WELCOME

Public Information Centre #1

February 10, 2014, 5:30 p.m. to 8:00 p.m.

Please sign in and
fill in a comment sheet

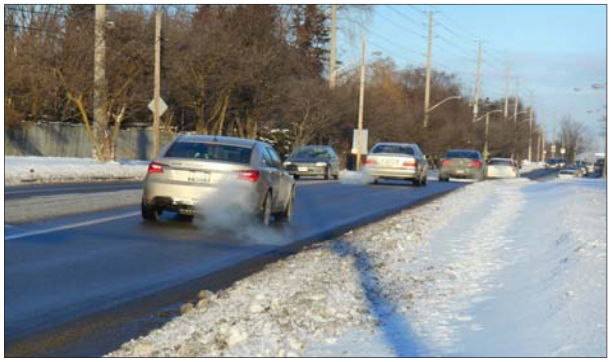
Direct any questions or comments to Study Team members

Purpose of Public Information Centre #1

- To introduce the study to the public and to provide interested and/or potentially affected stakeholders with an opportunity to participate in the planning and decision-making process.

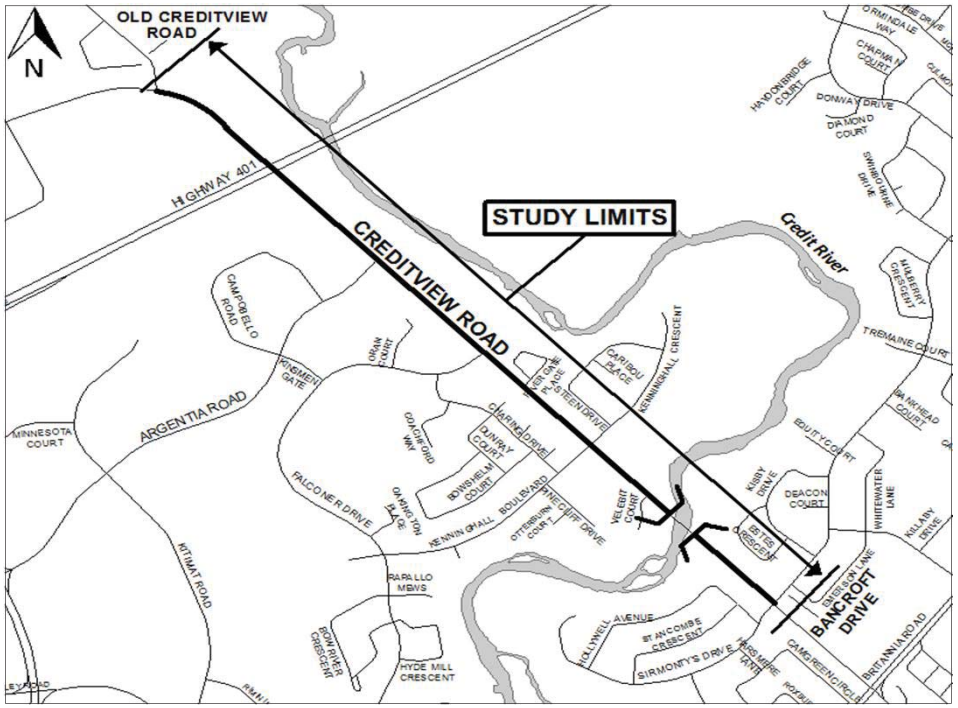
- To present and receive public input on:

  - Existing conditions within the study area;
  - Existing and future traffic considerations;
  - Need and justification for improvements to Creditview Road;
  - Alternative solutions being evaluated;
  - Recommended evaluation criteria for the alternative solutions;
  - Recommended preliminary preferred planning alternatives; and
  - Next steps in the process.



Study Background

- The study limits are Creditview Road, from Bancroft Road at the south end to Old Creditview Road at the north end, excluding the bridge over the Credit River.
- A separate Class EA study was completed by the City in 2013 for the Creditview Road Bridge over the Credit River. A copy of this report is available on the reference table or by contacting City staff.
- MTO has completed the Environmental Assessment study for the "Highway 401 Improvements - From East of Credit River to Trafalgar Road". The study proposes to replace the Creditview Road bridge structure due to Highway 401 expansion. The City will explore opportunities for potential improvements to the bridge structure through this EA process.
- The purpose of this study is to investigate the need for additional north-south road capacity, intersection and safety improvements for Creditview Road, taking into consideration:
  - Creditview Road is classified as a Major Collector within the Official Plan;
  - The road is identified as a Scenic Route in the City's Cultural Heritage Inventory;
  - Existing natural heritage features;
  - Adjacent land uses;

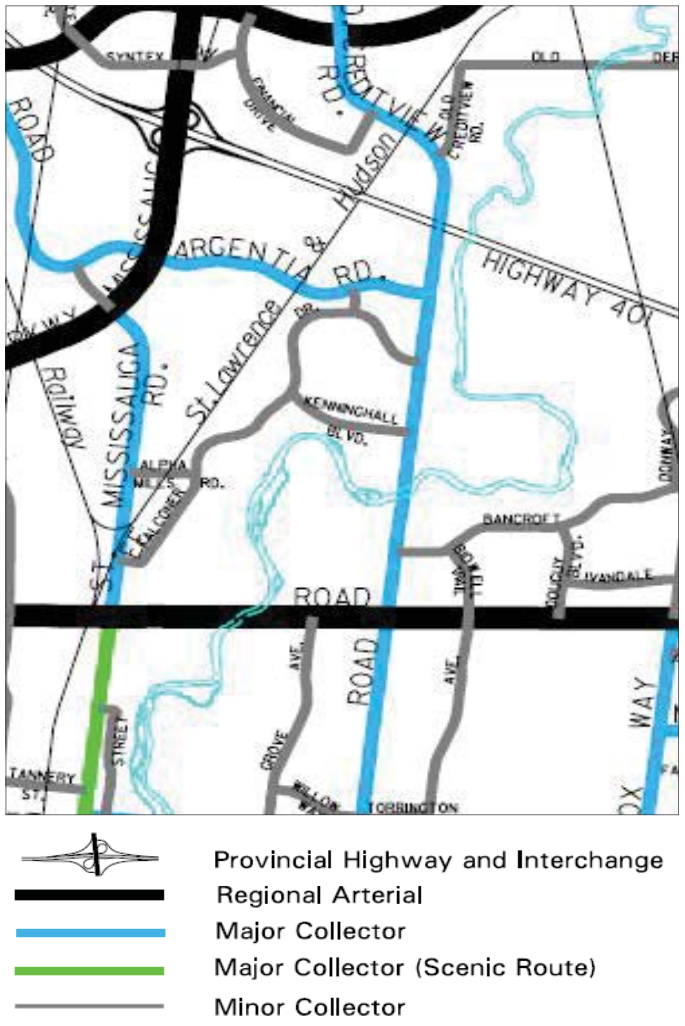


- Future plans for an active transportation corridor, including a multi-use trail with connections to other neighbourhoods;
- Streetscaping and landscaping improvement opportunities; and
- Local public interests.

Creditview Road Role and Function

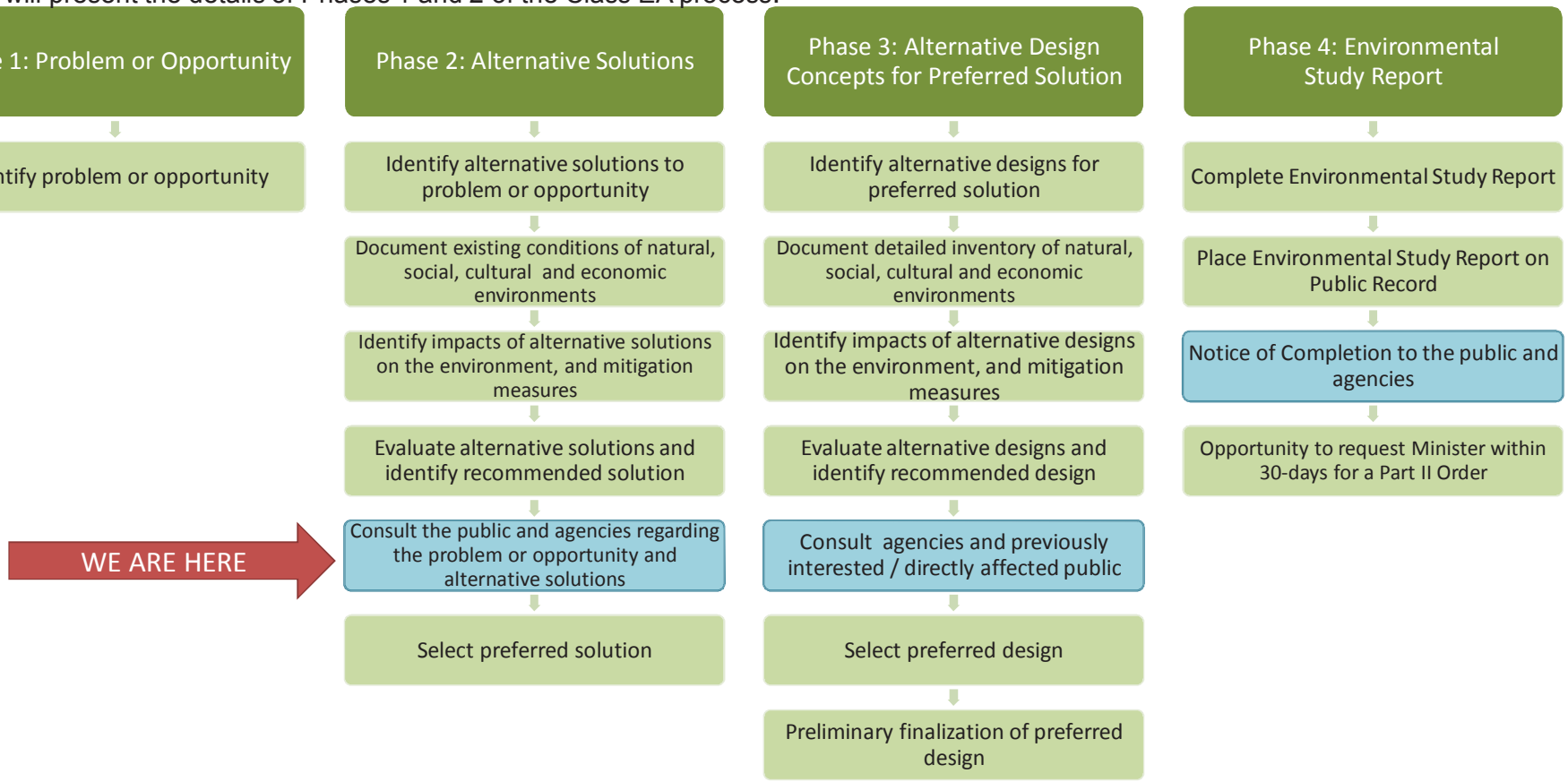
- **Major Collector Road (as identified in the Mississauga Official Plan):**
  - Collects and distributes traffic between local streets, other collector roads and arterial roads.

- **Primary Function:**
  - Act as a major north-south route that currently consists of a 2-lane cross-section.
  - Carry through traffic between neighbourhoods, provide vehicular and pedestrian access to abutting businesses, and indirectly to residential properties via minor collector and local streets.
  - Provide north-south connectivity for existing and future modes of transportation, linked with east-west connectivity via intersecting arterials and major collectors.



Class Environmental Assessment Process

- The study is being conducted in accordance with the planning process for Schedule "C" projects as outlined in the Municipal Engineers Association "Municipal Class Environmental Assessment" and includes two (2) Public Information Centres (PIC).
- The Class EA process includes consultation, evaluation of alternative solutions and design concepts, an assessment of potential impacts associated with the proposed improvements, and development of mitigating measures.
- PIC #1 will present the details of Phases 1 and 2 of the Class EA process.



Planning Principles

- **City of Mississauga "Our Future Mississauga" Strategic Plan:**
  - Identifies opportunities, challenges and external forces that can affect planning for the city's future; 'Pillars for Change'
  - Completing Our Neighbourhoods' Pillar for Change has the strategic goal of providing mobility choices; "…to provide all with the choice to walk, cycle and use transit or active modes of transportation in all seasons, because it is convenient, connected, desirable and healthy."
- **City of Mississauga Official Plan:**
  - Identifies Creditview Road as a Major Collector, with 30 m right-of-way
  - Provides a policy framework to protect, enhance, restore and expand the Natural Areas System, direct growth, support a strong public transportation system and address the long term sustainability of the city
- **City of Mississauga Cycling Master Plan:**
  - Identifies a future Primary Boulevard Route along the length of Creditview Road in the study area
  - Identifies future secondary routes along other roads in the neighbourhood
- **City of Mississauga "Living Green" Master Plan:**
  - Make Creditview Road more transit efficient, therefore more attractive to commuters
  - Expand alternative forms of transportation, including cycling
- **Credit River Parks Strategy:**
  - Plans for a continuous trail system along the Credit River from Port Credit to Mississauga's northern border
  - Includes expanding trail connections in city owned or managed parkland/natural areas, Credit Meadows Park, P-505 (former Harris Lands), and Sanford Farm
- **Natural Heritage and Urban Forest Strategy:**
  - Ensures the protection, enhancement, restoration and expansion of the City's Natural Heritage System and urban forest.
  - Identifies Credit Meadows Park and P-505 (former Harris Lands) as part of the Natural Heritage System
- **Highway 401 Expansion:**
  - MTO completed the Transportation Environmental Study Report in 2013 for highway expansion from the Credit River to Trafalgar Road
  - Considers the replacement for the Creditview Road bridge over Highway 401 due to the Highway 401 expansion

Existing Cultural Environment

Cultural Landscape

A Cultural Landscape is a visually distinct area which is recognizable by its natural features and historical uses. These areas have been identified as having heritage and visual qualities that are worthy of recognition, protection, preservation and management.

- Creditview Road is one part of Mississauga's Cultural Landscapes and is recognized as having scenic and visual qualities; horticultural interest; and that it illustrates an important phase in the City's social or physical development. As such, it is included in the City's Heritage Register.
- Creditview Road is an early settlement road in Mississauga, having formed part of the local road network.
- The road offers a scenic view of various parts of Mississauga, from recently established commercial and residential neighbourhoods to areas of significant historical, horticultural and scenic interest.

Built Heritage

There are a number of listed and designated properties that fall within the Creditview Road Scenic Route Cultural Heritage Landscape, amongst them:

- 1850 Pearson-Harris Farm
- 1860 Brown-Milson-Fitzwood House
- 1860 Simpson-Humphries house and the Sanford farm barn
- 1880 Humphries Residence

Archaeology

- Archaeological potential has been identified within the study area and further research will be undertaken.

Existing Environmental Conditions

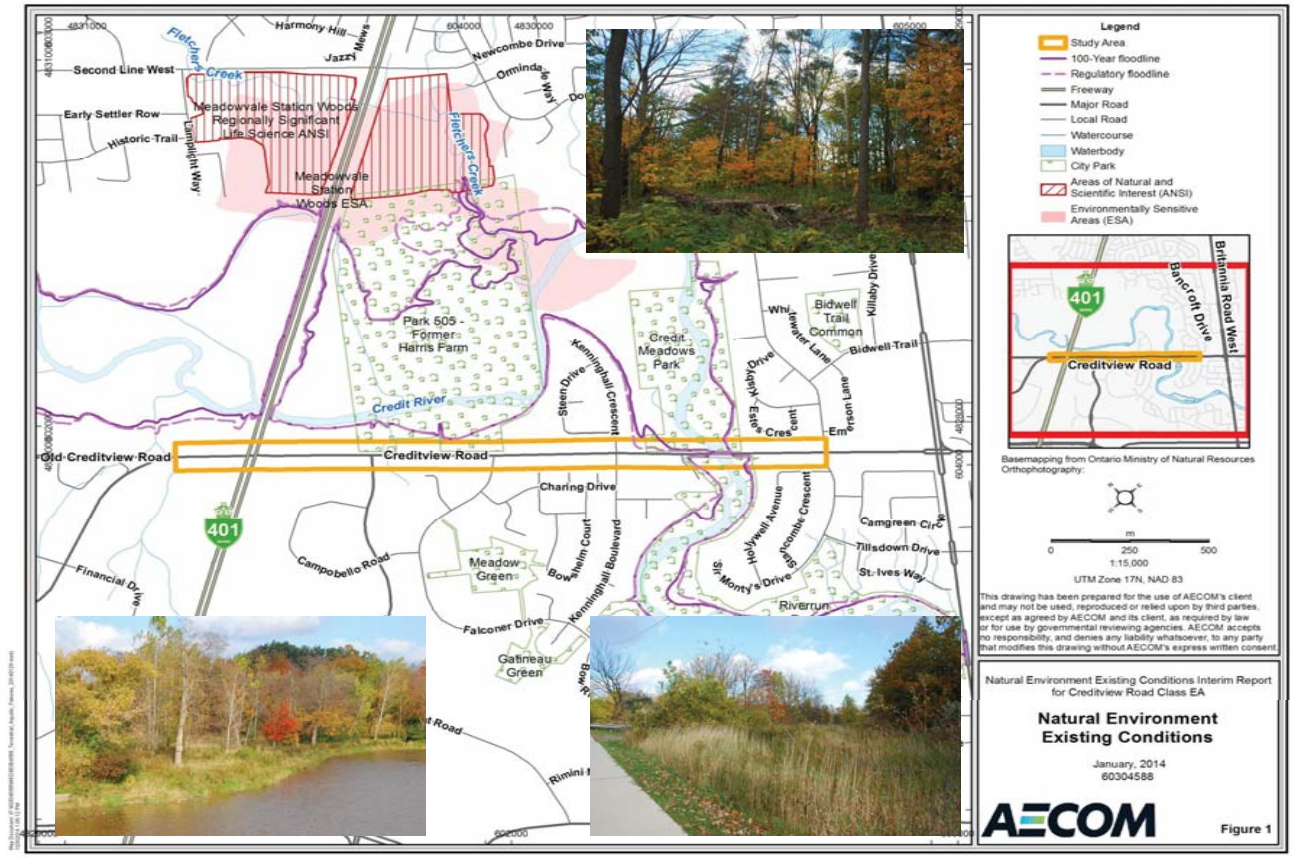
Natural Environment

- The Credit River
- Credit Meadows Park Significant Natural Site (Mississauga Natural Areas Survey, 2011 Update)
- Vegetation communities consist of a mixture of cultural, forest, and some wetland vegetation
- Seven (7) potential Species at Risk habitats
- Other observed wildlife includes Snapping Turtles, Midland Painted Turtles, White Tailed Deer, Eastern Grey Squirrel, American Robin, Song Sparrow, Rock Pigeon, Red Tailed Hawk
- No designated Provincially Significant Wetlands, Areas of Natural and Scientific Interest or Environmentally Sensitive Areas located within 120 m of the study area

Socio-Economic Environment

Land Uses along Creditview Road, within the study area include:

- Low and medium density residential, business employment and greenbelt
- Two park properties: Park 505 (former Harris farm) and Park 122 Credit Meadows
- Highway 401 Crossing at the north end of the study area

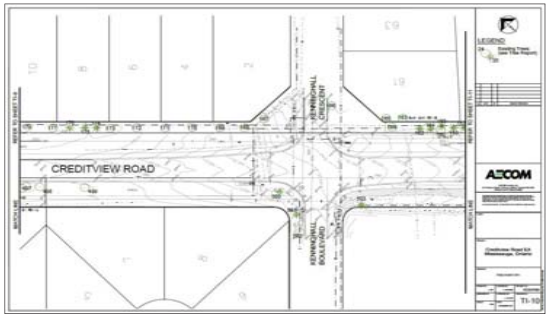


Note: The Creditview Road Bridge over the Credit River is not part of the EA Study.

Existing Environmental Conditions

Tree Assessment

- There are many social, economic and environmental benefits associated with trees in the community including aesthetics, increased property value, improved air quality, as well as food and shelter for birds and other wildlife.
- The trees along Creditview Road contribute to the character of this roadway.
- A Tree Inventory and Assessment Report identifying 550 trees within and adjacent to the right-of-way was completed in accordance with standard techniques in the Council of Tree and Landscape Appraisers 'Guide For Plant Appraisal'.
- Significant trees include mature Shagbark Hickories along the southeast portion and a large Sugar Maple that is part of a remnant hedgerow.
- Evidence of Emerald Ash Borer was not found, however it is likely that Ash trees will be impacted.
- Grading limits of any proposed work will be reviewed to determine construction impacts to trees. Tree size, condition, and species are considered in determining construction tolerance and required preservation setbacks. Tree protection fencing will be maintained throughout construction at the established tree protection zones.



Existing Infrastructure and Transit Services

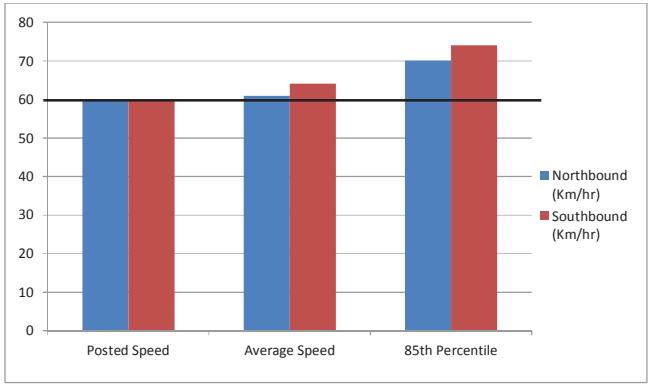
- Utilities are present along both sides of Creditview Road.
- A concrete sidewalk exists on the west side and a partial sidewalk exists on the east side. Construction of a multi-use trail on the west side from Britannia Road to Velebit Court was approved in 2013.
- A 1 m wide splash pad exists for limited sections on both sides of the road north of the Credit River.
- Runoff from the Creditview Road right-of-way in the study area is conveyed by the existing storm sewer system discharging directly into the Credit River at outlets located at the Credit River and north and south of Highway 401.
- Noise walls are located in the form of backyard wooden fences.
- Signalized intersections at Old Creditview Road, Argentia Road, Kenninghall Boulevard and Bancroft Drive.
- Creditview Road bridge over Highway 401.
- Creditview Road bridge over the Credit River (not included in this study).
- Bus stops are located for northbound and southbound travel for Bus Route 38 (weekdays) and 38A (weekends).

Existing Traffic Operations Conditions

Road Safety

- A total of 69 collisions were reported for the study corridor between 2009 and 2012 including 8 mid-block collisions.
- The safety performance of the intersections would be considered typical in comparison to other similar roadways in Mississauga.
- The majority of collisions were property damage only. There is no record of fatal collisions in the corridor

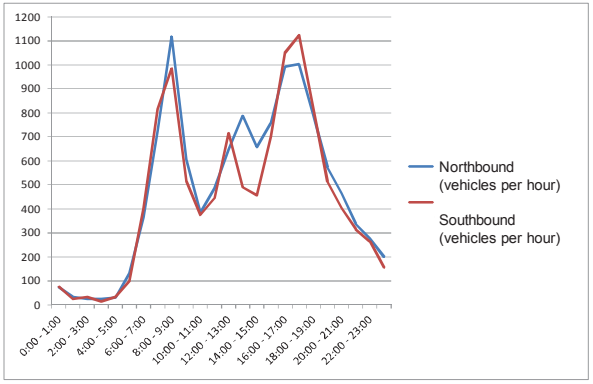
Speed



15% vehicles travelling above 70 km/hr in northbound
15% vehicles travelling above 74 km/hr in southbound

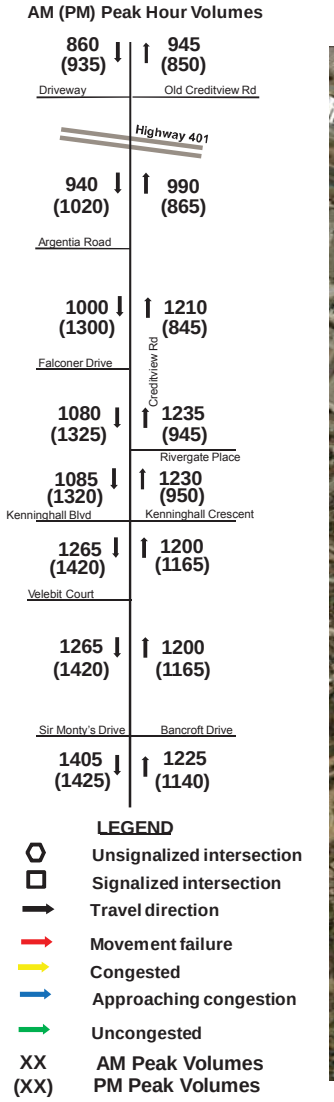
- Speed study was conducted by the City in November 2012 between Bancroft Drive and Velebit Court for 24 hour period.
- Study shows higher percentage of speed violations in southbound direction.
- 85th percentile speed is the speed that 85% of vehicles travel at or below and 15% travel above.

Daily Traffic Volumes

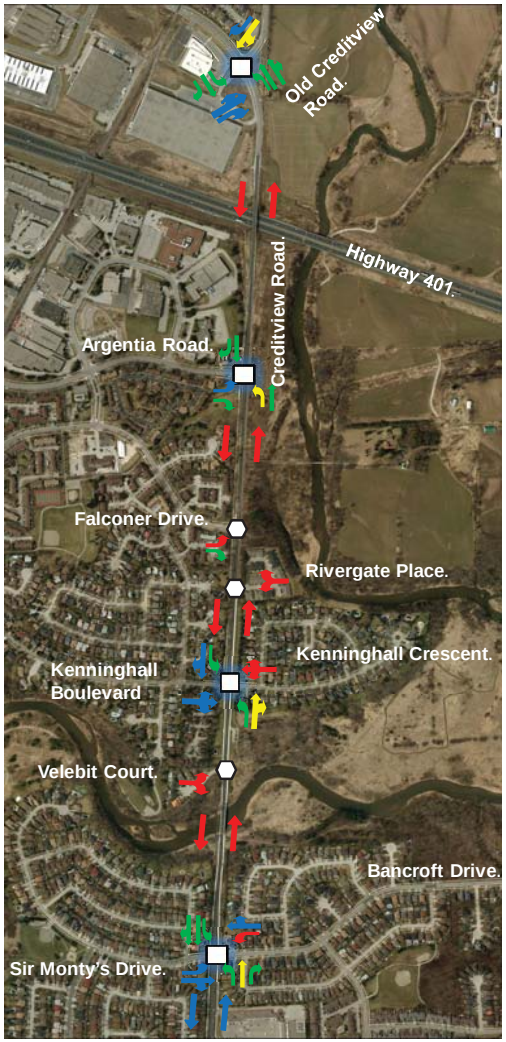


- Annual Average Daily Traffic (AADT) count was undertaken by the City in May 2013.
- Hourly traffic volumes show considerable vehicles travelling along Creditview Road not only during peak hours, but also during off-peak hours in both directions.

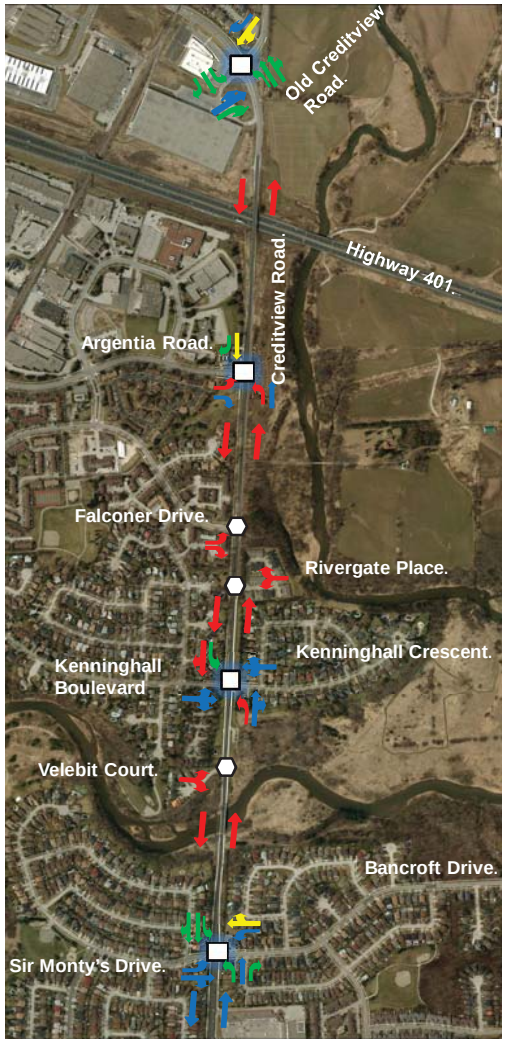
Existing AM and PM Peak Hours Traffic Conditions



AM Peak Hour Traffic Operations

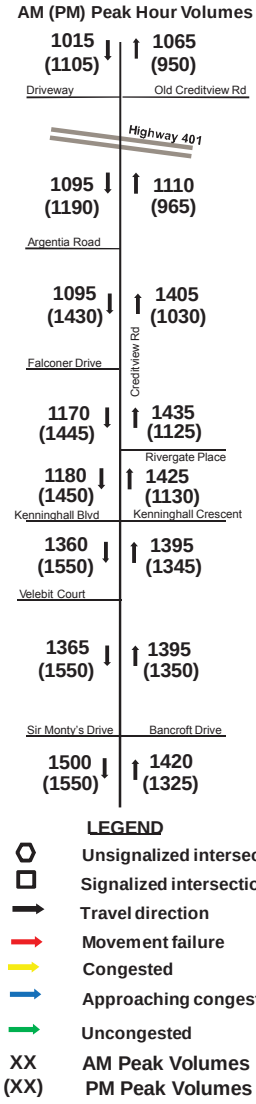


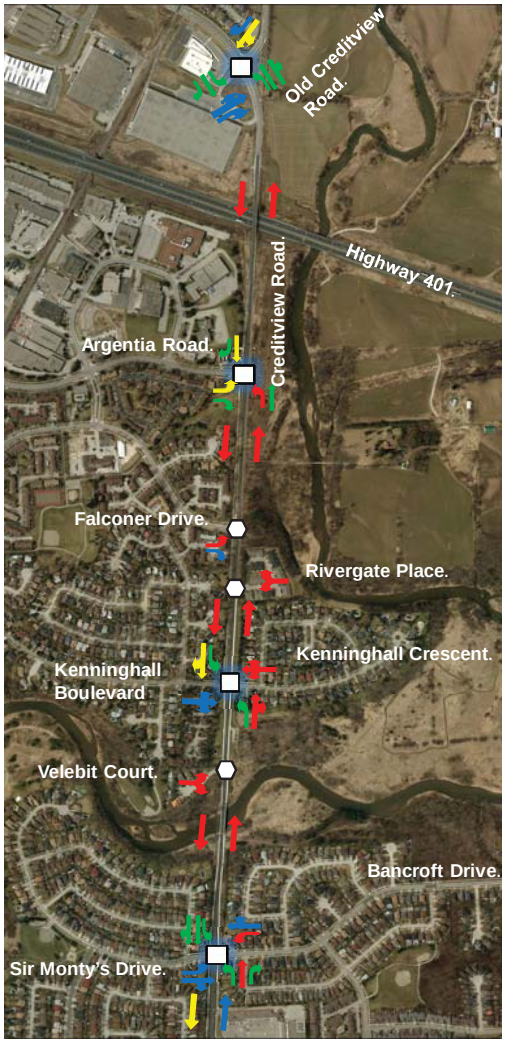
PM Peak Hour Traffic Operations

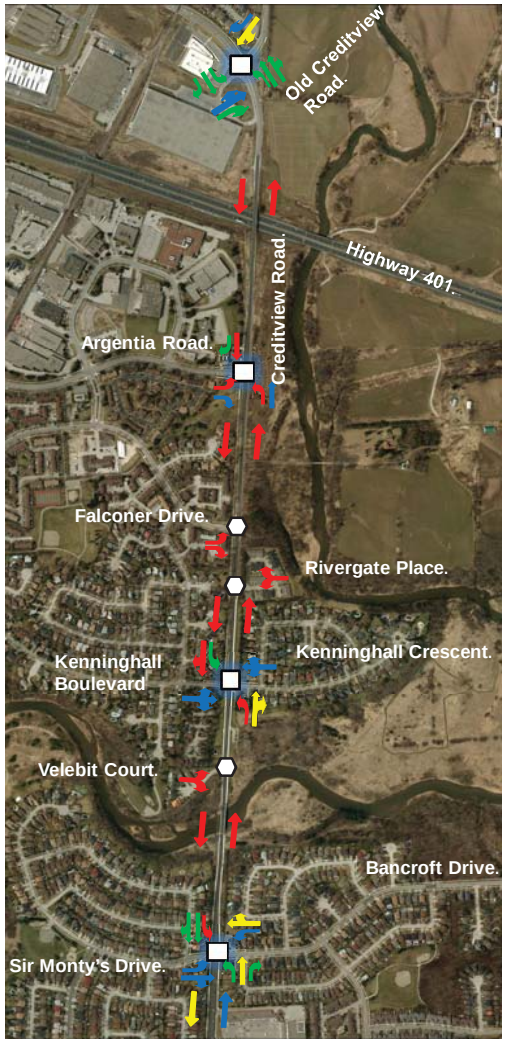


- Significant congestion and delays in both AM and PM peak hours at majority of intersections.
- Congestion is greatest during the PM peak hour in the southbound direction.
- Some of the movements at signalized intersections of Argentia Road, Kenninghall Boulevard and Bancroft Drive are experiencing significant delays.
- Unsignalized intersections of Falconer Drive, Velebit Court and Rivergate Place experience significant delays while exiting due to heavy through traffic flow on Creditview Road.
- Creditview Road carries between 900 and 1400 vehicles per direction in the peak hour under the existing conditions, which is already at or beyond the typical capacity of a single lane.

Future (2031) – Do-Nothing AM and PM Peak Hours Traffic Conditions







- Traffic volumes are forecasted to increase by 16% in northbound direction and 18% in the southbound by year 2031.
- Argentia Road, Kenninghall Boulevard and Bancroft Drive intersections are expected to experience increased queuing and delays during AM and PM peak hours.
- Unsignalized intersections of Falconer Drive, Velebit Court and Rivergate Place are expected to experience significant increased delays while exiting.
- Overall deficiency in traffic operations will result in significant queuing and potential safety concerns.

Needs and Opportunities

Traffic:

- Traffic on Creditview Road currently operates at or beyond capacity and is forecasted to increase further within the planning horizon (2031).
- Capacity and safety improvements are required.
- Intersection geometric improvements i.e., dedicated turning lanes.
- Traffic signal control improvements.

Active Transportation:

- City of Mississauga Cycling Master Plan designates Creditview Road as a Primary Boulevard Route.
- Opportunity to enhance sidewalk and cycling route connectivity.
- Design options include on-road or off-road cycling.
- Buffer pedestrians and cyclists from traffic.
- Balance the functional requirement of pedestrians, cyclists, transit and vehicles.

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Streetscaping:

- Preserve existing Cultural and Natural Heritage features while facilitating enhanced transportation options and better traffic flow.
- Maintain and enhance scenic route qualities along Creditview Road – opportunity to restore hedgerow
- Add supplementary planting and upgrade landscape features.

Other:

- Increase transit service.
- Coordinate improvements to the Creditview Road bridge structure with Highway 401 expansion project.

Problem / Opportunity Statement

The City of Mississauga Official Plan identifies Creditview Road as a Major Collector Road. Existing traffic volumes have reached or exceeded the available road capacity. There is projected traffic growth which will exacerbate existing conditions.

An opportunity exists to address the capacity and operational deficiencies on Creditview Road while preserving the existing cultural and natural heritage of the corridor.

This opportunity allows for the implementation of City-wide strategic objectives which promote sustainable multi-modal transportation options that provide residents with opportunities to walk, cycle, or use public transit to reach their destinations. Improvements to Creditview Road will facilitate safer operations along the corridor and coordinate bridge capacity across Highway 401.

Alternative Solutions Under Consideration

- **Do Nothing:** No additional measures to address long-term project specific problems or opportunities.
- **Upgrade Parallel Roads Instead of Creditview Road:** Diversion of traffic that is currently using Creditview Road to other parallel corridors.
- **Intersection and Signal Improvements:** Improve capacity of existing intersections by means of adding turning lanes and optimizing signal timing.
- **Implement Travel Demand Management (TDM):** Change travel demand, reducing traffic volumes (i.e., more walking, cycling, transit, ridesharing, work at home).
- **Enhance Corridor Capacity:** Add travel lanes, turning lanes, cycling lanes and/or sidewalks, in addition to intersection and signal improvements.

How are the Alternative Solutions Evaluated?

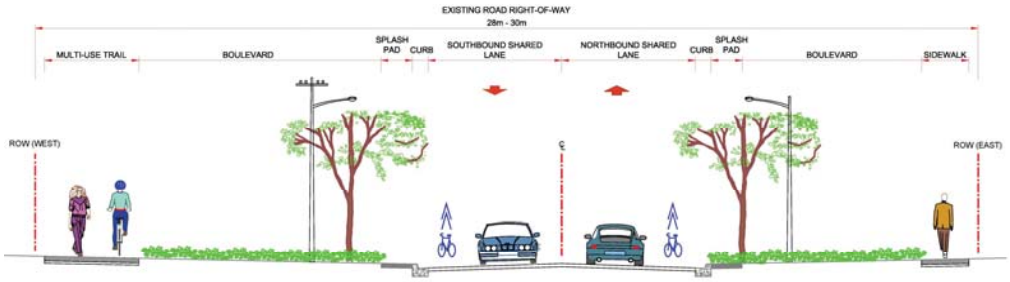
The following assessment criteria will be used to evaluate alternative solutions in the next phase of study:

- **Transportation:** existing traffic operations and accommodation of future travel demand, safety, neighbourhood traffic infiltration, accommodation of pedestrian/cyclists, response times for emergency vehicles
- **Engineering Considerations:** utilities, costs, construction staging, drainage/stormwater management
- **Cultural Environment:** archaeological resources, cultural landscape and built heritage resources
- **Natural Environment:** vegetation, wildlife, trees, water resources and fisheries impacts, natural hazards
- **Socio-Economic Environment:** compliance with planning policies, noise and property impacts

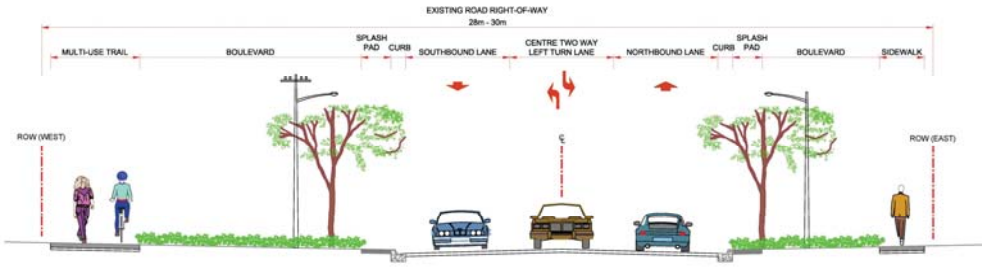
Evaluation Criteria and Sub-Factors	EVALUATION OF ALTERNATIVE SOLUTIONS				
	Do Nothing	**Upgrade Parallel Roads Instead of Creditview Road**	**Intersection and Signal Improvements**	**Implement Travel Demand Management (TDM)**	**Enhance Corridor Capacity**
TRANSPORTATION					
Existing Traffic Operations and Accommodation of Future Travel Demand	No opportunity to address existing congestion and to accommodate future travel demands	Moderate potential to address existing congestion and to accommodate future travel demands. Low potential to accommodate future local travel demands as travel demands will increase over time	Low potential to address existing congestion and to accommodate future travel demands. Improved traffic operations at intersections, however mid-block roadway would not have sufficient capacity to meet future travel demands	Low potential to address existing congestion and to accommodate future travel demands. Limits traffic increase by promoting alternative modes of travel	High potential to address existing congestion and to accommodate future travel demands. Provides required capacity to accommodate both future vehicle and transit travel demands, reduce queuing and delays
Safety	No opportunity to improve traffic safety. Traffic congestion will increase over time and increase potential for collisions due to degraded operations	Moderate potential to improve traffic safety. May reduce congestion and potential for collisions for the short term. Traffic congestion may increase over time which could increase potential for collisions	Low potential to improve traffic safety. Improved traffic operations at intersections, however traffic congestion may increase over time which could increase potential for collisions	Low potential to improve traffic safety. May reduce some auto use, with some improved operations and reduce potential for collisions	High potential to improve traffic safety. Reduced traffic congestion will improve travel safety and reduce potential for collisions
Neighbourhood Traffic Infiltration	No opportunity to reduce neighbourhood traffic infiltration due to increase in future travel demands	Low potential to reduce neighbourhood traffic infiltration	Moderate potential for reduction of neighbourhood traffic infiltration due to improvements in vehicular movement at intersections	Moderate potential to reduce neighbourhood traffic infiltration with the potential for reduction of projected traffic volumes	High potential to reduce neighbourhood traffic infiltration with the enhancement of corridor capacity
Accommodation of Pedestrians / Cyclists	No opportunity to improve accommodation for pedestrians / cyclists	No opportunity to improve accommodation for pedestrians / cyclists	Low potential to improve pedestrian / cyclist movements at intersections	Low potential to improve pedestrian / cyclist routes	High potential to improve pedestrian / cyclist routes
Response Times for Emergency Vehicles	No opportunity to improve emergency service response times due to increased roadway congestion and associated travel times	Low potential to improve emergency service response times as traffic congestion increases over time.	Improved traffic flow may improve emergency response times for the short term but long term traffic congestion will increase (during peak travel times), thus reducing emergency response times.	Improved traffic flow may improve emergency response times for the short term but long term traffic congestion will increase (during peak travel times), thus reducing emergency response times.	High potential to improve emergency service response times and improve accessibility of emergency response vehicles through additional capacity and improved traffic operations and/or flow over the long term
ENGINEERING CONSIDERATIONS					
Utilities	No impact	No impact	Moderate impact to existing minor and major services/utilities	Low impact to existing services/utilities	High impact to existing services/utilities
Costs	No cost associated	Highest costs	Moderate costs	Lowest costs	Highest costs
Construction Staging	No construction impacts	No construction impacts	High temporary impact to traffic operations with intersection improvement construction. Traffic management plan would be required.	Low temporary impact to existing traffic operations with pedestrian/cycling improvements within the ROW. Traffic management plan would be required.	High impact to existing traffic operations throughout study area. Traffic management plan would be required. Opportunity to coordinate with the Highway 401 bridge construction schedule
Drainage/Stormwater Management	No impact	No impact	Moderate increase in stormwater runoff volumes due to increased paved surface. Does not provide opportunities to improve existing drainage / stormwater management	No impacts to stormwater / pollutant discharge. Does not provide opportunities to improve existing drainage/stormwater management	Increase in stormwater runoff volumes due to increased paved surface. Mitigation through appropriate stormwater infrastructure
CULTURAL ENVIRONMENT					
Archaeological Resources	No impact to undisturbed lands	No impact to undisturbed lands	Low impact to undisturbed lands	Low impact to undisturbed lands	Moderate impact to undisturbed lands
Cultural Landscape	No impact to cultural heritage features	No impact to cultural heritage features	Low impact. Effects can be mitigated	Low impact. Effects can be mitigated	Moderate impact to cultural heritage features. Effects can be mitigated
Built Heritage Resources	No impact to known built heritage resources	No impact to known built heritage resources	No impact to known built heritage resources	No impact to known built heritage resources	No impact to known built heritage resources
SOCIO-ECONOMIC ENVIRONMENT					
Compliance with Planning Polices	Does not comply with planning policies	Does not comply with planning policies	Partially complies with planning policies	Partially complies with planning policies	Complies planning policies
Noise Impacts	High potential to increase noise in Noise Sensitive Areas (NSA) in association with increased traffic volumes / congestion	High potential to increase noise in NSAs if improved roadways in closer proximity to existing NSAs	Improved traffic flow may decrease noise levels for the short term, but increased traffic volumes/congestion in the long term will increase noise levels. Partial noise mitigation measures can be implemented	Improved traffic flow may decrease noise levels for the short term, but increased traffic volumes/congestion in the long term will increase noise levels. Partial noise mitigation measures can be implemented	Potential to increase noise in NSAs if improved roadway in closer proximity to existing NSAs. Noise mitigation measures can be implemented
Property Impacts	No impact	No impact	Low impact to property in localized areas due to intersection improvements	Low impact to property in localized areas due to pedestrian/cycling improvements	Potential to impact property due to roadway improvements
NATURAL ENVIRONMENT					
Vegetation and Wildlife	No impact to woodlots or vegetation communities. No impact to Species At Risk (SAR) identified in the immediate vicinity of the study area	No impact to woodlots or vegetation communities. No impact to SAR identified in the immediate vicinity of the study area	Low potential to impact to SAR identified in the immediate vicinity of the study area	No impact to woodlots or vegetation communities. No impact to SAR identified in the immediate vicinity of the study area	Low potential to impact to SAR identified in the immediate vicinity of the study area
Trees	No impact	No Impact	Low potential to impact treed areas which will require appropriate mitigation measures	Low potential to impact treed areas which will require appropriate mitigation measures	High potential to impact treed areas which will require appropriate mitigation measures
Water Resources and Fisheries	No impact	No impact	Moderate impact watercourses or fisheries habitat due to increases in runoff discharged at outlets into Credit River. Does not provide opportunities to mitigate discharge	No impact	Potential to impact watercourses or fisheries habitat due to increases in runoff discharged at outlets into Credit River. Effects can be mitigated through stormwater infrastructure
Natural Hazards	No impact to flooding and erosion. Does not provide opportunities to improve any existing flooding and erosion risks.	No impact to flooding and erosion. Does not provide opportunities to improve any existing flooding and erosion risks.	Low potential to impact to flooding and erosion. Does not provide opportunities to improve existing flooding and erosion risks	No impact to flooding and erosion. Does not provide opportunities to improve any existing flooding and erosion risks	Potential to impact flooding and erosion due to increased paved surface area. Effects can be mitigated through stormwater infrastructure and/or erosion control measures
OVERALL SUMMARY AND CONCLUSIONS	**NOT PREFERRED DOES NOT ADDRESS NEEDS AND OPPORTUNITIES**	**NOT PREFERRED DOES NOT ADDRESS NEEDS AND OPPORTUNITIES**	**CARRIED FORWARD**	**CARRIED FORWARD**	**CARRIED FORWARD**

Preliminary Preferred Alternative Solutions

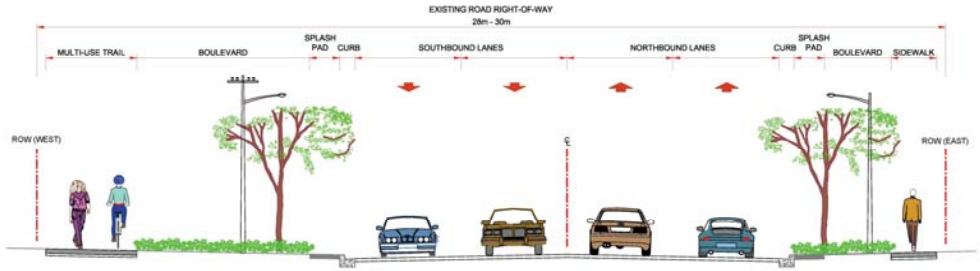
Mid-Block Typical Cross-Sections Under Consideration



Typical Cross-Sections Under Consideration
TWO LANE SECTION



Typical Cross-Sections Under Consideration
THREE LANE SECTION



Typical Cross-Sections Under Consideration
FOUR LANE SECTION

Next Steps

- Review all comments and suggestions received from the public, stakeholders and agencies, before, during and following this PIC.
- Based on this input, confirm the preferred planning alternative(s) for Creditview Road.
- Develop and evaluate design solution(s) for the preferred planning alternative(s) and identify potential impacts from each design.
- Confirm preferred design option based on public, stakeholder and agency input.
- Present design solution(s) and the preliminary preferred design option at the next Public Information Centre.
- Prepare the Environmental Study Report.
- Issue Notice of Study Completion (30-day public review process).

Remain Involved in the Project

Thank you for attending this PIC and participating in the study process. We encourage you to fill out the comment sheet provided and drop it off in the comment box. Alternatively, you can mail, fax or email your comments by **February 24, 2014** to either of the individuals listed below:

Jessica Lee, P. Eng.
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Public comments will be collected in accordance with the *Freedom of Information and Protection of Privacy Act.* With the exception of personal information, all comments will become part of the public record.

If you would like more information on the Creditview Road Class EA
please visit the project website at:
http://www.mississauga.ca/portal/residents/creditviewroadenvironmentalassessmentstudy