

# **Master Plan Class Environmental Assessment for Downtown Mississauga Road Improvements**

**Public Information Centre # 1**

Wednesday June 25, 2014

5:30 p.m. to 8:00 p.m.

Mississauga Civic Centre

Great Hall

# *Welcome*

## **to the Public Information Centre for the Master Plan Class Environmental Assessment for Downtown Mississauga Road Improvements**

- Please Sign In
  - Meet with Study Team Members
- Review the display materials and discuss your questions and ideas with the Study Team
- Please fill out a comment sheet and return it to the Study Team in person, by email or fax by July 11, 2014

# Purpose of the Public Information Centre

As part of the future plans for the intensification and development of the Downtown Mississauga area, some of the privately owned roadways in the vicinity of the Square One Shopping Centre will be reconstructed into public municipal right-of-ways, including Square One Drive and newly proposed roadways at the southwest corner of the shopping centre property. The environmental assessment process is the first required step for this transition.

**The purpose of this Public Information Centre** is to introduce the study to the public and provide interested and/or potentially affected stakeholders with an opportunity to participate and provide input in the planning and decision making process.

To provide an overview of the Class Environmental Assessment (EA) Study Process.

To provide an opportunity for the public and other stakeholders to meet Study Team members and discuss issues and any concerns they may have.

Identify next steps in the process.

## **We will present information and request input on the following:**

- Introduction and description of study.
- Master Plan and Class Environmental Assessment Study process.
- Background information.
- Existing and future conditions within the study area.
- Problem/opportunity statement.
- Alternative solutions being considered.
- Recommended evaluation criteria.
- Assessment and selection of preliminary preferred alternative solution.

# Project Descriptions

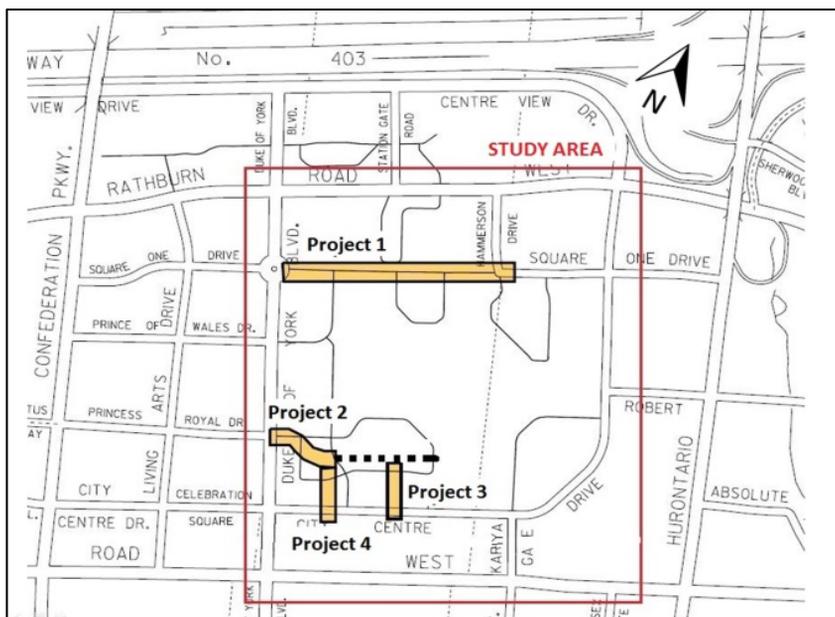
The overall study area is bounded by Rathburn Road West to the north, Burnhamthorpe Road West to the south, City Centre Drive/Kariya Gate to the east and Duke of York Boulevard to the west. Within the study area, there are four potential road improvement projects:

- Project 1 - Square One Drive from Duke of York Boulevard to Hammerson Drive.
- Project 2 - Extension of Princess Royal Drive from Duke of York Boulevard to the proposed North-South Road.
- Project 3 - Proposed Main Street from City Centre Drive to the proposed private extension of Princess Royal Drive.
- Project 4 - Proposed North-South Road from City Centre Drive to the proposed extension of Princess Royal Drive.

**Project 1** is a section of Square One Drive which currently serves as a private road access to the Square One Shopping Centre. The City's Official Plan and moreover, *the Downtown21 Master Plan* proposes that Square One Drive ultimately be a two-way minor collector street, continuous from Hurontario Street to Rathburn Road West. The proposed road improvements will focus on creating a more multi-modal street that will suit all users, including pedestrians, cyclists, transit riders and drivers.

**Project 2, Project 3 and Project 4** are newly planned city roads that will facilitate a significantly improved pedestrian, cyclist and traffic environment in the southwest corner of the Square One Shopping Centre property as shown in the study area.

## Study Area Map



# Master Planning Process

A Master Plan is a long range plan that ties together the various needs of an overall system, such as a stormwater management system, water system or a road network. Typically, a Master Plan is comprised of a set of separate projects that are dispersed geographically over a broad study area and are to be individually implemented over an extended period of time. At a minimum, Master Plans must address Phases 1 and 2 of the **Municipal Class EA Process**.

The unique aspect of this project is that lands are being transferred from private ownership to public ownership for the purposes of building new municipal roads and infrastructure. This work is being proposed in the heart of Downtown Mississauga, adjacent to one Canada's largest shopping centres. As such, smart long range planning with today's infrastructure needs must be effectively brought together. The Master Plan/Class EA process provides that flexibility.

We are using **Approach #3** of the Municipal Master Planning Process:

- This approach involves the preparation of a Master Plan document at the conclusion of Phase 4 of the Municipal Class EA process. In this approach, one document is prepared. The Master Plan follows and documents Phases 1 to 4 of the Municipal Class EA process for Schedule B and/or Schedule C projects. Therefore, the final public notice for the Master Plan could become the Notice of Completion for the Schedule B and C projects within it.

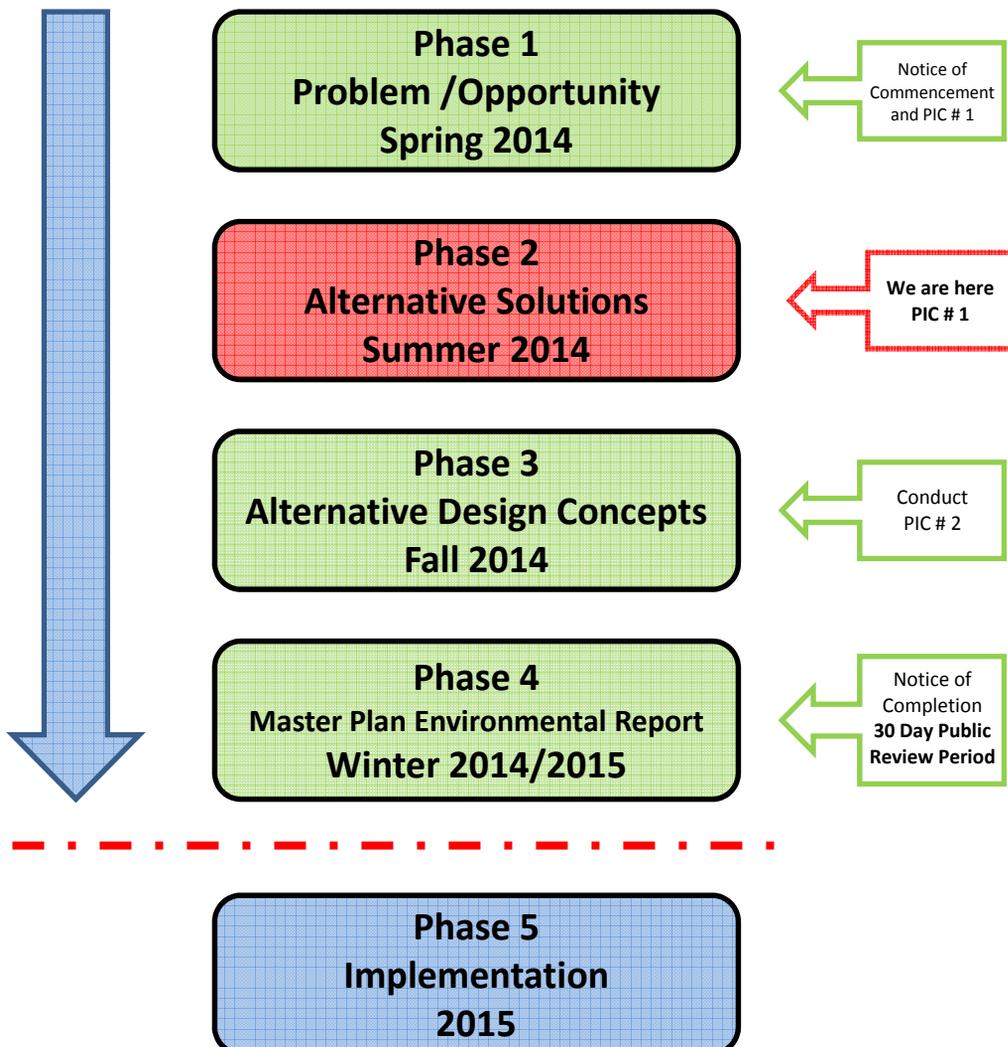


# Municipal Class EA Process

A Municipal Class Environmental Assessment (EA) is a five phase study that identifies potential positive and negative effects of projects such as road improvements, facility expansions or to facilitate a new service.

The study is being carried out in accordance with the **Master Plan Process (Approach #3)** as outlined in the *Municipal Class Environmental Assessment* (October 2000, as amended in 2007 and 2011), which is approved under the Ontario Environmental Assessment Act. Approach #3 follows Phases 1 to 4 of the Class EA process.

The process includes an extensive evaluation of impacts on the natural and social environment, which includes the impacts to plants and animals, soils, traffic patterns, and to residents and businesses in the community.



# Class EA Project Classification

## Municipal Class EA Definition for Classifications

Construction of a new roads or other linear paved facilities are considered a:

- Schedule B Class EA project if the project’s construction cost is anticipated to be under 2.4 million dollars.
- Schedule C Class EA project if the project’s construction cost is anticipated to be equal or exceed 2.4 million dollars.

### Project 1

Square One Drive from Duke of York Boulevard to Hammerson Drive is currently operating as a 2 lane private roadway facilitating access to the shopping centre. The construction cost to bring Square One Drive to a municipal standard is anticipated to exceed 2.4 million dollars, and as such, this project is considered a **Schedule C Class EA Project** under the Municipal Class EA process.

### Project 2

Construction cost for the extension of Princess Royal Drive from Duke of York Boulevard to the proposed North-South Road is anticipated to be less than 2.4 million dollars, and as such, this project is considered a **Schedule B Class EA Project** under the Municipal Class EA process.

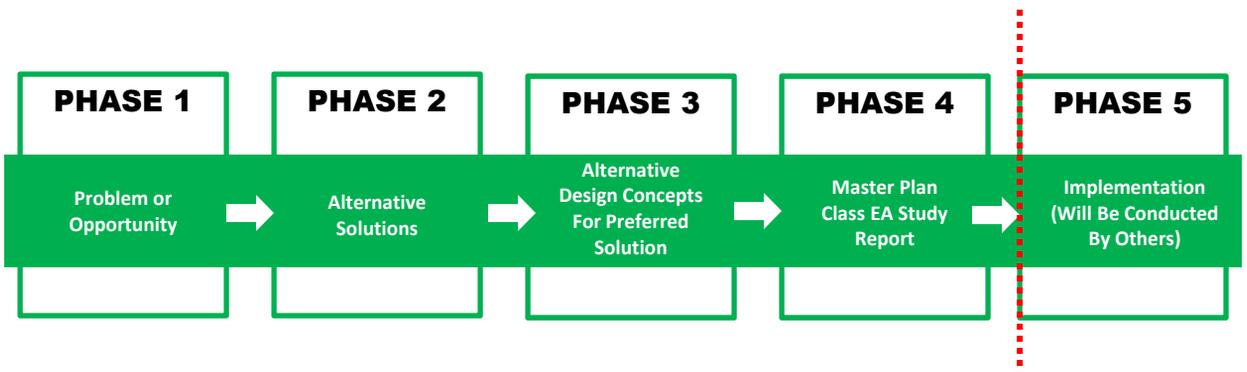
### Project 3

Construction cost for the proposed Main Street from City Centre Drive to the proposed private extension of Princess Royal Drive is anticipated to be less than 2.4 million dollars, and as such, this project is considered a **Schedule B Class EA Project** under the Municipal Class EA process.

### Project 4

Construction cost for the proposed North-South Road from City Centre Drive to the proposed extension of Princess Royal Drive is anticipated to be less than 2.4 million dollars, and as such, this project is considered a **Schedule B Class EA Project** under the Municipal Class EA process.

**This Master Plan Class EA process will follow Approach #3 and complete all 4 Phases of the Class EA process.**



# Existing Natural Environment

Mississauga downtown core is a part of a larger environmental context. As it is located within the Mary Fix Creek and Cooksville Creek Watersheds (creeks do not run directly through study area), the quantity and quality of storm water run-off in the downtown has an impact on a large portion of Mississauga, extending to the waterfront and Lake Ontario.

In this highly urbanized area, Cooksville Creek is generally in fair to poor condition. Disturbances present along the creek areas include garbage, vandalism, erosion along the steeper slopes, past logging evidence, soil compaction from mountain bikes, and dumping.

Although Cooksville Creek is currently going through an erosion control restoration project, the creek is engineered through this section with gabion baskets, armourstone and drop structures. Invasive species, such as Manitoba maple, garlic mustard, and common buckthorn are widespread in the creek area. In general the creek areas are manicured with wooded slopes at the northernmost end of this site.

Tree species vary, with no species dominating. Existing trees in landscaped areas (no natural areas in study area) could be removed to construct a new road. This area is surrounded by large office buildings and the paved path that runs along the west side of the Creek is heavily used.

The list of bird species observed mainly consist of those that are adapted to urban environments, such as red-winged blackbirds, northern cardinal, and the song sparrow. From the perspective of wildlife habitat, this site is narrow and linear, and is dominated by successional habitats.

**There are no designated natural areas within the study area and no Species at Risk.**

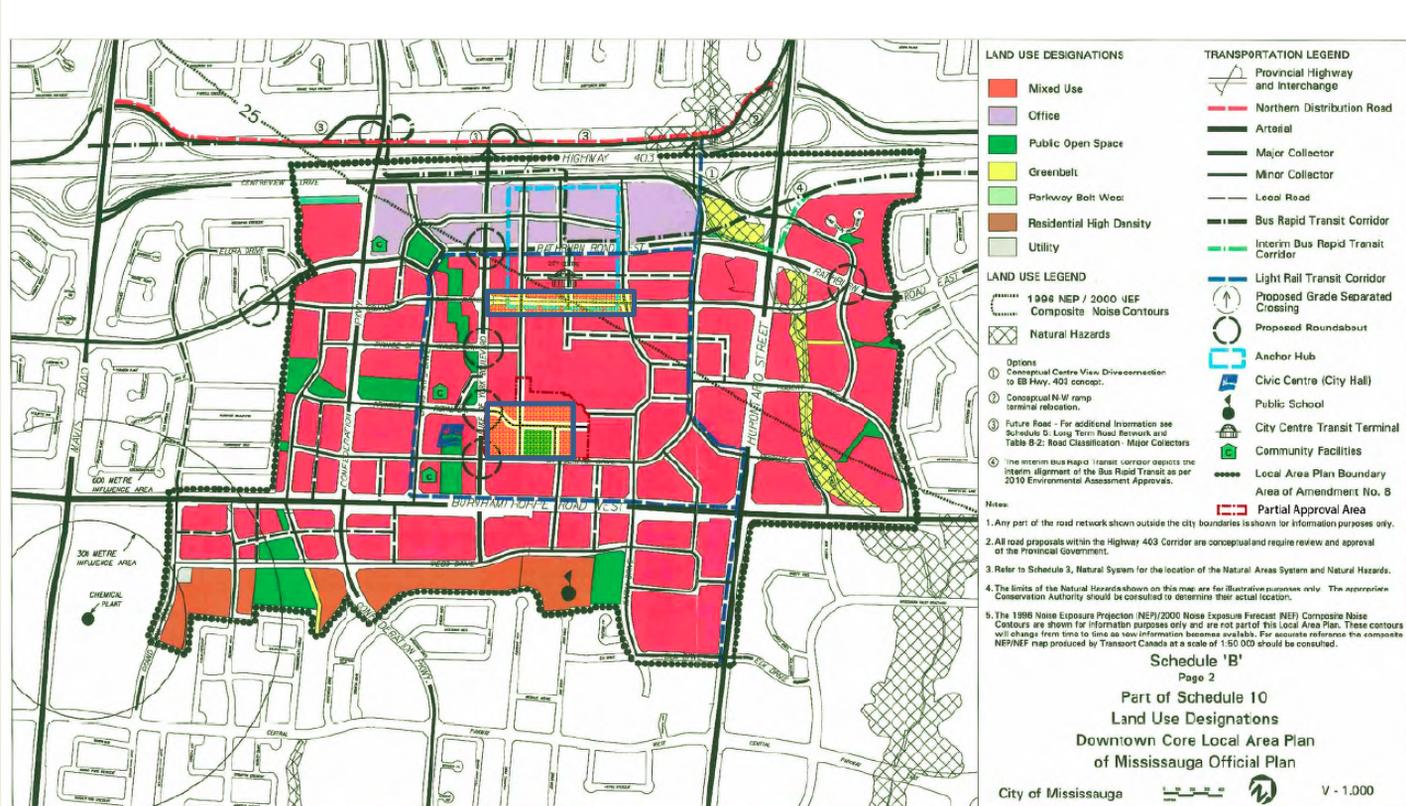
**As part of the Class EA we will provide recommendations and mitigation measures that work towards ensuring that future development protects ecosystem health, promotes recreation and links to the city-wide open space systems.**



# Existing Land Use

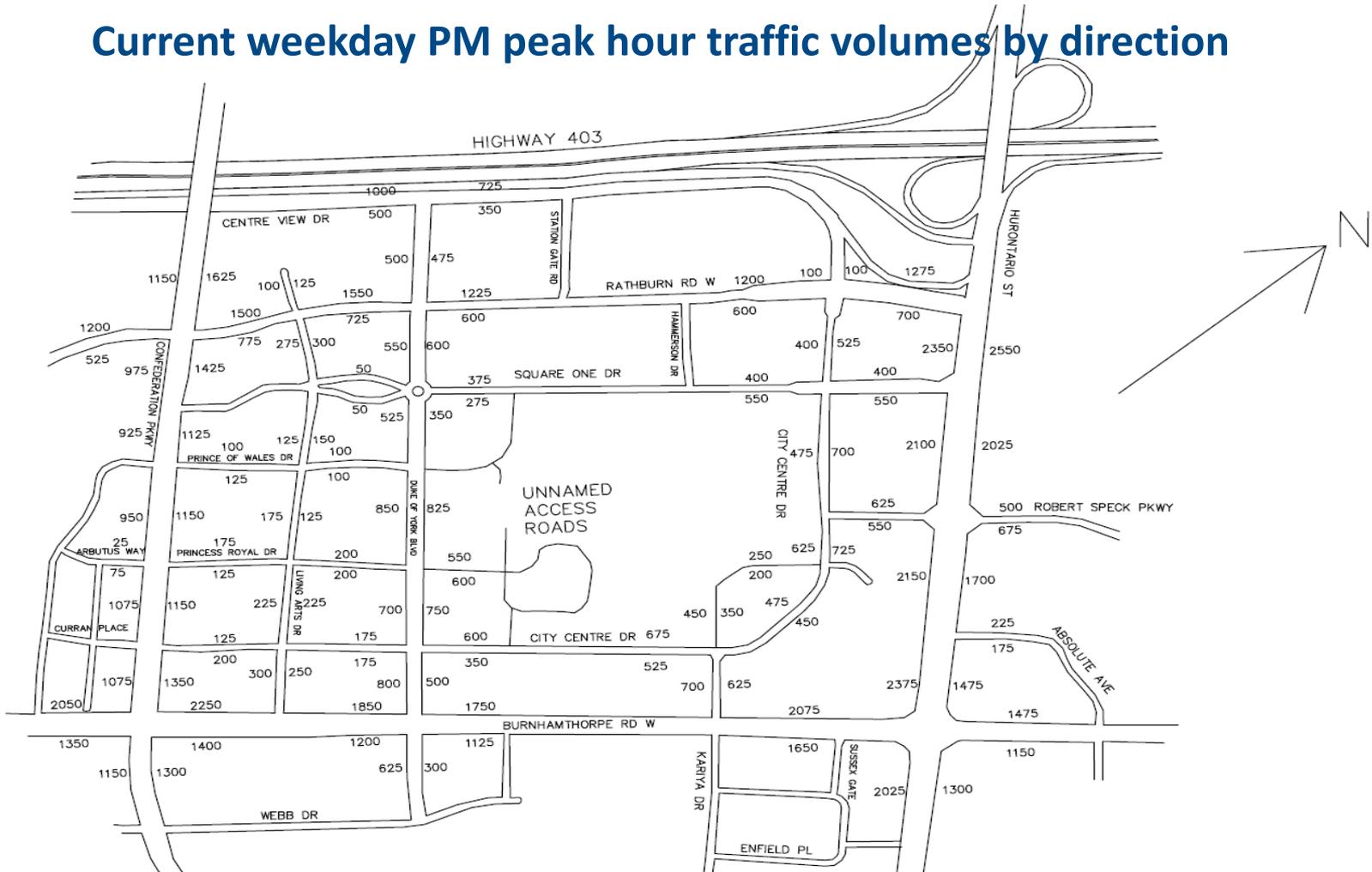
## Surrounding Area Land Use

- Land use within the Study area designated as mixed use and open space.
- Sheridan College Hazel McCallion Campus is located between Prince of Wales Drive and Rathburn Road West and Duke of York Boulevard and Living Arts Drive.
- Parkland is located west of the Sheridan College buildings between Prince of Wales Drive and Rathburn Road West.
- Various other commercial and residential developments are located on the streets surrounding the study area:
  - Retail uses along Rathburn Road West.
  - Office uses in 151 and 201 City Centre Drive.
  - Civic uses include the Living Art Centre, Central Library, City Hall and Mississauga Celebration Square on the west side of Duke of York Boulevard.

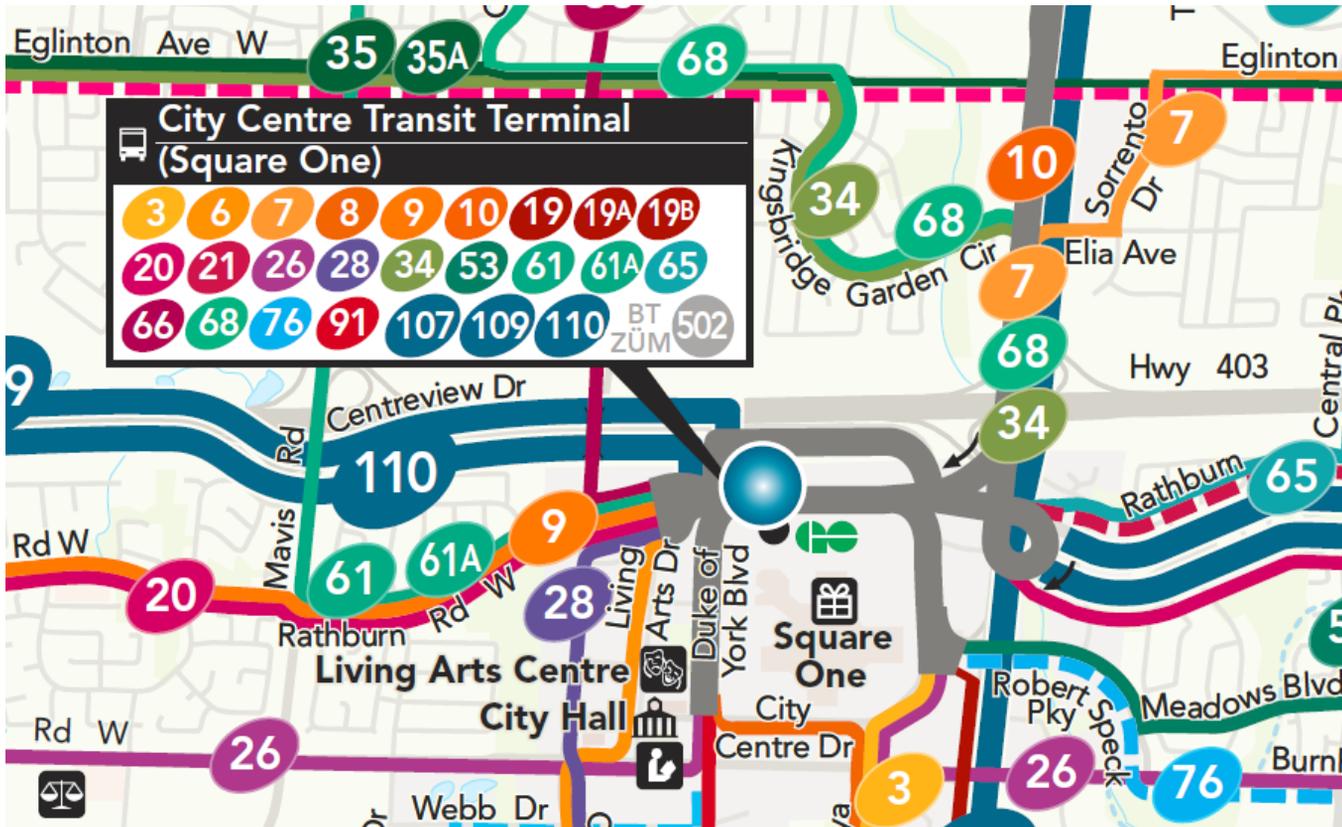


# Traffic Volumes

Current weekday PM peak hour traffic volumes by direction

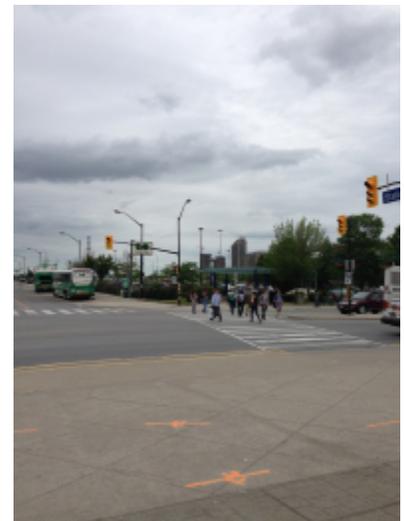


# Existing MiWay Transit Service



Source: MiWay Weekday Transit Map

- Square One Drive is in the middle of the City’s Transit hub.
- Currently the study section of Square One Drive operates as a 2 lane private roadway that supports the City Centre Transit Terminal and interconnecting GO Transit and Brampton Transit buses.
- The full reconstruction of Square One Drive to City municipal road standards will enhance and support both local and Regional transit services and the Hurontario-Main LRT (Light Rail Transit) projects.



# Existing Downtown Trails and Cycling Routes

The City of Mississauga recognizes the importance of cycling as an active and environmentally sustainable transportation option and is actively working to improve cycling facilities across the city.



## BIKEWAY DESCRIPTIONS

### Multi-Use Trail

Paved path separate from the road, shared by pedestrians and bicycles

### Multi-Use Trail

Unpaved surface/crushed gravel or dirt trail, shared by pedestrians and bicycles

### Park Path



### Signed Bicycle Routes

Street signs indicate bike route, cars and bicycles share the road

### Bicycle Lane

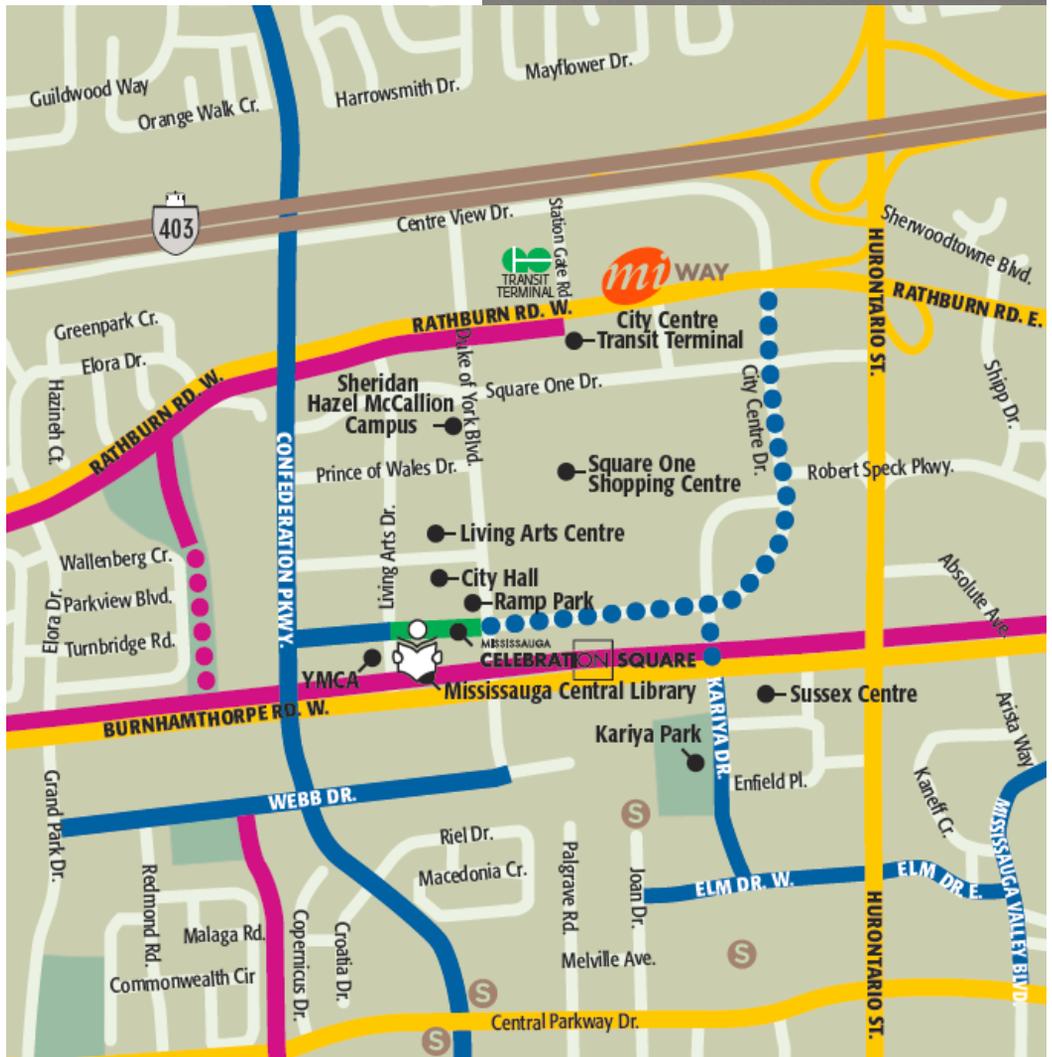
Special pavement markings on street and signs identify lane reserved

### Sharrow

Shared use lanes by motorists and bicycles

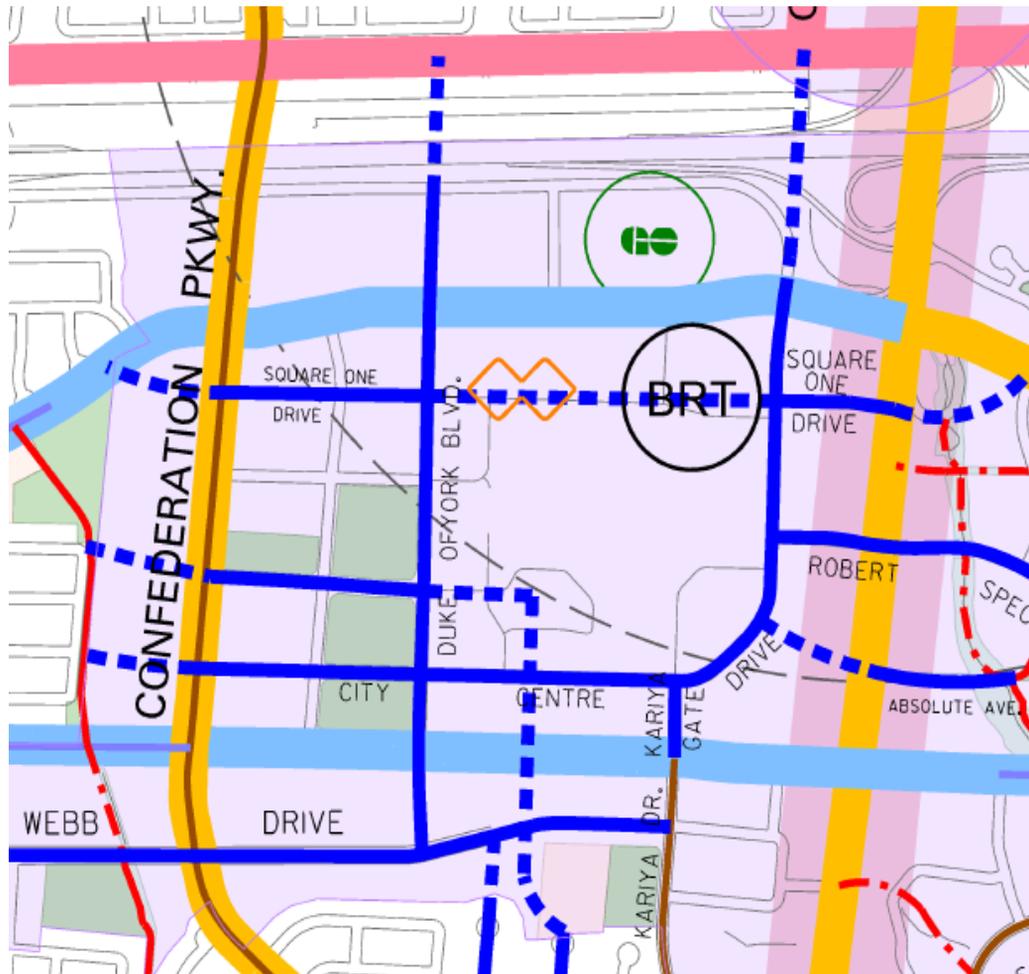


### Major Road



# Proposed Trails and Cycling Concept Plan

The Mississauga Cycling Master Plan (approved by Council in 2010) is a long term plan to foster a culture where cycling is an everyday activity, build a comprehensive cycling network, and adopt a safety-first approach to cycling.



LEGEND

- Proposed Secondary Routes —————
- Proposed Primary Off-Road Routes —————
- Proposed Primary Boulevard Routes —————
- Proposed Primary On-Road Routes —————
- Proposed DT21 Master Plan-Secondary Route - - - - -

# Study Background

## Downtown 21 Master Plan – Main Street

The Main Street District is envisioned as the heart of the Downtown Core, with a broad mix of active street level retail, restaurants, cafes, patios and entertainment facilities with a mix of uses above. The District will be a vibrant, walkable place that is active at all times of the day. The Main Street District is intended to bring together the commercial activity of the north, the Civic Centre district to the west, with the residential developments to the south. The District straddles Burnhamthorpe Road West, extending southward to Kariya Drive and northward to Square One Shopping Centre. The Civic District and Duke of York are the western boundary with Kariya Drive and the Office District being the eastern boundary.

The vision for this District is to create an active lively pedestrian oriented urban place in the heart of the emerging “downtown” that would serve as a model, catalyst and attractor for ongoing investment in the larger area. Some of the key objectives include: creating a “main street” district that connects from Square One Shopping Centre across Burnhamthorpe Road West to the larger residential communities to the south of Burnhamthorpe Road West; and to incorporate a broad mix of uses and users that would contribute to making this a vibrant part of the city fabric.



# Study Background

## City of Mississauga Strategic Plan

A key goal of the City's Strategic Plan is to **Create a Vibrant Downtown** that will be the civic and cultural soul of the city as well as a strong economic centre.

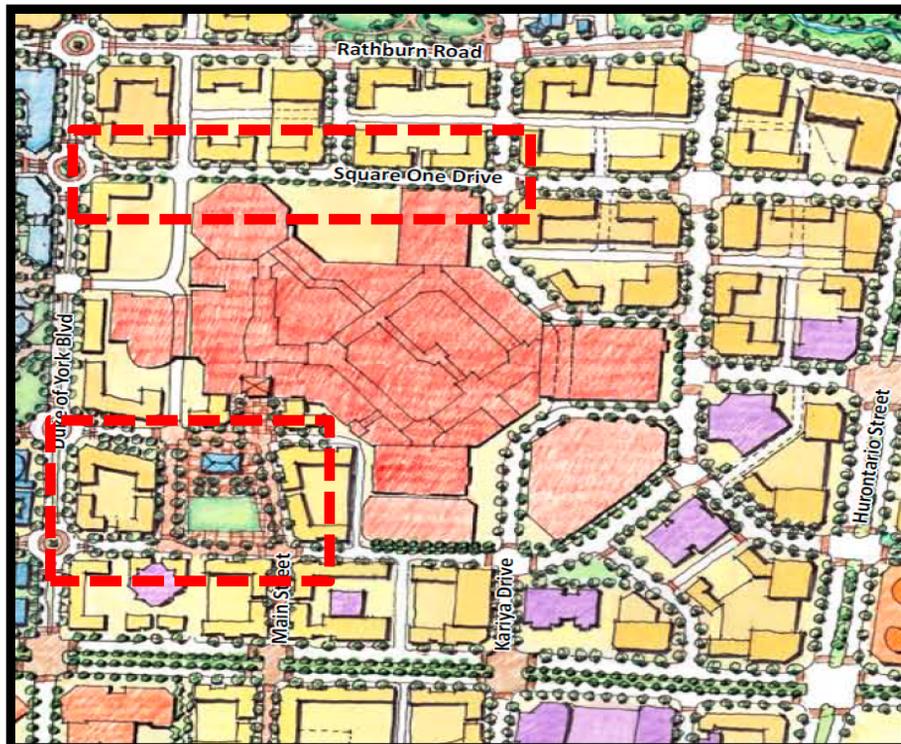
## Downtown 21 Master Plan – Framework Plan

The basis for the Downtown Core Local Area Plan is the Downtown21 Master Plan, which was received by Council in April 2010. The Downtown21 Master Plan sets the direction for transforming the Downtown Core from a suburban model to an urban mixed use centre.

The objective is to create a high quality, pedestrian friendly, human scaled environment that is a meaningful place for all citizens and also continues to attract lasting public and private investment in the Downtown to support existing and planned infrastructure, particularly higher order transit.

With the ongoing commitment to public transit infrastructure combined with transit supportive developments this area will develop as a key mobility hub within the Greater Toronto Area.

The existing road pattern is made up of super blocks. An expanded road network is proposed that will create an urban pattern of development blocks that are walkable in scale and well connected. The new road network will result in urban scaled blocks, providing routing options for vehicular, servicing and goods movement, pedestrian and cycling movement within the Core. The scale of the streets is to be narrower with special attention paid to the public realm and elements within the boulevard to ensure a comfortable, enjoyable and safe pedestrian environment.



# Study Background

## Transit Plan

The long-term urban intensification of Downtown Mississauga is tied to the ability to serve it with both lower and higher order transit.

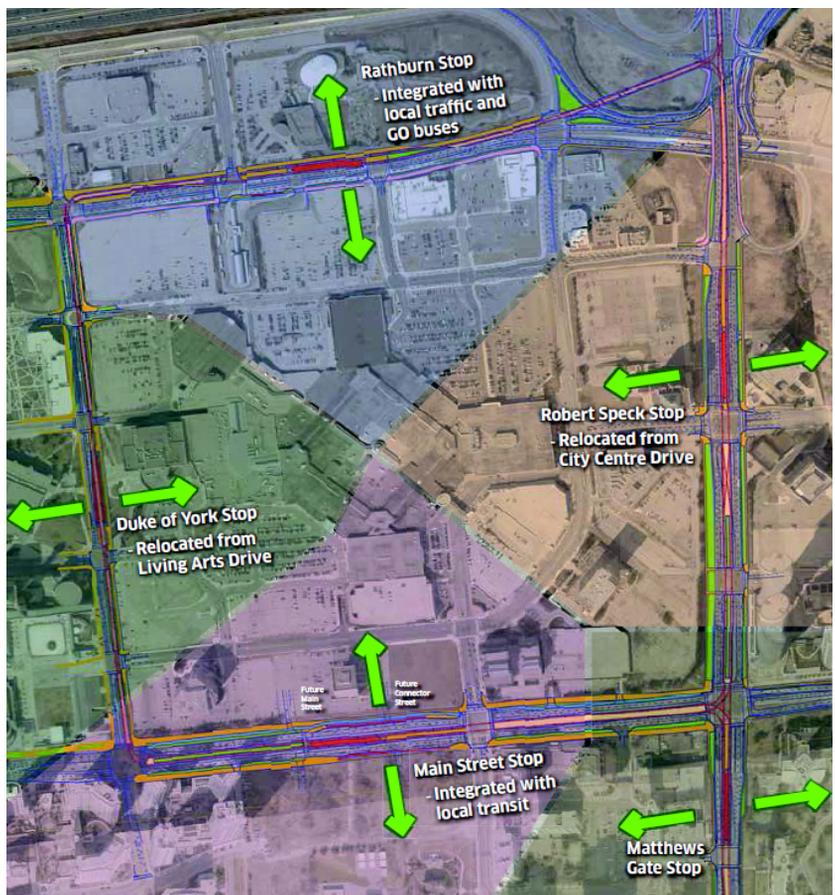
Downtown Mississauga is already a hub for transit with the City Centre Transit Terminal (CCTT) on Rathburn Road West providing a key transfer location for transit service throughout the city and region (GO Transit). The Mississauga Bus Rapid Transit line and the Hurontario Light Rail Transit line will provide east-west and north-south higher order transit services connecting between the region and Downtown.

As Square One Drive provides direct support to the Transit Terminal, the road design options will consider pedestrian, cycle and vehicle flows; and a review of access points to the parking areas and the shopping centre.

**The Hurontario-Main Light Rail Transit (LRT) Project** is currently in its final stages of the Transit Project Assessment Process, which recommends to implement LRT from the Port Credit GO Station in Mississauga to the GO Station in downtown Brampton. The LRT project proposes to have 26 stops on the 23 kilometre roadway with 3 stops in downtown Mississauga.

The LRT alignment in downtown Mississauga includes Burnhamthorpe Road West on the south, Duke of York Boulevard on the west, Rathburn Road on the north and Hurontario Street on the east.

The Master Plan Class EA study will take into consideration the work already completed under the LRT project such as future traffic conditions with LRT in place and design of roadways where LRT is being proposed.

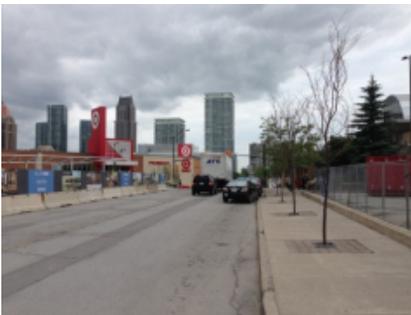


# Problem/Opportunity Statement

The City is studying the opportunity to reconstruct Square One Drive from Duke of York Boulevard to Hammerson Drive (Project 1) and have new roads constructed including the extension of Princess Royal Drive east of Duke of York Boulevard to City standards, (i.e. for Projects 2, 3, & 4).

The City now has an opportunity to:

- Review road and access options in the vicinity of Square One Shopping Centre.
- Plan City roads that will facilitate an improved pedestrian, cyclist and vehicle traffic environment in connection with the anticipated mixed use context.
- Provide additional network to improve connectivity movement and access to existing and planned land use.
- Enhance the character of the Downtown Core, providing a high quality public realm.
- Create the urban and pedestrian environment in a manner that aligns with the strategic directions of the City.
- Provide a multi-modal facility that can be shared by commuter and commercial vehicles, pedestrians, and cyclists.



# Alternative Solutions

## Alternative No. 1 - Do Nothing

Under the 'Do Nothing' solution, improvements would only consist of ongoing regular maintenance of privately owned roadway (i.e. Square One Drive) and it would also mean that the new roads in the southwest corner of the shopping centre property would not be constructed. The privately owned roadways would not be brought up to City standards and would remain in private ownership.

## Alternative No. 2 - Limit Future Growth in Population and Employment

Limiting population includes assuming that all future plans for growth in the study area are either dramatically reduced or stopped in order to stay within the current road capacity and infrastructure service capacity as it exists today.

## Alternative No. 3 – Transit Improvements

Reduce the need for additional road capacity by implementing improvements to the transit, thereby reducing traffic volumes.



# Alternative Solutions

## Alternative No. 4 - Improve Travel Demand Management (TDM)

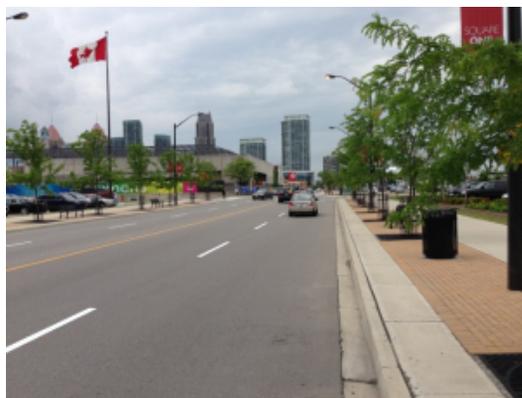
Travel Demand Management consists of a toolbox of possible measures to encourage travelers to reduce peak-period auto use through;

- the use of alternative modes of travel, such as transit, walking, or cycling;
- Carpooling;
- alternative work arrangements, such as telecommuting, variable (flexible) and/or staggered (inflexible) working hours.

## Alternative No. 5 - Complete all four Improvement Projects according to City Standards

- Project 1 - Square One Drive from Duke of York Boulevard to Hammerson Drive.
- Project 2 - Extension of Princess Royal Drive from Duke of York Boulevard to the proposed North-South Road.
- Project 3 - Proposed Main St from City Centre Drive to the proposed private extension of Princess Royal Drive.
- Project 4 - Proposed North-South Rd from City Centre Drive to the proposed extension of Princess Royal Drive.

The construction of these road includes streetscaping plans, which would enhance the character of the downtown core and pedestrian environments and integrate land use transportation.



# Evaluation Criteria

## Transportation and Transit Management

- Balancing of all travel modes
- Facilitating active transportation
- Traffic management
- Construction and staging
- Speed of traffic and safety measures that are appropriate to the urban context
- Existing and future transit routing
- Impacts to vehicular level of service
- Impacts, and reliability of transit
- Impact on transit ridership
- Impacts to transit level of service

## Natural Environment

- Impacts to the natural environment
- Landscaping
- Required mitigation for trees
- Terrestrial assessment
- Impact to existing vegetation
- Number of species impacted

## Social and Health Environment

- Provision for a safe and comfortable pedestrian and cycling environment
- Routing, walkability and short-trips
- Pedestrian quality of street sections, streetscape amenity and urban design elements

## Built Environment

- Impacts to existing and planned development
- Interface with streets to support adjacent land use

## Cultural Environment

- Impacts to archaeological and heritage features

## Land Use

- Supports existing and planned land use context
- Create development blocks with potential for active street frontage
- Relationship to mixed-use urban vision for downtown core and Main Street District
- Placement within right-of-way
- Property acquisition

## Engineering Environment

- Existing and future infrastructure facilities (i.e. watermains, sewers)
- Connection to existing infrastructure
- Water quality
- Impacts to watercourse crossings, (i.e. stormwater management)
- Potential leakage factors and mitigation measures
- Potential flooding during major storm events
- Permeable surfaces to allow treatment of stormwater

## Economic Environment

- Promoting development of downtown as envisioned and to support LRT investment
- Compared costs of each option and their associated mitigations

# Evaluation of Alternative Solutions

	Alternative 1: Do Nothing	Alternative 2: Limit Growth	Alternative 3: Improve Transit	Alternative 4: Improve TDM	Alternative 5: Complete Road Improvements	Alternative 6: Combination of A3, A4 and A5
Transportation and Transit Management						
Natural Environment						
Social / Health Environment						
Cultural Environment						
Engineering Environment						
Economic Environment						
Addresses Problem Statement						
<b>Recommendation</b>	Not Carried Forward	Not Carried Forward	Combine with A6	Combine with A6	Combine with A6	<b>Carried Forward</b>

Least Preferred to Most Preferred →

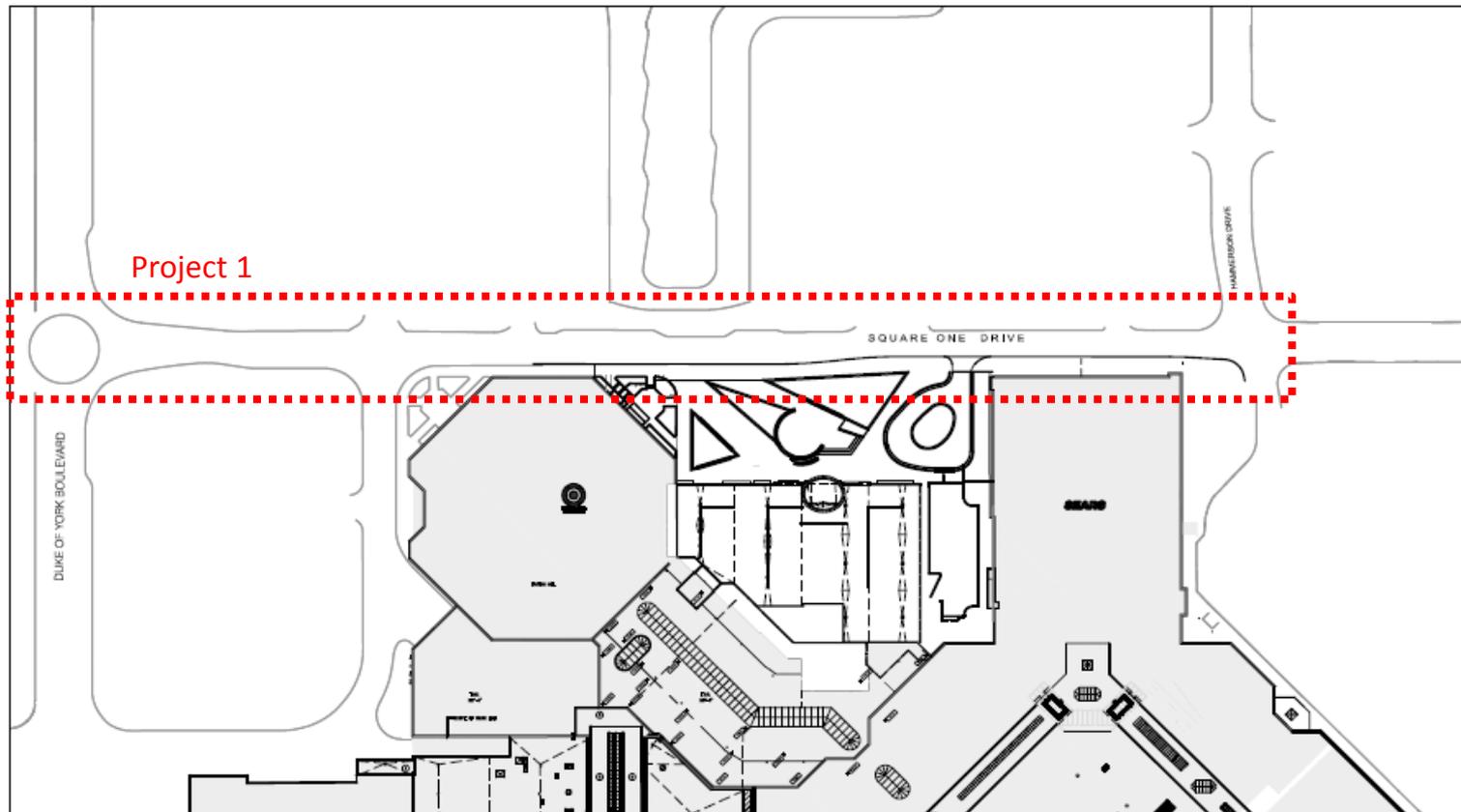


# Evaluation of Alternative Solutions

Alternative Solutions	Evaluations
<p><b>Alternative No. 1 - Do Nothing</b></p> <ul style="list-style-type: none"> <li>No improvements made to the surrounding roadways.</li> <li>No reconstruction of Square One Drive.</li> <li>No road extension of Princess Royal Drive.</li> <li>No reconstruction of new link roads to Princess Royal Drive.</li> </ul>	<p>Will not address the Problem/Opportunity Statement. Will not provide opportunities for corridor improvements. Will not support approved growth.</p> <p><b>Recommendation - Not Carried Forward</b></p>
<p><b>Alternative No. 2 - Limit Future Growth in Population and Employment:</b></p> <ul style="list-style-type: none"> <li>Limit population and employment levels in the downtown core.</li> <li>Limit Square One Shopping Centre Development Expansion plans.</li> </ul>	<p>Limiting population and employment growth in the areas served by Square One and the Downtown core is neither reasonable, nor practical, as a long-term strategy and this solution will not address the Problem/Opportunity Statement.</p> <p>It is noted that Square One Drive is nearing its capacity, and in the absence of improvement, could not accommodate the approved levels of population and employment growth. In the south west corner (Projects 2, 3 and 4) new roads are required to build approved growth.</p> <p><b>Recommendation - Not Carried Forward</b></p>
<p><b>Alternative No. 3 - Improve Transit Access and Shopping Centre Access</b></p> <ul style="list-style-type: none"> <li>Improve movement of commuters.</li> <li>Improve entrance ways and access to parking areas.</li> <li>Improves safety conditions of parking access and cross-walk.</li> <li>Improves traffic flow in the south west corner of Square One Shopping Centre property.</li> </ul>	<p>The City of Mississauga recognizes that the existing road network even with additions and expansions will not accommodate the long term travel demand of the projected population and employment based at an acceptable level of service.</p> <p>To this end, the City of Mississauga encourages and promotes the use and continued development of the public transit systems a means to reduce the number of private vehicles using the local and surrounding road network.</p> <p><b>Recommendation - Combine with Alternative No. 5</b></p>
<p><b>Alternative No. 4 - Improve Travel Demand Management (TDM)</b></p> <ul style="list-style-type: none"> <li>Promote carpooling, work from home, increased transit use, cycling.</li> <li>Alternative work arrangements, such as telecommuting, variable or staggered working hours.</li> <li>Promote live-work urban development designs.</li> </ul>	<p>Will not fully address the Problem/Opportunity Statement.</p> <p>TDM is an integral part of the overall transportation strategies for the City of Mississauga. The Official Plan supports the planning and implementation of TDM measures. However, TDM cannot stand on its own as a solution to the problem of insufficient transportation capacity in the downtown corridor. This alternative was therefore not carried forward as a stand alone solution for further consideration in the context of this study.</p> <p><b>Recommendation - Combine with Alternative No. 5</b></p>
<p><b>Alternative No. 5 - Complete All Four Road Improvement Projects</b></p> <p><b>Project 1</b> - Square One Drive from Duke of York Boulevard to Hammerson Drive.</p> <p><b>Project 2</b> - Extension of Princess Royal Drive from Duke of York Boulevard to the proposed North-South Road.</p> <p><b>Project 3</b> - Proposed Main Street from City Centre Drive to the proposed private extension of Princess Royal Drive.</p> <p><b>Project 4</b> - Proposed North-South Road from City Centre Drive to the proposed extension of Princess Royal Drive.</p>	<p>Alternative No. 5 provides the greatest opportunity to address the identified deficiencies in the existing road network and existing road structure and is most in keeping with the goals and objectives provided in the Downtown 21 Master Plan, the OP and approved development plans. The implementation of Alternative No. 5 will provide access to future development in the area and provide a dramatically improved access and connectivity to the heart of the downtown core and Square One Shopping Centre. This option also allows for the construction of pedestrian friendly facilities and road features.</p> <p><b>Recommendation - Combination Alternatives 3, 4 and 5)</b></p> <p><b>Preliminary Preferred Solution is the Combination of Alternatives 3, 4 and 5 called <i>Alternative No. 6</i></b></p>

# Alternative Solution No. 5

## Project 1 - Square One Drive from Duke of York Boulevard to Hammerson Drive

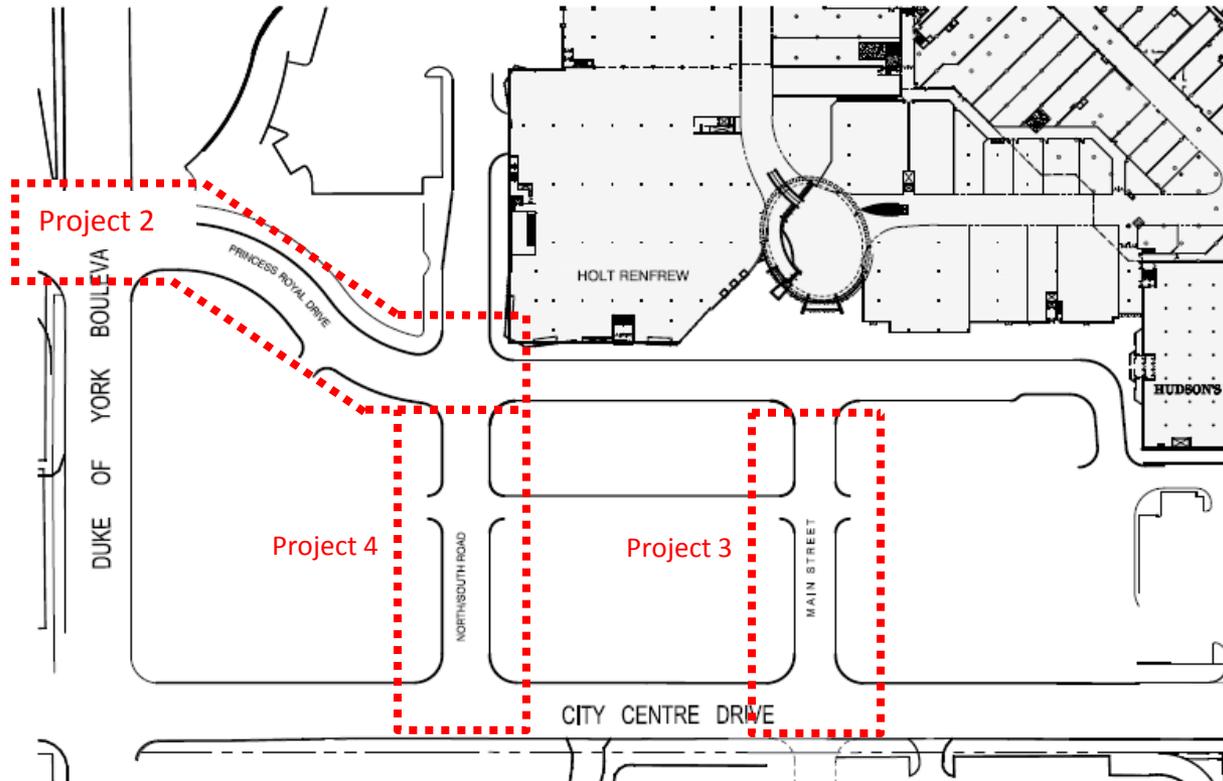


## Alternative Solution No. 5

**Project 2** - Extension of Princess Royal Drive from Duke of York Boulevard to the proposed North-South Road

**Project 3** - Proposed Main St from City Centre Drive to the proposed private extension of Princess Royal Drive

**Project 4** - Proposed North-South Rd from City Centre Drive to the proposed extension of Princess Royal Drive



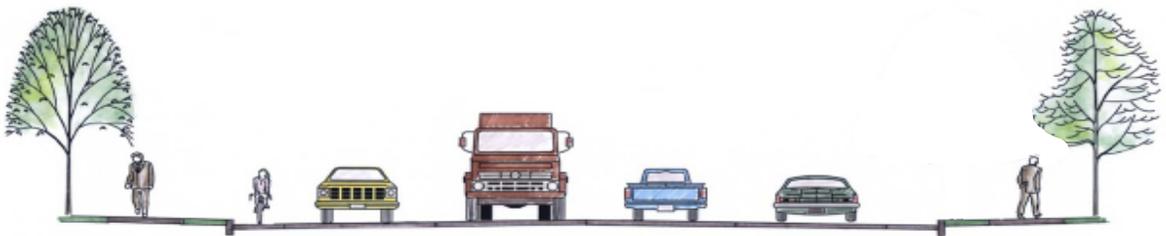
# Sample Design Concepts

## Downtown 21 Master Plan Road Concepts



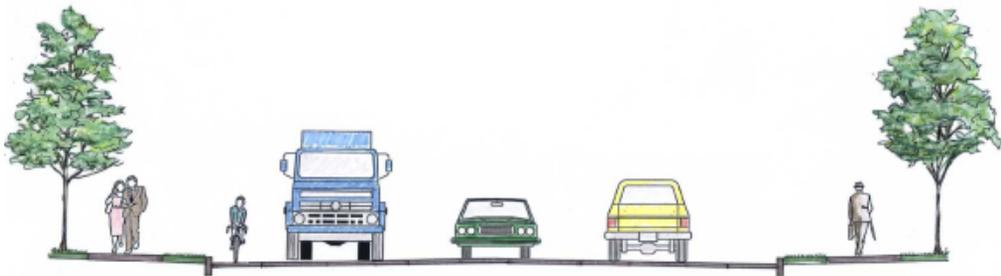
# Sample Design Concepts

## Conceptual Four Lane Cross-Sections



# Sample Design Concepts

## Conceptual Three Lane Cross-Sections



# Invitation for Participation

- Public input is an important component of the decision-making process.
- **You are invited to provide comments by completing the forms provided and submitting forms to the Study Team members below on or before **July 11, 2014.****
- We will review all materials presented today and incorporate feedback from public, agencies, property owners, etc.
- We will respond to written questions and comments.
- Based on input, confirm preferred solution.
- Complete technical deliverables including Traffic analysis for existing and future conditions.
- Develop and evaluate design concepts.
- **We will present preliminary preferred design at the PIC#2 in Fall.**

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## THANK-YOU FOR ATTENDING