

Welcome

to Public Information Centre #1

Ninth Line Improvements Eglinton Ave W to Derry Rd W June 25, 2020



Source: Urban Toronto "Mississauga: Ninth Line Lands redevelopment"

Study Purpose



The City has started an Environmental Assessment (EA) study to investigate improvements along Ninth Line from Eglinton Avenue W to Derry Road W.

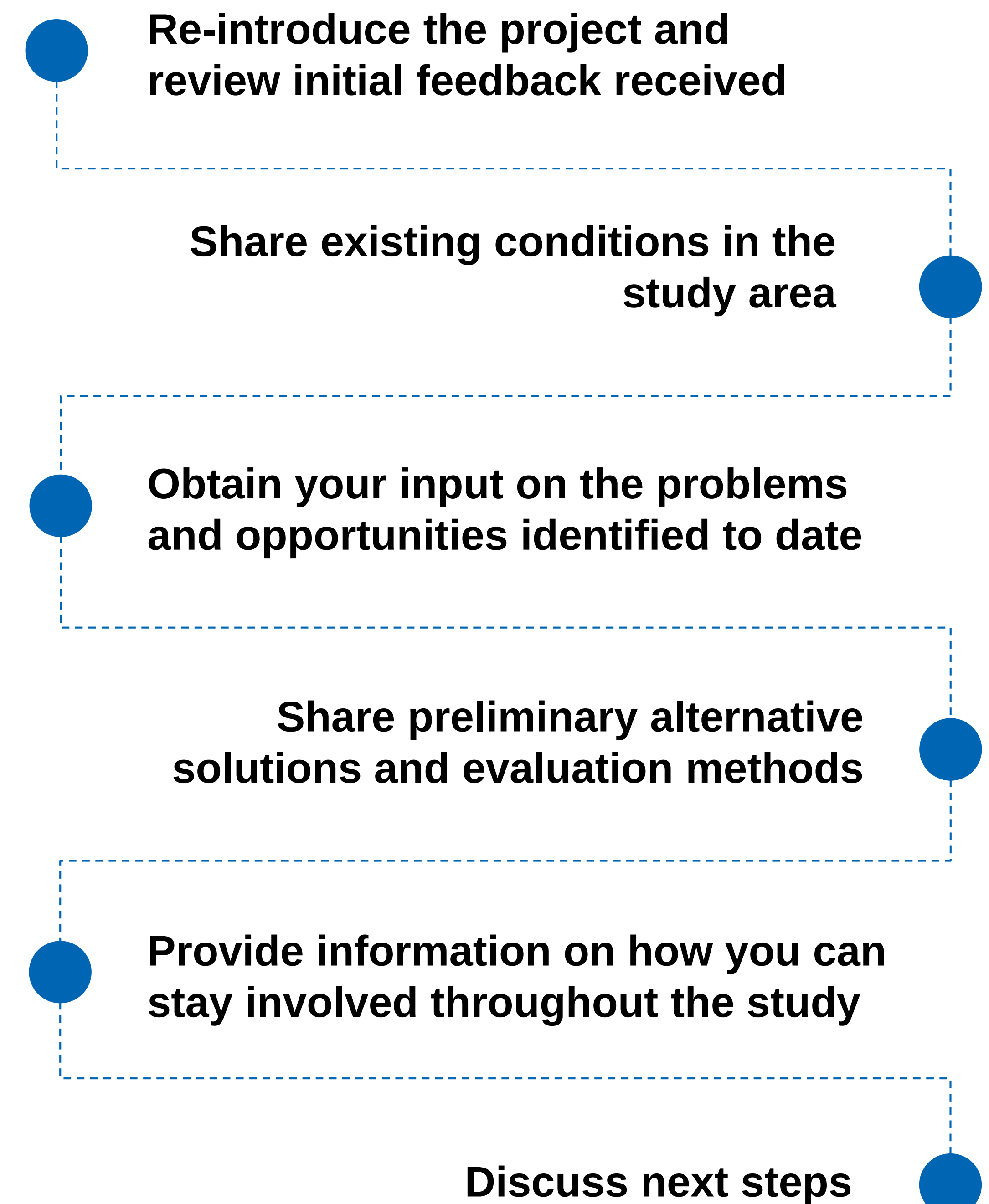
We want to hear from you



Please provide input on your experience, problems you are facing, and opportunities you envision along the Ninth Line corridor. We welcome all feedback.

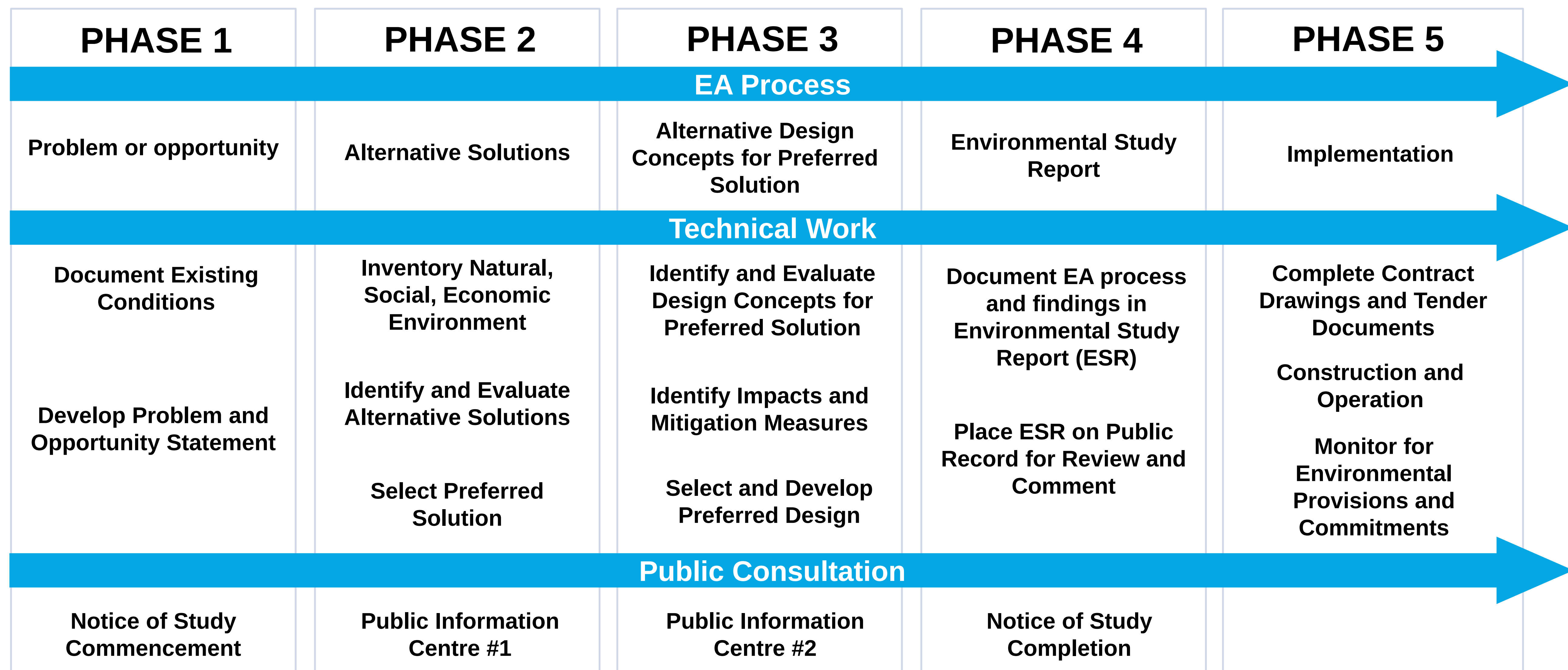
The City is keeping the community safe by complying with regional and provincial guidelines, supporting physical distancing, and postponing in person public meetings. Engagement for essential and priority projects continues online paired with universally accessible methods.

Why are we here?



What is an Environmental Assessment?

An **Environmental Assessment (EA)** is a planning and approval process for municipal infrastructure projects, following Ontario's Environmental Assessment Act. The EA process is a phased planning approach that includes 5 main study phases and public consultation.



WE ARE HERE

What we've heard so far

Top Concerns



Congestion and Queuing

Increased road capacity and reduced travel times are seen as being important



Streetscaping & Landscaping

Public realm enhancements should be considered as part of transportation improvements



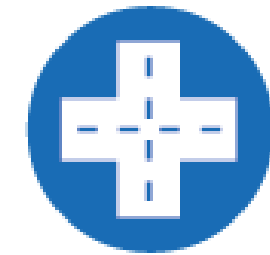
Natural Heritage

Preservation of the natural environment and wildlife is important



Active Transportation

Improvements are needed to address walking and cycling



Intersections Operations

Improve efficiency and safety at intersections



Noise & Disruption

Concerns were raised due to future growth and associated construction



Flooding Potential

Concerns regarding additional pavement were noted



Timing of Improvements

Concerns that infrastructure is not keeping up with growth and should be completed before development occurs.

Engagement Strategies



Direct Mail Notices



Project Website

(mississauga.ca/ninth-line-class-ea-study)



Technical Stakeholder Group Meetings



Newspaper Notices



City of Mississauga Social Media Channels



One-on-One Meetings with Stakeholders



Public Information Centres

Existing Corridor Conditions

Study Area Characteristics

Legend

-  Study area
-  Highways
-  Major Roads
-  Minor Roads
-  Overhead Hydro Line
-  Natural Areas and Parks
-  Watercourse Crossing
-  Culverts
-  Natural Gas Transmission and Distribution Station



6.2 km long north-south arterial roadway



70 km / hr posted speed



2 travel lanes (one per direction) with a centre left turn lane



Semi-rural cross-section (some gravel shoulders and ditches)



20 - 60 m Existing Roadway (Right-of-Way) Width
35 m Official Plan Right-of-Way Width Designation



Hydro poles / corridor (east side)



Street lighting (west side)



No dedicated cycling facilities



No sidewalks for the majority of the study area



Planning and Policy Context

We have reviewed planning and policy documents from different municipal bodies and agencies to inform this study

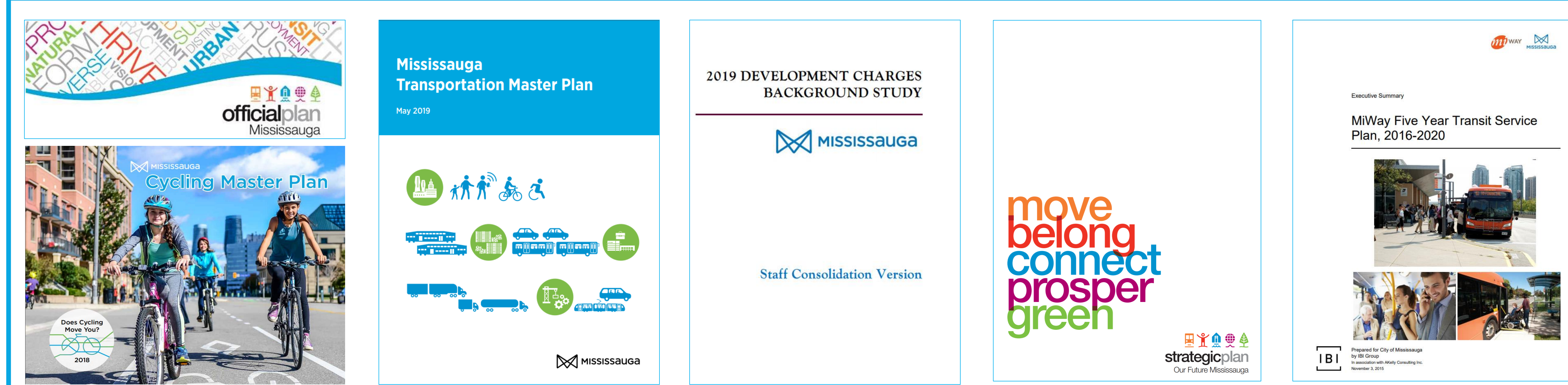
Provincial Plans



Regional Plans



Municipal Plans



Ninth Line Today

Land Use and Population

The current land use along the study area consists of:



Open Space / "Green System"



Low-density residential areas such as Lisgar and Churchill-Meadows neighbourhoods



Undeveloped / greenfield lands such as the Ninth-Line Lands, located west of Ninth Line

73,000 residents

live in the broader area in different housing types



House
80%



Townhouse
16%



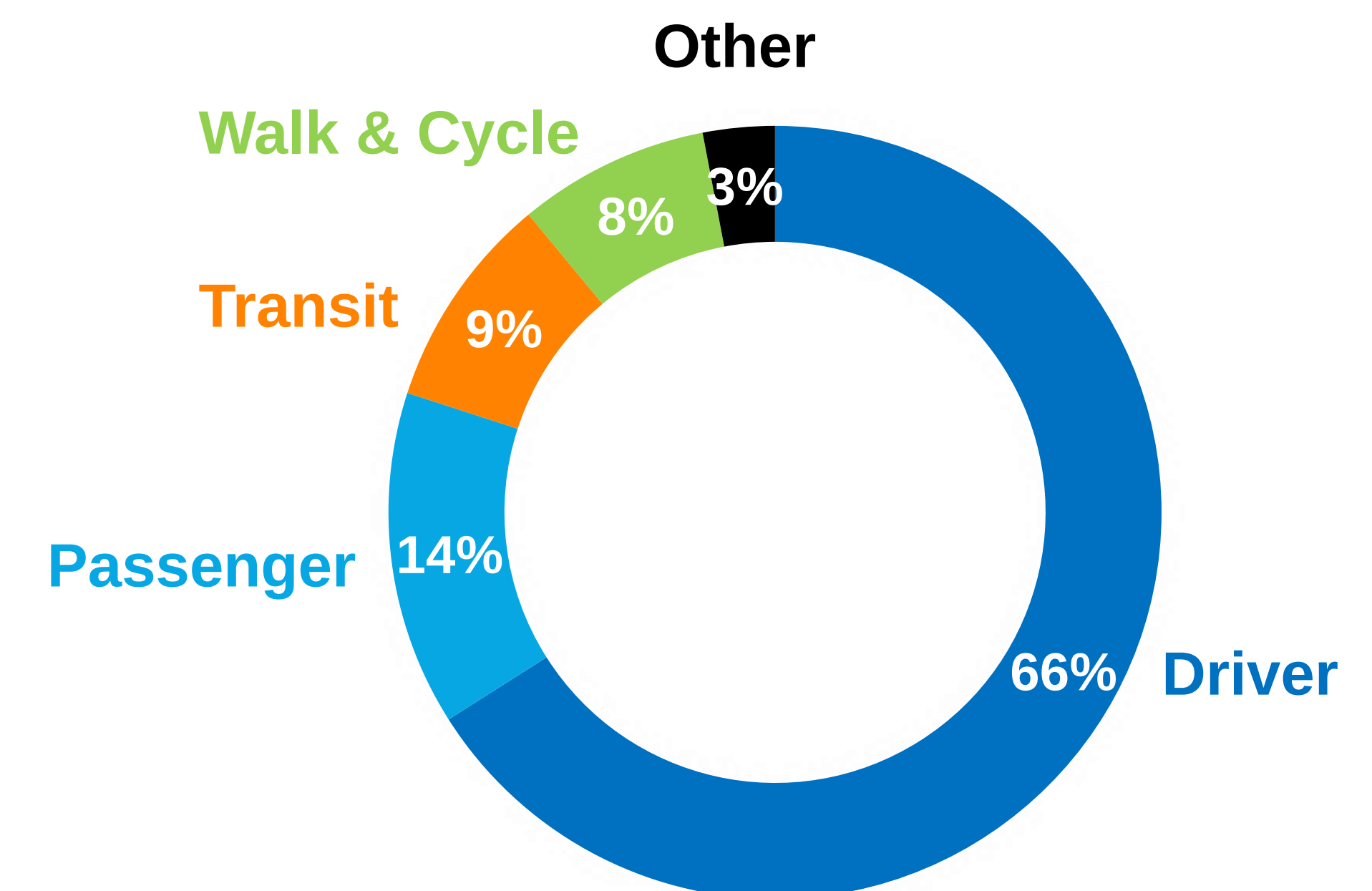
Apartment
4%



Travel Patterns

144,600 trips are made daily in the broader area

80% of trips are made by car



30% of trips are made between 6 and 9 A.M

2.8 km is the average trip length for car passengers. There is the opportunity to shift some of these shorter trips from driving to active transportation such as walking or cycling.

Ninth Line Tomorrow

Planned Growth

Growth in the study area is concentrated in the Ninth Line Lands, west of Ninth Line.

These lands will be transformed into a sustainable, connected and mixed-use district that will become a true gateway to the City. Included is the addition of:

-  + 510 jobs
-  + 58 hectares of trails & natural areas
-  + 8,500 people
-  + 28 hectares of park space
-  higher order transit (407 transitway)

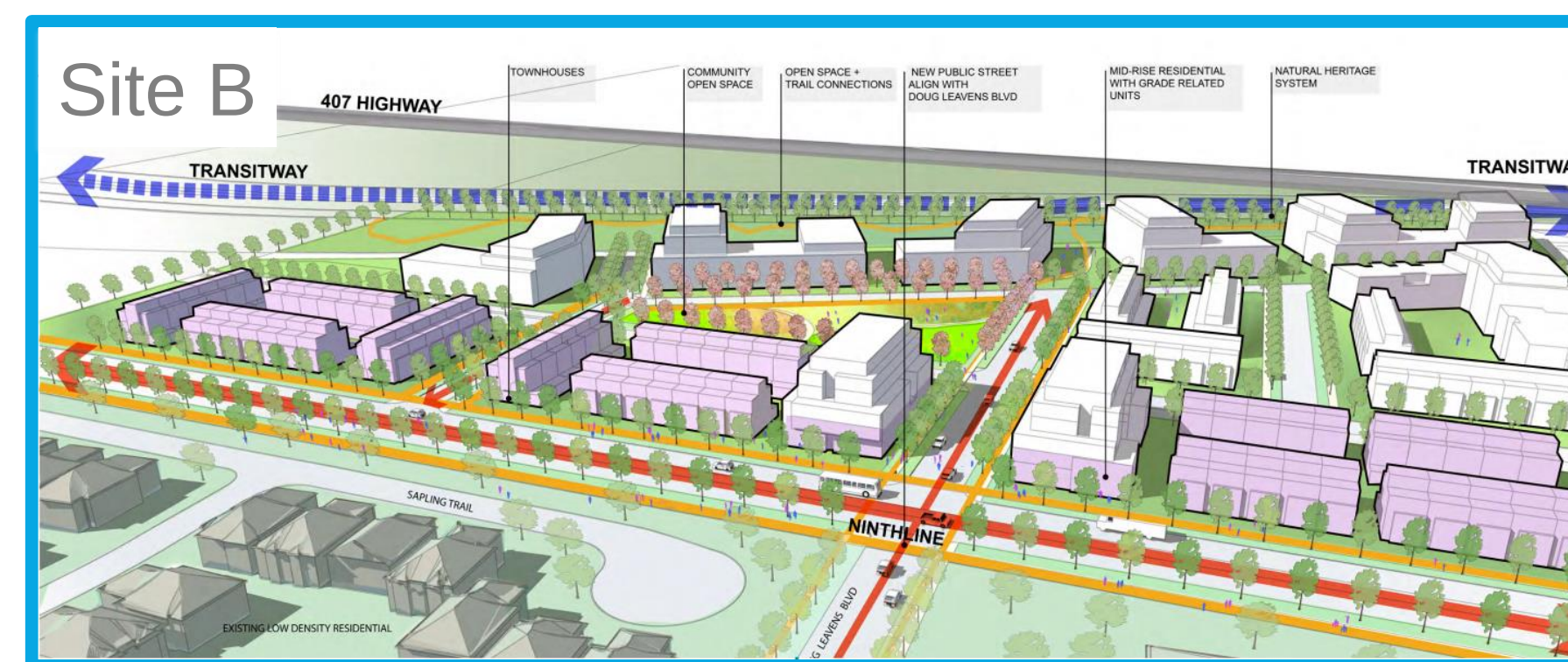
Key Relevant/Adjacent Projects

-  407 Transitway Transit Project Assessment Process (TPAP) (on-going)
-  Ninth Line Corridor Studies
 - Highway 407 to 10 Side Road (2016)
 - Dundas Street to 407 ETR (on-going)
-  Ninth Line Lands Subwatershed Study (on-going)

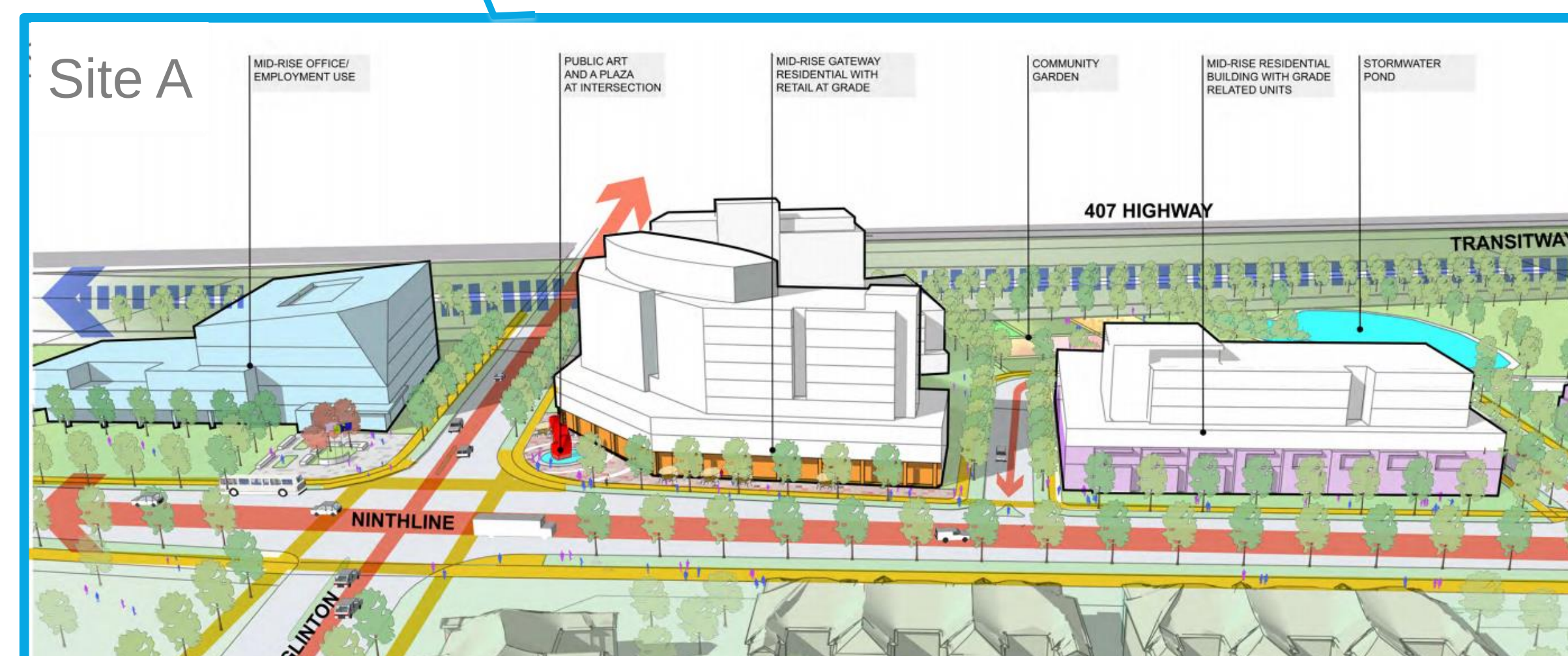
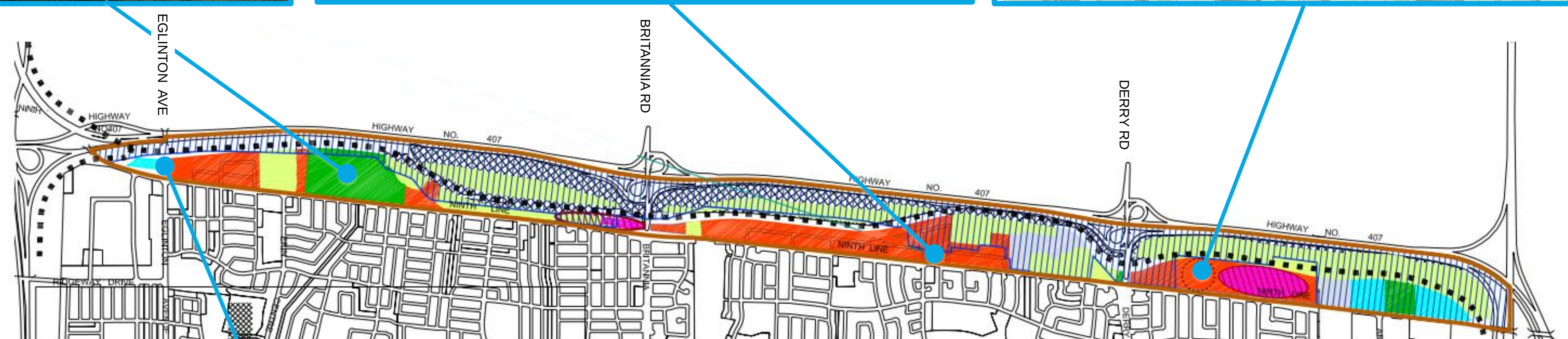
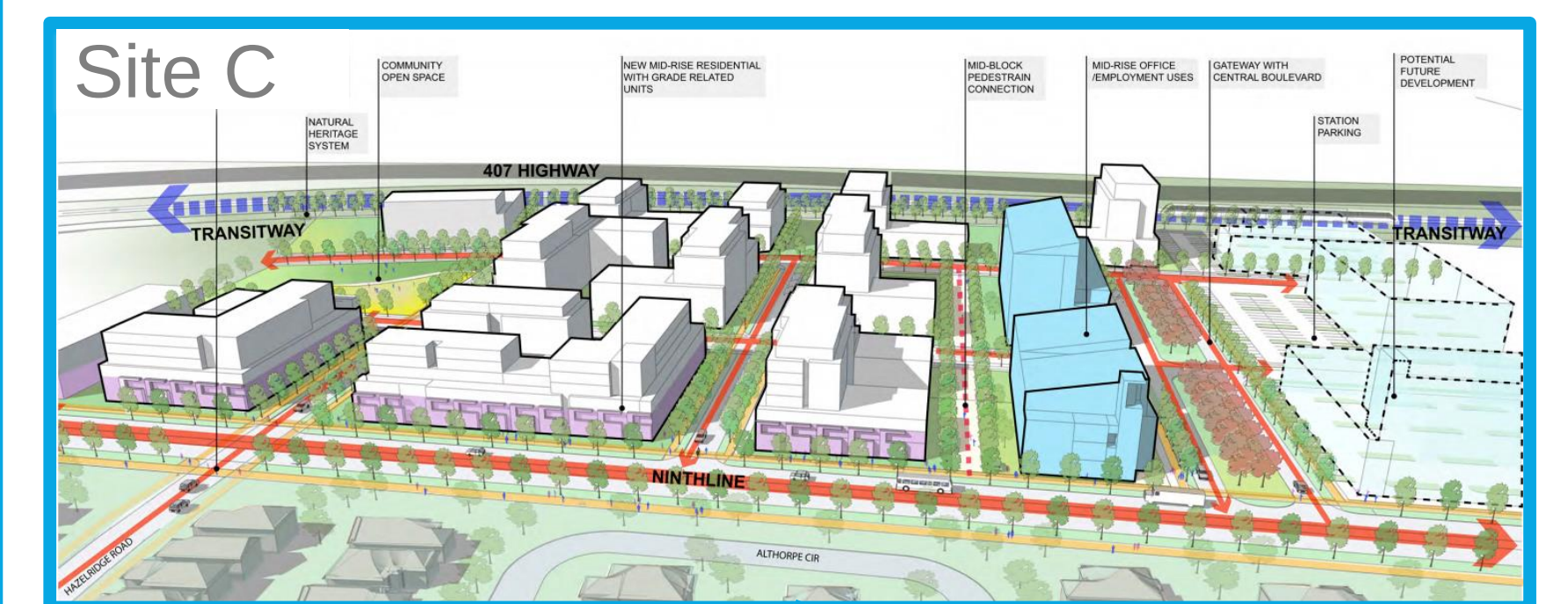
Future Churchill-Meadows Community Centre



Ninth Line at Doug Leavens Boulevard



Ninth Line north of Derry Road



Shaping Ninth Line Proposed Land Use Concept

- | | |
|--|--|
|  SUBJECT AREA |  GREENLANDS |
|  PARKWAY BELT |  UTILITY |
|  RESIDENTIAL MEDIUM DENSITY |  NATURAL HAZARDS |
|  MIXED USE |  TRANSITWAY |
|  BUSINESS EMPLOYMENT |  TRANSITWAY STATION |
|  PUBLIC OPEN SPACE | |
- * Limited grade related residential with a minimum height of three storeys may be permitted.
- ** Limited grade related residential with a minimum height of 2 storeys may be permitted.

Ninth Line at Eglinton Avenue

Existing Walking Conditions

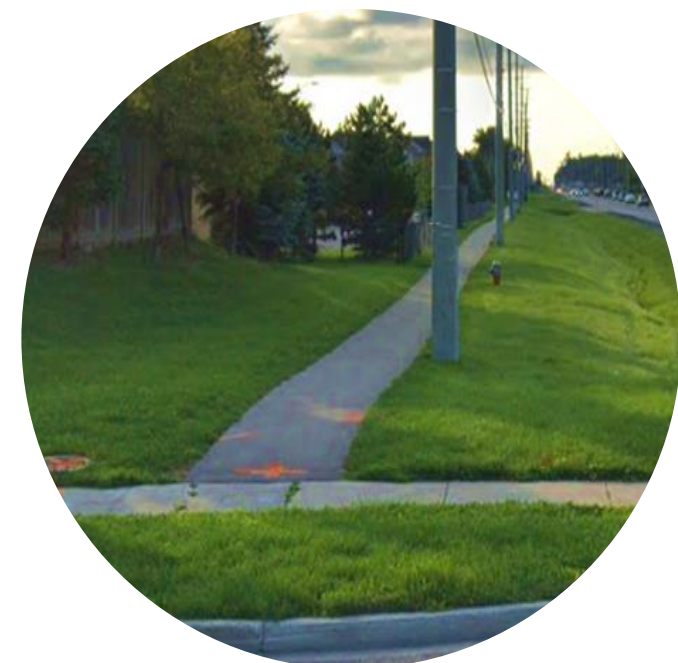
Ninth Line within the study limits generally does not accommodate pedestrians adequately



There are no sidewalks on the west side of Ninth Line nor on the majority of the east side



There are no concrete curbs at intersections and crosswalk markings are often missing



Where available, sidewalks are at most 1.5 meters wide, short and discontinuous



Existing multi-use paths are limited to short segments

The existing quality of the pedestrian environment has potential for improvement:



Existing Cycling Conditions

Ninth Line within the study limits generally does not accommodate cyclists adequately



Ninth Line is a signed bike route, meaning cyclists must share the road with vehicles or ride along the road shoulders



North of Britannia Road, a paved multi-use path is located on the east side and connects the Lisgar Meadow Brook Trail

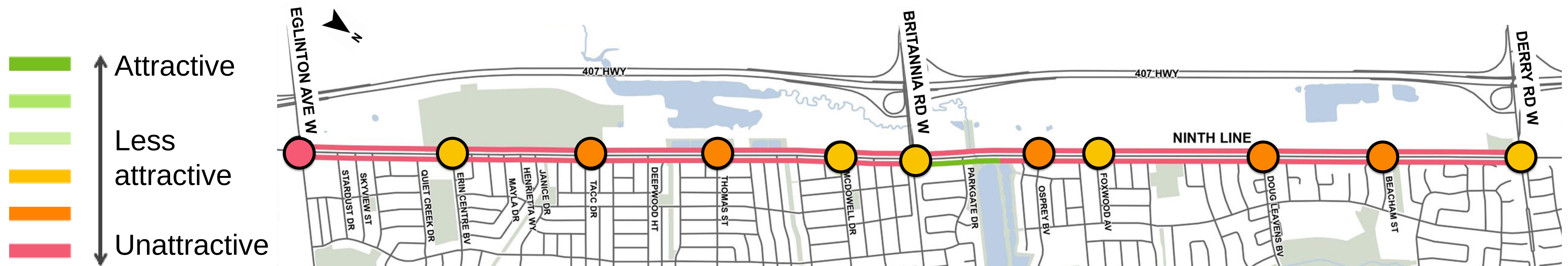


There are no dedicated cycling facilities on the west side of Ninth Line nor on the majority of the east side



Existing multi-use paths are limited to short, connecting segments

The existing quality of the cycling environment has potential for improvement:



Existing Driving Conditions

Traffic Volumes



There is significant vehicular congestion in the southern part of the study area, particularly between **Britannia Road W** and **Eglinton Ave W**.



Congestion is worse in the southbound direction in the morning and in the northbound direction in the afternoon



Intersections are operating near capacity at Derry Road, Britannia Road and Eglinton Avenue. Queues here also exceed available storage.

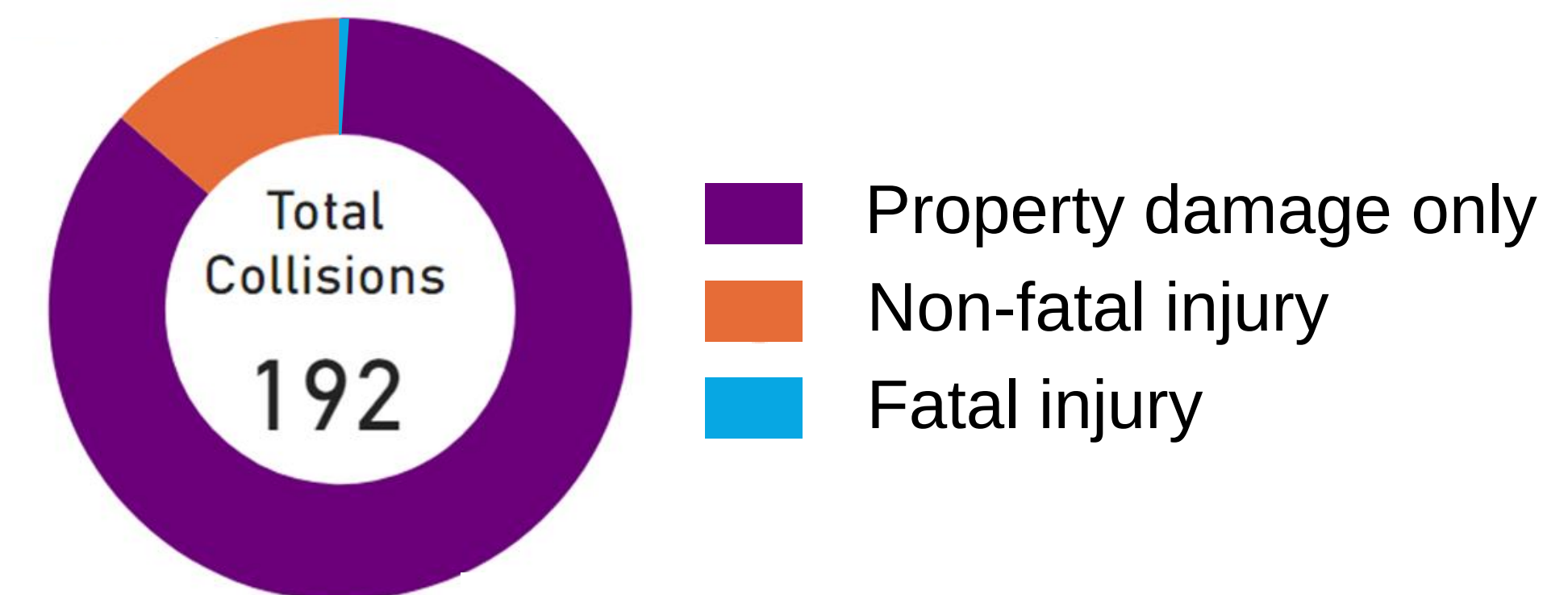


Traffic congestion is expected to continue to increase in the future unless something is done

Existing Afternoon Peak Period Driving Conditions:



Collision Analysis (2014 – 2020)



One fatal collision was recorded over the 7-year time period, on a Friday in October 2015.

78% of all reported collisions occurred at intersections

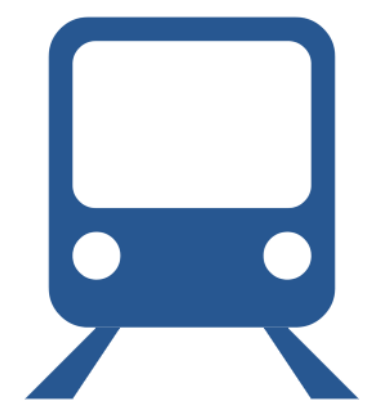
The top three collision-prone intersections in the study area are:

- Ninth Line & Britannia Road** (41 collisions)
- Ninth Line & Derry Road** (36 collisions)
- Ninth Line & Eglinton Ave W** (22 collisions)

The most common impact type was rear-end collisions (49%)

Transit Conditions

Existing Transit Service



Lisgar GO Station north of the study area provides commuter rail service between Milton GO and Union Station in Toronto

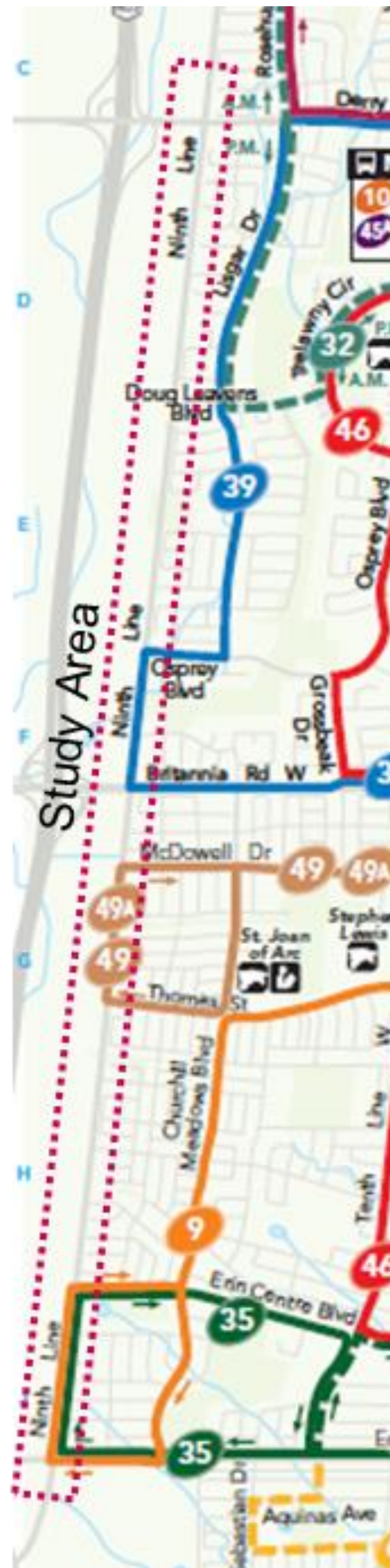


MiWay currently only services small segments of Ninth Line through the following bus routes:

- 39 Britannia
- 9 Rathburn–Thomas
- 35 Eglinton–Ninth Line
- 49 McDowell



Boarding and alighting were observed to be highest at Skyview Street, just north of Eglinton Avenue.



Source: MiWay (2020)

Future Transit Plans



The completion of the Churchill Meadows Community Centre will cause changes to MiWay bus routes starting in October 2020.

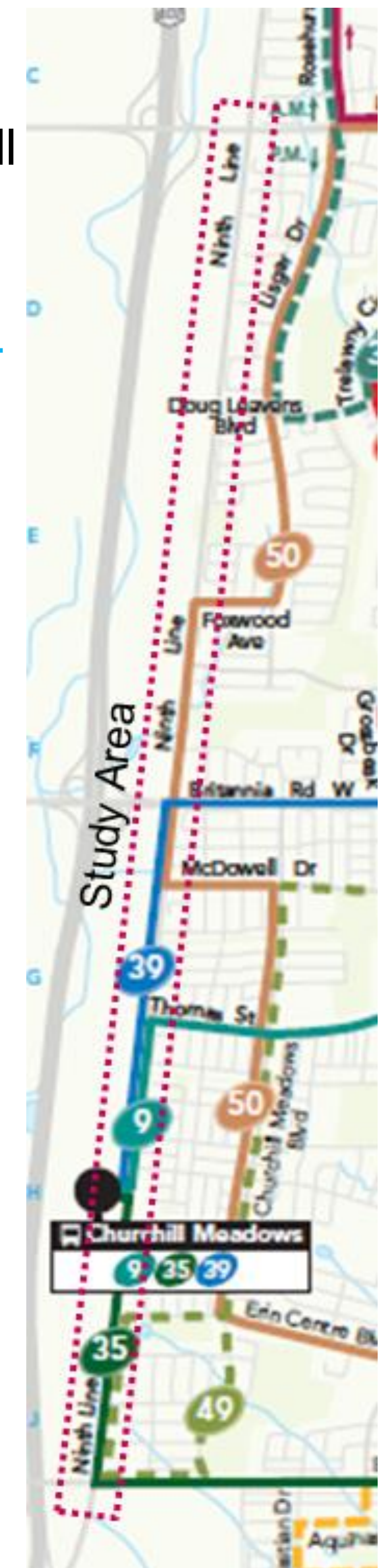


Route modifications will increase service along Ninth Line and will impact:

- 39 Britannia
- 9 Rathburn–Thomas
- 35 Eglinton–Ninth Line
- 49 McDowell
- 50 Lisgar–Churchill Meadows



New bus stops are planned at several locations southbound along the west side of Ninth Line to help serve the evolving neighbourhood



Source: MiWay (2020)

Problem and Opportunity Statement

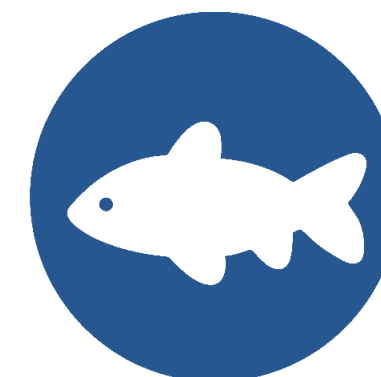
Problem	Opportunity
 Existing road and intersections cannot accommodate future traffic volumes	 Improve Ninth Line's capacity to accommodate projected traffic demand and maximize person carrying capacity
 Lack of continuous pedestrian and cycling facilities creates unfavourable conditions for non-drivers.	 Providing enhanced active transportation infrastructure to improve pedestrian and cycling conditions and encourage travel choices that can reduce driving
 Transit service is impacted by congestion resulting in delays, especially during peak periods	 Improve the efficiency and reliability of transit through increased roadway capacity and intersection improvements
 Inconsistent roadway typology and transitions from urban to rural cross-section	 Consider a continuous urban roadway to create a corridor with consistent drainage infrastructure
 Under existing conditions, Ninth Line is unable to service future growth, does not recognize its role as a gateway to the City and is not consistent with the future vision for the area and adjacent developments	 Design Ninth Line as a complete street to serve study area residents and visitors alike, people of all ages and abilities and commuting and recreational users. Acknowledging Ninth Line's role as a gateway to the City of Mississauga

Key Technical Studies

The following technical studies are being undertaken to inform the evaluation of alternatives and provide input into identification of impacts and mitigation measures:



Transportation Assessment



Natural Heritage Assessment



Tree Inventory



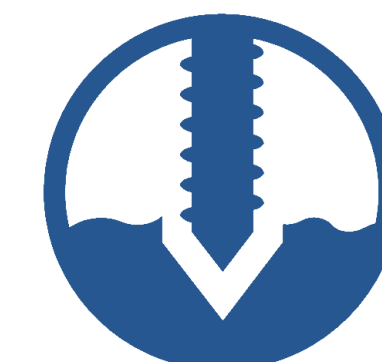
Drainage and Stormwater Management Assessment



Archaeological Assessment



Built Heritage/Cultural Heritage Resource Assessment



Geotechnical and Pavement Investigation



Structural Assessment



Phase 1 Environmental Site Assessment



Noise and Vibration Assessment



Air Quality Assessment



Socio-Economic Assessment

Natural Environment



Various natural features and ecological functions were identified within the Ninth Line Lands that have direct bearing on the Ninth Line EA.



Measures will be taken to avoid or mitigate impact to these natural features. They will be outlined in the next phase of the study.



 Permanent Watercourse

 Watercourse Crossing

 Significant Woodland

 City of Mississauga Significant Wetland

 Eastern Wood-Pewee/Wood Thrush SWH and Candidate Bat Maternity Colonies SWH

 Wetland

 Ecological Linkage

 Ecological Land Classification (ELC)

Federally and Provincially Significant Species have been identified in the study area and vicinity. These include:



Birds

Barn Swallow
Bobolink
Chimney Swift
Common Nighthawk
Eastern Wood-Pewee
Peregrine Falcon
Read-headed Woodpecker
Wood Thrush



Mammals

Small-footed, northern, little brown and tri-colored bats



Reptiles / Amphibians

Blanding's Turtle
Eastern Ribbonsnake
Jefferson Salamander
Northern Map Turtle
Snapping Turtle
Western Chorus Frog



Insects

Monarch Butterfly

Natural features and habitats were generally located west of Ninth Line and include:



Terrestrial Habitat

(CUM1) Mineral Cultural Meadow Ecosite
(CUM1-1) Dry-Moist Old Field Meadow Type
(CUT) Cultural Thicket
(CUP 1) Deciduous Plantations
(CUP 3-9) Norway Spruce Coniferous Plantations
(CUW 1) Mineral Cultural Woodland Ecosite



Old Growth Forest

(FOD5) Dry-Fresh Sugar Maple Deciduous Forest Ecosite
(FOD6-4) Fresh-Moist Sugar Maple-White Elm Deciduous Forest Type
(FOD7-2) Fresh-Moist Green Ash-Hardwood Lowland Deciduous Forest Type
(FOD7-3) Fresh-Moist Willow Lowland Deciduous Forest Type
(H1-H6) Hedgerow



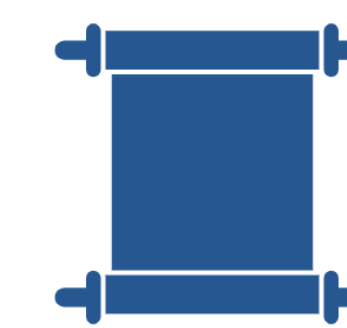
Aquatic Habitat

(MAM2) Graminoid Mineral Meadow Marsh Ecosite
(MAM2-2) Reed-cannary Grass Graminoid Mineral Meadow Marsh Type
(MAS2-1) Cattail Mineral Shallow Marsh Type
(OAGM1) Annual Row Crops
(OAO) Open Aquatic
(SW D2-2) Green Ash Mineral Deciduous Swamp Type
(SW T) Thicket Swamp

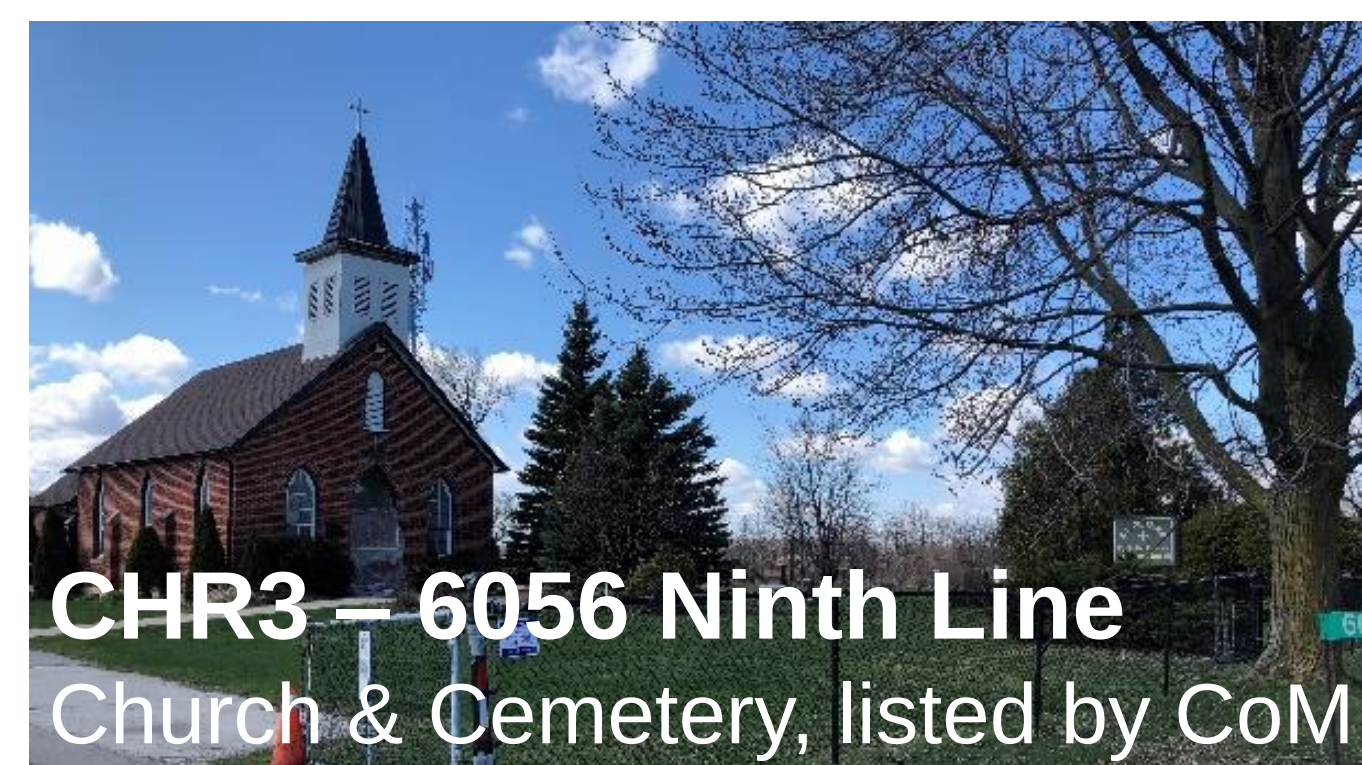
Cultural Heritage



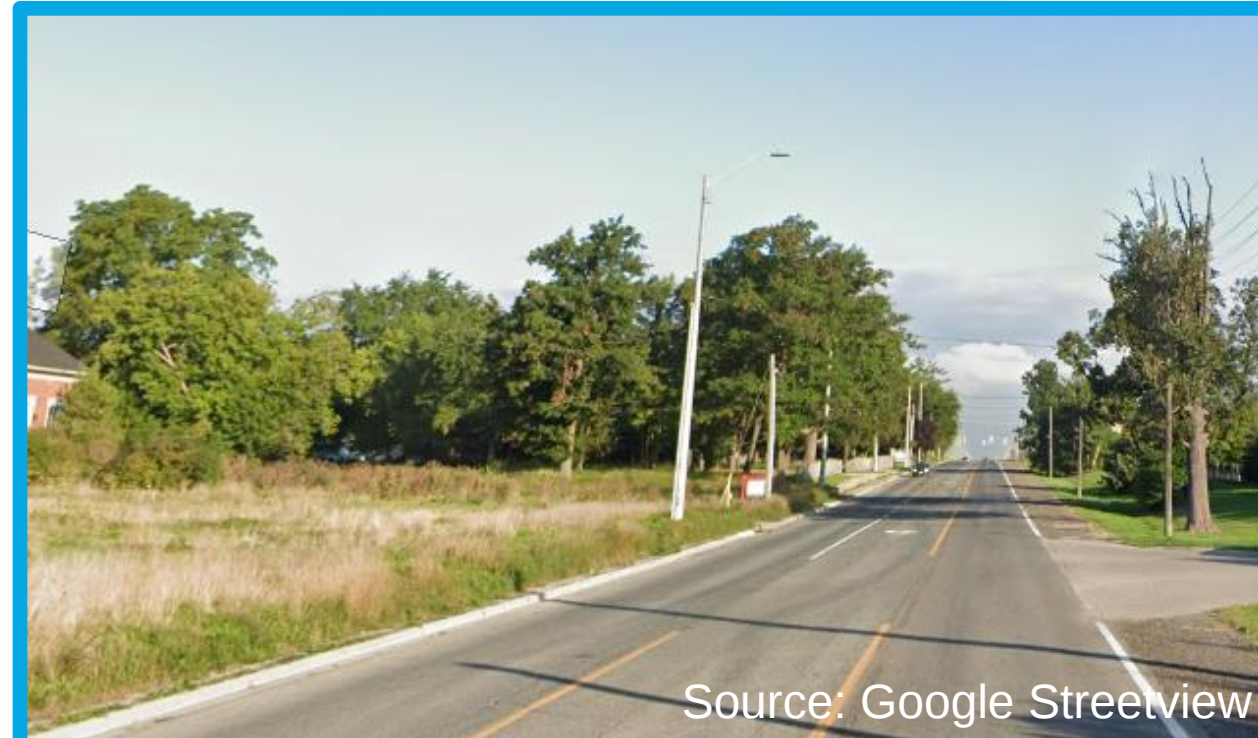
A total of five cultural heritage resources (CHR) were identified within and/or adjacent to the study area.



Four cultural heritage resources are listed in the Heritage Register for Mississauga and one is designated under Part IV of the Ontario Heritage Act.



Alternative Solutions Considered



Alternative 1

Do Nothing

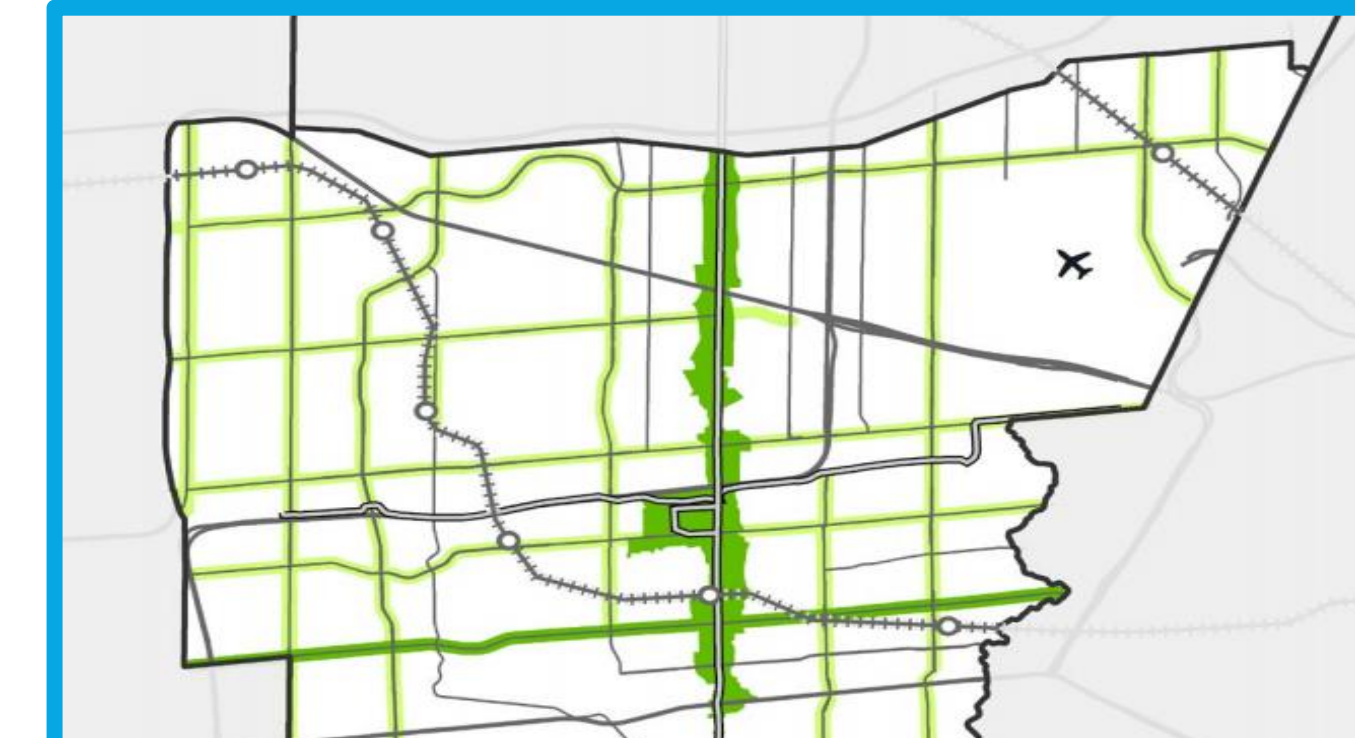
Maintain existing conditions
Ninth Line remains unchanged



Alternative 2

Limit Development

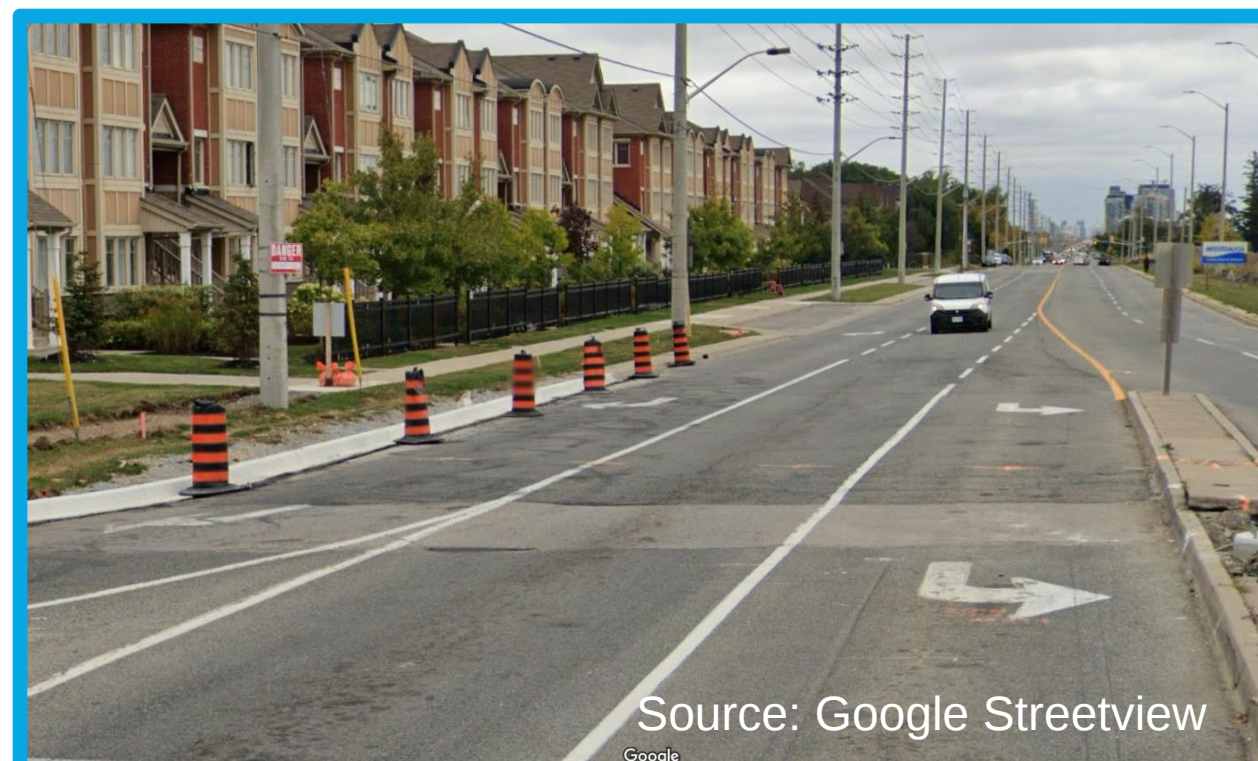
Will limit growth and transportation demand in the study area
Ninth Line remains unchanged



Alternative 3

Improve Other Roads

Improve roads outside of the study area
Ninth Line remains unchanged



Alternative 4

Operational Improvements

Localized improvements only, for example at intersections
No road widening



Alternative 5

Multimodal Improvements

Implement improvements for transit, cyclists, and pedestrians only
No road widening



Alternative 6

Widen from 2 to 4 lanes

Widen Ninth Line from 2 to 4 lanes
No cycling or pedestrian improvements

Notes: A combination of alternatives is also being considered.

Roundabouts and signalized intersections will be considered in the next phase of the study, as part of the design development.

Preliminary Evaluation Criteria

The following criteria were developed with stakeholder and agency feedback. This will be used to evaluate the impacts and benefits of each developed alternative.



Transportation

- Addresses Congestion and Improves Corridor Capacity and Vehicular Level of Service to Accommodate Future Travel Demand
- Accommodates All Road Users, Including Pedestrians, Cyclists and Transit Users
- Enhanced Road Safety and Comfort for All Road Users
- Accommodates Commercial Goods Movement
- Improved Access to / from Ninth Line
- Addresses Problem / Opportunity Statement
- Improves Network Connectivity
- Improves Emergency Response Time



Cultural Heritage

- Minimizes Impacts to Archaeological Features
- Minimizes Impacts to Cultural Heritage Resources



Natural Heritage

- Minimizes Impacts to and Enhances Environmentally Sensitive Areas
- Minimizes Impacts to Wildlife, Vegetation, Aquatic Species and Habitat, and Species at Risk
- Provides Drainage and Stormwater Management Improvements and Mitigates Erosion
- Minimizes Effects on Climate Change



Engineering, Construction Complexity and Implementation

- Minimizes Utility Relocation
- Addresses Drainage or Contamination Concerns
- Minimizes Construction Complexity, Including Staging and Traffic Disruption During Construction
- Optimizes Capital Costs
- Optimizes Operation/Maintenance Costs
- Minimizes Property Acquisition Costs



Socio-Economic

- Improves Attractiveness/Aesthetics
- Minimizes Business Impacts and Enhances Business and Place-Making Opportunities
- Minimizes Property Acquisition
- Minimizes Noise and Vibration Impacts
- Improves Air Quality
- Provides or Improves Streetscape Amenities and Urban Design Elements



City Building

- Consistency With The City's Strategic Priorities Pursuant to the City's Strategic Plan "Our Future Mississauga", Official Plan Policy Objectives, the Cycling Master Plan, Shaping Ninth Line, and Other Relevant Planning Documents
- Accommodates Existing and Planned Development

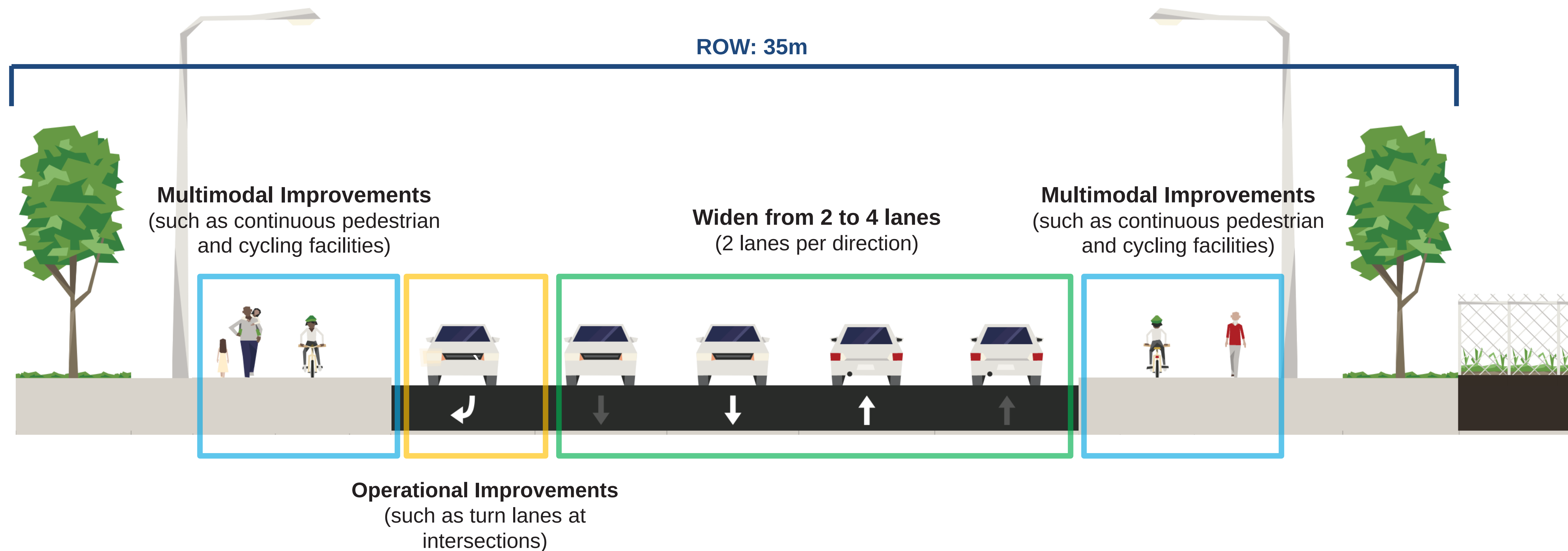
Summary of Alternative Solutions Considered

	Alternative 1 Do Nothing	Alternative 2 Limit Development	Alternative 3 Improve other Roads	Alternative 4 Operational Improvements	Alternative 5 Multimodal Improvements	Alternative 6 Widen from 2 to 4 lanes
Transportation and Transit, Accessibility	Not Preferred	Not Preferred	Not Preferred	Less Preferred	Preferred	Preferred
City Building	Not Preferred	Not Preferred	Not Preferred	Less Preferred	Preferred	Preferred
Natural Heritage	Less Preferred	Less Preferred	Not Preferred	Less Preferred	Preferred	Less Preferred
Socio-Economic Environment	Not Preferred	Not Preferred	Not Preferred	Less Preferred	Preferred	Less Preferred
Cultural Heritage	Preferred	Preferred	Less Preferred	Less Preferred	Not Preferred	Not Preferred
Engineering Considerations, Construction Complexity, and Implementation	Preferred	Preferred	Less Preferred	Less Preferred	Preferred	Less Preferred
				Recommended in Combination		
Overall Evaluation	Not Recommended	Not Recommended	Not Recommended	Recommended in combination with Alt. 5 and 6 to supplement other improvement	Recommended in combination with Alt. 4 and 6	Recommended in combination with Alt. 4 and 5

Preliminary Preferred Solution

The preliminary preferred solution is to widen Ninth Line from 2 to 4 lanes while improving pedestrian and cycling facilities and implementing operational improvements at intersections. This solution is consistent with the City of Mississauga Transportation Master Plan and the Shaping Ninth Line Study and will help manage growth and ensure the transportation system fulfills its essential role in city-building.

What do you think of the preferred solution? Let us know in the online comment form.



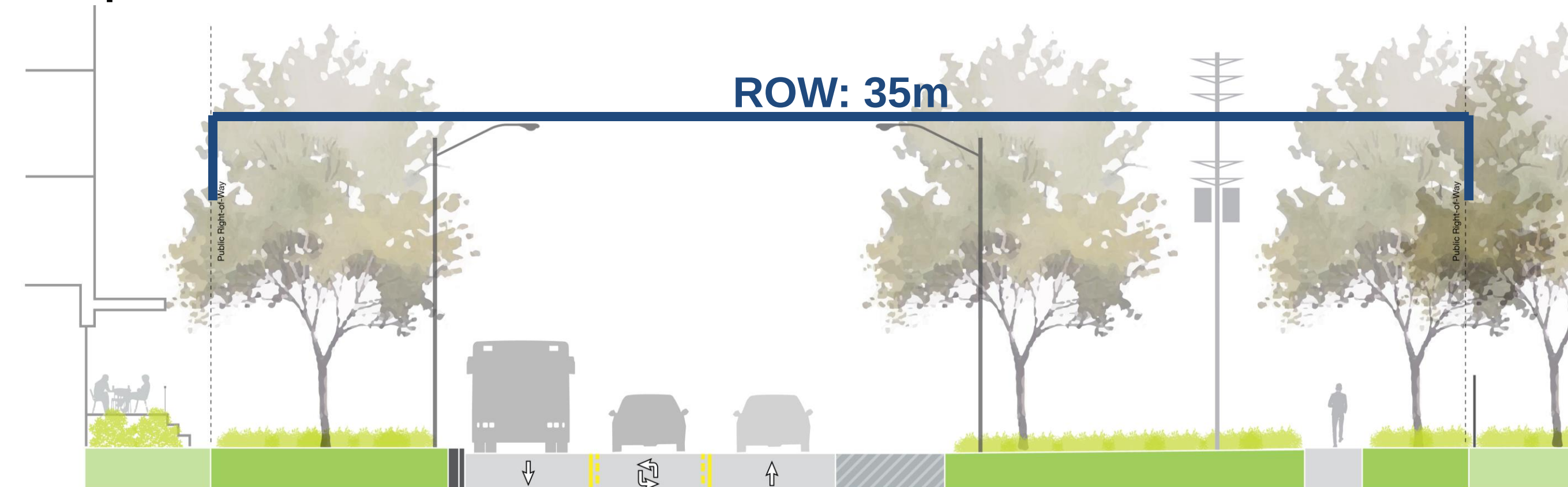
Alternative pedestrian and cycling facility options are presented in the next slide.

Potential Cross-Sections for 35m (midblock)

Please let us know your thoughts on possible alternative cross-sections

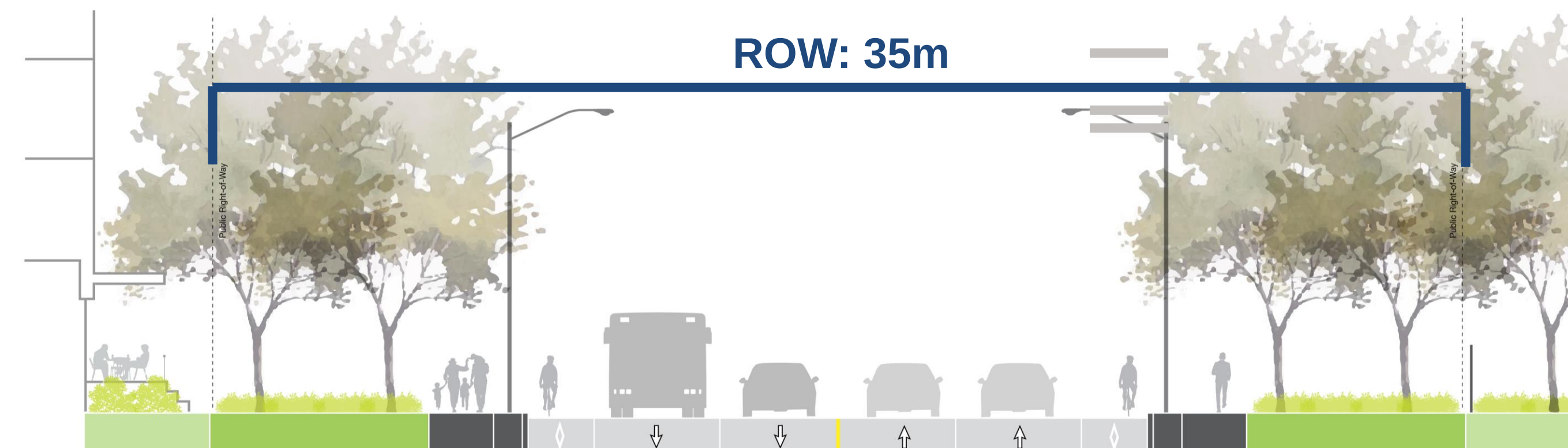
Do Nothing

- **No changes** to the existing cross-section
- **Maintain existing** traffic lanes and whatever pedestrian / cycling facilities, and landscaping exist



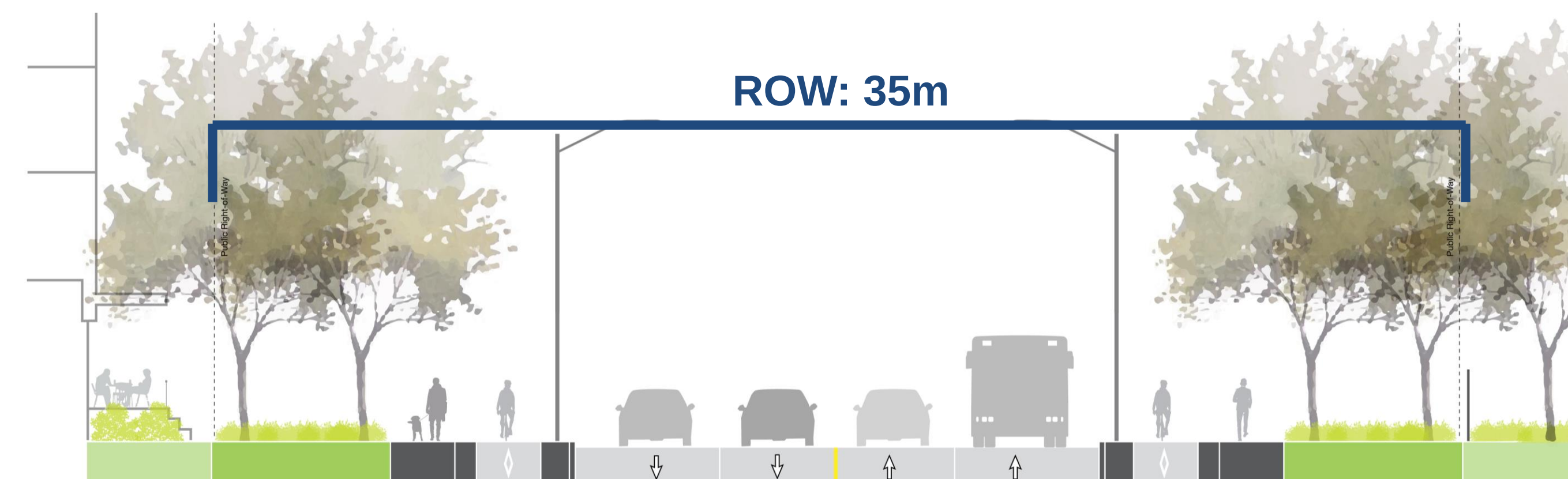
Alternative 1

- **Widen** from 2 to 4 lanes
- On-street **bike lanes**
- **Sidewalks** on both sides
- Opportunities for **landscaping** and amenities in the boulevards



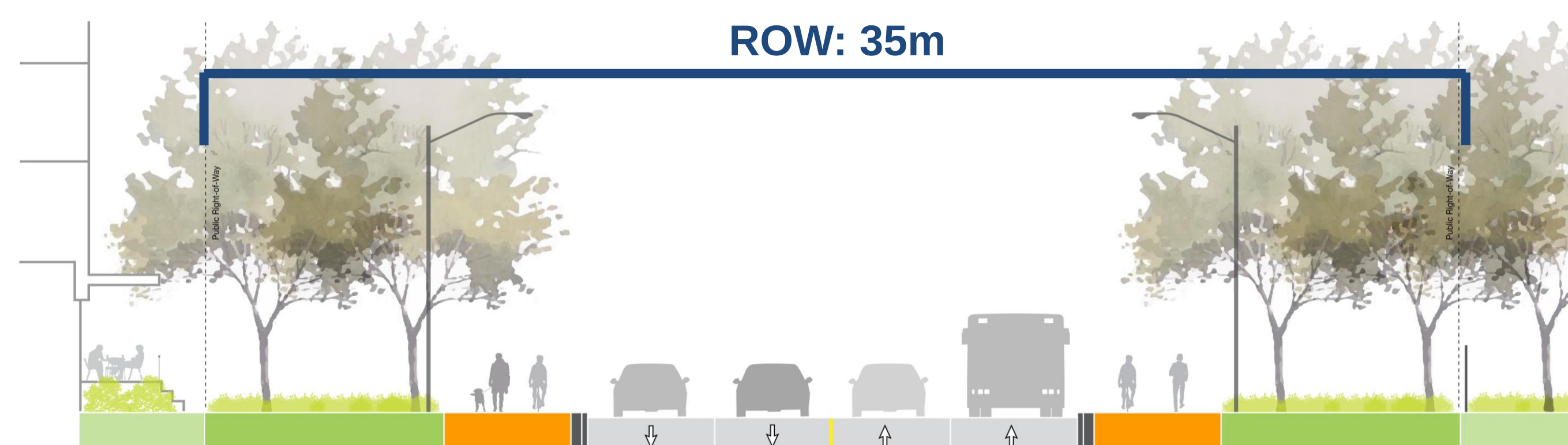
Alternative 2

- **Widen** from 2 to 4 lanes
- Boulevard **cycle tracks** (separated from vehicular lanes)
- **Sidewalks** on both sides
- Opportunities for **landscaping** and amenities in the boulevards



Alternative 3

- **Widen** from 2 to 4 lanes
- **Multi-use path** on both sides (no additional bike lanes/cycle tracks or sidewalks)
- Opportunities for **landscaping** and amenities in the boulevards



Notes:

- All alternative cross-sections shown here are looking north on Ninth Line
- Intersection improvements are unique to each location and will be confirmed in the next phase of the study, as part of the design development.
- Raised medians, where appropriate and where space permits, will also be considered during the next phase of the study as part of the design development.

Project Timeline and Next Steps



Thank You for Participating in the Public Information Centre

Your input is very valuable to us!



Please complete the [online comment form](#) or provide your comments by mail, email, or phone by **Friday, July 17, 2020**.



The City will compile the feedback received from this Public Information Centre and report back with the findings in mind.

Any project related questions or comments can be directed to:

Gino Dela Cruz, P.Eng.

Transportation Project Engineer



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201 City Centre Drive, Mississauga



Gino.DelaCruz@mississauga.ca



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