

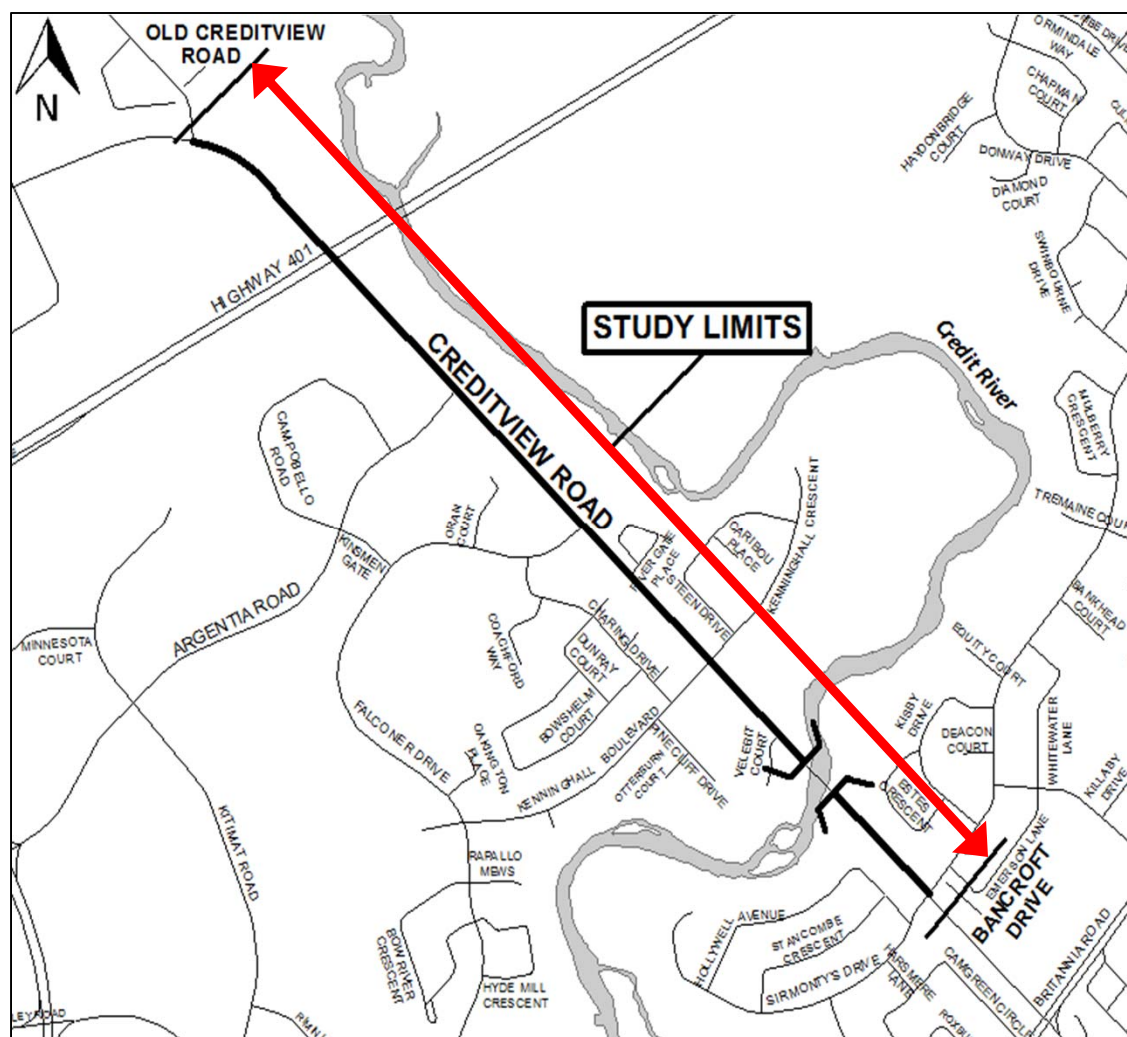


# **WELCOME**

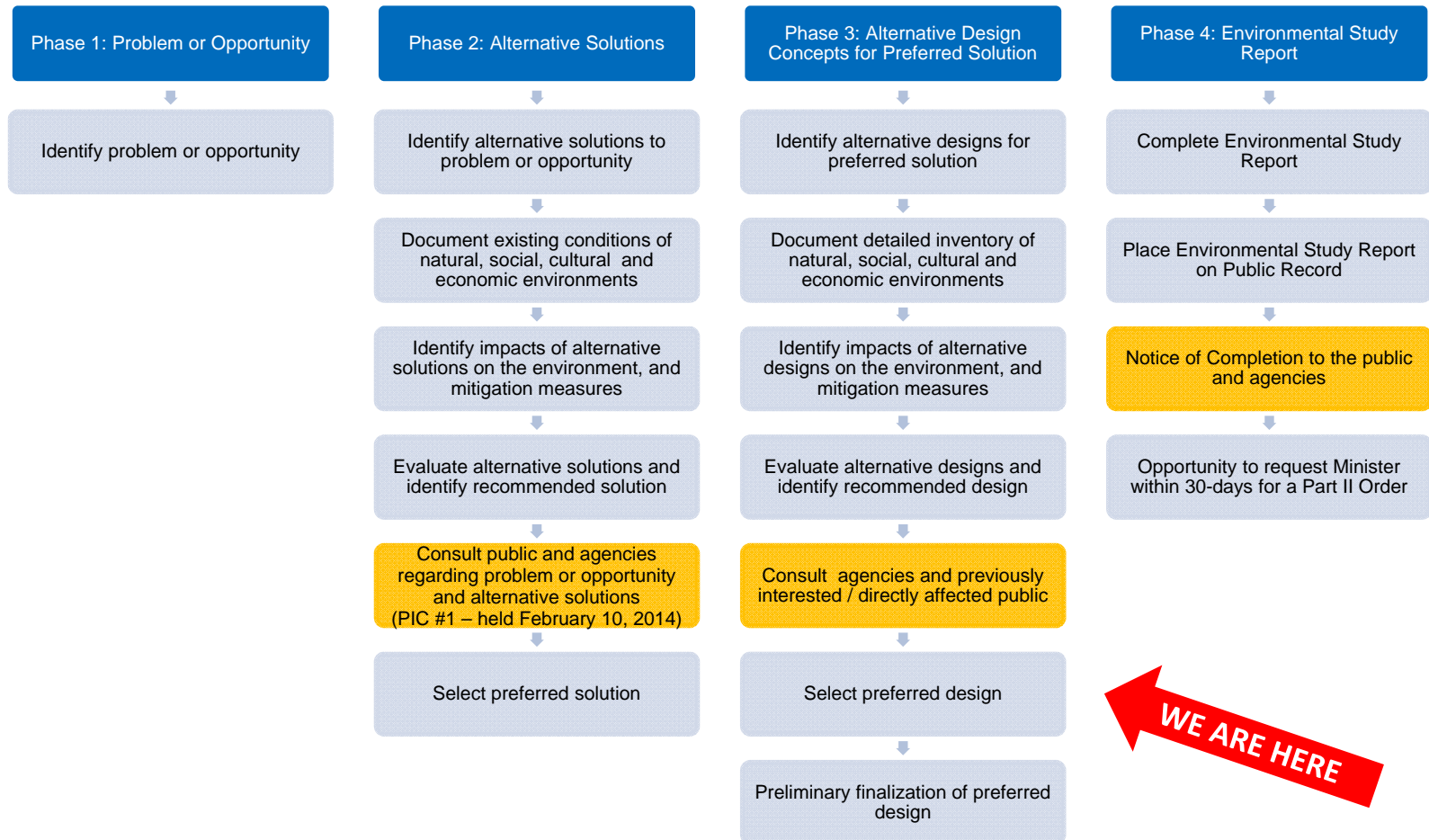
## **Community Information Sharing Session**

**Saturday June 20, 2015  
9:00 am to 11:30 am**

# Study Area



# Municipal Class EA Process



# Study Area Context

Investigate the need for additional north-south road capacity, intersection and safety improvements for Creditview Road, taking into consideration:

- Classified as a Major Collector within the Official Plan;
- Identified as a scenic route from Britannia Road to north of Highway 401 in the City's Cultural Heritage Inventory;
- Bridge improvement opportunities over Highway 401;
- Preservation, restoration and enhancement of the existing natural heritage features;
- Adjacent land uses;
- Considerations of existing and future travel demands;
- Future plans for an active transportation corridor, including a multi-use trail with connections to other facilities in the adjacent neighbourhoods;
- Streetscaping and landscaping improvement opportunities; and
- Local community interests.

A separate Class EA study was completed by the City in 2013 for the Creditview Road Bridge over the Credit River. The construction for the bridge is expected to occur in 2016.



# What We Have Heard

## **Comments and concerns received from the community:**

- Pedestrian and cyclist safety.
- Vehicular speeding.
- Preservation of wildlife habitat.
- Loss of vegetation and Natural Areas in the vicinity of the Credit River.
- Impact to existing trees along the roadway.
- Aesthetics of the proposed plan.
- Potential property impacts associated with the roadway widening.
- Potential for increase in noise impacts due to the improvements.
- Preservation of unique cultural heritage features.

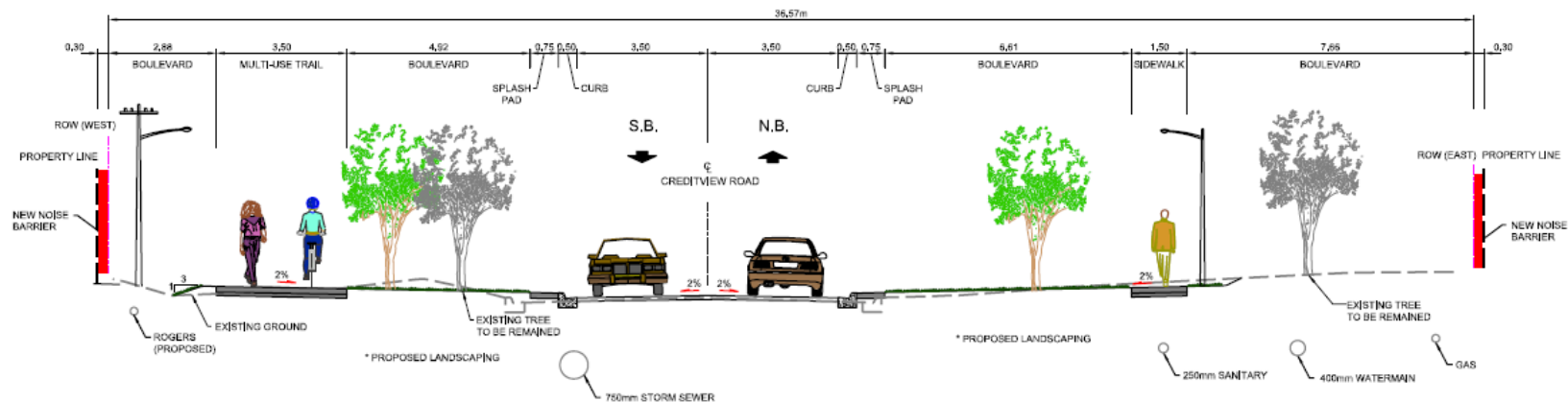
# Our Creditview Road

- Following a context sensitive design approach;
- Implementing roundabouts as a unique solution to addressing existing and future traffic demands;
- Maintaining Creditview Road as 2 lanes between Bancroft Drive and Argentia Road;
- Providing opportunities to enhance landscaping and community features;
- Minimizing property impacts; and,
- Providing facilities for pedestrians and cyclists.



# Preferred Alternative to Year 2031

To address the future needs of the corridor, an evaluation of five alternatives was undertaken and the preliminary preferred alternative was selected.



Key elements include:

- Maintaining 2 lanes from Bancroft Drive to Argentia Road;
- Widening to 4 lanes from Argentia Road to Old Creditview Road;
- Maintaining Bancroft Drive and Old Creditview Road as signalized intersections;
- Proposing roundabouts at Kenninghall Boulevard, Falconer Drive and Argentia Road (2-lane); and
- Implementing a continuous multi-use trail (west side) and sidewalk (east side).

# Impacts and Mitigation

## Preferred Alternative

### **Trees**

- Expected to remove +/- 250 trees and potentially impact +/- 60 trees , many of which are in poor to fair condition.
- A Tree Protection Zone will be established prior to construction to protect the remaining trees.
- Trees that are removed will be replaced at a 2:1 ratio along the corridor as much as possible and additional trees may be planted in nearby parks and natural areas.

### **Air Quality**

- The improvements to Creditview Road will reduce traffic congestion (e.g. delays, idling).

### **Speed and Safety**

- Incorporate roundabout design to manage speeds and facilitate safe pedestrian crossing.

### **Noise**

- Based on findings of the traffic noise assessment, similar to today, noise levels are mostly above 60 dBA, which is the threshold for noise barrier installation under the City's Noise Attenuation Barrier on Major Roadways Policy.
- New noise barriers will be installed where none currently exist.

### **Property and Construction**

- Approximately 2,158 m<sup>2</sup> of additional right-of-way will be required for the preferred alternative, 132 m<sup>2</sup> of which is private property.
- The City will negotiate the property requirements with private owners during Detail Design.
- A Construction Management Plan will be developed during Detailed Design.



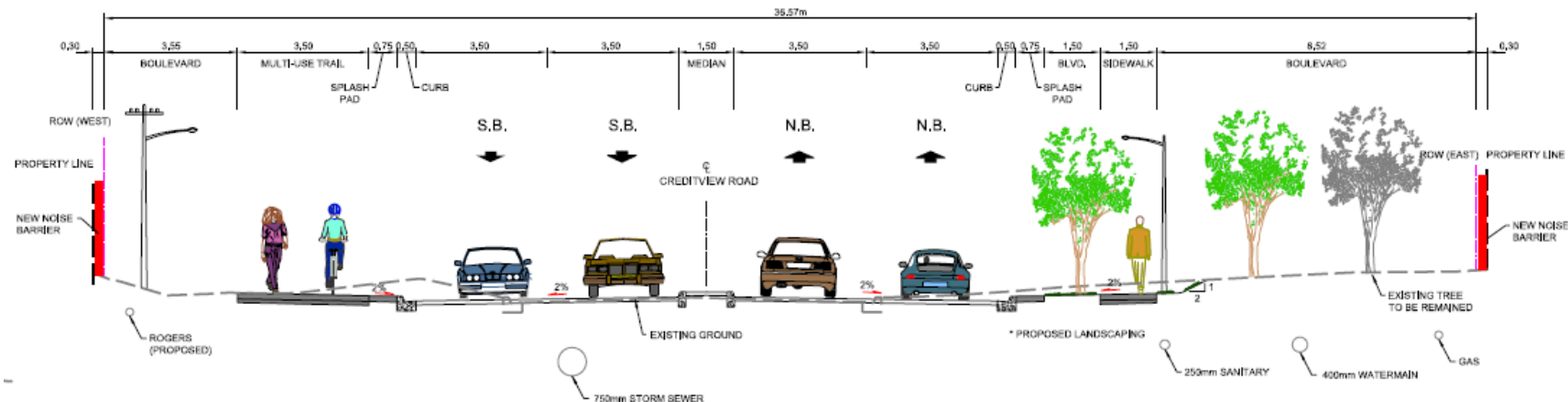
# Long-term Solution beyond 2031

The preliminary preferred alternative is expected to support traffic operations to Year 2031 and potentially beyond.

The City will implement a monitoring program on Creditview Road to ensure the road continues to meet the needs of the community. If and when additional capacity is required, community consultation at that stage will take place prior to the implementation of the long-term solution.

The **long-term solution** includes the following key elements:

- Widening to 4 lanes from Bancroft Drive to Argentia Road; and,
- Proposing 2-lane roundabouts at Kenninghall Boulevard and Falconer Drive.



# Impacts and Mitigation

## Long-term Solution

### **Trees**

- An additional +/- 50 trees and potentially impact +/- 25 trees will be impact, many of which are in poor to fair condition.
- A Tree Protection Zone will be established prior to construction to protect the remaining trees.
- Trees that are removed will be replaced at a 2:1 ratio along the corridor as much as possible and additional trees may be planted in nearby parks and natural areas.

### **Air Quality**

- The improvements to Creditview Road will reduce traffic congestion (e.g. delays, idling).

### **Speed and Safety**

- Incorporate roundabout design to manage speeds and facilitate safe pedestrian crossing.

### **Noise**

- No additional noise mitigation is required as new noise walls will be installed as part of the preferred alternative.

### **Property and Construction**

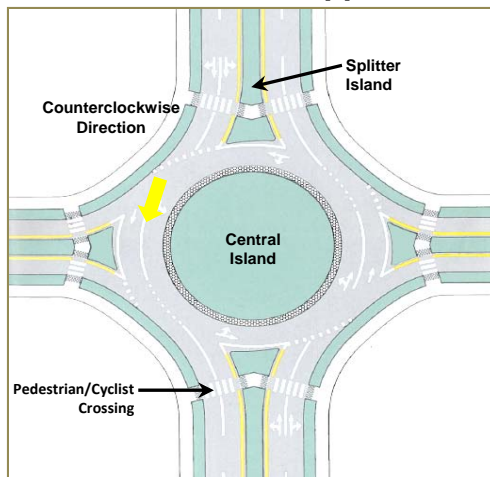
- Approximately 875 m<sup>2</sup> of additional right-of-way will be required for the recommended long-term solution, 61 m<sup>2</sup> of which is private property.
- The City will negotiate the property requirements with private owners.
- A Construction Management Plan will be developed.

\* Further community consultation will take place prior to the implementation of the long-term solution.

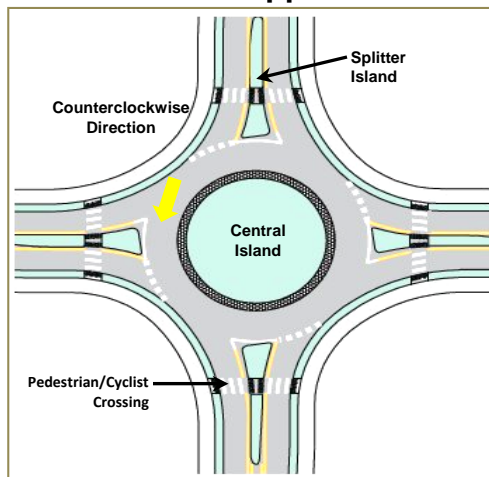
# Roundabouts

A circular intersection design that has specific traffic control features and is designed to control speeds.

**Two-Lane Roundabout With One- and Two-Lane Approaches**



**One-Lane Roundabout With One-Lane Approaches**



**The following are benefits of roundabouts over traditional intersections:**

- Improved safety
- Speed management
- Increased capacity
- Fewer stops and reduced delays
- Less idling and air pollution
- Reduced maintenance costs
- Aesthetics

Source: Manual on Uniform Traffic Control Devices for Streets and Highways

## Pedestrian and Cyclist Use

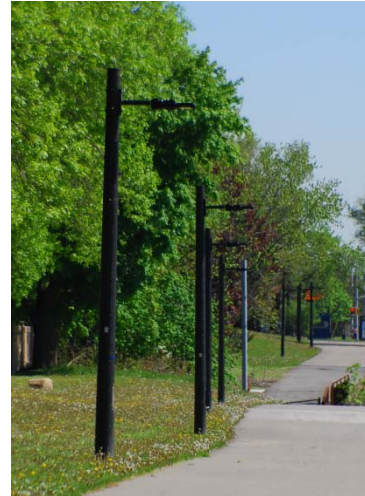
- Pedestrians use splitter islands to cross one direction of traffic at a time.
- Experienced cyclists may ride through a roundabout as per other vehicles.
- Other cyclists dismount and walk their bicycles as per pedestrians.

## Traffic Flow

- All traffic circulates in a counterclockwise direction, to the right of a central island.
- Traffic must yield at entry to traffic already within the roundabout.
- Vehicles entering or leaving the traffic circle must stop for pedestrians at the crosswalk.

# Streetscape Vision

- Enhance the natural and scenic route qualities along Creditview Road with new tree species and vegetative planting.
- Opportunities to enhance the City parkland.
- Incorporate plantings into the central island of roundabouts as a means of enhancing the natural and scenic route qualities.
- Restoration of the natural environment using appropriate tree, shrub and herbaceous species throughout the corridor.



















# Today's Agenda

- AIMM Exercise for the Preferred Alternative and Long-term Solution:
  - **A**dvantages
  - **I**mpediments
  - **M**aybes
  - **M**itigation
- Next Steps/Closing Remarks
- Display Panels Available for Viewing

## Next Steps

- Review all comments and suggestions received from the public, stakeholders and agencies, before, during and following this event.
- The preliminary preferred alternatives will be reviewed taking into consideration the comments received and the design will be confirmed or modified.
- Prepare the Environmental Study Report and issue the Notice of Study Completion (30-day public review process).
- Upon approval of the Environmental Study Report, proceed to Detail Design.

# Remain Involved in the Project

Thank you for attending this Community Information Sharing Session 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 **Monday, July 13, 2015**, to the individuals listed below:

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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>