

Welcome

Public Information Centre #1

SQUARE ONE DRIVE EXTENSION

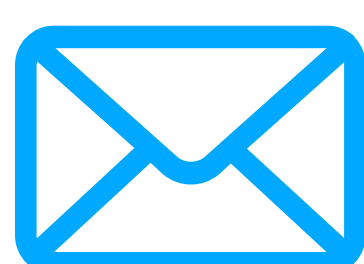
from Confederation Parkway to Rathburn Road West

CLASS ENVIRONMENTAL ASSESSMENT STUDY



Wednesday, June 22, 2016
Mississauga Civic Centre, Great Hall
5:30 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



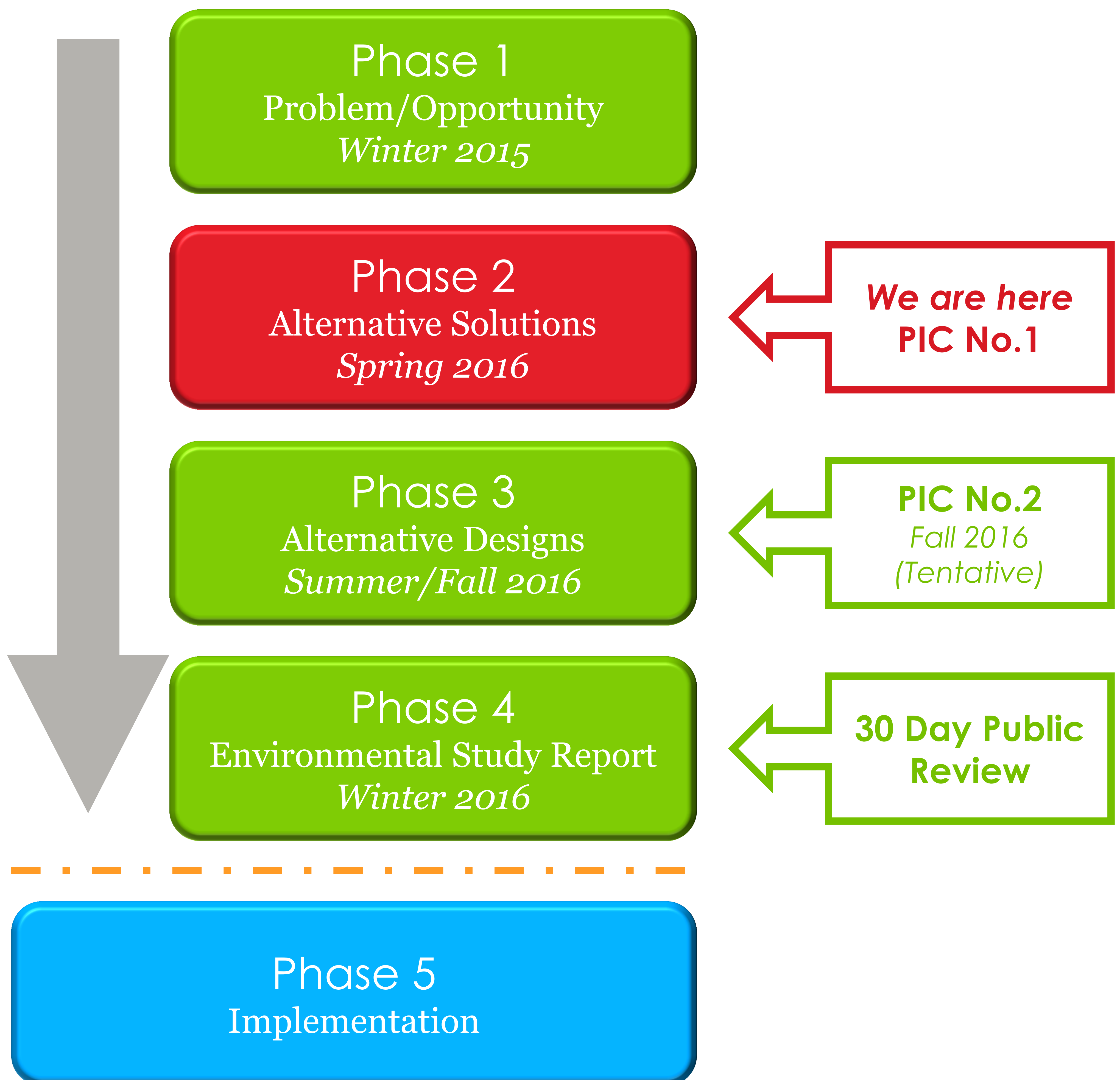
- ✓ to obtain feedback from the community
- ✓ to identify upcoming study activities

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:



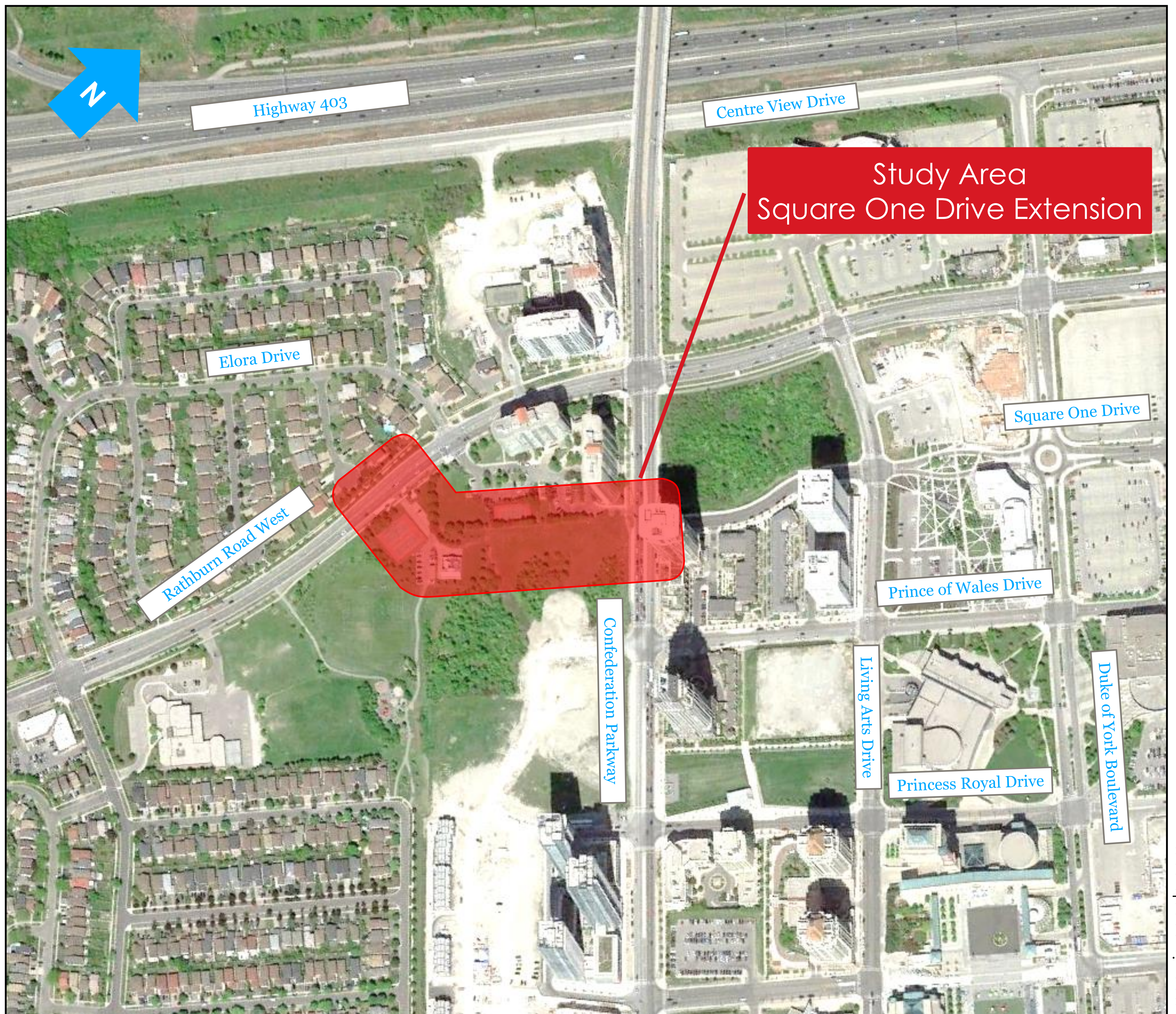
- ✓ **Improve** access to, from, and within downtown Mississauga
- ✓ **Support** multi-modal transportation and **encourage** walking, cycling, and transit use
- ✓ **Create** a finer street grid in downtown Mississauga with an urban scale, more walkable blocks, new routing options for local trips, and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



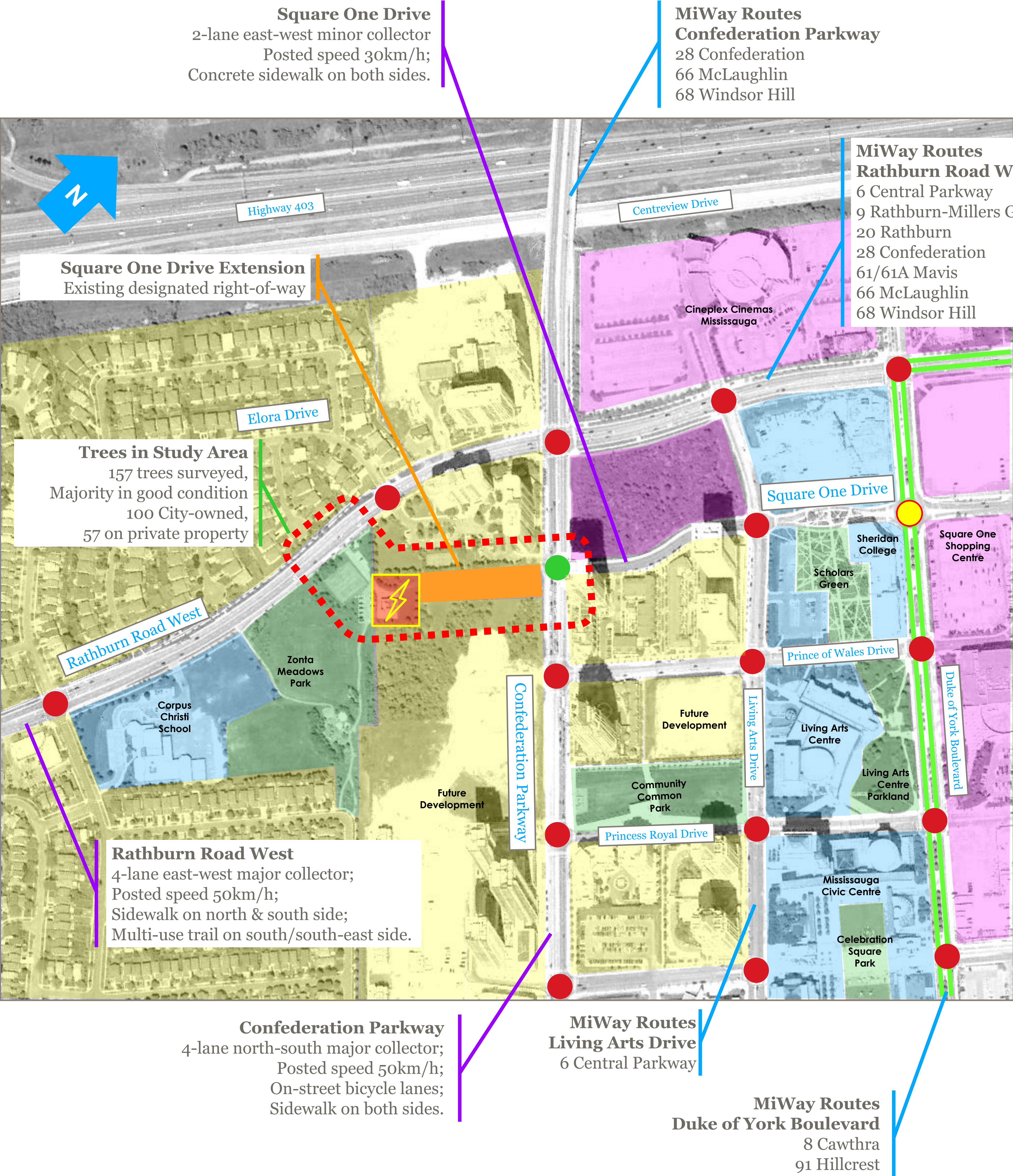
Study Area



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

Existing Residential

Enersource Facility

Parks

Institutional

Commercial

Study Area

Future Light Rail Transit (LRT)

Stantec

SQUARE ONE DRIVE EXTENSION
Public Information Centre #1

MISSISSAUGA

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Study Background

Strategic Plan (2009)

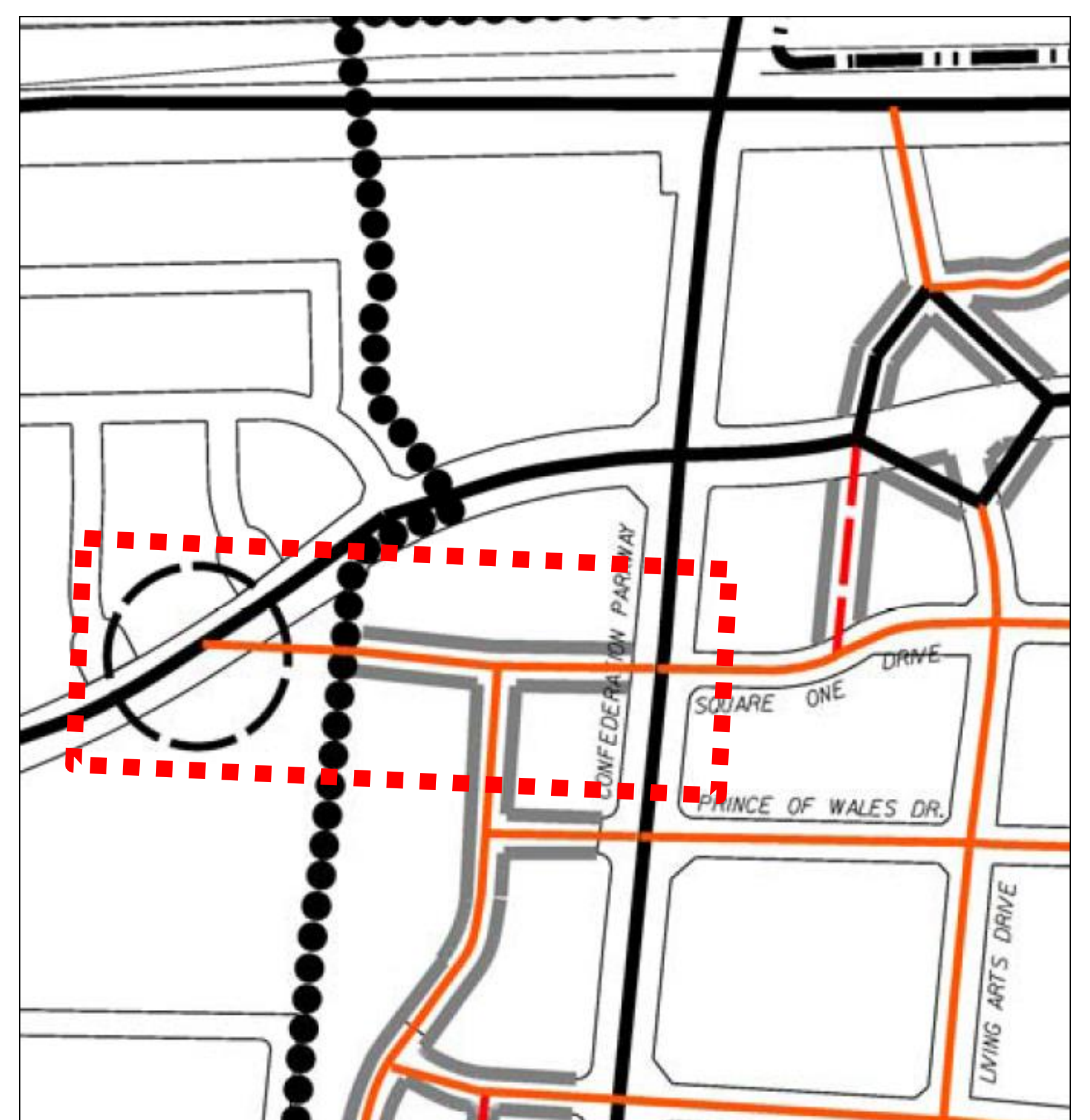
- ⇒ Development of walkable, connected neighbourhoods
- ⇒ prioritizes the development of a multi-modal transportation system
- ⇒ suggests improving the transportation system by investing in transit, creating new links in the street network, and encouraging active transportation
- ⇒ prioritizes the development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

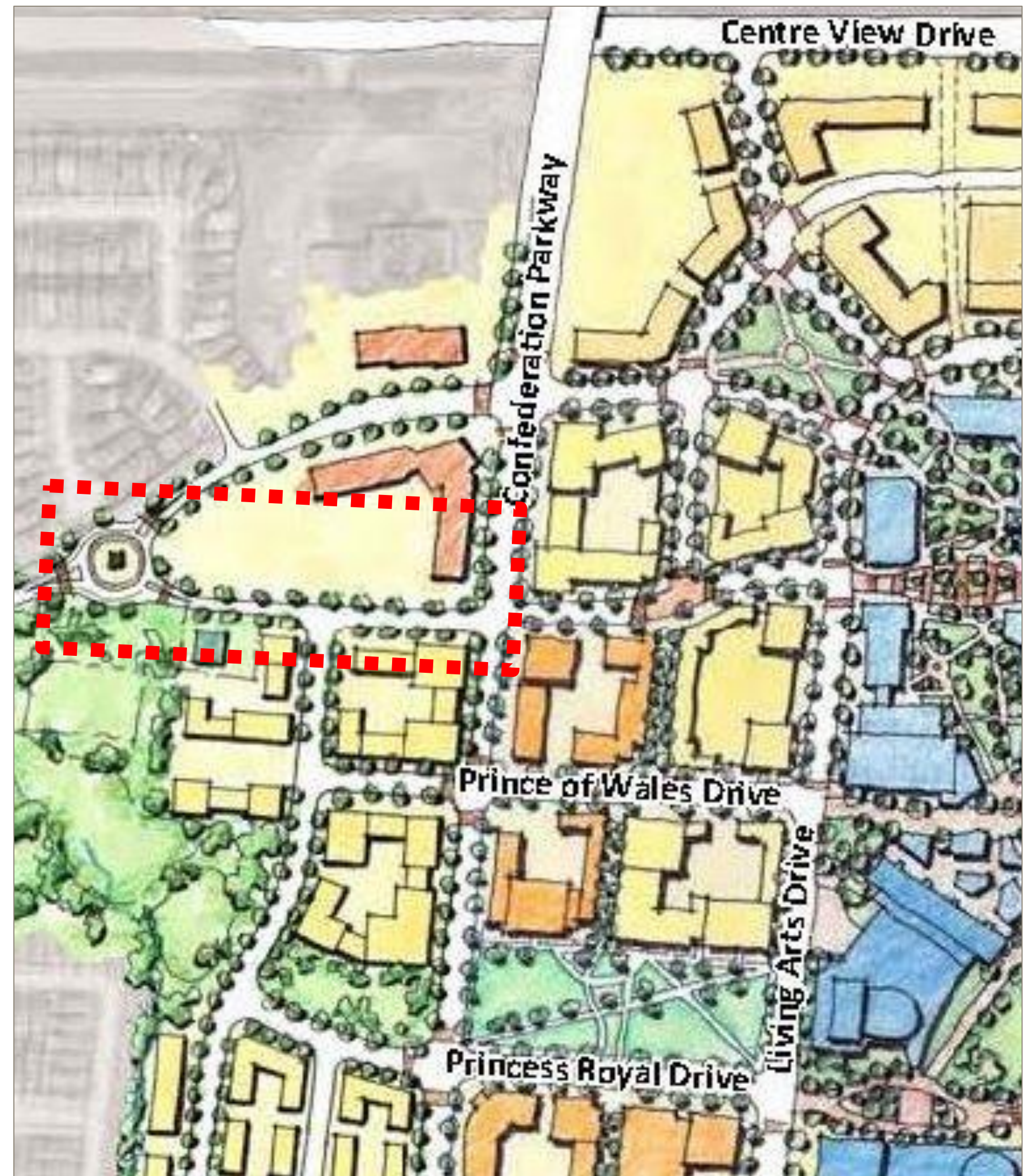


Portion of "Schedule 2: Downtown Core Long Term Road Network and Classification"
Source: *Downtown Core Local Area Plan*, August 2015

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

Online Survey Results

The City of Mississauga conducted an online survey at the beginning of this study. As of June 15, 2016, **32 community members had submitted responses** – here’s what they had to say:



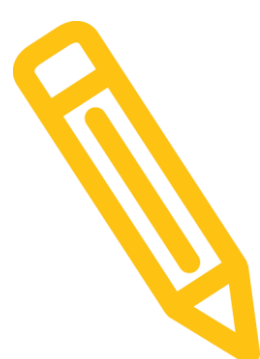
59% visit downtown Mississauga during business hours



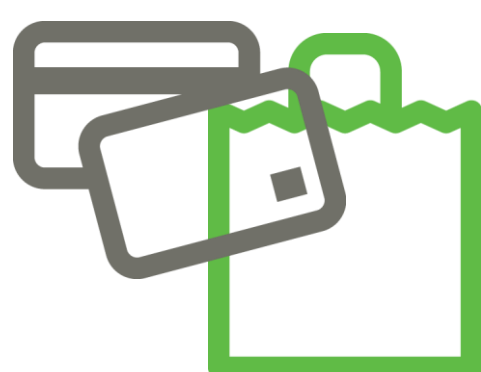
73% visit downtown Mississauga in the evening or on the weekend



62% live in downtown Mississauga

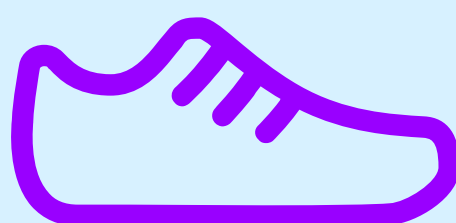


16% work in downtown Mississauga



86% shop in downtown Mississauga

Respondents use a variety of transportation modes to travel within downtown Mississauga – **driving, cycling, walking, and transit**

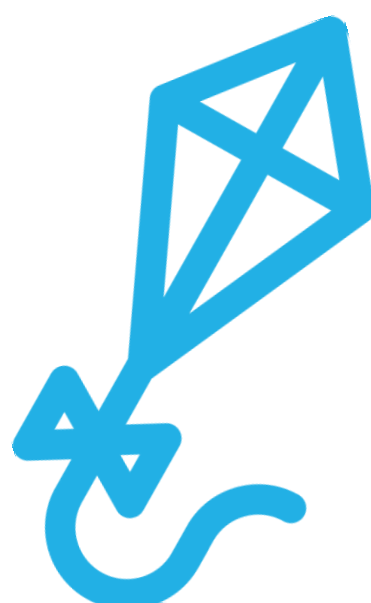


The “must-haves”



73% want pedestrian-friendly sidewalks, with space for recreation and relaxation

65% felt landscaping along the roadway would be the most important feature



84% are comfortable using a roundabout



Community Comments

As part of the online survey, community members also submitted written comments to the City of Mississauga. Generally, respondents...

... were concerned 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 Rathburn Road)

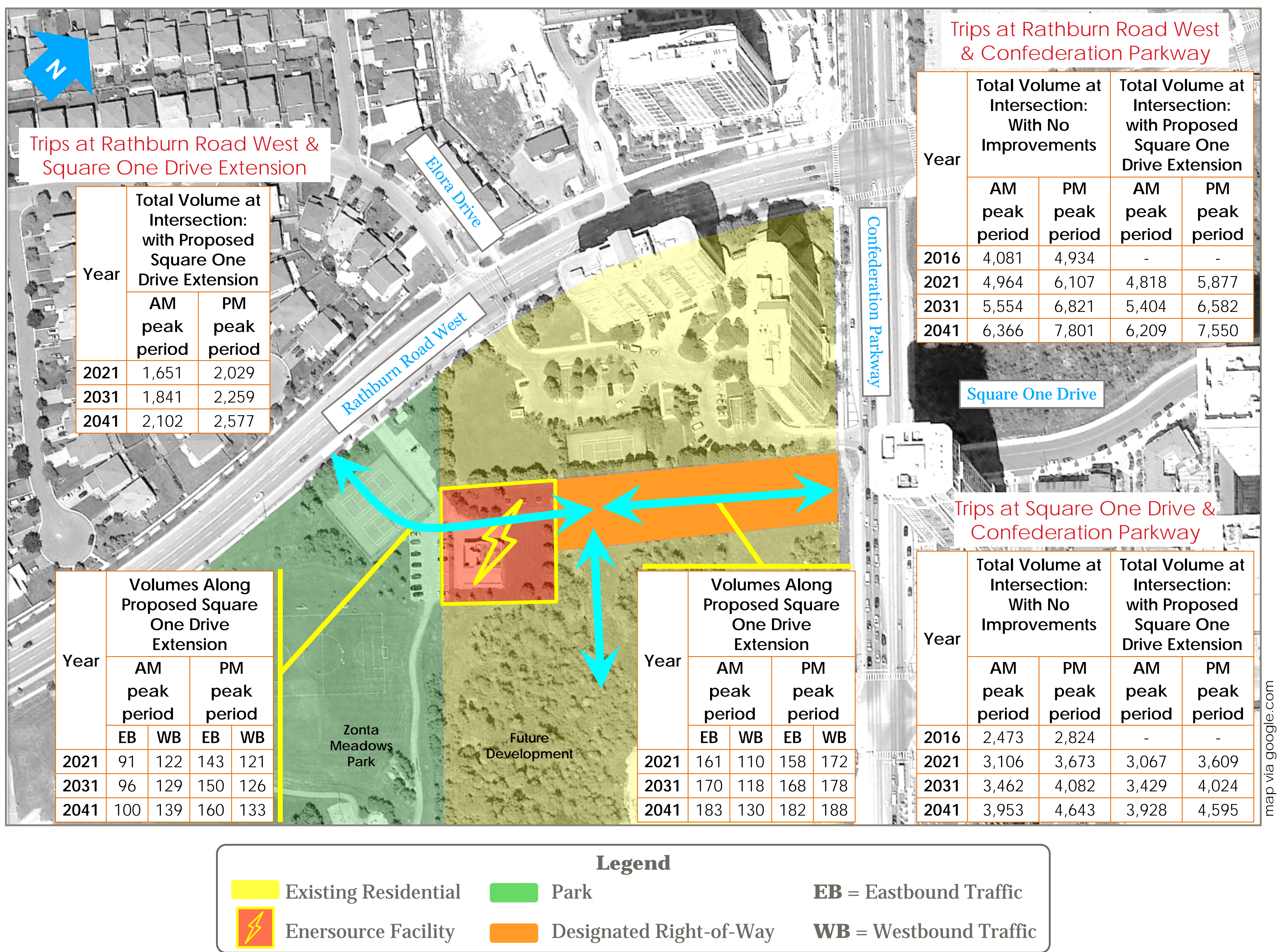
...were concerned about the impact to **Zonta Meadows Park**, specifically to the tennis courts and trees, as well as the green space lost by extending Square One Drive

...suggested exploring unique intersection and street design treatments

... questioned whether motorists would be comfortable **using a roundabout**, if one were to be constructed at Square One Drive & Rathburn Road

... suggested that both **additional MiWay service** and **on-street parking** should both be considered as part of the Square One Drive extension

Transportation Conditions



Transportation Conditions:

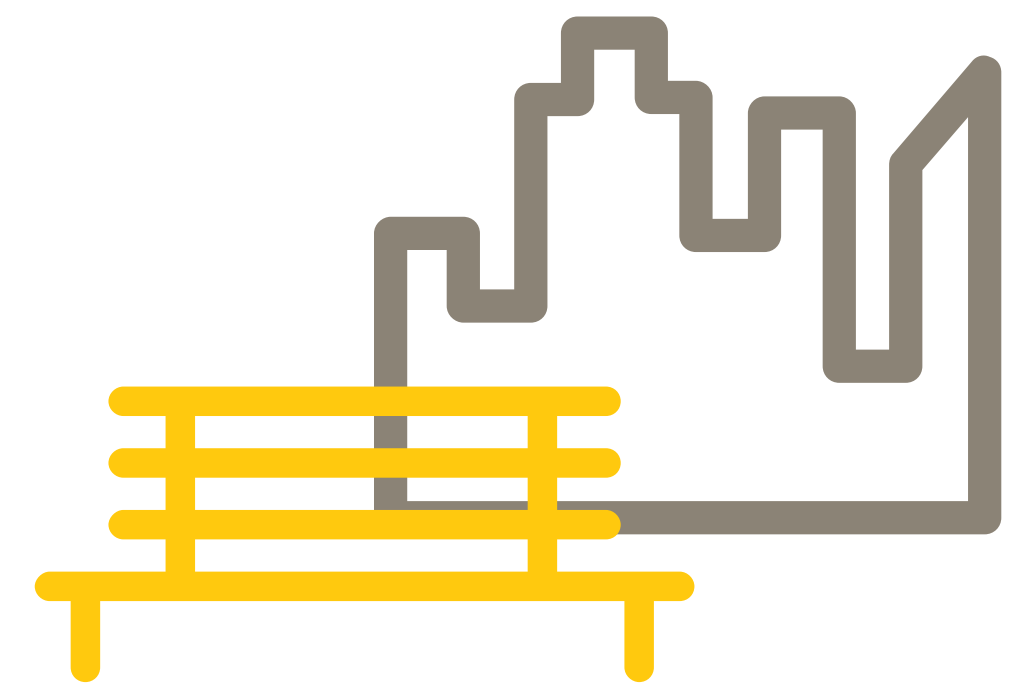
- ➔ existing traffic conditions within/near the study area are generally good; most intersections operate at an acceptable level of performance.
- ➔ in the future, traffic patterns near the study area are expected to change due to:
 - ➔ an increase in the number of people who live and/or work in downtown Mississauga
 - ➔ implementation 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.**
- ➔ if the extension is constructed, future traffic conditions (which also consider the changes in traffic patterns listed above) are projected to remain generally good

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

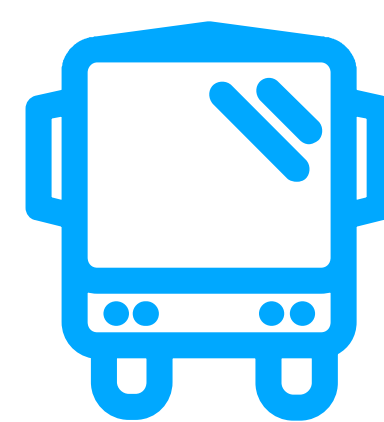


⇒ a roadway network with smaller, urban-scale blocks that include wide sidewalks, streetscaping, and on-street parking, facilitating:

- ⇒ 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

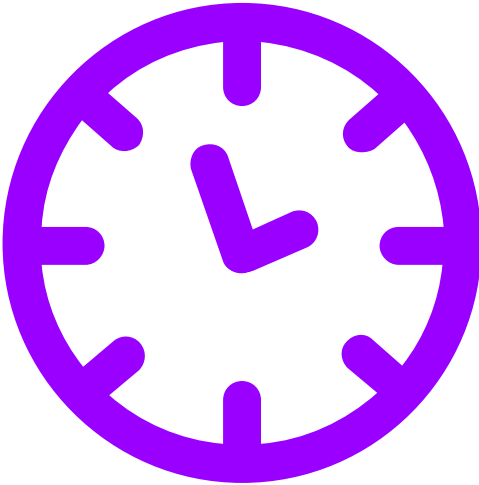
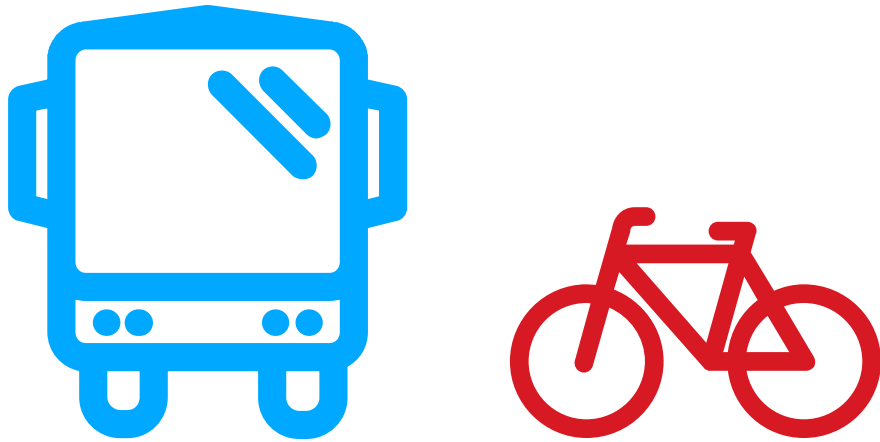

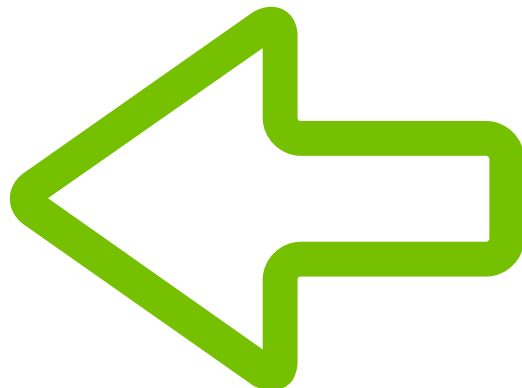
⇒ gateway treatments to downtown Mississauga, using landscaping, streetscaping, and public art to create an active public space



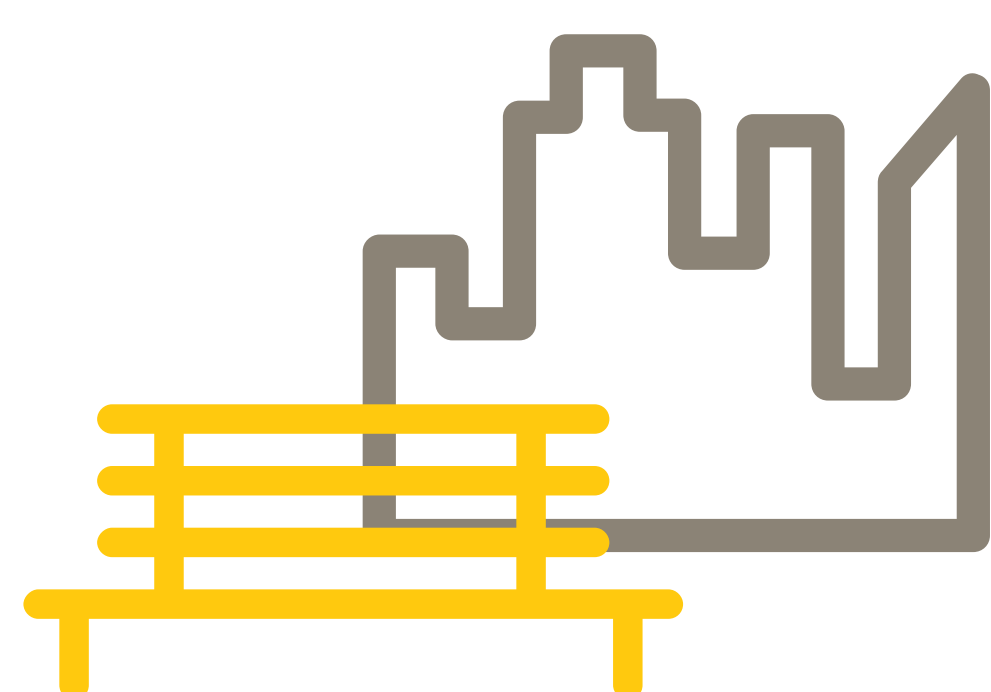
Project Opportunity Statement:

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 Solutions

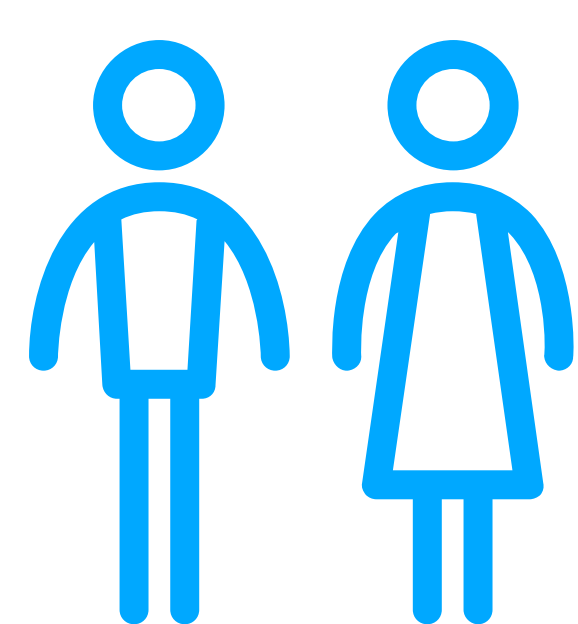
| Alternative Solutions | Description |
|---|--|
| <p>Alternative 1 Do Nothing</p>  | <p>No change to the transportation system within the Study Area (i.e.maintain the status quo).</p> |
| <p>Alternative 2 Improve Transit, Employ Transportation Demand Management Measures</p>  | <p>Improve access to, from, and within downtown Mississauga by:</p> <ul style="list-style-type: none">⇒ discouraging single-occupant vehicles and encouraging transit.⇒ shifting demand to alternative modes of transportation⇒ encouraging carpooling |
| <p>Alternative 3 Improve Alternative East-West Routes</p>  | <p>Widen existing adjacent parallel roadways, such as:</p> <ul style="list-style-type: none">⇒ Burnhamthorpe Road West⇒ Rathburn Road West |
| <p>Alternative 4 Extension of Square One Drive</p>  | <p>Extend Square One Drive from Confederation Parkway to Rathburn Road West; construct new intersections with Confederation Parkway and Rathburn Road West.</p> |

Evaluation Criteria

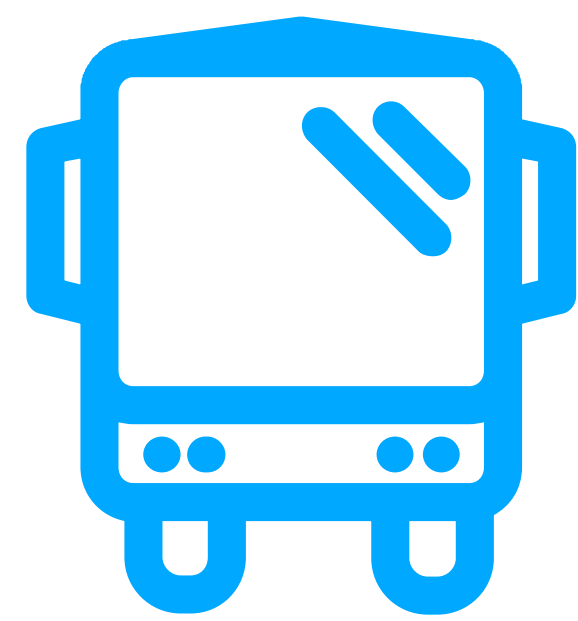


Socio-Economic Environment

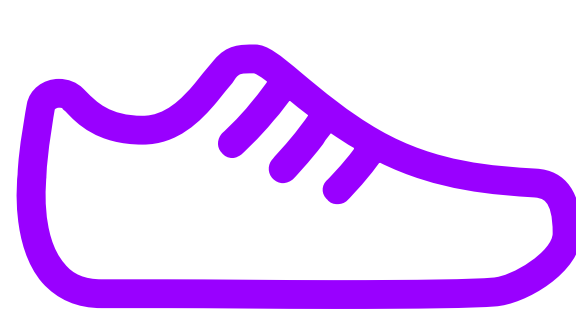
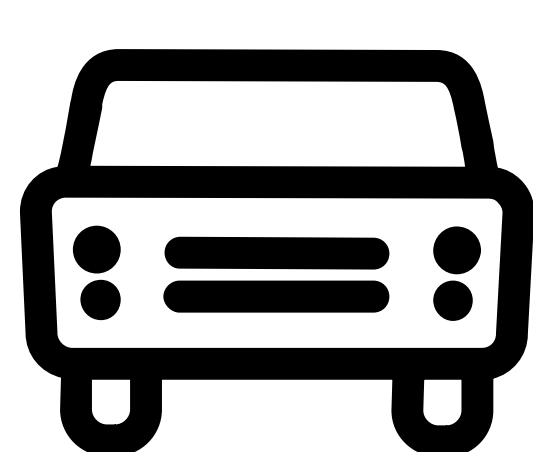
- ✓ Streetscaping
- ✓ Property Access
- ✓ Property Impacts



Planning & Transportation

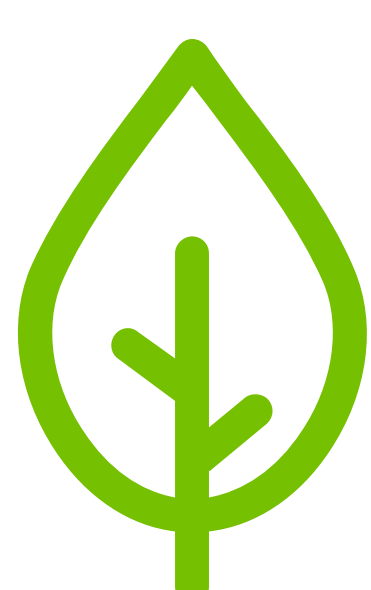


- ✓ Planning Objectives
- ✓ Urban Environment
- ✓ Network Connectivity
- ✓ Pedestrian & Cycling Accommodation
- ✓ Transit Services
- ✓ Overall Safety



Cultural Environment

- ✓ Archaeological
- ✓ Built Heritage / Cultural Landscape



Natural Environment










































































- ✓ Existing Vegetation
- ✓ Terrestrial Resources



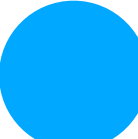
Cost

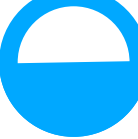
- ✓ Capital Costs
- ✓ Operation & Maintenance Costs


Evaluation Matrix

| Category | Criteria | Definition | Alternative 1 Do nothing | Alternative 2 Improve Transit, Employ Transportation Demand Management Measures | Alternative 3 Improve Alternative East-West Routes <small>Burnhamthorpe Road, Rathburn Road, etc.</small> | Alternative 4 Extension of Square One Drive <small>from Confederation Parkway to Rathburn Road West</small> |
|---|---------------------------------------|---|---|--|--|--|
|  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 property 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 and objectives of the City of Mississauga's Downtown 21 Master Plan, MOPA8/ Downtown Core Local Area Plan, Strategic Plan, Official Plan, and the Mississauga Cycling 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 Recommended | Already Being Implemented Through City Policies | Not Recommended |  |





Legend

 Preferred

 Partially Preferred

 Least Preferred

Preliminary Preferred Alternative Solution

| Alternative Solutions | Description | Addresses Opportunity Statement |
|---|--|---|
| Alternative 1 Do Nothing | No change to the transportation system within the Study Area (i.e. maintain the status quo). |  |
| Alternative 2 Improve Transit, Employ Transportation Demand Management Measures | Improve access to, from, and within downtown Mississauga by: ⇒ discouraging single-occupant vehicles and encouraging transit. ⇒ Shifting demand to alternative modes of transportation ⇒ Encouraging carpooling |  |
| Alternative 3 Improve Alternative East-West Routes | Widen existing adjacent parallel roadways, such as: ⇒ Burnhamthorpe Road West ⇒ Rathburn Road West |  |
| Alternative 4 Extension of Square One Drive | Extend Square One Drive from Confederation Parkway to Rathburn Road West; construct new intersections with Confederation Parkway and Rathburn Road West. |  |

Alternative 4 (Extension of Square One Drive) is the **Preliminary Preferred Alternative Solution**. Why?

- ⇒ **Alternative 1** (Do Nothing) is unable to address any aspect of the **Project Opportunity Statement**.
- ⇒ **Alternative 2** (Improve Transit, Employ Transportation Demand Management Measures) and **Alternative 3** (Improve Alternative East-West Routes) partially address the **Project Opportunity Statement**.
 - ⇒ both improve access to/from/within downtown Mississauga, and encourage development of a multi-modal transportation system
 - ⇒ neither facilitates creation of either a fine-grained street network in downtown Mississauga or a gateway treatment to downtown Mississauga from the west
- ⇒ **Alternative 4** can fully address the **Project Opportunity Statement**:
 - ⇒ improves access to/from/within downtown Mississauga for all transportation modes
 - ⇒ encourages development of a multi-modal transportation system
 - ⇒ contributes to a smaller, fine-grained street network in downtown Mississauga
 - ⇒ accommodates creation of a gateway treatment to downtown Mississauga from the west

Design Considerations

Moving forward to the design development stage, the City of Mississauga will be taking into account several design considerations:

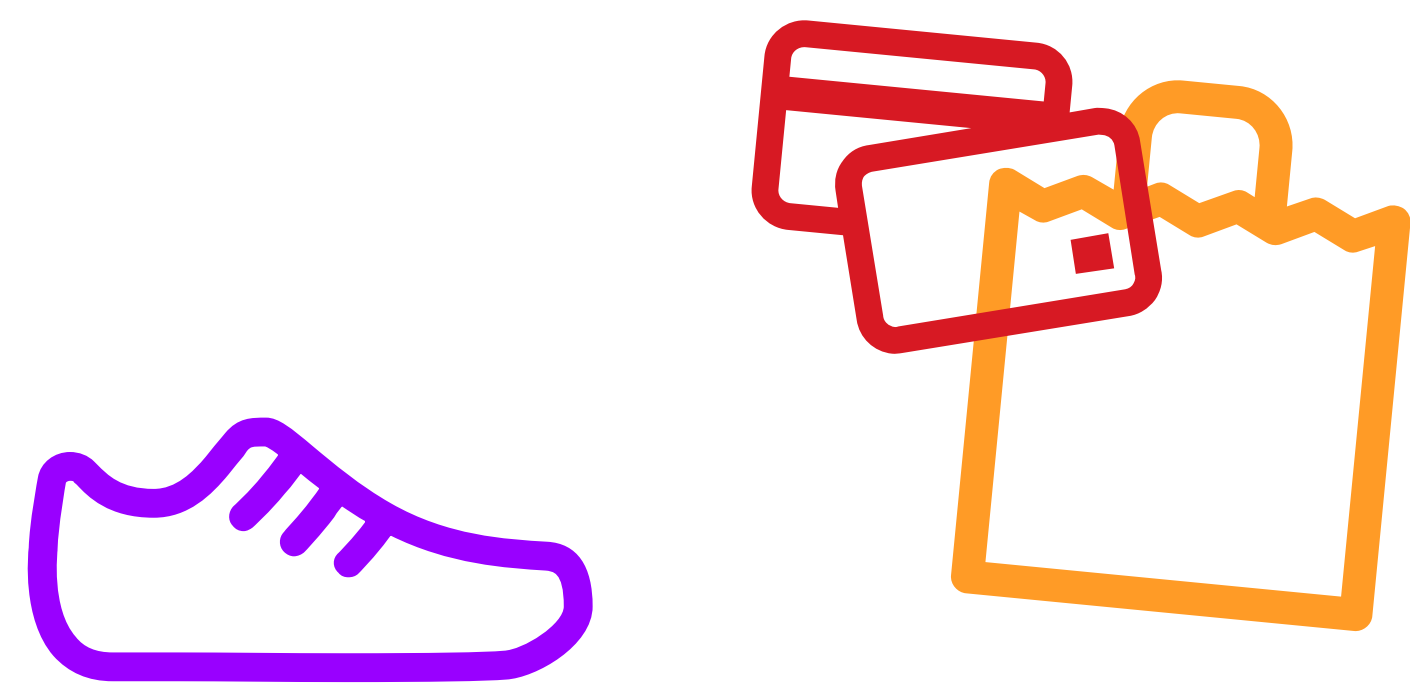
- ⇒ traffic operations at existing intersections, as well as new intersections created by the extension
- ⇒ proximity of new intersections to existing intersections
- ⇒ accommodation of pedestrians, cyclists, and users of other forms of active transportation
- ⇒ changes to Zonta Meadows Park (i.e. impacts to park facilities, vegetation, etc.)
- ⇒ location of Enersource facility
- ⇒ changes to accesses from adjacent properties (i.e. park and residential accesses)
- ⇒ enhanced landscaping, including gateway treatments
- ⇒ on-street parking needs

Design elements that will be reviewed as part of the design development stage include:

Multi-Use Trail



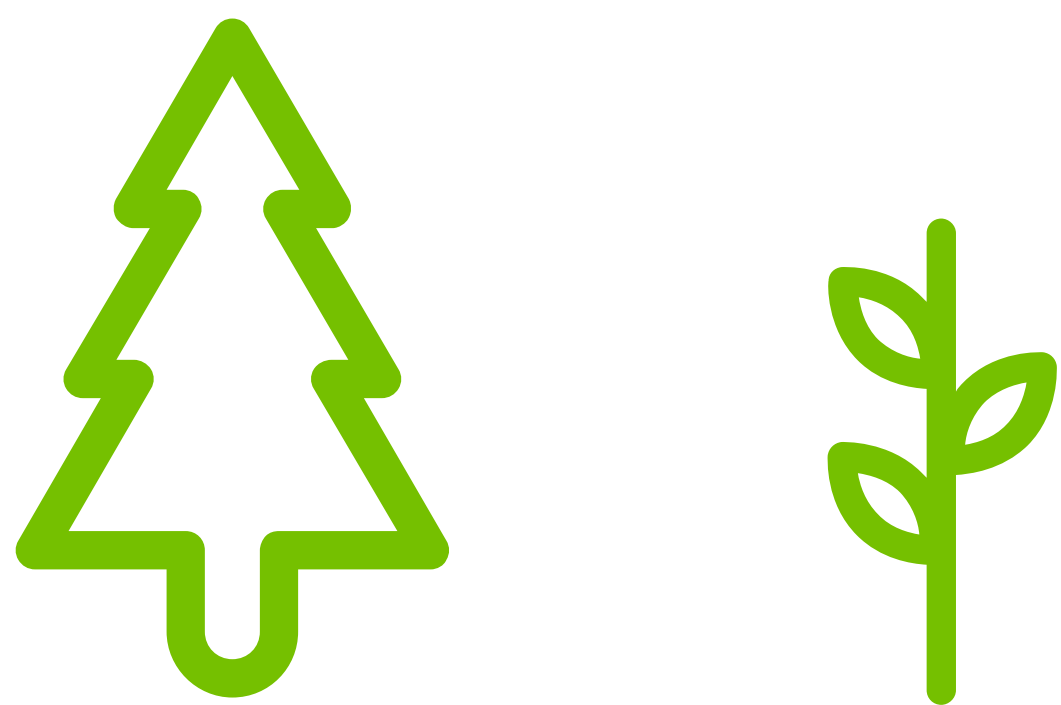
Image via Stantec Consulting Ltd.



Context Sensitive Street Design

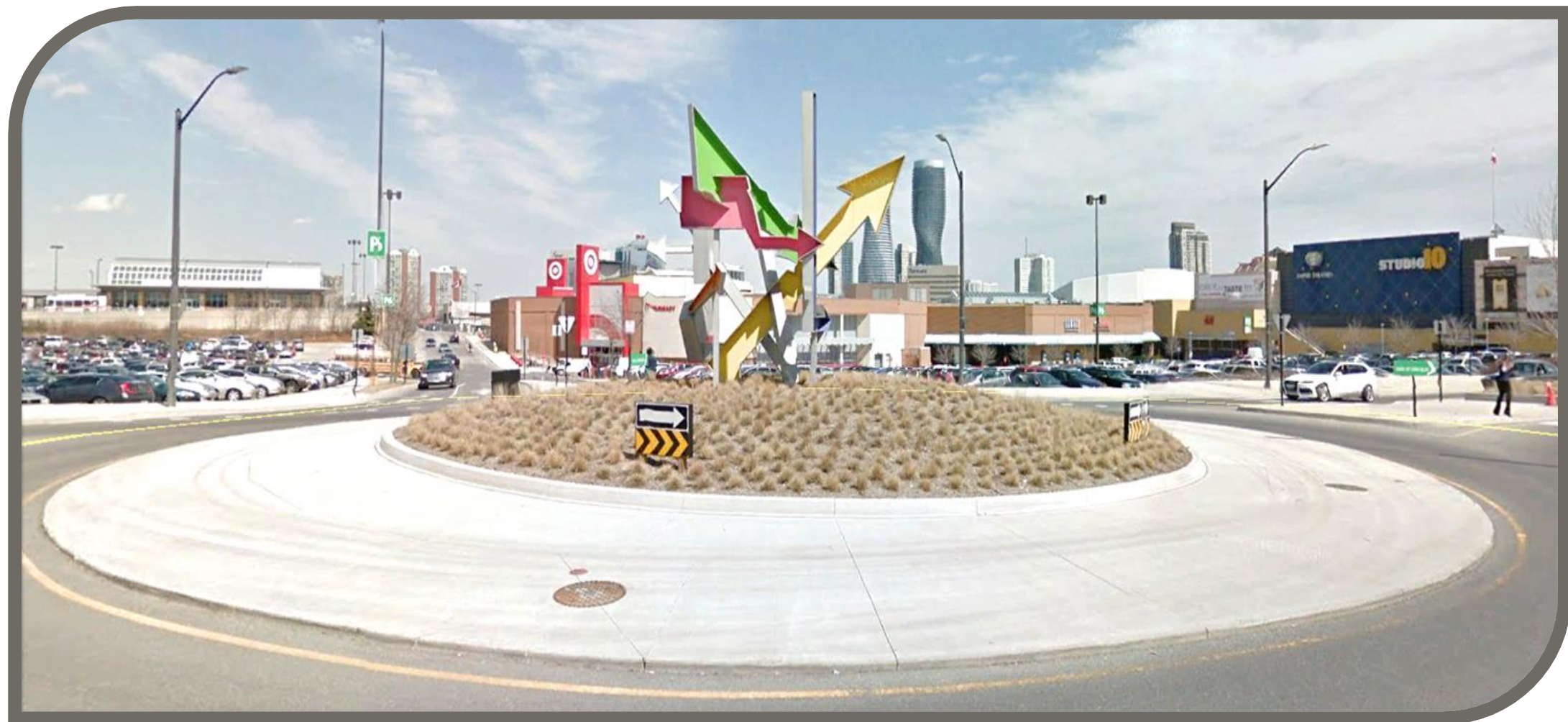


Image via City of Toronto Streetscape Manual (2010)

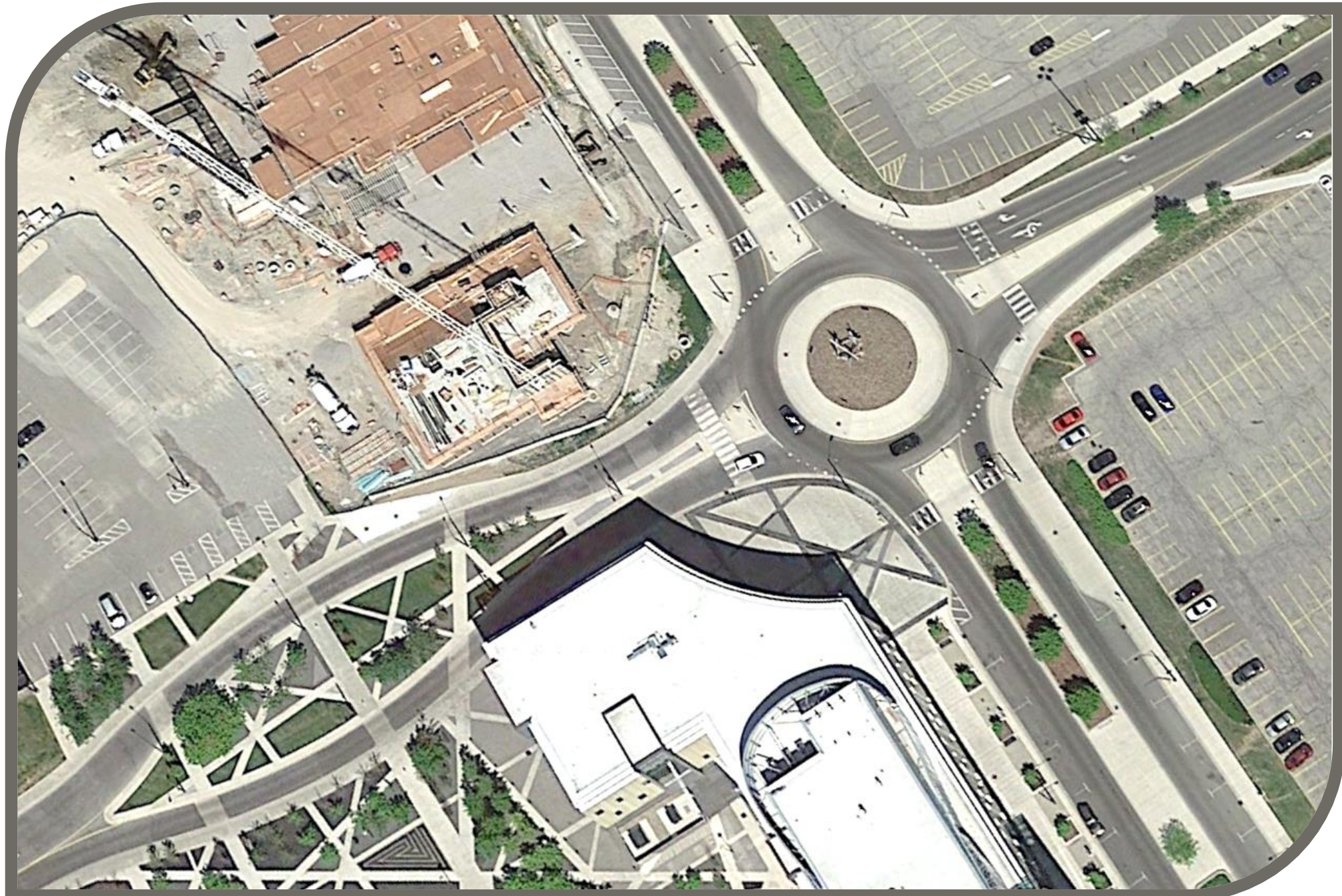


Design Considerations

Roundabout with Public Art



Images via Google



Images via Google

On-street Bicycle Lanes

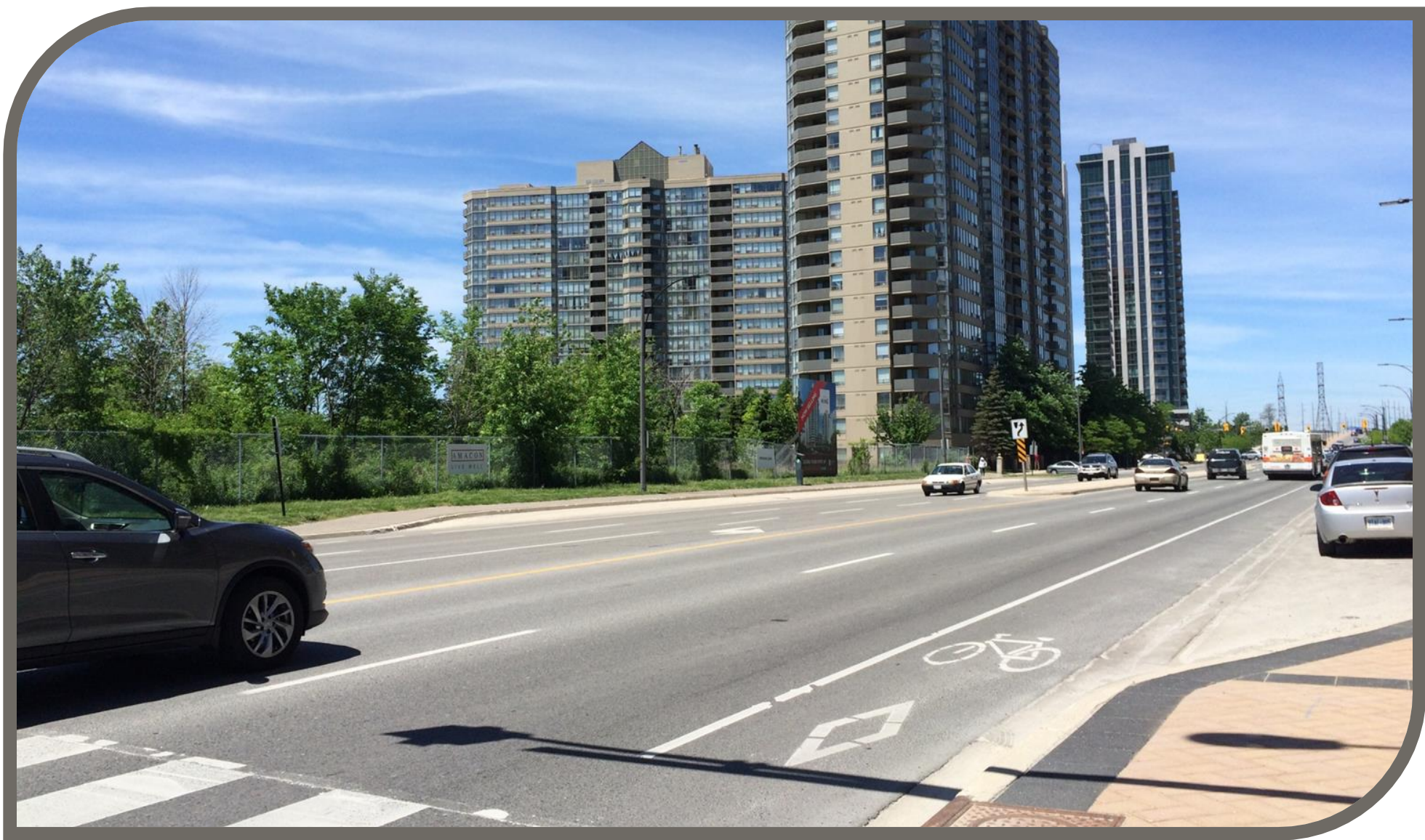
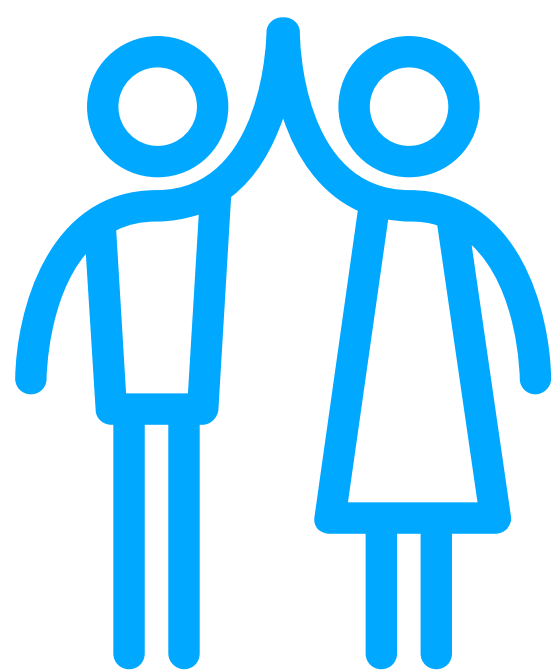


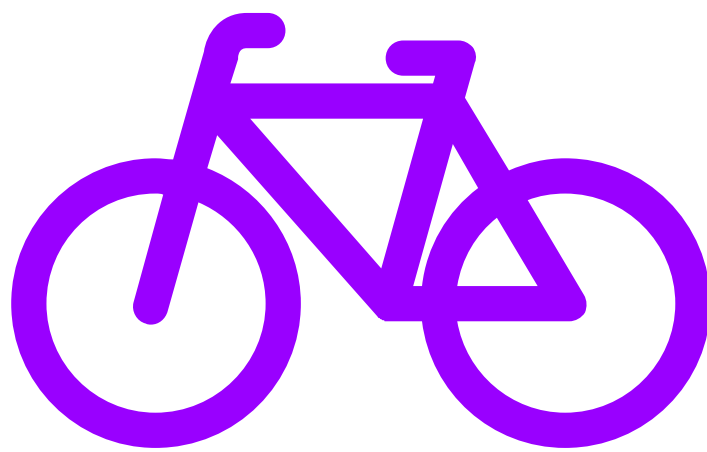
Image via City of Mississauga



Integrated Streetscaping



Image via Stantec Consulting Ltd.



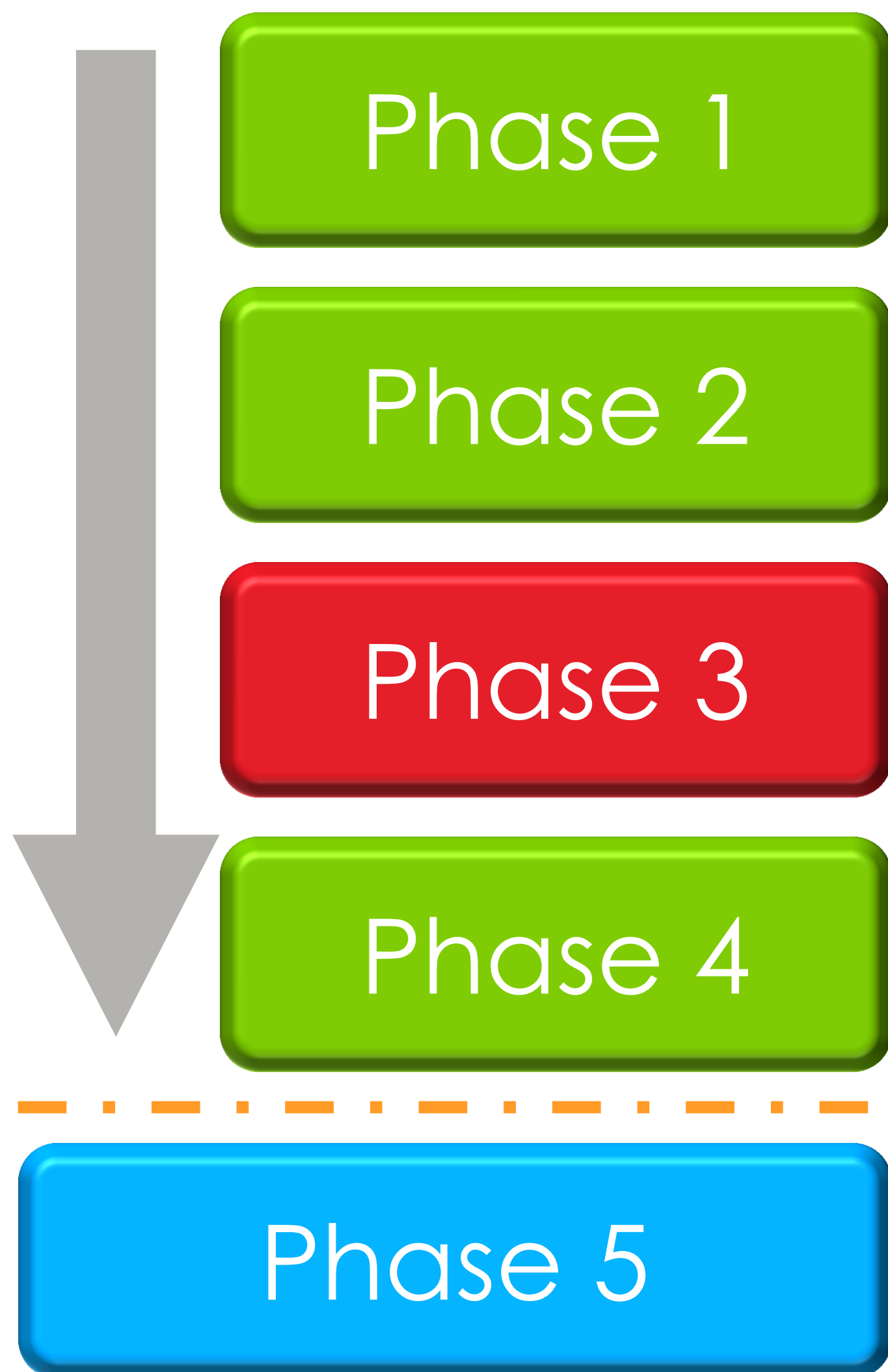
On-street Parking



Images via Google



What's Next?



The next phase of this study is Phase 3:

- ✓ Respond to comments received from members of the community and reviewing agencies
- ✓ Review & Confirm the Preferred Solution
- ✓ Generate & Evaluate alternative design concepts
- ✓ PIC No. 2 scheduled for Fall 2016 (tentative)

Thank you for attending Public Information Centre No. 1

Your input is an essential component of the decision-making process. There will be opportunities to provide input throughout the EA process, including PIC No. 2.

Please provide us with comments by completing a comment sheet this evening, or on the study website (www.mississauga.ca/squareoneclassea) by **July 20, 2016**.

Please feel free to contact us with any questions or comments:

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