

# Welcome

## Public Information Centre #2

### SQUARE ONE DRIVE EXTENSION

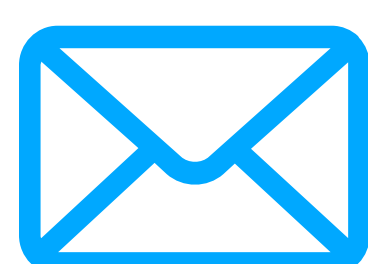
from Confederation Parkway to Rathburn Road West

CLASS ENVIRONMENTAL ASSESSMENT STUDY



**Thursday November 17, 2016**  
**Mississauga Civic Centre, Great Hall**  
**6:00 to 8:00PM**

*Guided tour of display boards – every 30 minutes*



**PLEASE SIGN IN**  
to stay updated on this study



# What is a Public Information Centre?

The purposes of this Public Information Centre (PIC) are:



- ✓ to provide an opportunity for members of the community to meet the Project Team
- ✓ to present information on the study area as it is today



- ✓ to present preliminary concepts for the extension of Square One Drive
- ✓ to review the Project Team's evaluation of those concepts



- ✓ to obtain feedback from the community
- ✓ to identify upcoming study activities

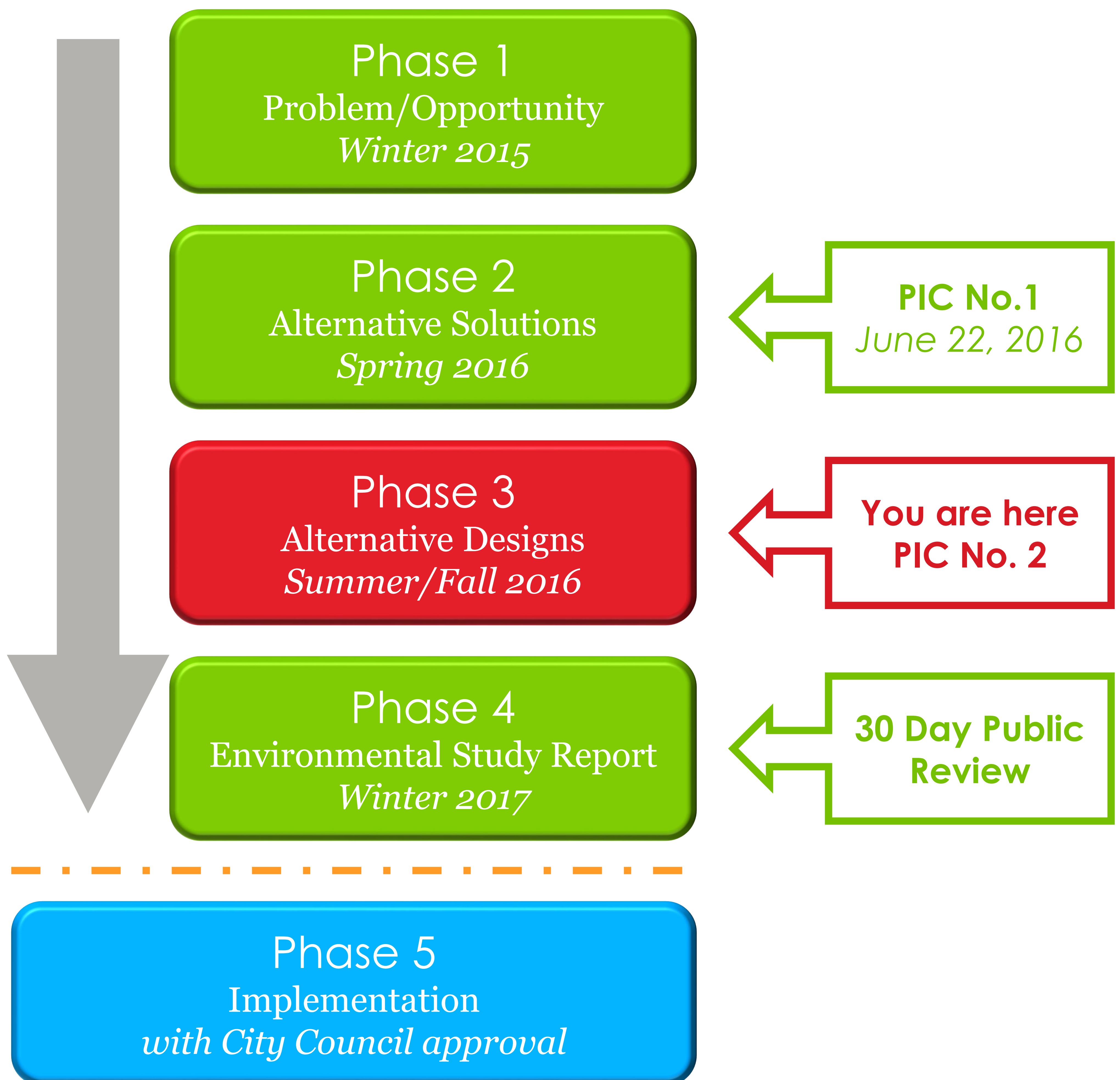
Images via Stantec Consulting Ltd.



# What is a Class EA?

The Municipal Class Environmental Assessment (Class EA) is a planning process approved under the *Ontario Environmental Assessment Act*. It provides the framework for municipalities to plan, design, and construct municipal infrastructure projects.

This study is following the process for a **Schedule 'C' Class EA**, to complete Phases 1 to 4:





# What is the purpose of this Class EA?

The City of Mississauga has started the Class EA for the extension of Square One Drive to:



- ✓ **Improve** access to, from, and within downtown Mississauga
- ✓ **Support** multi-modal transportation and **encourage** walking, cycling, and transit use
- ✓ **Create** a finer street grid in downtown Mississauga with an urban scale, more walkable blocks, new routing options for local trips, and better transit access

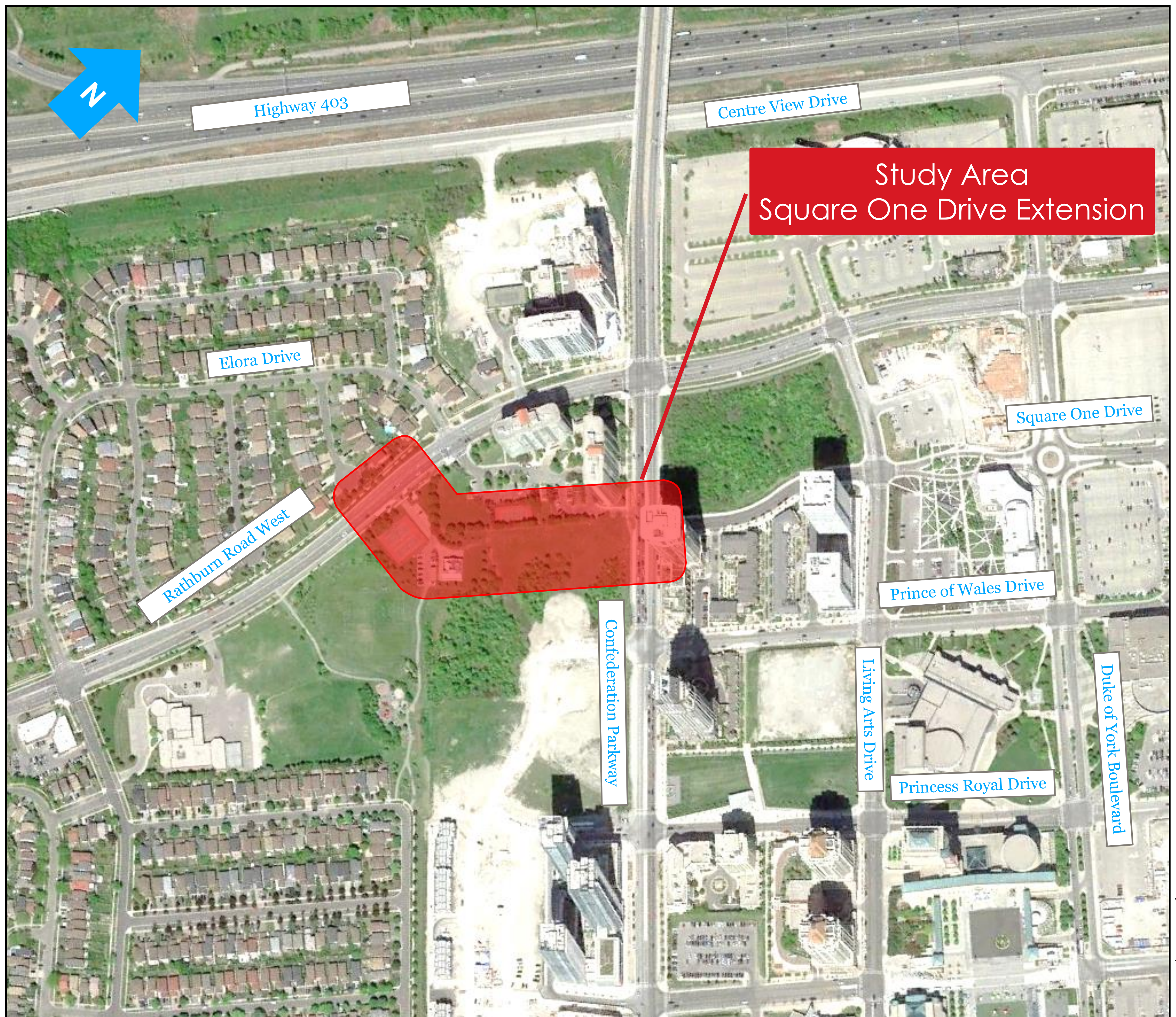
This Class EA will meet its goals by:

- ✓ **Implementing** the City of Mississauga's vision for downtown
- ✓ **Reviewing** current and future transportation conditions
- ✓ **Addressing** any existing roadway safety concerns
- ✓ **Mitigating** any impacts on the social, cultural, and natural environments
- ✓ **Developing** multiple Alternative Designs to be **evaluated** by the Project Team and **refined** through public consultation
- ✓ **Selecting** a Preferred Alternative and **developing** a basic design for the extension of Square One Drive
- ✓ **Engaging** with the local community for input





# Study Area

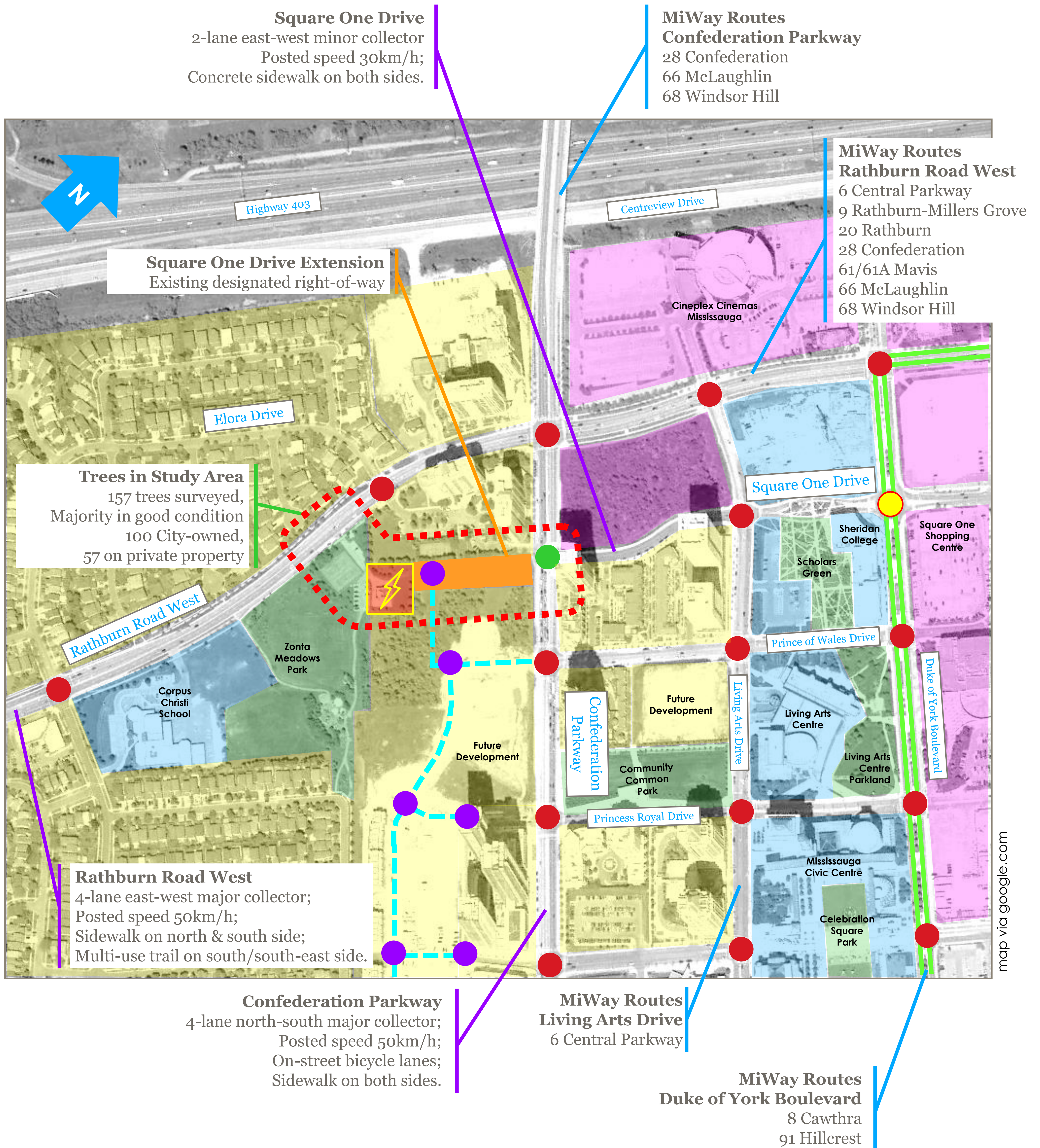


The Square One Drive Extension Class Environmental Assessment (EA) Study Area extends from Confederation Parkway to Rathburn Road West.

The existing Square One Drive, located east of the study area, is a 2-lane east-west road with street furniture, street trees, and concrete sidewalks on both sides. It has a posted speed limit of 30 - 50km/h and is classified as a minor collector road.



# Existing Conditions



Legend		
● Signalized Intersection	Existing Residential	Institutional
● Unsignalized Intersection	Enersource Facility	Commercial
● Roundabout	Parks	Study Area
● Future intersection	Future roadway	Future Light Rail Transit (LRT)



# Study Background

## *Strategic Plan (2009)*

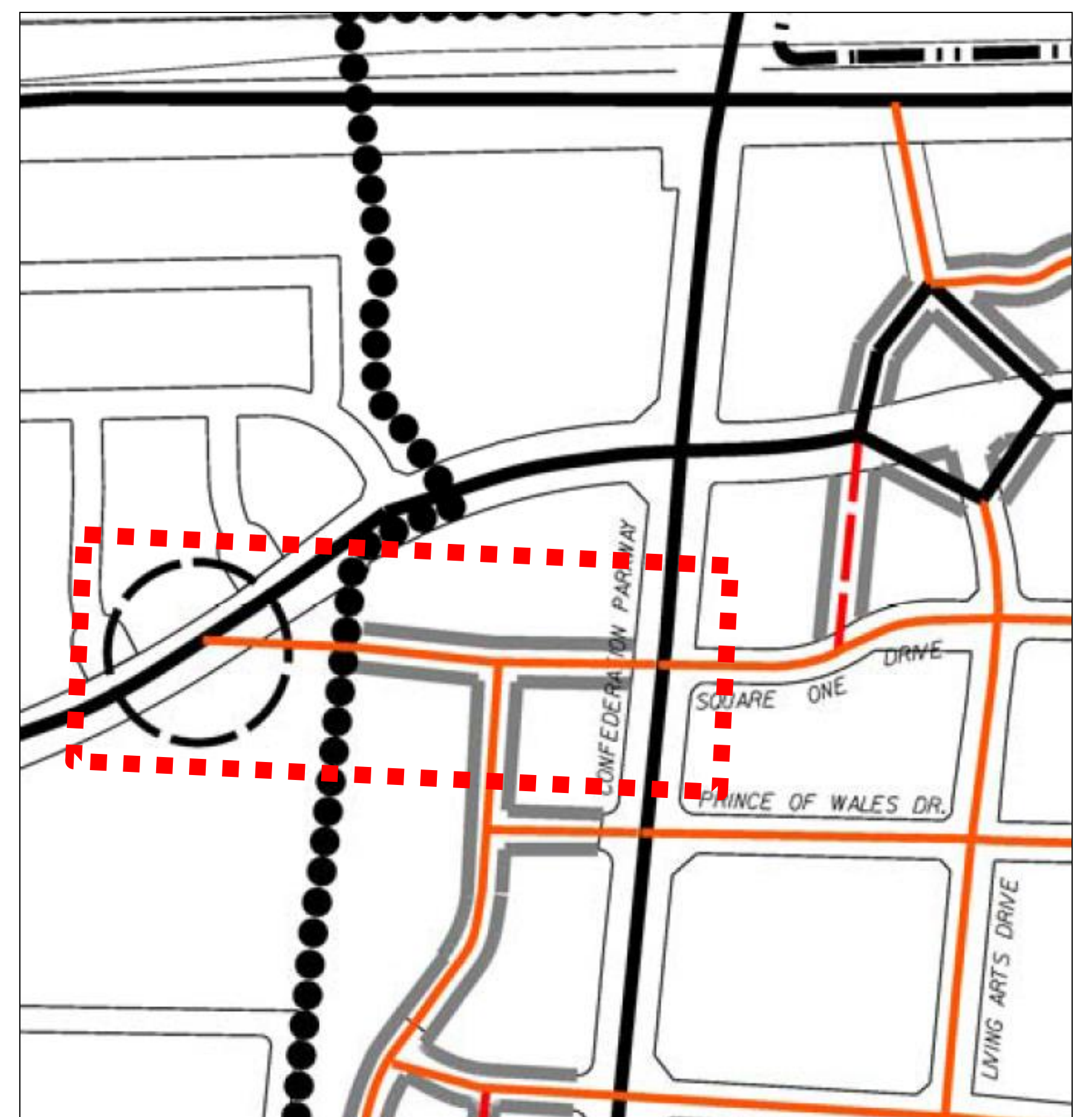
- ⇒ Development of walkable, connected neighbourhoods
- ⇒ prioritizes the development of a multi-modal transportation system
- ⇒ suggests improving the transportation system by investing in transit, creating new links in the street network, and encouraging active transportation
- ⇒ prioritizes the development of a vibrant downtown for Mississauga
- ⇒ suggests encouraging new development in areas that are well-served by transit
- ⇒ recognizes that access to parks, plazas, and the natural environment should be available to everyone

## *Mississauga Official Plan (March 11, 2016)*

- ⇒ encourage development of healthy, vibrant communities that accommodate a range of mobility choices
- ⇒ develop a multi-modal transportation system that connects important destinations (i.e. downtown Mississauga) and safely accommodates all roadway users (i.e. pedestrians, cyclists, transit users, and motorists)
- ⇒ develop a fine-grained roadway network, with short streets and small block sizes

## *Downtown Core Local Area Plan/MOPA8 (2015), part of the OP*

- ⇒ create a vibrant downtown for Mississauga by strengthening the transportation system, improving linkages/access, and enhancing the pedestrian experience
- ⇒ create a fine-grained, well-connected road network that supports multiple modes of transportation
- ⇒ develop an urban environment that includes high-quality public spaces (such as parks, pedestrian-friendly sidewalks, outdoor seating areas, etc.)



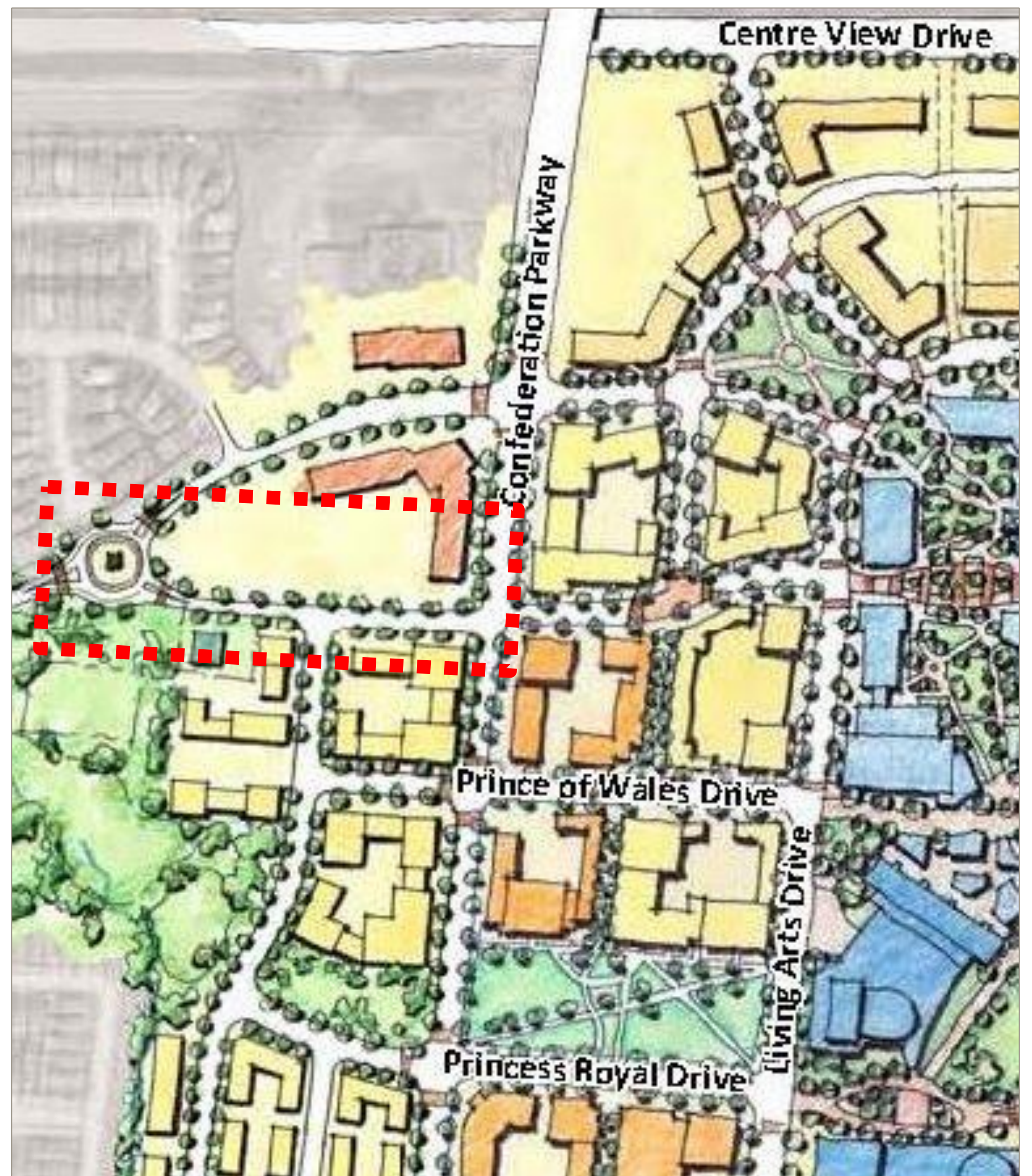
Portion of "Schedule 2: Downtown Core Long Term Road Network and Classification"  
Source: *Downtown Core Local Area Plan*, August 2015



# Study Background

## *Downtown21 Master Plan (2010)*

- ⇒ encourage development of a multi-modal transportation system to create a livable, compact, and accessible downtown for Mississauga
- ⇒ prioritize active transportation when designing new streets
- ⇒ use small block sizes for new developments
- ⇒ ensure jobs, homes, and services are within walking distance of each other
- ⇒ provide connections to nearby higher-order transit (i.e. future LRT)
- ⇒ extend Square One Drive from Confederation Parkway to Rathburn Road West to maximize access to/from downtown Mississauga
- ⇒ create a gateway to downtown Mississauga at the Square One Drive & Rathburn Road West Intersection



Portion of Framework Plan  
Source: *Downtown21 Master Plan*, April 2010

## *Mississauga Cycling Master Plan (2010)*

- ⇒ recognizes downtown Mississauga as a key activity centre and cycling destination
- ⇒ prioritizes the creation of a comprehensive cycling network as part of a multi-modal transportation system
- ⇒ identifies both Rathburn Road and Confederation Parkway as important primary routes in Mississauga's cycling network
- ⇒ prioritizes the creation of secondary routes (such as Square One Drive) to augment primary routes
- ⇒ identifies the promotion of cycling to school and for shopping as a key opportunities for increasing cycling activity

## *Public Art Master Plan (2016)*

- ⇒ encourages the implementation of public art in areas throughout Mississauga (including downtown), as well as gateways, parks, and multi-modal streets
- ⇒ identifies public art as a means to enhance residents' quality of life, create great experiences for visitors, and foster a vibrant and creative community



# Community Comments

Following PIC #1, **15** community members submitted written comments to the City of Mississauga. Generally, respondents...

...were concerned that the extension could disturb nearby residents, and impact their privacy

...questioned whether the extension could improve the transportation system in downtown Mississauga over the **long term**

...were concerned about the impact to **Zonta Meadows Park** (specifically to the tennis courts and trees) as well as the amount of **green space** available in downtown Mississauga

...wanted to know more about other improvements to the transportation system in downtown Mississauga

... questioned whether the extension would draw more traffic to downtown Mississauga, and how this traffic might impact **pedestrian safety** and **overall congestion** on roadways near the study area (especially on Rathburn Road, near Corpus Christi Separate School)

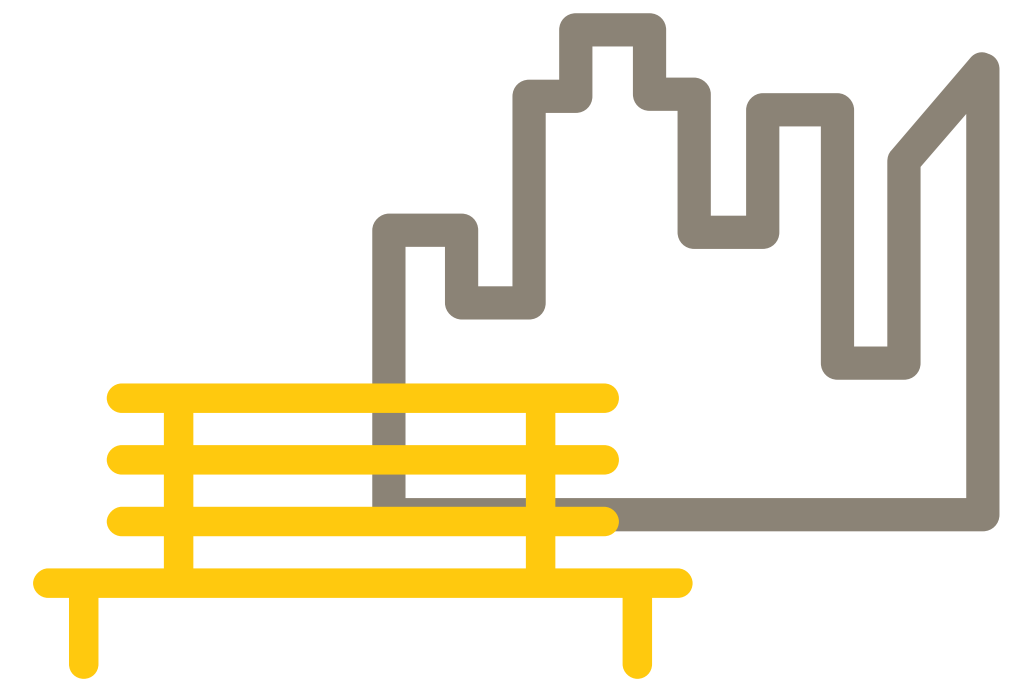


# Study Area Needs and Opportunities

## Study Area Needs:

⇒ additional connections within the Study Area roadway network to accommodate:

- ⇒ improved access to, from, and within downtown Mississauga
- ⇒ access to future developments within/adjacent to the Study Area

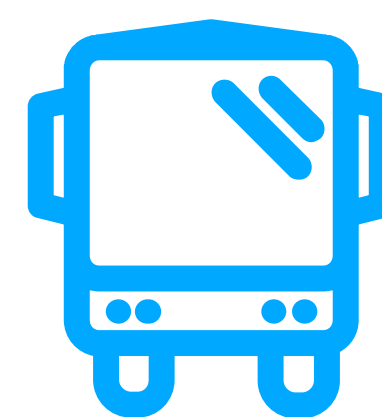
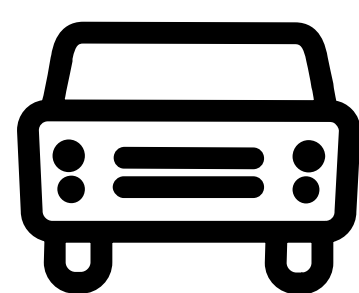
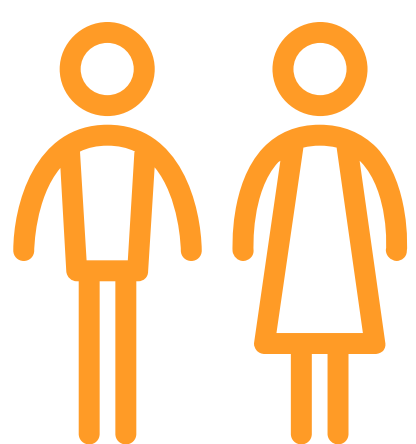


⇒ a roadway network with smaller, urban-scale blocks that include wide sidewalks, streetscaping, and on-street parking, facilitating:

- ⇒ increased walkability
- ⇒ the creation of urban amenity space
- ⇒ development of active retail and other animated uses in adjacent developments

⇒ a multi-modal transportation system that accommodates all roadway users: pedestrians, cyclists, transit, and vehicles

⇒ gateway treatments to downtown Mississauga, using landscaping, streetscaping, and public art to create an attractive public space




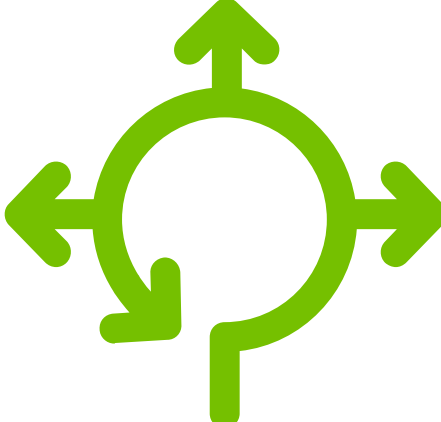
## Project Opportunity Statement:

Improvements within the Square One Drive extension study area are required to provide better access to, from, and within downtown Mississauga; to accommodate future development adjacent to the Study Area; to facilitate creation of a smaller, fine-grained street network; to further develop a multi-modal transportation system; and, to create a gateway treatment to downtown Mississauga from the west.



# Alternative Design Concepts

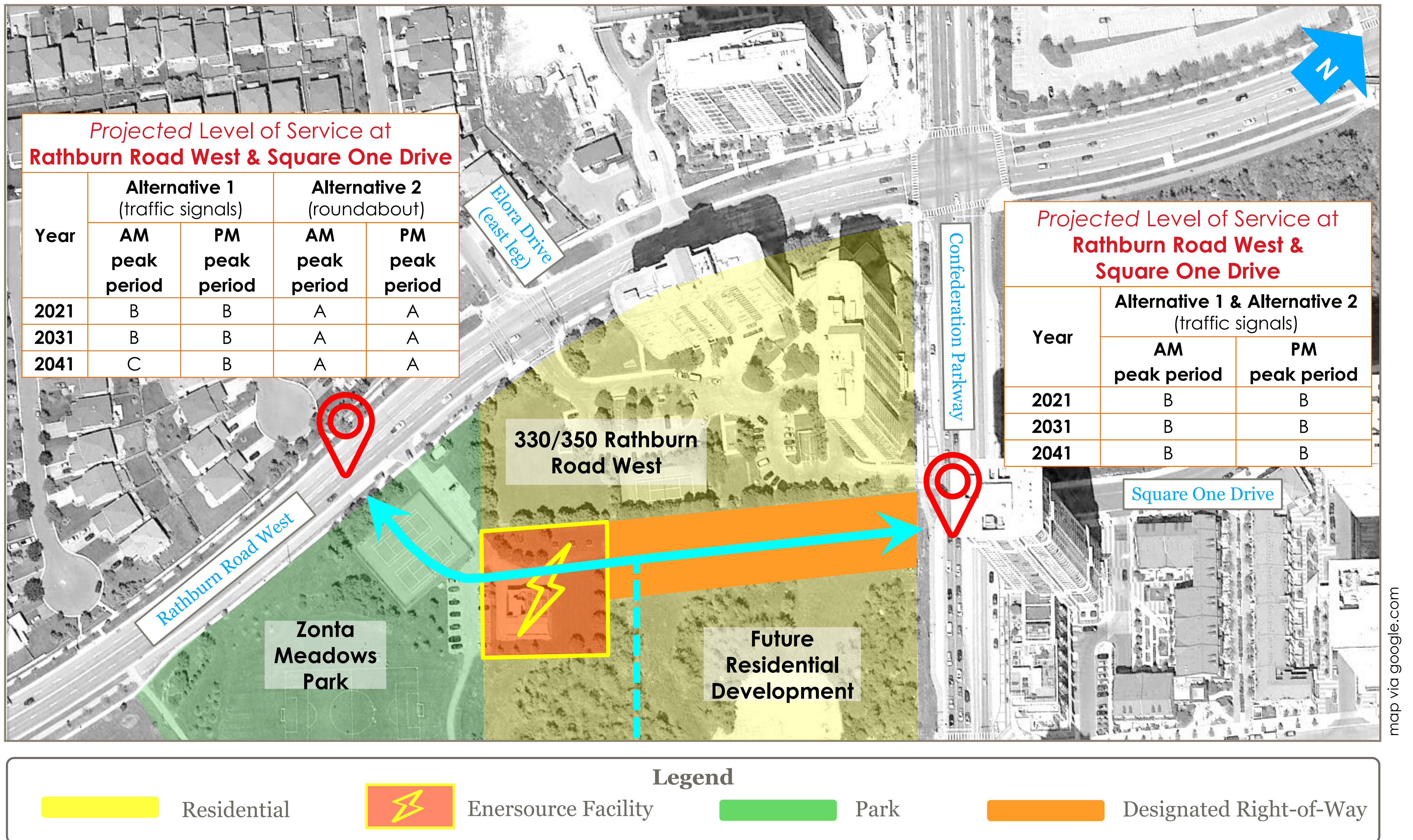
2 **Alternative Design Concepts** were considered during Phase 2. Both are based on the Preferred Solution presented at PIC #1.

Concept	Major Features
<p><b>Both</b> Alternatives include:</p>	<ul style="list-style-type: none"> <li>⇒ extending Square One Drive from Confederation Parkway to Rathburn Road West as a <b>two-lane, local street</b></li> <li>⇒ constructing a new intersection with <b>Confederation Parkway</b> with <b>traffic signals</b></li> <li>⇒ <b>modifying</b> the intersection of <b>Rathburn Road West &amp; Elora Drive</b> (east leg, near Confederation Parkway), including:               <ul style="list-style-type: none"> <li>⊕ removing the existing traffic signals</li> <li>⊕ extending a median through the intersection to restrict it to right-turns in and out only</li> </ul> </li> </ul>
<div style="display: flex; align-items: center; justify-content: center;">  <p><b>Alternative 1</b></p> </div>	<ul style="list-style-type: none"> <li>⇒ constructing a new intersection at <b>Rathburn Road West</b> with <b>traffic signals</b></li> </ul>
<div style="display: flex; align-items: center; justify-content: center;">  <p><b>Alternative 2</b></p> </div>	<ul style="list-style-type: none"> <li>⇒ constructing a new intersection at <b>Rathburn Road West</b> as a <b>roundabout</b></li> </ul>

The Project Team has evaluated both Alternatives based on how well each can satisfy the **Project Opportunity** statement.



# Traffic Operations



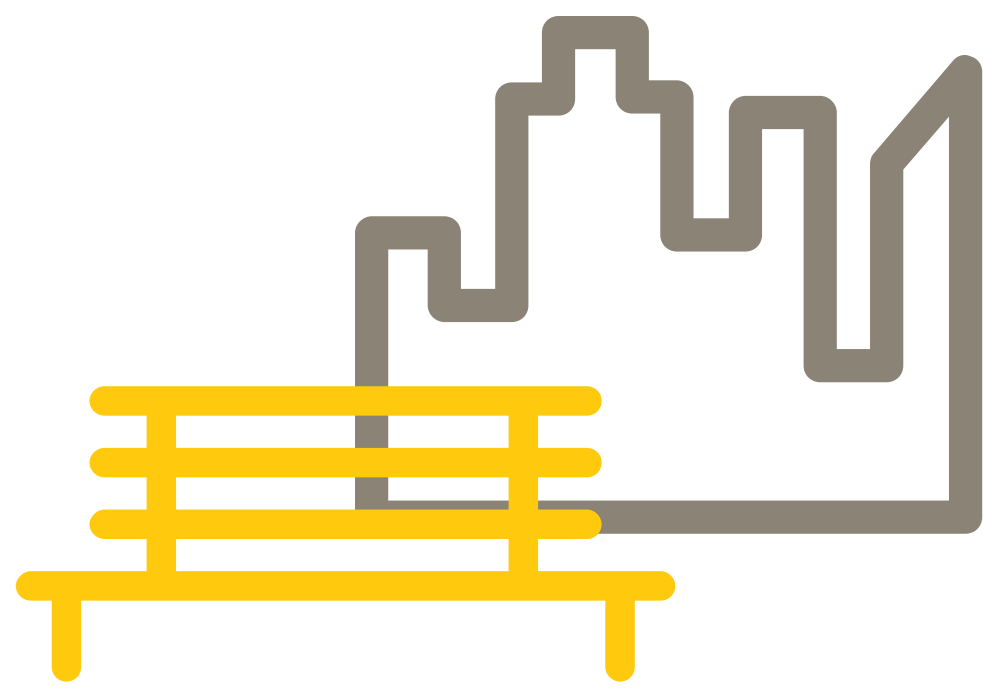
**Level of Service (LOS)** represents the average length of time a vehicle is delayed while driving through an intersection.

**LOS A** = less than 10 seconds    **LOS B** = 10-20 seconds    **LOS C** = 20-35 seconds

- ⇒ existing traffic conditions within the Study Area are generally good; most intersections operate at an acceptable level of performance.
- ⇒ in the future, traffic patterns near the Study Area are expected to change due to:
  - ⊕ an increase in the number of people who live and/or work in downtown Mississauga
  - ⊕ construction and operation of the LRT
  - ⊕ other changes to the downtown Mississauga roadway network that are currently under consideration by the City
- ⇒ the Square One Drive extension is intended to provide new routing options for local trips, as well as access within downtown Mississauga; **the extension is not intended to be an east-west thoroughfare.**
- ⇒ future traffic conditions within the Study Area are projected to remain good
  - ⊕ projections indicate that Alternative 2 (roundabout at Rathburn Road West & Square One Drive) will result in less overall delay to motorists than Alternative 1 (i.e. traffic signals at Rathburn Road West & Square One Drive)

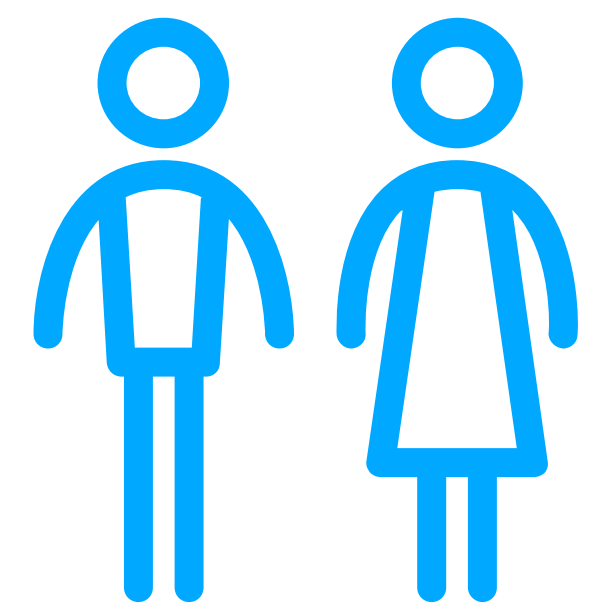


# Evaluation Criteria

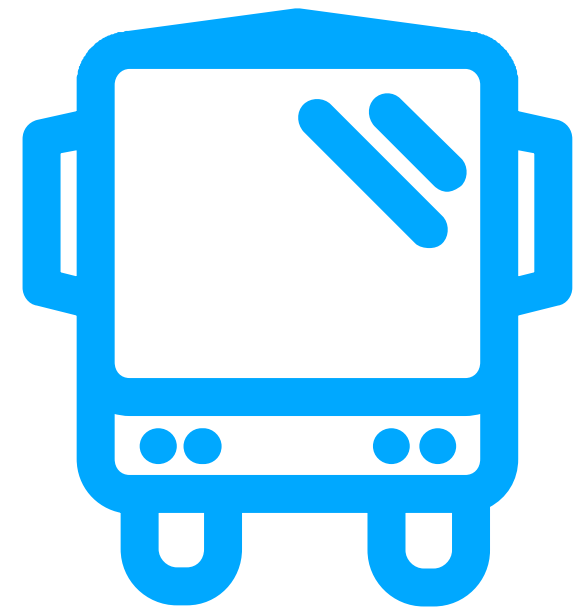


## Socio-Economic Environment

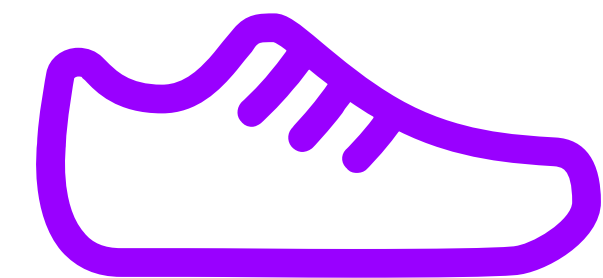
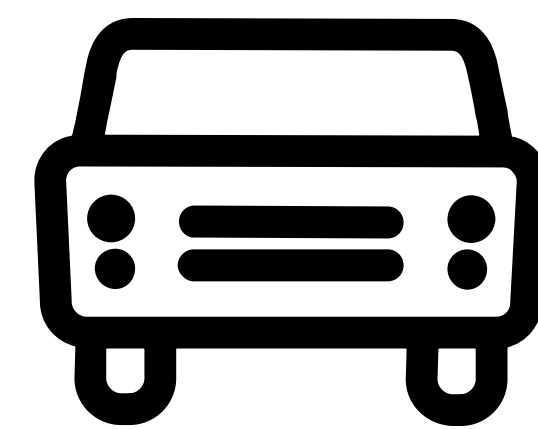
- ✓ Streetscaping
- ✓ Property Access
- ✓ Property Impacts



## Planning & Transportation

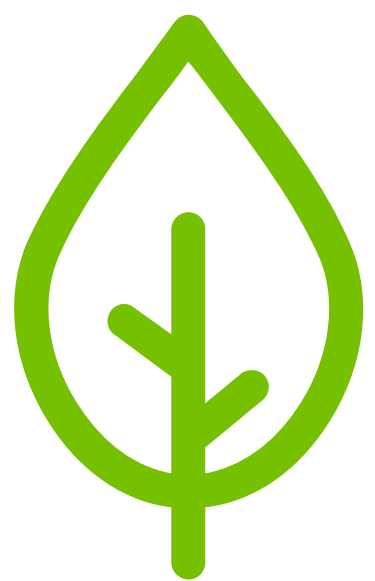


- ✓ Planning Objectives
- ✓ Urban Environment
- ✓ Network Connectivity
- ✓ Pedestrian & Cycling Accommodation
- ✓ Transit Services
- ✓ Overall Safety



## Cultural Environment

- ✓ Archaeological
- ✓ Built Heritage / Cultural Landscape



## Natural Environment

- ✓ Existing Vegetation
- ✓ Terrestrial Resources










































## Cost




- ✓ Capital Costs
- ✓ Operation & Maintenance Costs



# Evaluation Matrix



Category	Criteria	Definition	Alternative 1	Alternative 2
			Extension of Square One Drive, with: - traffic signals at the intersection with Confederation Parkway - traffic signals at the intersection with Rathburn Road West	Extension of Square One Drive, with: - traffic signals at the intersection with Confederation Parkway - a roundabout at the intersection with Rathburn Road West
 Socio-Economic Environment	Streetscaping	Provides opportunities to improve streetscaping and landscaping, as well as enhance the public realm.		
	Property Access	Maintains, improves, and/or maximizes opportunities to improve access to adjacent residential land uses.		
	Property Impacts	Requires acquisition of privately-owned property to accommodate construction of the proposed alternative.		
		Requires City of Mississauga-owned property to accommodate construction of the proposed alternative.		
 Cultural Environment	Archaeological	Potential for disruption of archaeological resources.		
	Built Heritage/ Cultural Landscape	Potential for disruption of built heritage and cultural landscape features.		
   Planning & Transportation	Planning Objectives	Meets/satisfies the goals/objectives of the City of Mississauga's Downtown 21 Master Plan, MOPAS/ Downtown Core Local Area Plan, Strategic Plan, Official Plan, Mississauga Cycling Master Plan, and Public Art Master Plan.		
	Urban Environment	Facilitates creation of: 1) an urban-scale street network in downtown Mississauga, with smaller block sizes that accommodate alternative routings for local trips (independent of modal choice); and, 2) a gateway into downtown Mississauga.		
	Network Connectivity	Facilitates improved access to, from, and within downtown Mississauga (independent of modal choice).		
	Pedestrian & Cycling Accommodation	Encourages development of a multi-modal transportation system through improved integration of non-motorized modes.		
	Transit Services	Facilitates improved integration of transit services into the overall transportation system.		
	Overall Safety	Improves roadway safety within the study area.		
	 Natural Environment	Existing Vegetation	Impacts vegetation and/or the Green System (as defined by the City of Mississauga Official Plan).	
Terrestrial Resources		Impacts terrestrial species and their habitats.		
 Cost	Cost	Cost to construct, as well as maintain/continue effective operation.		
Addresses Project Opportunity Statement?				
Recommendation			Not carried forward	

**Legend**

-  Preferred
-  Partially Preferred
-  Least Preferred



# Preliminary Preferred Alternative Design

Concept	Major Features	Evaluation Result
<b>Alternative 1</b>	⇒ construct a new intersection at <b>Rathburn Road West</b> with <b>traffic signals</b>	
<b>Alternative 2</b>	⇒ construct a new intersection at <b>Rathburn Road West</b> as a <b>roundabout</b>	

**Alternative 2** (roundabout at Rathburn Road West & Square One Drive) is the **Preliminary Preferred Design Concept**. Why?

- ⇒ **Alternative 2** represents the best solution to improve access to, from, and within downtown Mississauga over the long-term
  - ⊕ projected future traffic operations in 2021, 2031, and 2041 indicate minimal delay
- ⇒ **Alternative 2** improves roadway safety within the Study Area
  - ⊕ roundabouts have a number of safety advantages over intersections with traffic signals
- ⇒ **Alternative 2** satisfies the City of Mississauga’s planning objectives
  - ⊕ helps to create a multi-modal transportation system that accommodates all roadway users, including pedestrians, cyclists, transit users, and motorists.
  - ⊕ accommodates the creation of gateway treatments to downtown Mississauga from the west using the roundabout, in conjunction with landscaping, streetscaping, and public art, to create an attractive public space