

Public Information Centre #2
Summary Report

Square One Drive Extension
Class Environmental Assessment
Study



Prepared for:
City of Mississauga

Prepared by:
Stantec Consulting Ltd.

September 29, 2017

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1.0 INTRODUCTION

Stantec Consulting Ltd. (Stantec) has been retained by the City of Mississauga to complete a Municipal Class Environment Assessment (EA) study and Preliminary Design for the Square One Drive Extension, from Confederation Parkway to Rathburn Road West (Figure 1). The City is conducting this EA study as a Schedule “C” project under the Municipal Class EA process.



Figure 1: Square One Drive Extension Study Area (image via Google)

A Public Information Centre (PIC) was held on November 17, 2016. The purposes of PIC #2 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; and,
- To identify upcoming study activities.

This summary report includes a record of the public contact to date for the Square One Drive Extension EA, the materials presented at PIC #2, and the comments received regarding the project.

2.0 NOTIFICATION

2.1 BACKGROUND

The City was responsible for providing Stantec with background information for the study, including: technical reports, traffic counts, collision reports, traffic signal timing, aerial photography, topographic survey data, record drawings, drainage reports, and property plans of the right-of-way. Input was sought from all City departments. External consultation was sought on issues relating to the natural environment and social environment. Agencies contacted include the following:

Local Agencies and Municipalities

- City of Mississauga
- Credit Valley Conservation Authority
- Dufferin-Peel Catholic District School Board
- Mississauga Accessibility Advisory Committee
- Mississauga Board of Trade
- Mississauga Cycling Advisory Committee
- Mississauga Fire and Emergency Services
- Oxford Properties Group
- Peel District School Board
- Peel Public Health
- Peel Regional Paramedic Services
- Peel Regional Police
- Regional Municipality of Peel
- Student Transportation of Peel Region

Provincial Ministries and Agencies

- Member of Provincial Parliament for Mississauga – Mississauga East, Cooksville
- Metrolinx
- Ministry of Agriculture, Food & Rural Affairs
- Ministry of the Environment and Climate Change
- Ministry of Municipal Affairs & Housing
- Ministry of Natural Resources & Forestry
- Ministry of Tourism, Culture & Sport
- Ministry of Transportation
- Ontario Heritage Trust
- Ontario Provincial Police

Federal Agencies and Departments

- Indigenous and Northern Affairs Canada
- Canadian Environmental Assessment Agency
- Canadian Transportation Agency
- Fisheries & Oceans Canada
- Member of Parliament for Mississauga – Mississauga Centre
- Transport Canada, Marine Office

Indigenous Community Representatives

- Alderville First Nation
- Association of Iroquois and Allied Indians
- Beausoleil First Nation
- Chippewas of Georgina Island
- Chippewas of Rama First Nation
- Curve Lake First Nation
- Haudenosaunee Confederacy
- Hiawatha First Nation
- Metis Nation of Ontario
- Mississaugas of Scugog Island First Nation
- Mississaugas of the New Credit First Nation
- Six Nations of the Grand River

Utilities

- Bell Canada
- Alectra (Enbridge)
- Enersource
- Hydro One Networks Inc.
- Rogers Communications

A complete listing of contacted agencies, organizations, utilities, and interest groups, and copies of the letters/notices are included in Appendix A.

2.2 POINTS OF CONTACT

Stantec was responsible for distributing letters and/or notices to the residents, business, utilities, and agencies. The City was responsible for distributing the letters and notices to the Indigenous Community Representatives. To date, there have been five formal points of contact with the public:

Notification of Study Commencement – A letter and/or notice was sent to the residents, businesses, utilities, Indigenous Community Representatives, and agencies on March 31, 2016. The notice was also advertised in the Mississauga News (March 31, 2016 and April 7, 2016) and **posted on the City's website**. This notice included an invitation for interested parties to complete a preliminary survey on the Project website. A summary of these responses was included in the displays for PIC #1.

Notice of PIC #1 – A letter and/or notice of the first PIC was sent to residents, businesses, utilities, Indigenous Community Representatives, and agencies on June 9, 2016. The notice was advertised in the Mississauga News (June 9, 2016 and June 16, 2016) and **posted on the City's website**. The notice was also distributed to members of the public that had registered to be on the project mailing list through the Project website.

PIC #1 – PIC #1 was held on June 22, 2016 from 5:30pm to 8:00pm at the Mississauga Civic Centre in the Great Hall, 300 City Centre Drive, Mississauga, Ontario. The PIC was a drop-in format where members of the public could view the background information and Alternative Solutions. Following the **PIC, the display material was also placed on the City's website**.

Notice of PIC #2 – A letter and/or notice of PIC #2 was sent to residents, businesses, utilities, Indigenous Community Representatives, and agencies on November 3, 2016. The notice was also advertised in the Mississauga News (November 3, 2016 and November 10, 2016), and **posted on the City's website**.

PIC #2 – PIC #2 was held on November 17, 2016 from 6:00pm to 8:00pm at the Mississauga Civic Centre in the Great Hall, 300 City Centre Drive, Mississauga, Ontario. The PIC gave interested stakeholders the opportunity to view various materials and documents for this study, including the alternative design concepts and evaluation criteria/matrix, or provide comments on the environmental

A total of 55 individuals attended the PIC and signed the attendance register. For further details, see Section 4.0.

The following representatives from the City and Stantec were in attendance at the PIC:

- Dana Glofcheskie, Project Manager, Transportation & Works, City of Mississauga
- Leslie Green, Manager, Transportation Projects, Transportation & Works, City of Mississauga
- Steve Barrett, Manager, Transportation & Works, City of Mississauga
- Sally LePage, Parks & Forestry Division, City of Mississauga
- Jonathan Famme, Planning & Building Department, City of Mississauga
- Ibrahim Dia, Planning & Building Department, City of Mississauga
- Travis Brown, Project Manager, Stantec Consulting Ltd.
- Gordon Murray, Stantec Consulting Ltd.
- Mike Bradley, Stantec Consulting Ltd.

Twenty-seven display boards were presented at PIC #2. These boards are included in Appendix B and presented the following topics:

1. Welcome
2. What is a Public Information Centre?
3. What is a Class EA?
4. What is the purpose of this Class EA?
5. Study Area
6. Existing Conditions
7. Study Background
8. Study Background (continued)
9. Community Comments
10. Study Area Needs and Opportunities
11. Alternative Design Concepts
12. Traffic Operations
13. Evaluation Criteria
14. Evaluation Matrix
15. Preliminary Preferred Alternative Design
16. Preferred Design Concept
17. Preferred Design Concept (View 1)
18. Preferred Design Concept (View 2)
19. Preferred Design Concept (View 3)
20. Preferred Design Concept (View 4)
21. Preferred Design Concept (View 5)
22. Roundabouts
23. Roundabouts (continued)
24. Elora Drive Intersection
25. How Do I Get There? (from 330-350 Rathburn Road West)
26. How Do I Get There? (from the neighbourhood north of Rathburn Road West)
27. **What's Next?**

4.0 SUMMARY OF COMMENTS

Electronic versions of PIC #2 comment sheets were available on the study website and hard-copies were available at the PIC.

The comment sheet for PIC #2 included questions regarding public opinion on the selected Preferred Alternative and whether the display boards provided sufficient information for participants to understand the study and form an opinion on the Preferred Alternative. Participants were also asked whether they **agreed with the information presented on the “Community Comments” board** (Board #9, see Appendix B).

The Project Team received 3 electronic comment submissions and 20 written comment sheets prior to the December 8, 2016 deadline. It should be noted that not all respondents provided a response to each question. A table summarizing all comments received (i.e. both hard copy and electronically) and the **Project Team’s responses has been included in Appendix C**. Copies of all hard copy comment sheets and correspondence received since PIC #1 have been included in Appendix D. Personal information has been protected.

5.0 NEXT STEPS

The next phase of the Square One Drive Extension EA Study is Phase 4. **Stantec’s Project Team** will:

- Respond to comments received from members of the community and reviewing agencies;
- Review and confirm the Preferred Design Alternative taking into account all comments received;
- Complete the Environmental Study Report.

Following Phase 4, Phase 5 is implementation. The City of Mississauga may implement the Preferred Design Alternative in phases. The timing of implementation is subject to approval by City Council.

APPENDIX A:

Agency Contact Lists & Notices

APPENDIX A AGENCY CONTACT LIST

AGENCY / ORGANIZATION	NAME	TITLE	STREET ADDRESS	CITY	POSTAL CODE
Local Agencies and Municipalities					
City of Mississauga	Councillor John Kovac	Ward 4 Councillor	300 City Centre Dr	Mississauga	L5B 3C1
Mississauga Accessibility Advisory Committee	Ms. Diana Simpson	Accessibility Coordinator	300 City Centre Dr	Mississauga	L5B 3C1
Mississauga Cycling Advisory Committee	Ms. Stephanie Smith	Legislative Coordinator	300 City Centre Dr	Mississauga	L5B 3C1
Mississauga Cycling Advisory Committee	Mr. Donnie Morris	Chair			
Mississauga Fire and Emergency Services	Deputy Chief Kevin Duffy		15 Fairview Rd W, 2nd floor	Mississauga	L5B 1K7
Mississauga Board of Trade	Mr. Sheldon Leiba	President and CEO	701-77 City Centre Dr	Mississauga	L5B 1M5
Credit Valley Conservation Authority	Mr. Liam Marry	Senior Planner/Ecologist	1255 Old Derry Rd	Mississauga	L5R 6R4
Dufferin-Peel Catholic District School Board	Mr. Keith Hamilton	Planner	40 Matheson Blvd W	Mississauga	L5R 1C5
Peel District School Board	Ms. Bianca Bielski	Manager of Planning	5650 Hurontario St	Mississauga	L5R 1C5
Peel District School Board	Mr. Jaspal Gill	Associate Director of Operational Support Services	5650 Hurontario St	Mississauga	L5R 1C5
Peel District School Board	Mr. Randy Wright	Controller of Planning and Accommodation Support Services	5650 Hurontario St	Mississauga	L5R 1C5
Peel Public Health Environmental Health	Mr. Paul Callanan	Director	7120 Hurontario St, 8th floor	Mississauga	L5W 1N4
Peel Regional Paramedic Services	Chief Peter Dundas	Director of Ambulance and Emergency Programs	5299 Maingate Dr	Mississauga	L4W 1G6
Peel Regional Paramedic Services	Mr. Dana Banke	Supervisor, Risk and Audit	5299 Maingate Dr	Mississauga	L4W 1G6
Peel Regional Police Road Safety Services	Inspector Rob Orr		7750 Hurontario St	Brampton	L6V 3W6
Regional Municipality of Peel Infrastructure Programming & Studies, Transportation, Public Works	Ms. Liz Brock	Technical Analyst	10 Peel Centre Dr	Brampton	L6T 4B9
Regional Municipality of Peel Infrastructure Programming & Studies, Transportation, Public Works	Mr. Sargon Sifo	Technical Analyst	10 Peel Centre Dr	Brampton	L6T 4B9
Student Transportation of Peel Region	Mr. Tom Howe		5685 Keaton Cres	Mississauga	L5R 3H5
Provincial Ministries and Agencies					
Ontario Heritage Trust Conservation Services, Heritage Programs and Operations	Mr. Jeremy Collins		10 Adelaide St E	Toronto	M5C 1E3
Metrolinx Environmental Programs & Assessment, Capital Projects Group	Mr. Darcy Wiltshire	Jr. Project Coordinator	600-20 Bay St	Toronto	M5J 2W3
Ministry of Aboriginal Affairs			160 Bloor St E, 4th floor	Toronto	M7A 2E6
Ministry of Agriculture, Food and Rural Affairs Environmental and Land Use Policy	Ms. Jackie Van de Valk	Rural Planner	6484 Wellington Rd 7, Unit 10	Elora	N0B 1S0
Ministry of Municipal Affairs and Housing Municipal Services Office - Central	Mr. Michael Barnycz	Senior Planner	777 Bay St, 13th floor	Toronto	M5G 2E5
Ministry of Natural Resources and Forestry Aurora District	Ms. Jackie Burkart	District Planner	50 Bloomington Rd W	Aurora	L4G 3G8

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AGENCY / ORGANIZATION	NAME	TITLE	STREET ADDRESS	CITY	POSTAL CODE
Ministry of the Environment and Climate Change Technical Support Section, Central Region	Mr. Trevor Bell	Environmental Resource Planner and EA Coordinator	5775 Yonge St, 8th floor	Toronto	M2M 4J1
Ministry of the Environment and Climate Change Environmental Approvals Branch	Ms. Kathleen Hedley	Director	135 St. Clair Ave W, 1st floor	Toronto	M4V 1P5
Ministry of the Environment and Climate Change Environmental Assessment Services	Ms. Annamaria Cross	Manager	135 St. Clair Ave W, 1st floor	Toronto	M4V 1P5
Ministry of Tourism, Culture & Sport Culture Division, Programs & Services Branch, Heritage Programs Unit	Ms. Rosi Zirger	Heritage Planner	1700-401 Bay St	Toronto	M7A 0A7
Ministry of Transportation Central Region, Engineering Office	Mr. Jason White	Manager	159 Sir William Hearst Ave, Building D	Toronto	M3M 0B7
Member of Provincial Parliament Mississauga East -- Cooksville	Hon. Dipika Damerla	MPP	1420 Burnhamthorpe Rd E, Unit 315	Mississauga	L4X 2Z9
Ontario Provincial Police Highway Safety Division	Mr. William Grodzinski		100 Bloomington Rd W	Aurora	L4G 6J8
Ontario Provincial Police	Staff Sergeant Carlos Goncalves		49 South Service Rd	Mississauga	L5G 2R8
Ontario Provincial Police	Mr. Brent Mikstas		2682 Keele St	Toronto	M3M 3G5

Federal Agencies and Departments

Aboriginal Affairs and Northern Development Canada Ontario Region - Environmental Assessment Coordination	Ms. Mei Ling Chen	Senior Environmental Officer	25 St. Clair Ave E, 8th floor	Toronto	
Aboriginal Affairs and Northern Development Canada	Consultation and Accommodation Unit		10 Wellington St	Gatineau, QC	
Canadian Transportation Agency	Secretary		15 Eddy St, 17th floor, mailroom	Gatineau, QC	
Fisheries and Oceans Canada	Fisheries Protection Program		867 Lakeshore Rd	Burlington	
Member of Parliament Mississauga Centre	Mr. Omar Alghabra	MP	151 City Centre Dr, Suite 400	Mississauga	
Transport Canada Marine Office, Navigable Waters Protection Program	Regional Manager		100 S Front St, 1st floor	Sarnia	

Aboriginal Community Representatives

Alderville First Nation	Mr. Dave Simpson	Lands and Resources Communications Officer	P.O. Box 46, 11696 2nd Line Rd	Roseneath	K0K 2X0
Association of Iroquois and Allied Indians	Grand Chief Denise Stonefish		387 Princess Ave	London	N6B 2A7
Beausoleil First Nation	Chief Rodney Montague, Jr.		1 Ogema St	Christian Island	L0K 1C0
Chippewas of Georgina Island	Chief Donna Big Canoe		R.R. #2, Box N13	Sutton West	L0E 1R0
Chippewas of Rama First Nation	Chief Rodney Noganosh		5884 Rama Rd, Suite 200	Rama	L3V 6H6
Coordinator for the Williams Treaties	Ms. Karry Sandy-McKenzie	Barrister/Solicitor	8 Creswick Crt	Barrie	L4M 2J7
Curve Lake First Nation	Chief Phyllis Williams		22 Winookeeda Rd	Curve Lake	K0L 1R0
Curve Lake First Nation	Ms. Melissa Dokis	Lands and Resources Consultation Liaison	22 Winookeeda Rd	Curve Lake	K0L 1R0

APPENDIX A AGENCY CONTACT LIST

6/30/2017

AGENCY / ORGANIZATION	NAME	TITLE	STREET ADDRESS	CITY	POSTAL CODE
Haudenosaunee Confederacy	Hohahes Leroy Hill		2634 6th Line Rd, RR2	Ohsweken	N0A 1M0
Hiawatha First Nation Mississaugas of Rice Lake	Mr. Tom Cowie	Community Consultation Worker	123 Paudash St	Hiawatha	K9J 0E6
Metis Nation of Ontario Lands, Resources, and Consultations Branch	Ms. Melanie Paradis	Director	75 Sherbourne St, Suite 222	Toronto	M5A 2P9
Mississaugas of Scugog Island First Nation	Councillor Dave Mowat	Consultation Specialist	22521 Island Rd	Port Perry	L9L 1B6
Mississaugas of the New Credit First Nation Department of Consultation and Accommodation	Ms. Fawn Sault	Consultation Manager	2789 Mississauga Rd	Hagersville	N0A 1H0
Six Nations of the Grand River	Chief Ava Hill		1695 Chiefswood Rd, P.O. Box 5000	Ohsweken	N0A 1M0
Utilities					
Bell Canada	Ms. Wendy Lefebvre	Design Manager - Access Network	5115 Creekbank Rd, 3rd floor	Mississauga	L4W 3R1
Enbridge	Mr. Mike McGiverty	Special Project Supervisor	500 Consumers Rd	North York	M2J 1P8
Enersource System Planning and Support Services	Mr. Chris Kafel	Senior Manager, Design	3240 Mavis Rd	Mississauga	L5C 3K1
Hydro One Networks Inc.	Mr. Rick Schatz	Hydro One Real Estate Management	185 Clegg Road	Markham	L6G 1B7
Rogers Communications	Ms. Marian Wright	Planning Coordinator	3573 Wolfdale Rd	Mississauga	L5C 3T6
Oxford Properties Group	Mr. John Filipetti	Vice President, Development	200 Bay St, Suite 900	Toronto	M5J 2J2

CITY OF MISSISSAUGA – NOTICE OF PUBLIC INFORMATION CENTRE

Municipal Class Environmental Assessment Study for the extension of Square One Drive

WHAT?

- The City of Mississauga is studying the extension of Square One Drive, from Rathburn Road West to Confederation Parkway, as part of a study called a Class Environmental Assessment (Class EA).

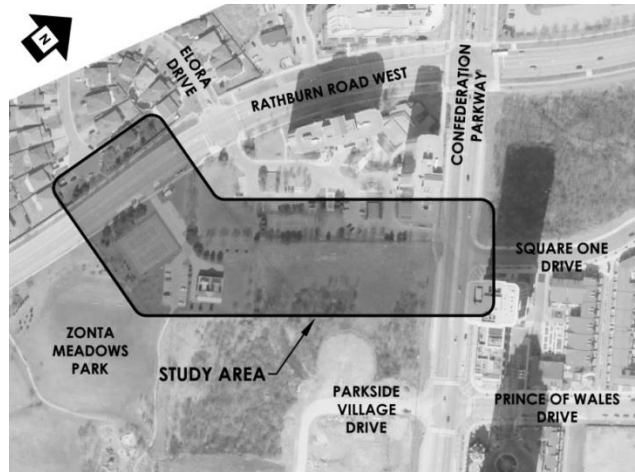
WHY?

- To improve access to, from, and within downtown Mississauga, and areas beyond.
- To support “multi-modal” transportation and encourage opportunities to travel by walking, cycling, and transit.
- To 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.

HOW?

- By building the extension of Square One Drive as a two-lane local street between Confederation Parkway and Rathburn Road West, including:
 - a sidewalk on the south side of the street and a multi-use trail on the north side of the street
 - on-street parking
 - landscaping, streetscaping, and improved access to Zonta Meadows Park
- a roundabout where the Square One Drive extension meets Rathburn Road West
- removing the traffic signal at the intersection of Rathburn Road West and the east leg of Elora Drive (just west of Confederation Parkway) and extending a raised median through the intersection to restrict it to right-turns in and out only

WHERE?



GET INVOLVED!

- Consultation is an important part of the Class EA process. During the study, the Project Team will contact various agencies, as well as members of the community who live and/or work near the study area (called stakeholders). Their opinions will be considered as part of any decisions that are made.
- Two workshops (called Public Information Centres, or PICs) will take place during the study so that attendees can review progress, and discuss any questions or comments with the Project Team directly. PIC #1 took place on June 22, 2016.
- At PIC #2, the Project Team will present preliminary designs for the extension of Square One Drive, their evaluation of those designs, and upcoming study activities.

WE WANT TO HEAR FROM YOU – PLEASE ATTEND PUBLIC INFORMATION CENTRE #2!

6:00 – 8:00pm

Thursday, November 17, 2016

The Great Hall, Mississauga City Hall, 300 City Centre Dr, Mississauga, ON

To find out more about study announcements and other information, please visit the study website:

www.mississauga.ca/squareoneclassea

If you have any questions or comments regarding the study, or wish to be removed from the study mailing list, please contact:

squareoneclassea@stantec.com

(or complete a comment sheet after the PIC on our study website)

Dana Glofcheskie, P.Eng.
Project Manager
 City of Mississauga
 201 City Centre Dr, Suite 800
 Mississauga, ON L5B 2T4
 (905) 615-3200, ext. 8243

Travis Brown, PMP
Consultant Project Manager
 Stantec Consulting Ltd.
 300W – 675 Cochrane Dr
 Markham, ON L3R 0B8
 (905) 944-6866

Personal information is collected under the authority of the Environmental Assessment Act and will be used in the assessment process. With exception of personal information, all comments shall become part of the public records. Questions about this collection should be directed to the City of Mississauga Project Manager listed above.

This notice was first published on November 3, 2016.

APPENDIX B:

PIC #2 Display Boards

Welcome

Public Information Centre #2

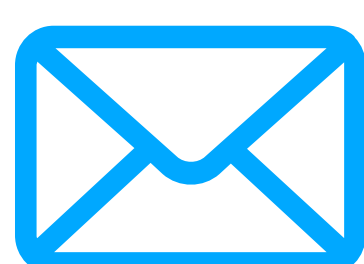
SQUARE ONE DRIVE EXTENSION

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



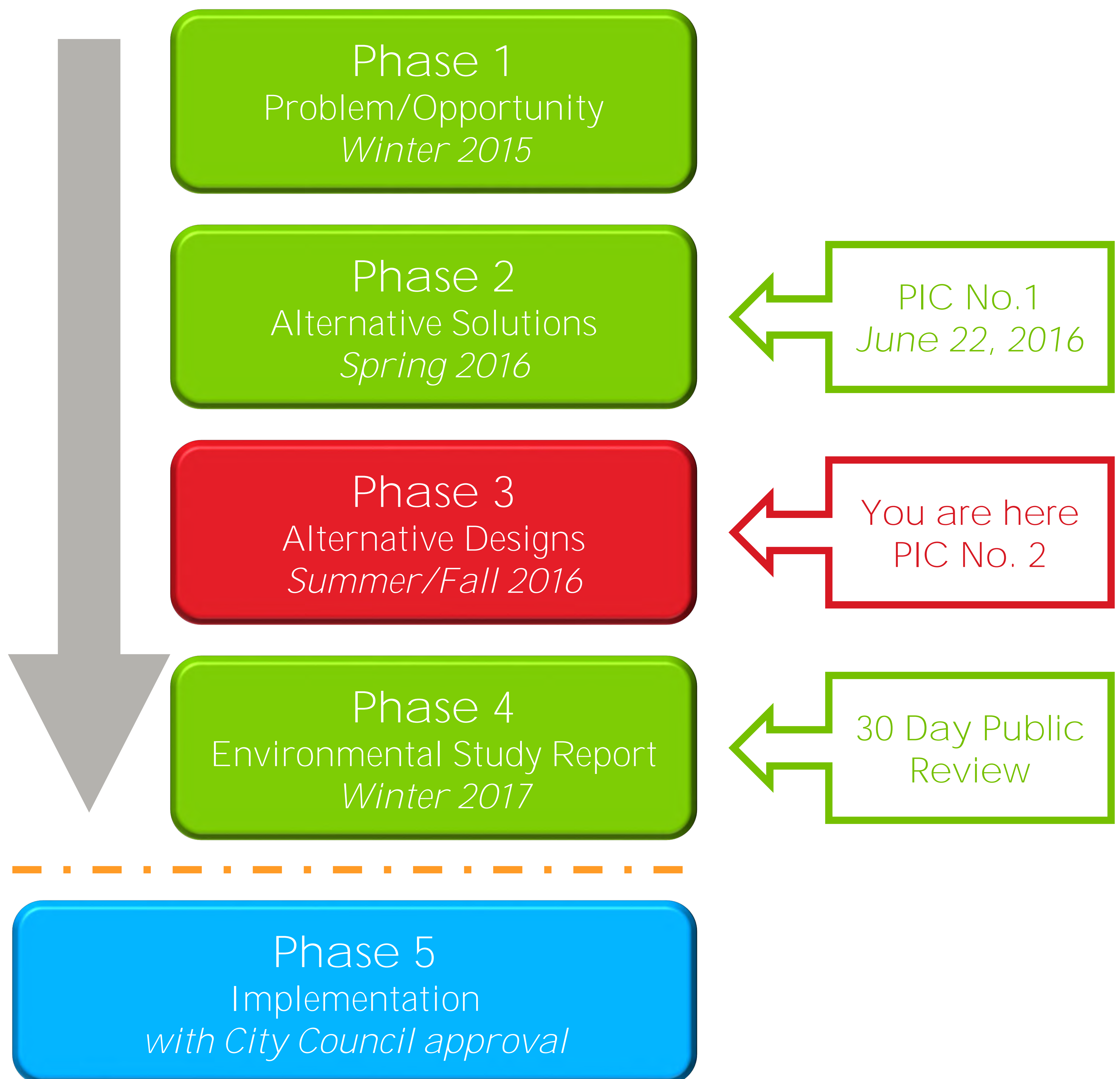
- ✓ to obtain feedback from the community
- ✓ to identify upcoming study activities

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



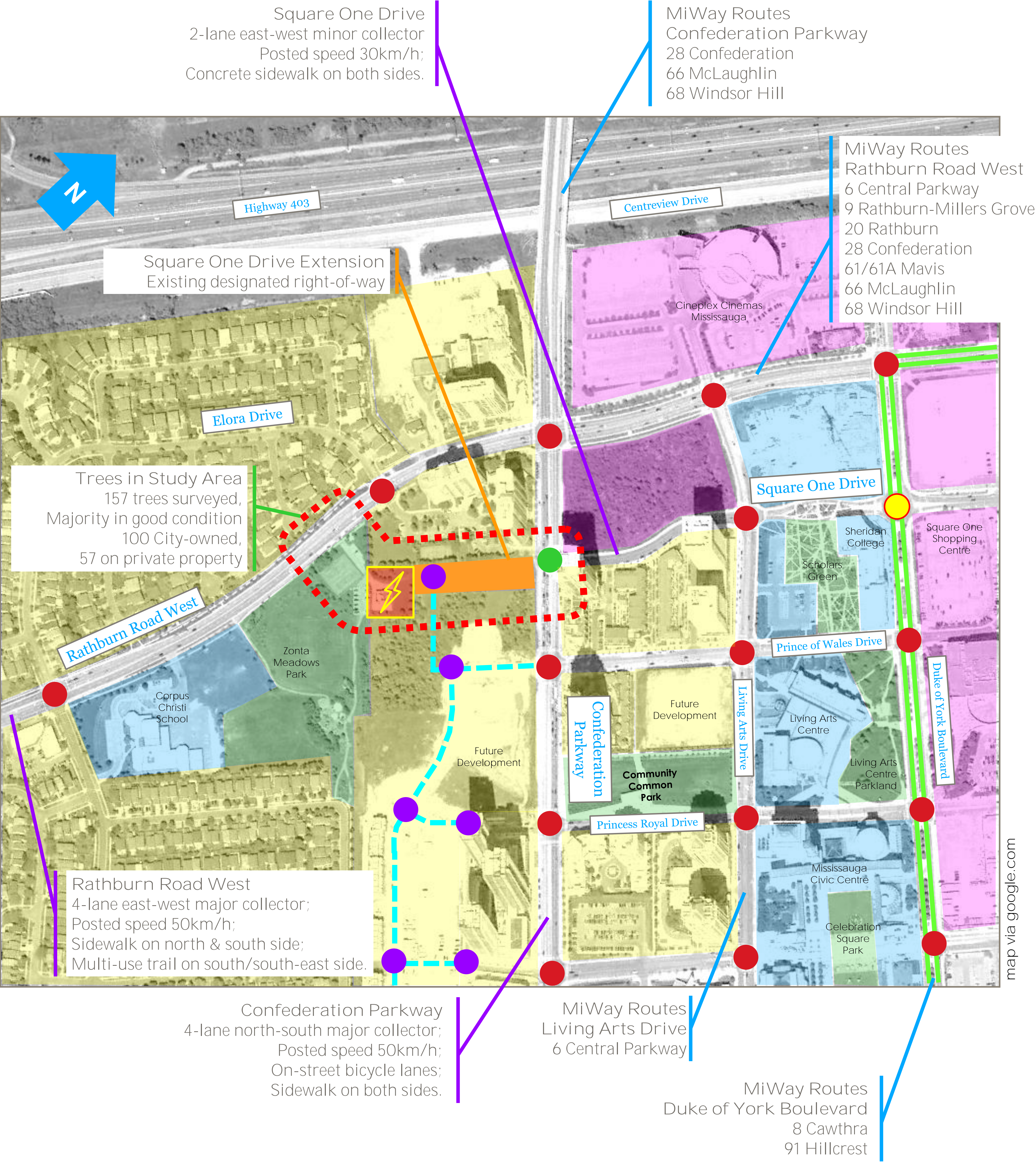
Study Area



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

● Unsignalized Intersection

● Roundabout

● Future intersection

Existing Residential

Enersource Facility

Parks

Future roadway

Institutional

Commercial

Study Area

Future Light Rail Transit (LRT)

Study Background

Strategic Plan (2009)

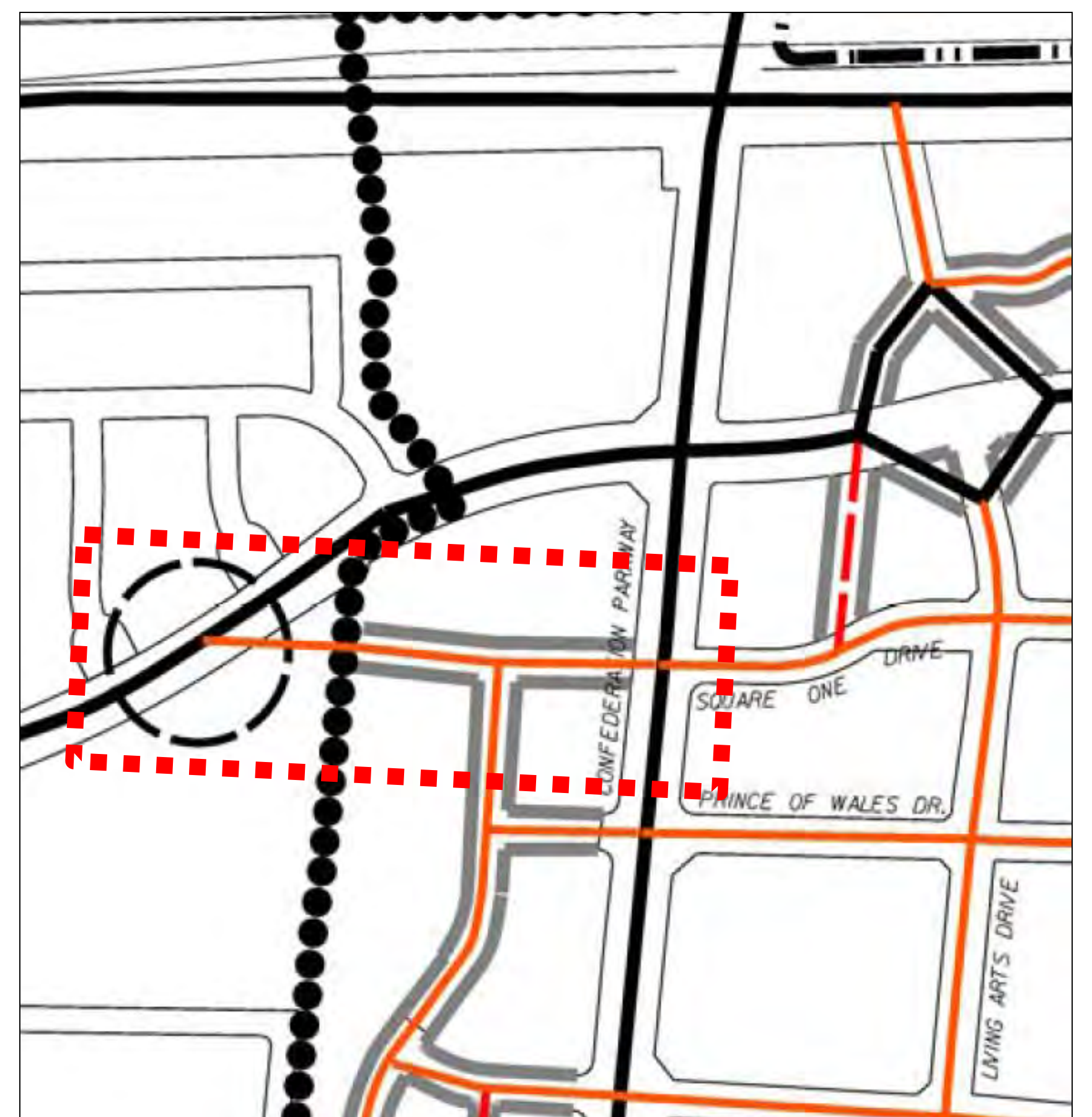
- ⇒ Development of walkable, connected neighbourhoods
- ⇒ prioritizes the development of a multi-modal transportation system
- ⇒ suggests improving the transportation system by investing in transit, creating new links in the street network, and encouraging active transportation
- ⇒ prioritizes the development 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

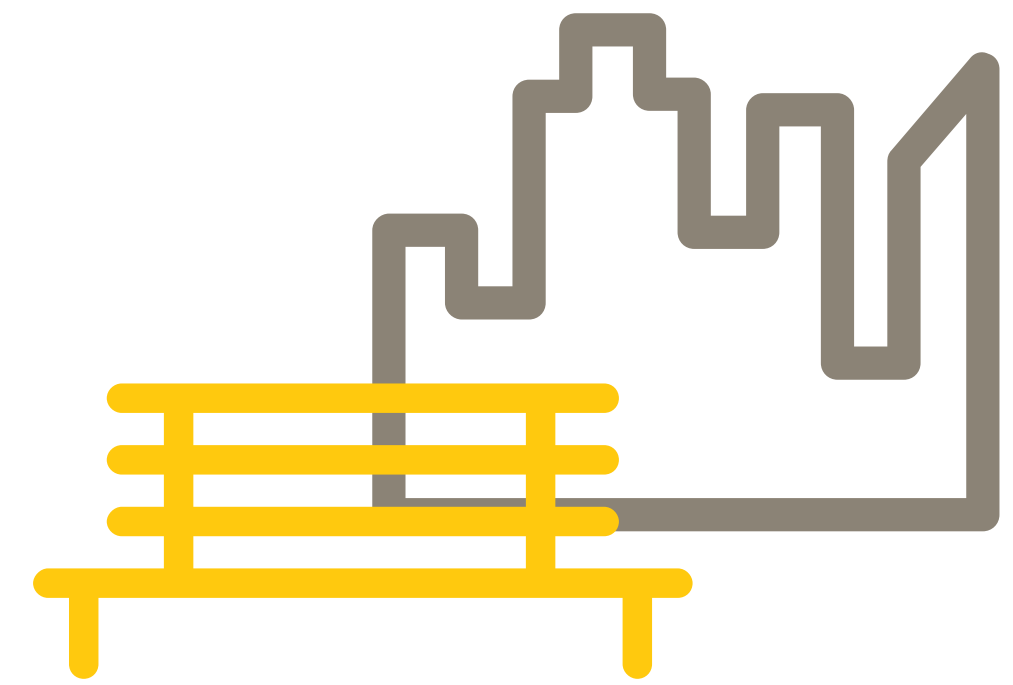
... questioned whether the extension would draw more traffic to downtown Mississauga, and how this traffic might impact pedestrian safety and overall congestion on roadways near the study area (especially on Rathburn Road, near Corpus Christi Separate School)

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

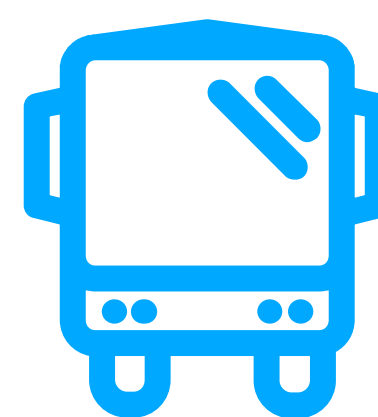
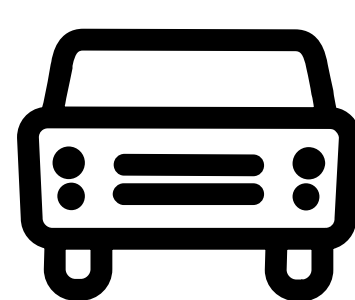


⇒ a roadway network with smaller, urban-scale blocks that include wide sidewalks, streetscaping, and on-street parking, facilitating:

- ⇒ 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


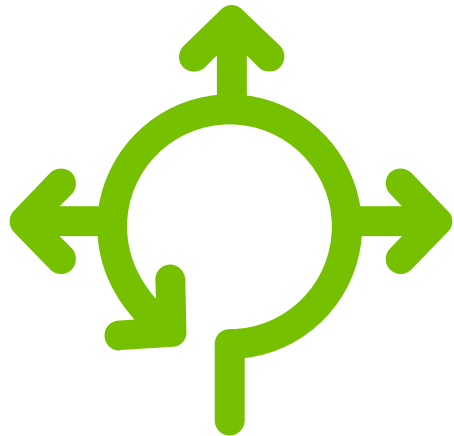


Project Opportunity Statement:

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.

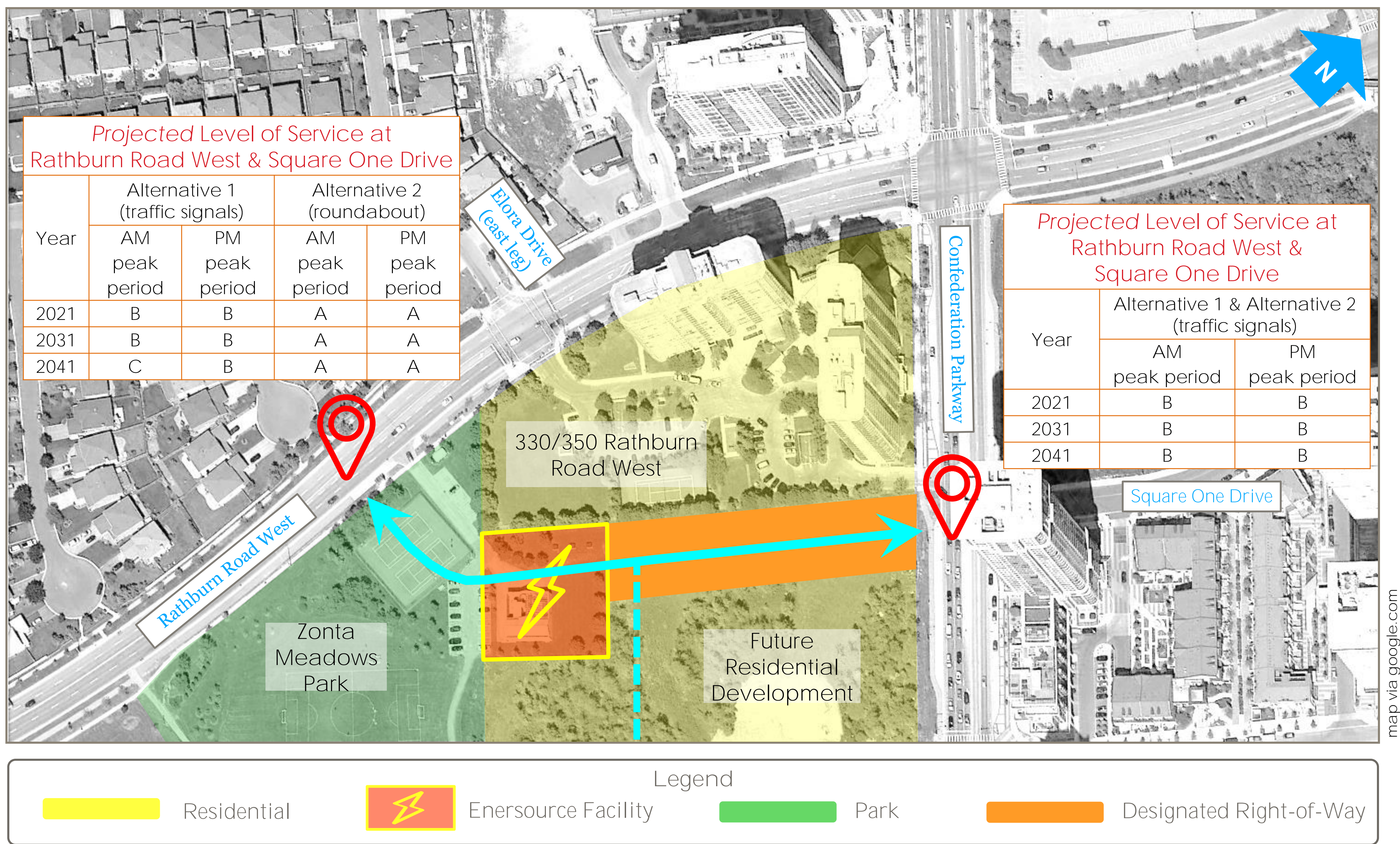
Alternative Design Concepts

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

Concept		Major Features	
Both Alternatives include:		<div>➡ extending Square One Drive from Confederation Parkway to Rathburn Road West as a two-lane, local street</div> <div>➡ constructing a new intersection with Confederation Parkway with traffic signals</div> <div>➡ modifying the intersection of Rathburn Road West & Elora Drive (east leg, near Confederation Parkway), including:<div><div>➡ removing the existing traffic signals</div><div>➡ extending a median through the intersection to restrict it to right-turns in and out only</div></div></div>	
	Alternative 1	<div>➡ constructing a new intersection at Rathburn Road West with traffic signals</div>	
	Alternative 2	<div>➡ constructing a new intersection at Rathburn Road West as a roundabout</div>	

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

Traffic Operations

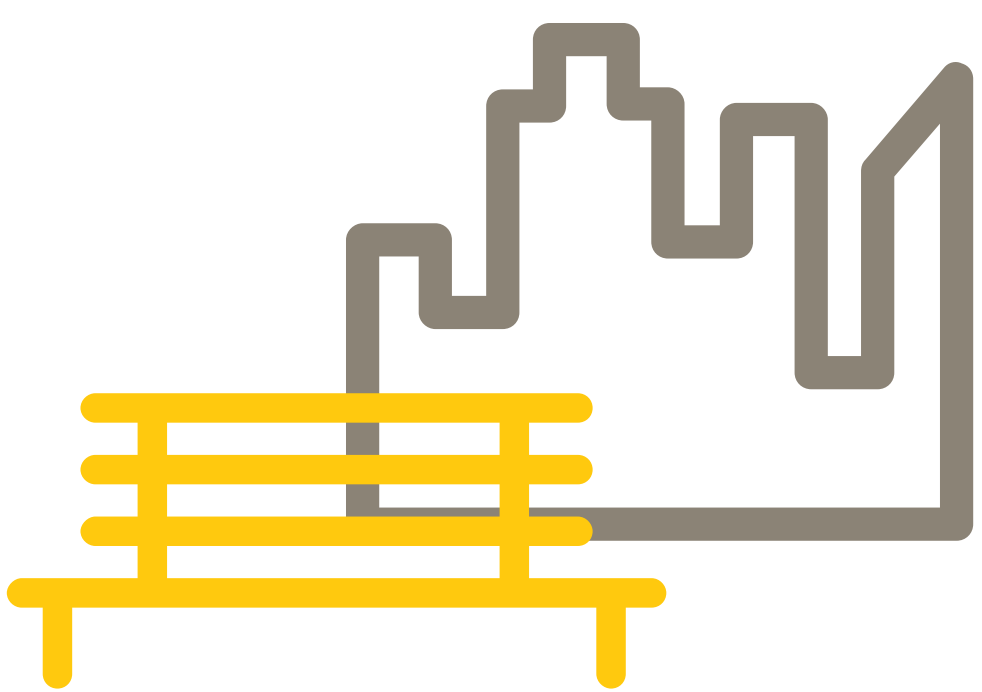


Level of Service (LOS) represents the average length of time a vehicle is delayed while driving through an intersection.

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

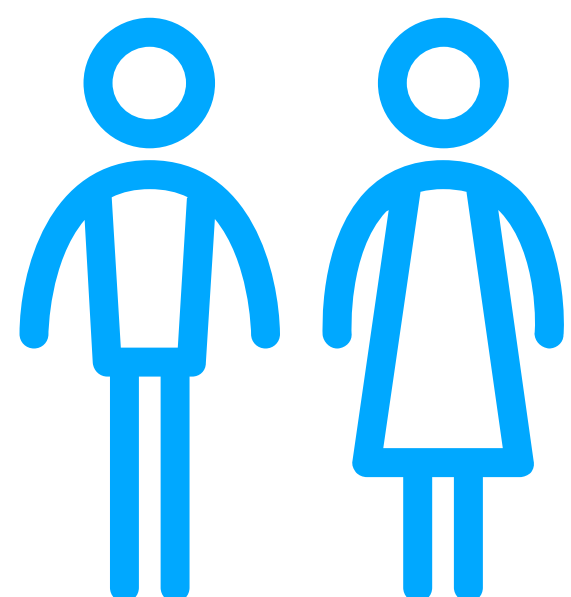
- ⇒ existing traffic conditions within the Study Area are generally good; most intersections operate at an acceptable level of performance.
- ⇒ in the future, traffic patterns near the Study Area are expected to change due to:
 - ⇒ an increase in the number of people who live and/or work in downtown 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

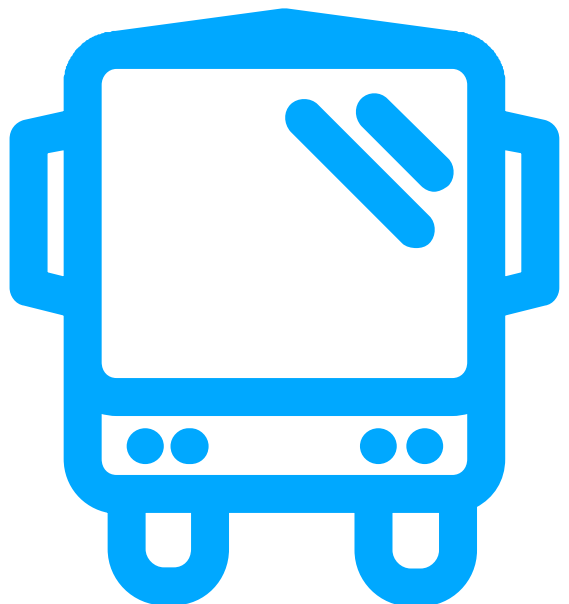


Socio-Economic Environment

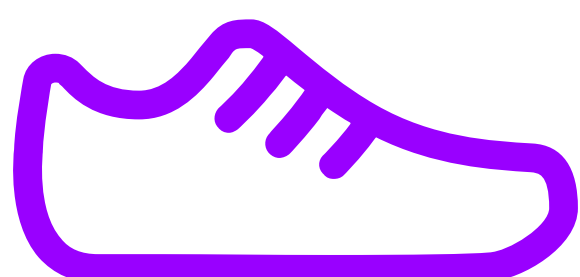
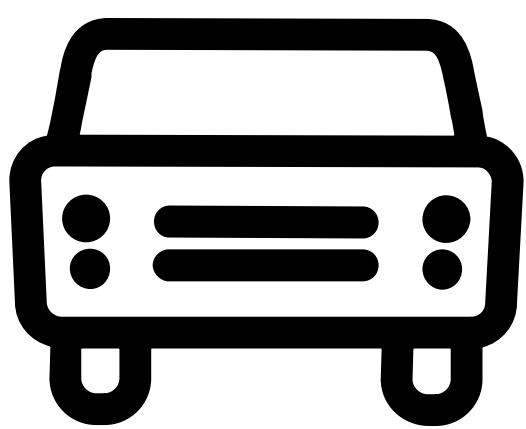
- ✓ Streetscaping
- ✓ Property Access
- ✓ Property Impacts



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

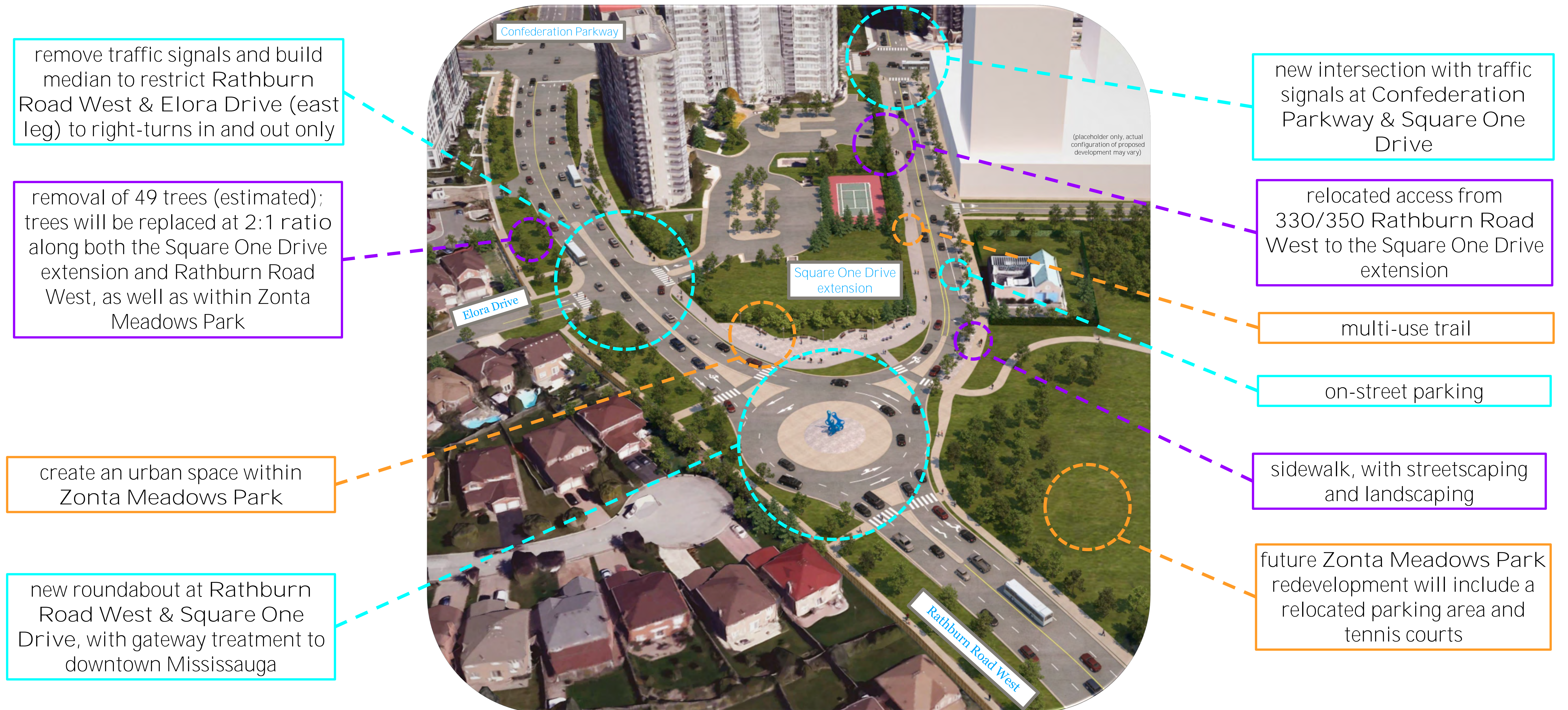
Concept	Major Features	Evaluation Result
Alternative 1	⇒ construct a new intersection at Rathburn Road West with traffic signals	
Alternative 2	⇒ construct a new intersection at Rathburn Road West as a roundabout	

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

Preferred Design Concept

The **Preferred Design Concept** involves extending Square One Drive as a two-lane local street between Confederation Parkway and Rathburn Road West.



Preferred Design Concept



looking east – from above Rathburn Road West, north of Zonta Meadows Park

- Square One Drive extension
- new roundabout at Rathburn Road West & Square One Drive
- right-in/right-out only at Rathburn Road West & Elora Drive (east leg)

Preferred Design Concept



looking south – from above Elora Drive, north of Rathburn Road West

- new roundabout at Rathburn Road West & Square One Drive
- right-in/right-out only at Rathburn Road West & Elora Drive (east leg)

