

Mavis Road Class Environmental Assessment Public Information Centre #2

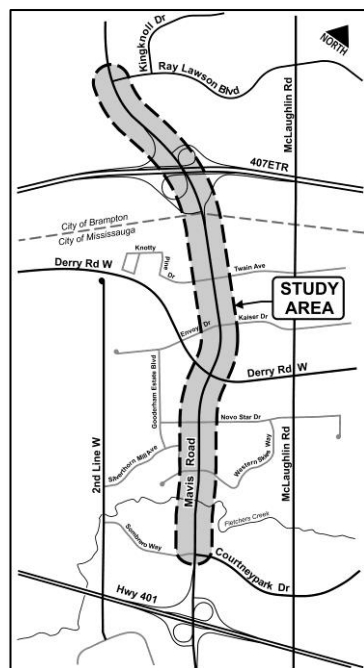
Wednesday November 9, 2016
6:00 to 8:00 p.m.

Please sign in and complete a comment sheet

Review the displays on your own or join in a tour led by
a Project Team member offered every 30 mins

Study Overview

- ❖ Mavis Road is a major north-south arterial road within Mississauga and Brampton that supports both regional and local mobility and provides transportation connections to Highways 407 and 401.
- ❖ This Class EA study is addressing current and future needs for Mavis Road to best serve motorists, transit users, pedestrians and cyclists.
- ❖ An inclusive approach to planning considering: City, Region, agency, Aboriginal communities, stakeholder and community interests.



Background

- ❖ Public information Centre (PIC) # 1 was held June 14, 2016 to introduce the project and discuss the issues to be addressed by the Class EA study.
- ❖ Information presented at that time included:
 - ❖ An inventory of existing conditions (natural heritage, archaeological and built heritage, transportation);
 - ❖ Summary of public feedback received following the Notice of Study Commencement;
 - ❖ Summary of needs and opportunities; and
 - ❖ Evaluation of alternative planning solutions and the preliminary preferred planning solution.

Mavis Road Class Environmental Assessment

Purpose of PIC # 2

- ❖ To create an opportunity to participate in the Class EA Study and decision-making process
- ❖ To present and receive public input on:
 - ❖ The Recommended Planning Solution based on feedback from PIC # 1
 - ❖ The Preliminary Preferred Design for Mavis Road including the road widening approach, intersection improvements, pedestrian and cycling facilities, tree inventory assessment and streetscape design concepts.



Please ask questions and make your opinions known to the Study Team.



Study Process and Schedule

Phase 1: Problem and Opportunity

- ❖ Identify and describe Problems and Opportunities

Phase 2: Alternative Planning Solution

- ❖ Identify transportation planning solutions
- ❖ Inventory the natural, social, economic and cultural environments
- ❖ Identify a Preliminary Preferred Planning Solution

Phase 3: Alternative Design Concepts for the Preferred Planning Solution

- ❖ Assess and evaluate the design alternatives with consideration of environmental and technical impacts
- ❖ Identify a Preliminary Preferred Design

Phase 4: Environmental Study Report

- ❖ Complete the Environmental Study Report (ESR) that documents all of the activities undertaken and the decision-making process
- ❖ Place the ESR on public record for 30 day public review period

Phase 5: Implementation

Notice of Commencement
April 2016

PIC # 1
June 14, 2016

- ❖ Existing conditions
- ❖ Problems and Opportunities
- ❖ Transportation Planning Alternatives

PIC # 2
November 9, 2016

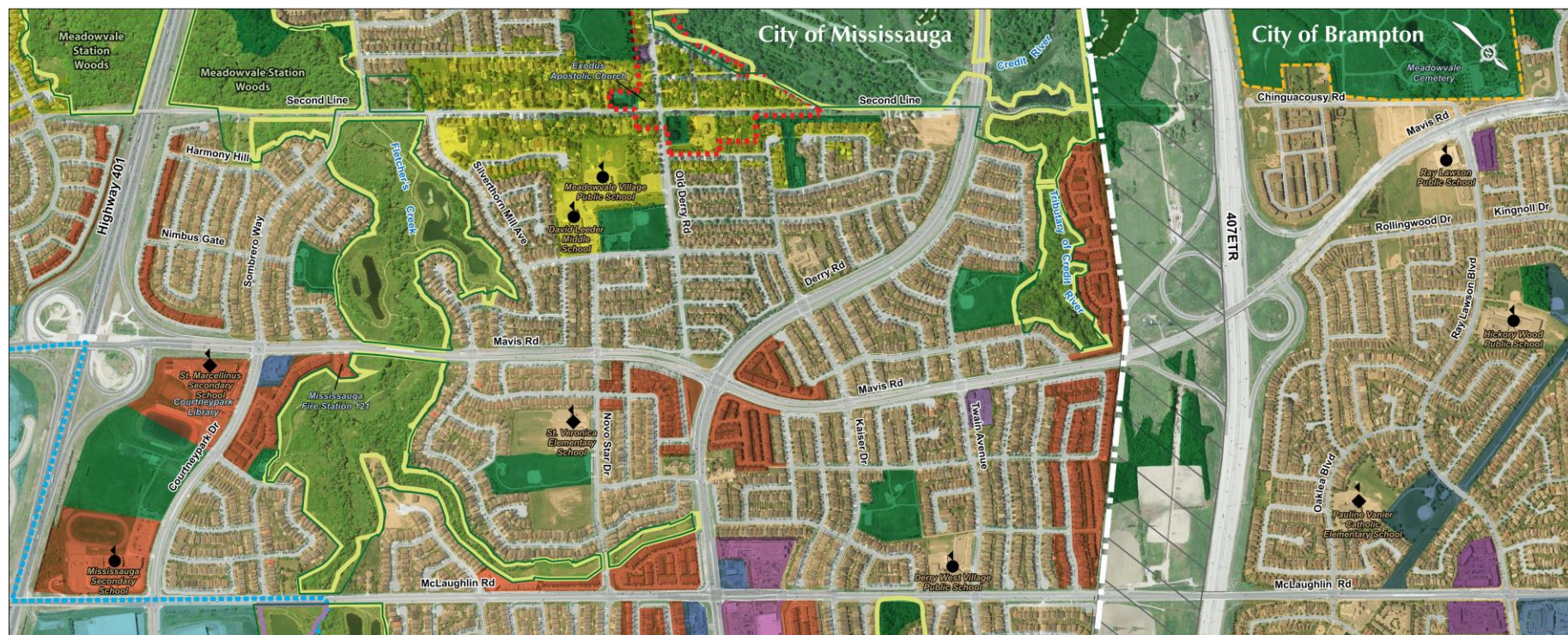
- ❖ Preliminary Preferred Design Plan
- ❖ Streetscape Concepts

Notice of Study Completion
Spring 2017




Background Information and Public Information Centre # 1

Mavis Road Class Environmental Assessment



Existing Conditions – Natural Heritage and Land Use (Official Plan Designations)



Mississauga Official Plan Land Use Designations





Natural System Areas
 Natural Areas
 Special Management Areas
 Natural Hazards

Land Use Designations
 Residential Low Density I
 Residential Low Density II
 Residential Medium Density
 Residential High Density
 Mixed Use

 Convenience Commercial
 Motor Vehicle Commercial
 Business Employment
 Public Open Space
 Greenbelt
 Parkway Belt West

 Employment Area
 Meadowvale Village Heritage District
 Public School
 Catholic School

Brampton Official Plan Land Use Designations

 RESIDENTIAL
 COMMUNITY PARK
 CONVENIENCE RETAIL
 PARKWAY BELT WEST

 OPEN SPACE
 CEMETERY
 PROVINCIALLY SIGNIFICANT WETLAND (PSW)

Existing Transportation Conditions

- ❖ Average daily traffic volume is ~35,000 vehicles. Currently, traffic is operating at capacity during the morning and afternoon rush hours.
- ❖ Significant delays at Derry Road and Courtneypark Drive West intersections during morning and afternoon rush hours.
- ❖ Delays at major intersections cause drivers to divert through the surrounding residential communities.
- ❖ Mavis Road is six lanes, north and south of the study area. The four-lane section through the study area reduces efficiency of the overall road network.

Future Transportation Conditions (2031)

- ❖ If additional traffic capacity is not provided by 2031:
 - ❖ Higher traffic volumes will result in more congestion during morning and afternoon rush hours, which will increase travel time.
 - ❖ Higher delays on Mavis Road could further increase traffic diversion through the surrounding residential communities.
- ❖ Even if more people choose transit or active transportation (walking and cycling), other north-south roads such as Mississauga Road, McLaughlin Road and Hurontario Street will not be able to accommodate the future transportation demand.

Mavis Road Class Environmental Assessment

Problems / Opportunities and Recommended Solution

Mavis Road plays a critical role in the overall transportation network, supporting both local and regional mobility.

The **problem** is that existing traffic volumes are at capacity during the morning and afternoon rush hours. Projected traffic growth will worsen these conditions.

There is an **opportunity** to improve Mavis Road by accommodating traffic demand and by providing safe opportunities for walking, cycling and access to the transit network.

The **Recommended Planning Solution** includes:

- ❖ Implementing intersection improvements;
- ❖ Providing Multi-Use Trail and sidewalk connections; and
- ❖ Widening Mavis Road from 4 to 6 general traffic lanes between Courtneypark Drive West and Ray Lawson Boulevard.

This recommendation was presented at PIC # 1.

Public feedback indicates general support and has not resulted in any changes to the recommendation.



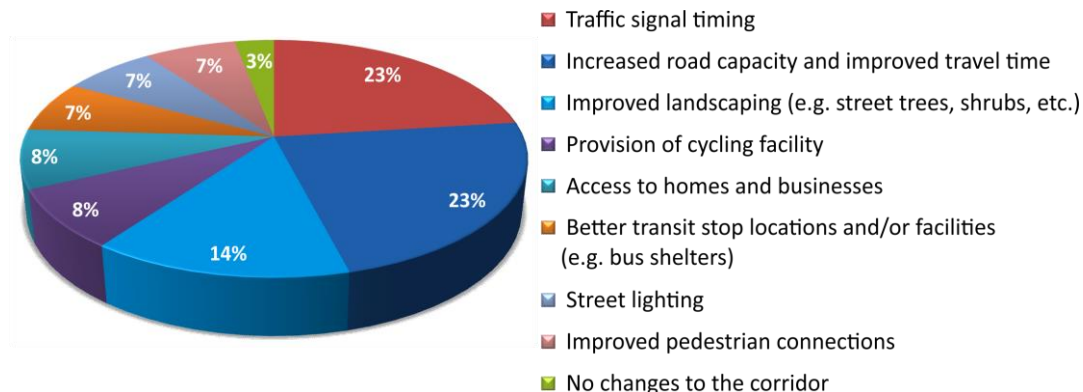
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What We Have Heard From the Community

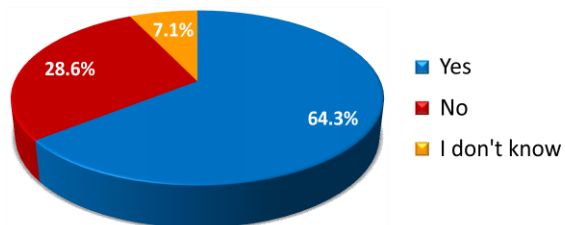
Since the Study Commencement in April 2016, we have received over 240 comment sheets / surveys from the public.

The responses reflect a high level of support for widening Mavis Road to 6 lanes, improving intersection operations and improving facilities for cyclists, pedestrians and transit users.

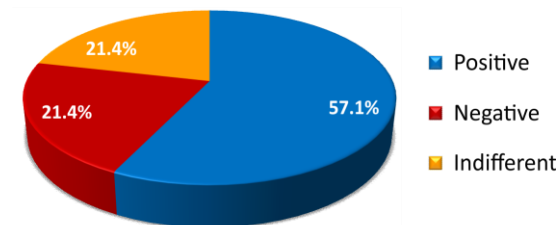
What elements / aspects are most important to you?



Does the Problem and Opportunity Statement capture the factors that are either key issues or areas of improvement within the study corridor?



What is your initial opinion on the design concepts for Mavis Road



Preliminary Preferred Design

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Design Considerations

In developing the design, a number of elements have been considered:

- ❖ Existing land uses and potential property impacts
- ❖ Available existing right-of-way and space within the median
- ❖ Design requirements and constraints at the Highway 407 bridge
- ❖ A reduction in speed limit within the City of Mississauga and associated reduced cross-section (lane widths)
- ❖ The desire to avoid widening Fletchers Creek Bridge and avoid impacts to the valley
- ❖ Major utilities within the study area
- ❖ Geometric design requirements
- ❖ Intersection and turning lane requirements
- ❖ Provision for pedestrians and cyclists and future connections
- ❖ Compatibility with adjacent neighbourhoods



Multi-use trail



Safe pedestrian and cycling crossings at intersections



Road cross section modified to fit within the existing Fletcher's Creek Bridge



Sidewalks and Streetscape



407 bridge widening to accommodate sidewalk and Multi-Use Trail

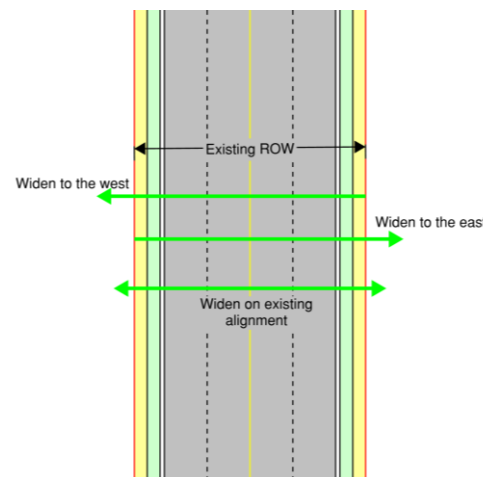
Approach to Road Widening

Three road widening alternatives were considered:

Alternative 1: Widen by the existing centreline

Alternative 2: Widen to the east only

Alternative 3: Widen to the west only



There are existing constraints located on both sides of Mavis Road throughout the study area. Therefore it was not considered reasonable to develop alternatives that widen strictly to the east, west or on the existing centreline.

Instead, a ‘best fit’ approach was used.

One of the key objectives for the Study Team was to avoid or minimize the extent of property impacts. To achieve this, the approach to widening was:

- ❖ To reduce the posted speed within the City of Mississauga to 60 km/hr and therefore reduce travel lane widths
- ❖ Widen into the median and boulevard
- ❖ Identify locations for mitigation (e.g. retaining walls) to further avoid property impacts.

The preliminary plan of this “best fit” design is provided in more detail on the large plans at this PIC.

Overview of the Preliminary Preferred Design

The preliminary preferred design for Mavis Road is presented on the large plans available at this PIC. The key features of the design are:

- ❖ Widening to 6 through-lanes
- ❖ Reducing the posted speed to 60 km/hr in the City of Mississauga
- ❖ A sidewalk on the east side
- ❖ A Multi-Use Trail on the west side
- ❖ Widening the Highway 407 Bridge to accommodate the proposed additional lanes, sidewalk and Multi-Use Trail
- ❖ Modifications to existing 407 ramps to accommodate widened road and bridge
- ❖ No impacts to natural features within the Fletchers Creek valley
- ❖ Intersection design compliant with Accessibility for Ontarians with Disabilities Act (AODA)
- ❖ Improvements at local road intersections without impacting property
- ❖ Intersection improvements at Derry Road and Sombrero Way / Courtneypark Drive
- ❖ A southbound transit queue jump lane at Derry Road
- ❖ Streetscape / landscape enhancements that identify opportunities for landscaping, mitigation / replacement for street tree removals and other benefits amenities
- ❖ Avoid property impacts by design refinements including the use of retaining walls (to be confirmed following PIC #2)
- ❖ A noise assessment was completed and no additional noise walls are recommended at this time

PREFERRED PLANS (separate files)

Derry Road Intersection

Various aspects of the proposed improvements are highlighted below:

- ❖ Dual left-turn lanes for southbound and northbound traffic;
- ❖ Removal of channelized right-turn lanes to improve safety;
- ❖ Provision of southbound transit queue jump lane;
- ❖ Widening of Mavis Road into the median to avoid property impacts; and
- ❖ Enhanced streetscape design and pedestrian and cycling connections.



Mavis Road Class Environmental Assessment

Derry Road Intersection

Derry Road West and Mavis Road Intersection
Enhanced Streetscape Concept



Derry Road West and Mavis Road Intersection
(Southeast Corner) Rendering



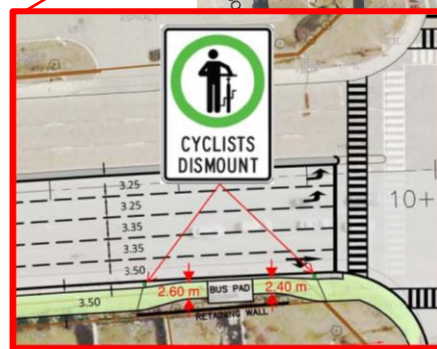
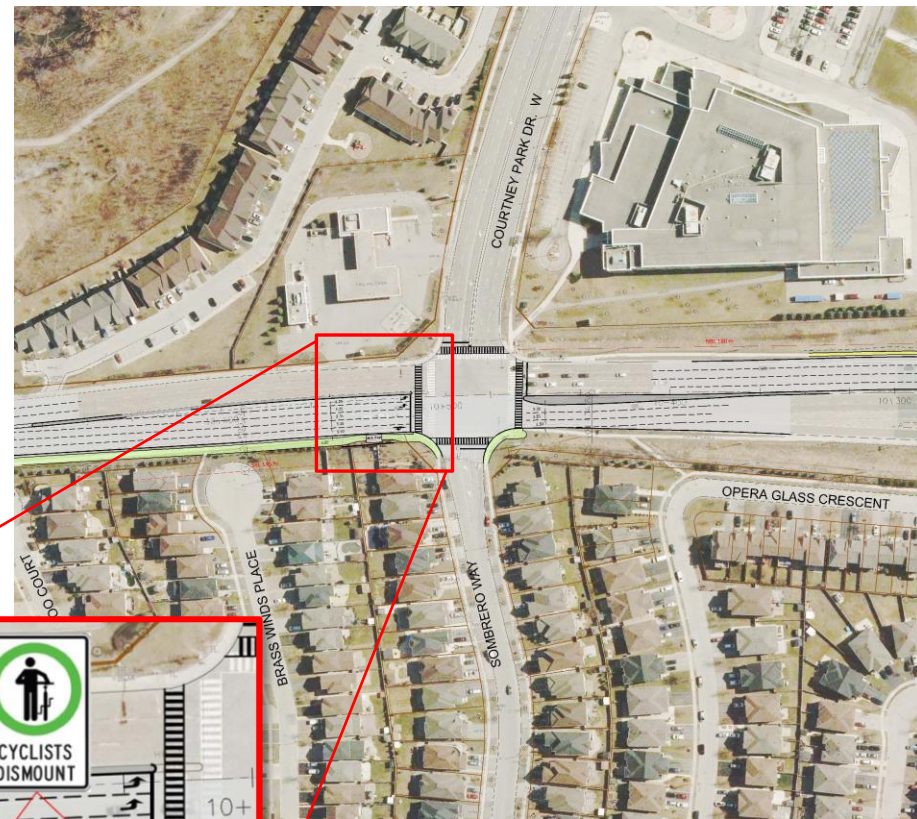
Sombrero Way / Courtnepark Drive West Intersection

Various aspects of the proposed improvements are highlighted below:

- ❖ Dual left-turn lane for southbound traffic turning left;
- ❖ Multi-Use Trail on west side to provide cycling connections to the future Second Line West Pedestrian Bridge and local schools;
- ❖ Widening of Mavis Road into the median to avoid property impacts; and
- ❖ Enhanced streetscape design.

A lengthened right-turn lane and left-turn lane were both explored for Sombrero Way. These potential improvements were set aside from further consideration due to property impacts to adjacent residences.

The Multi-Use Trail narrows approaching Sombrero Way to accommodate the bus shelter and pad. Cyclists will be required to dismount. This design avoids impacts to the adjacent residential property.



Sombrero Way / Courtneypark Drive West Intersection

Sombrero Way / Courtneypark Drive West Intersection
Streetscape Concept



Sombrero Way / Courtneypark Drive West
Intersection Rendering

Tree Inventory

In June 2016 a tree inventory was conducted along Mavis Road to record the Species, Size and Condition of existing trees:

- ❖ 840 trees inventoried along the corridor (374 east side and 466 west side)
- ❖ 21 different species were observed (Approximately 30% native to Ontario). Most dominant specie was Colorado Spruce
- ❖ Trees are in fair condition
- ❖ No rare or at risk trees are present

This inventory was subsequently used to assess the potential impacts to trees based on the following criteria:

Removed: Trees within the grading limits and within 1.5 m of tree trunk.

Impacted: Trees where grading limits extend into the Tree Protection Zone; however, remain beyond 1.5 m of the tree trunk, providing anchor roots are not cut.

Not Impacted: Trees located beyond the Tree Protection Zone.

Based on the preliminary assessment, 71 trees will be removed and 24 trees will be impacted. The preliminary tree inventory assessment results are depicted on the next display.

The assessment will continue to be refined as the preliminary design is completed. Tree replacement is being planned as part of the Streetscape Concept, where appropriate space permits.



Tree Inventory

separate file

Streetscape

- ❖ A preliminary Streetscape Concept is depicted on the next display.
- ❖ Mavis Road and its **streetscape** will be designed to recognize the community setting and the various activities that occur within the corridor (vehicle trips, access to transit, walking and cycling).
- ❖ The Streetscape Concept considers:
 - The constrained nature of the corridor and the desire to avoid/minimize impacts to private property;
 - Opportunities for innovative design at key areas where the existing road right-of-way is available;
 - Mitigation for any tree removals where possible, from the recommended improvements;
 - Enhancing pedestrian and cycling linkages within the corridor and to neighbourhoods, schools, parks and other public spaces; and
 - Integrating public transit infrastructure into the overall streetscape environment.



Streetscape Concept

separate file

Mavis Road Renderings

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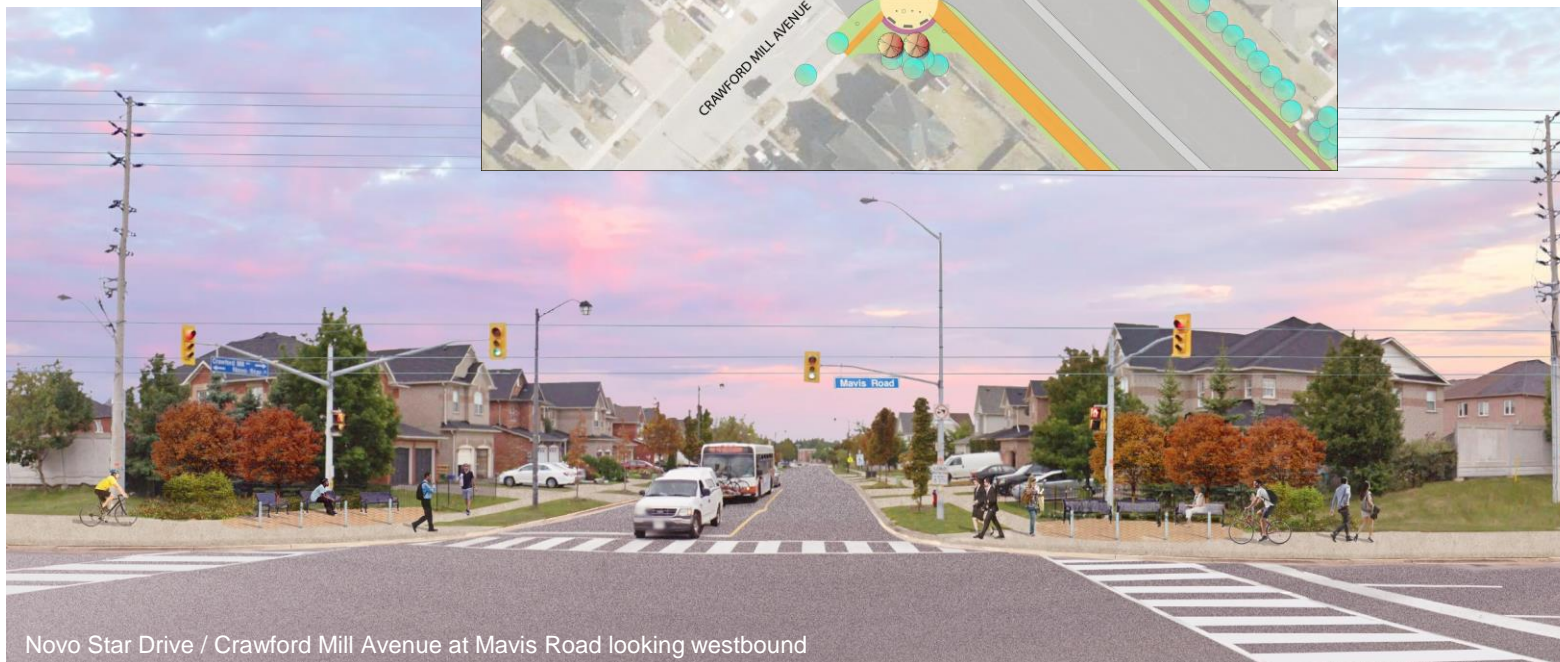
Midblock between Magistrate Terrace and Salinger Court looking northbound



Sombrero Way / Courtneypark Drive West Intersection looking south

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Novo Star Drive / Crawford Mill Avenue
at Mavis Road Intersection
Streetscape Concept



Novo Star Drive / Crawford Mill Avenue at Mavis Road looking westbound

Mavis Road Class Environmental Assessment



Fletchers Creek Bridge looking southbound

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Next Steps

Following this PIC the Project Team will:

- ❖ Review all public and agency comments received;
- ❖ Incorporate design refinements based on public and agency feedback;
- ❖ Complete the preliminary design;
- ❖ Prepare the Environmental Study Report (ESR) which documents the decision making process of the EA Study; and
- ❖ File the Environmental Study Report for 30-day public review period.

How to get involved:

- ❖ Request that your name be added to the study mailing list; and
- ❖ Provide your feedback by contacting the study team directly, using the contact information to the right.

Please complete a comment sheet or send comments to:

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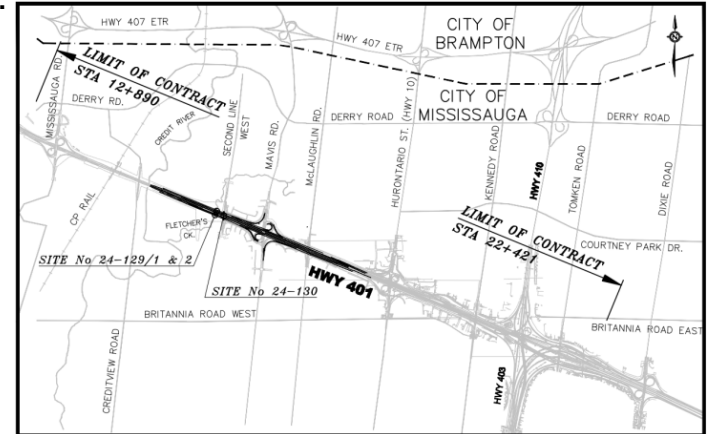
Your comments are welcome at any time throughout the project. However, we ask that you **provide your feedback with respect to the PIC 2 materials by November 25, 2016** to allow us to incorporate critical information into the next stage of the study.

Thank you!

Your involvement is essential to our success
We welcome your feedback

WHAT IS HAPPENING ON HIGHWAY 401?

- ❖ The Ontario Ministry of Transportation (MTO) is widening Highway 401 from east of McLaughlin Road to east of the Credit River. The Contract (2015-2018) includes:
 - Widening of Highway 401 from its current 6 lanes to a 12-lane core/collector system, including two high-occupancy vehicle (HOV) lanes;
 - Opening of the HOV lanes from west of Mavis Road to east of Highway 410 following construction completion;
 - Removal of the Second Line West Bridge over Highway 401 to accommodate the highway widening and replacement with a new active transportation bridge at the same location; and,
 - New structures carrying the proposed collector lanes over Fletcher's Creek; stormwater management, high mast illumination and pavement reconstruction.
- ❖ Construction start – spring 2016 (currently underway). Construction completion – fall 2019.
- ❖ Periodic off-peak lane closures on Highway 401 and interchange ramps will be required to complete some of the construction. One overnight full closure of Highway 401 between Mississauga Road and Mavis Road to facilitate the removal of the Second Line West Bridge.
- ❖ Construction roadway signing will provide advanced notice of upcoming closures. Signed detours will be provided.



Please visit the project website for more information: www.my401.ca.

If you have any questions or require further information, please contact:

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