redevelopment, operate close to or at capacity during peak hours. Certain localized improvements including an extension of signal cycle length and the introduction of turn lanes at the Stavebank Road/Lakeshore Road intersection would benefit operations along the Lakeshore Road corridor.

The master plan recommends a primary on-road cycling route along Lakeshore Road, secondary routes along Port Street and Mississauga Road north of Lakeshore Road, on-road shared use lanes on Front Street South and Mississauga Road south of Lakeshore Road, and of-road multi-use trails along the Waterfront Trail and across the Credit River.

Port Street East is identified as having the potential to accommodate future higher order transit and may require additional widening from its existing 20 metres, up to a maximum of 28 metres.

### **6.6.2 70 Mississauga Road South (IOL Site)**

As part of the Inspiration Port Credit project, a master planning framework for the IOL site has been prepared in consultation with all stakeholders. The framework outlines the required approach to sustainability, open space, mobility, land use and built form. The framework indicates that depending on the ultimate scale of the proposed development, rapid transit supporting the site should be explored and coordinated with the Lakeshore Road Transportation Master Plan.

## 6.7 Lakeshore Corridor Transportation Review, 2010

The Lakeshore Corridor Transportation Review provided a comprehensive and technical transportation review to identify how the Lakeshore Road corridor could accommodate alternative modes of transportation and provide input and background into the preparation of Official Plan policies for Lakeview and Port Credit.

The transportation review found that in 2010, approximately 75% of the traffic crossing the Credit River in the AM peak originates from the southwest part of Mississauga. Approximately 50% of the trips crossing the Credit River on Lakeshore Road are destined to a work/school location in eastern Mississauga. The study also found that all day traffic volumes have not risen in the last 10 years. Forecasts show that for the most part, peak direction volumes will not increase in the next 20 years, except for a small increase west of Port Credit as a result of increased GO Train ridership out of the Port Credit GO Station. Traffic volumes in the off-peak direction are forecast to increase resulting in more balanced flows along Lakeshore Road.

The study concluded that higher order transit cannot be achieved west of Hurontario Street without compromising other modes and/or streetscaping. The long term recommendation includes LRT in mixed traffic (similar to Queen/King Streetcar service in Toronto) in the restricted parts of the corridor between Hurontario Street and Greaves Avenue. East of Greaves Avenue, LRT on its own right of way is indicated in the long term functional plan.

Between Broadview Avenue and Seneca Avenue, a right of way (ROW) width of only 26.2 metres is available, with no likelihood of increasing that width. An additional constraint exists between Cawthra Road and Greaves Avenue; however there will be opportunities to achieve the ultimate 30 metre ROW in the future. Therefore, in the near term even with a potential narrowing of vehicular lane widths, it is not feasible to implement on-street bicycle lanes in this stretch while maintaining 4 lanes of traffic, on-street parking and the current boulevard / sidewalk widths (which are considered the minimum desirable already). Between Seneca Avenue and Cawthra Road and again between Greaves Avenue and the east municipal boundary, greater ROW widths are available (or could be available) and therefore do not provide the same challenge that the Port Credit and Cawthra Road to Greaves Avenue sections pose.

In order to better accommodate bicycles and in some scenarios transit, lane widths on Lakeshore Road were recommended to be reduced in the short and long term functional designs. Typically 3.35 m lanes were used (3.0 m for left turn lanes) except for the locations where sharrows are proposed in wider 4.0 m curb lanes. Left turns may be incorporated into landscaped medians but ultimately are recommended to be removed wherever LRT is present.

The study determined that a wide curb lane with sharrows is the near term preferred cycling application through areas with a narrow right of way – from Broadview Avenue to Greaves Avenue. The exception being a small section between Seneca Avenue and Cawthra Road that is able to accommodate on-street bicycle lanes. The long term functional plan shows on-street bicycle lanes throughout the corridor, this is made possible by an assumption that on-street parking (on one side of the road) through Port Credit may ultimately be removed and may be replaced with off-street parking lots/garages. Although not explicitly assessed in this study, bicycle lanes are also suggested for the section of Lakeshore Road between Clarkson and Port Credit (Johnson’s Lane to Shawnmarr Road). The study also recommended that the Credit River Bridge be widened to accommodate a relocation of bicycles from the street to the current sidewalks.

### **6.7.1 Short Term Recommendation**

The cross-section includes the addition of sharrows in a 4 m curb lane and involves a slight modification of the existing cross-section (mainly a reduction in vehicular lane and parking widths) to accommodate a wide curb lane for sharrows to better accommodate cyclists. For areas with a wider ROW, between Greaves Avenue and Cawthra Road and again east of Greaves Avenue to the municipal boundary, on-street bicycle lanes are included instead of sharrows. Minor curb adjustments are required to implement the cycling facilities.

### **6.7.2 Long Term Recommendation**

Due to the constricted ROW (between Hurontario Street and Greaves Avenue), the basic cross-section alternative selected for the long term option is LRT in mixed traffic (e.g. similar to Queen St/King St. in Toronto). East of Greaves Avenue to the east municipal boundary, LRT on its own ROW is feasible. A short section between Seneca Avenue and Cawthra Road could also have accommodated LRT, but the section is too short to accommodate a transition to and from LRT/mixed traffic. Bicycle lanes are shown throughout the corridor. This

is made possible through the 26.2 m ROW sections by removing parking on the north side (choice of the north side was arbitrary).

## 6.8 Other Mississauga Local Area Plans and Policies

Other relevant City of Mississauga Local Area planning and policy documents related to the Lakeshore Road corridor are listed and briefly described in **Table 6-1**.

**Table 6-1: Other Mississauga Local Area Plans and Policies**

Plans or Policy Document	Description
Port Credit Harbour West Parks Pre-Design and Environmental Study Report, 2013	<p>The study completed a comprehensive assessment and evaluation of alternatives for the Port Credit Harbour West Parks to direct future park redevelopment. The study included three parks: Port Credit Memorial Park, Marina Park, and J.C. Saddington Park.</p> <p>An underpass of Lakeshore Road West was selected as the preferred alternative to connect Port Credit Memorial Park and Marian park for pedestrian safety, programming and operation of the park system. An elevated fixed walkway was also chosen as the preferred alternative for a connection between Marian Mark and J.C. Saddington park along the water's edge.</p>
Town of Port Credit Association's (TOPCA) White Paper and Lakeshore Corridor Summit Notes, 2012	<p>Major themes from the community discussion related to transportation and Lakeshore Road included:</p> <ul style="list-style-type: none"> <li>• An alternate crossing of Credit River to make space on Lakeshore Road for multi-modal complete street.</li> <li>• More frequent transit.</li> <li>• Make village more accessible with visible off-street parking, benches and transit.</li> <li>• Reallocate the uses on the roadway to create a multi-modal corridor.</li> </ul>





<b>Plans or Policy Document</b>	<b>Description</b>
Stavebank Road and Lakeshore Road East Intersection Improvements Class Environmental Assessment, 2009	The City of Mississauga undertook a Schedule 'B' Environmental Assessment to identify and evaluate alternative solutions to the offset intersection at Lakeshore Road and Stavebank Road. Alternatives considered included: do nothing, one-way southbound, Stavebank Road re-alignment, re-align Stavebank Road south to meet north approach without implementing left turn lanes of Lakeshore Rd, and full intersection improvement. The preferred alternative solution was the Stavebank Road re-alignment.
Lakeview and Port Credit Public Engagement Process Directions Report, 2008	The goal of the engagement was to create a practical and realist community based vision for Lakeview and Port Credit. It was also to inform potential revisions to the existing district policies, and other policies within the Official Plan, zoning by-laws, urban design guidelines and community improvement plans.

Plans or Policy Document	Description
<p>Old Port Credit Village Heritage Conservation District (HCD) Plan, 2004</p>	<p>The Old Port Credit Village HCD Plan serves to guide physical change over time so it contributes to, and does not detract from, the district’s historical character. Relevant objectives and policies of the plan as they pertain to the Lakeshore Road Transportation Master Plan include:</p> <ul style="list-style-type: none"> <li>• Maintaining the districts low density residential character</li> <li>• Maintaining access to the Credit River and Lake Ontario</li> <li>• Preserving open space and institutional uses</li> <li>• Encouraging continued use of the district’s institutional landmarks but consider reuse for other institutional purposes</li> <li>• Preserving open spaces and mature trees</li> <li>• Enhancing public access to the Credit River and pedestrian links along the Credit River through the site and both north and south of it will be pursued, where possible</li> <li>• Undertakings such as road improvements and infrastructure upgrades should be assessed prior to construction to determine if they will negatively affect existing trees</li> <li>• The City will consider the feasibility of incorporating the historical pattern of wide grass boulevard with random street tree planting in any plan for streetscape improvement</li> </ul>