

Master Plan Class Environmental Assessment for Downtown Mississauga Road Improvements

Public Information Centre # 2

Thursday September 25, 2014

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

Mississauga Civic Centre

Great Hall

Welcome

to Public Information Centre # 2 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 **October 9, 2014**

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 “Mercer Street”.
- Project 3 - Proposed “The Exchange” from City Centre Drive to the proposed private extension of Princess Royal Drive.
- Project 4 - Proposed “Mercer Street” 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



Study Purpose

The City is studying the opportunity to reconstruct Square One Drive from Duke of York Boulevard to Hammerson Drive and the construction of new roads including the extension of Princess Royal Drive east of Duke of York Boulevard and two new roads “The Exchange” and “Mercer Street”.

Please note: Main Street has been formally renamed to “The Exchange” and North-South Road to “Mercer Street”. Some correspondence below may refer to the old names.

Background

PIC #1 was held on June 25, 2014 to introduce the project and study scope, discuss issues to be addressed by the Class EA Study, and allow opportunity for public participation. The information presented included:

- Existing and future conditions within the study area (traffic, social, environmental).
- Overview of Master Plan and Class Environmental Assessment Study process.
- Problem/opportunity statement.
- Identification and evaluation of alternative solutions and evaluation criteria.
- Assessment of preliminary preferred alternative solution.
- Next steps in the process.

Purpose of Public Information Centre # 2

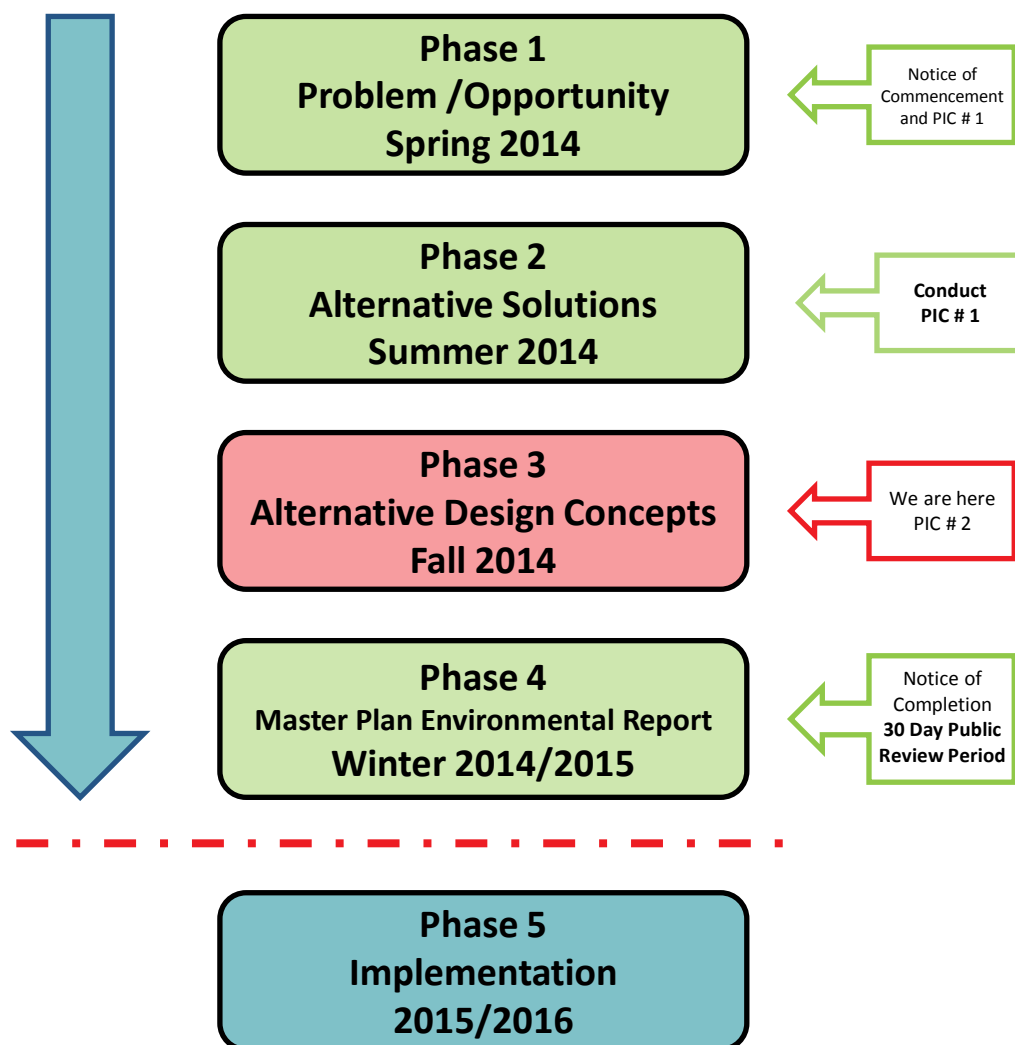
- The purpose of today's PIC is to:
 - Provide stakeholders the opportunity to meet with the Project Team and participate and provide input in the decision making process.
 - Present various design concepts and how they have been evaluated by the study team.
 - Present the preliminary preferred design concept to address the preferred master plan solution.
 - Identify next steps in the process.
- We will present information and request input on the following:
 - Study background and Master Plan and Class Environmental Assessment Study process.
 - Results of environmental and technical studies completed to date.
 - Feedback from PIC#1.
 - Existing and future traffic volumes.
 - Alternative design concepts evaluated.
 - Preliminary preferred design concepts for all four projects to address the preferred master plan solution.
 - Mitigation measures for preliminary preferred design.
 - Next steps to completion of EA process.

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 "Mercer Street" 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.

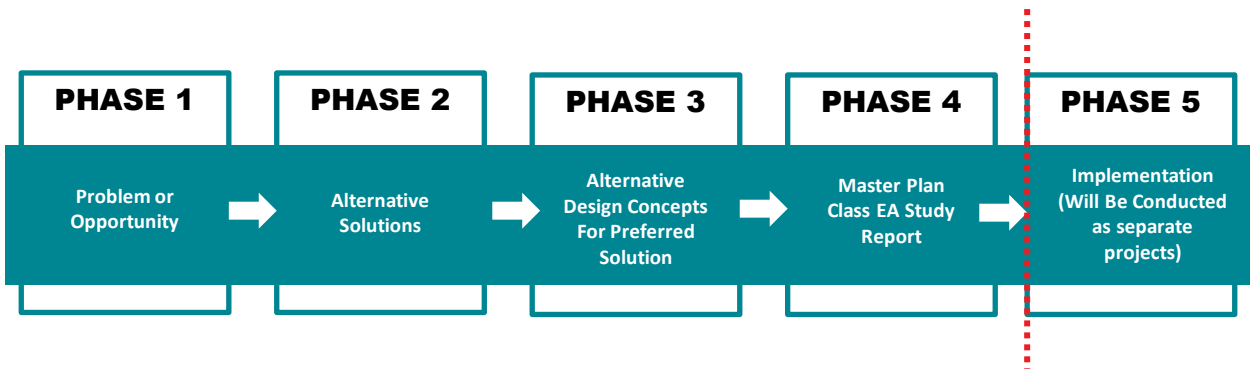
Project 3

Construction cost for the proposed "The Exchange" 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 "Mercer Street" 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 of the Municipal Class Environmental Assessment Process and complete all 4 Phases of the Class EA process.



Environmental Studies

Tree Inventory

- Tree inventory conducted in August 2014.
- Existing trees are represented by 7 species located along the driveways within the parking areas.
- No naturally occurring (i.e. self-seeded) trees are present.
- Condition of the trees range from good to poor, and range in size from 3 cm to 18 cm Diameter at Breast Height (DBH).
- Existing trees in landscaped areas could be removed to construct a new road, as trees are generally not suitable for transplanting.

Wildlife Review

- Bird species observed mainly consist of those that are adapted to urban environments, such as red-winged blackbirds, northern cardinal, and the song sparrow.
- **There are no designated natural areas within the study area and no Species at Risk.**

Aquatic Environment Review

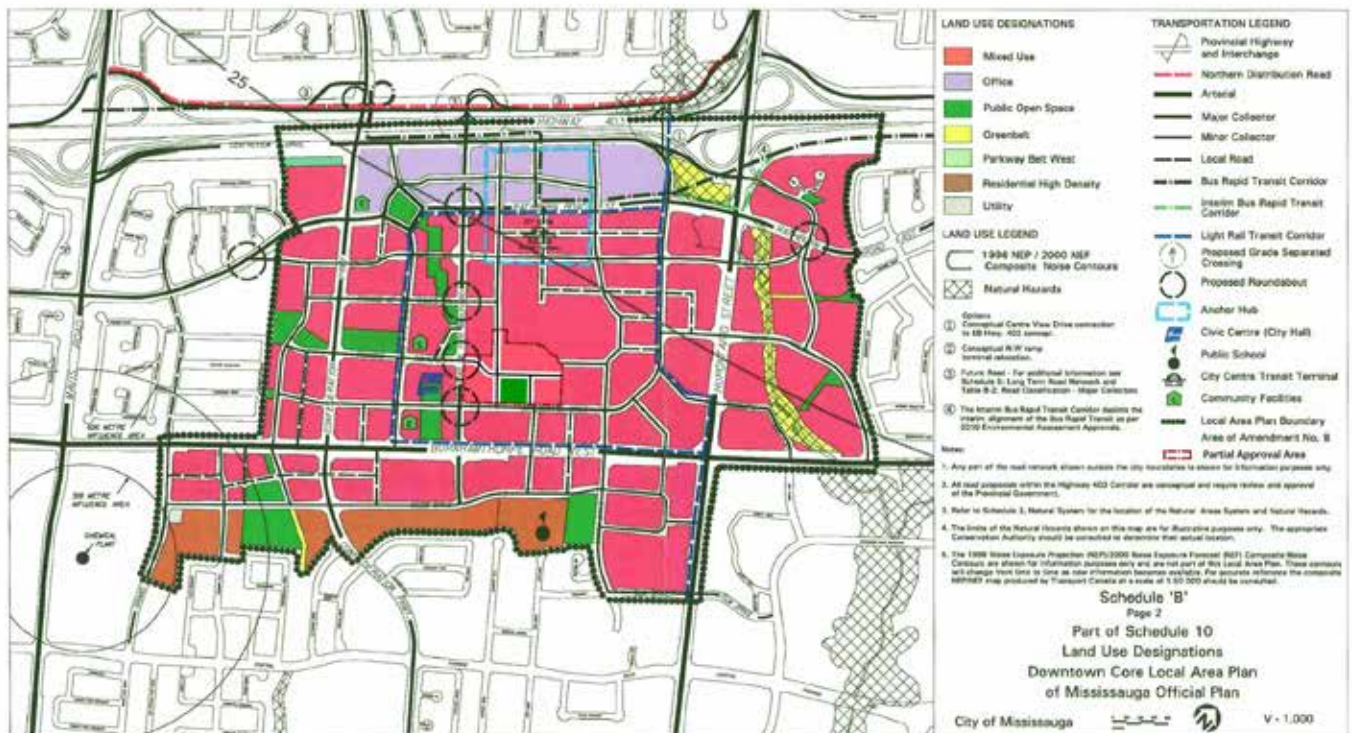
- Located within the Mary Fix Creek and Cooksville Creek (CC) Watersheds (creeks do not run directly through study area).
- Quantity and quality of storm water run-off impacts a large portion of Mississauga, extending to the waterfront and Lake Ontario.
- Cooksville Creek in fair to poor condition as a result of garbage, vandalism, and erosion.
- No fish were observed during the site visit; likely only tolerant, warmwater species inhabit CC.

Archaeological Assessment

- A Stage 1 Archaeological Assessment was completed by Archaeological Services Inc. (ASI) in September 2014. ASI determined that there is no potential for archaeological resources within study area since the lands are completely disturbed.

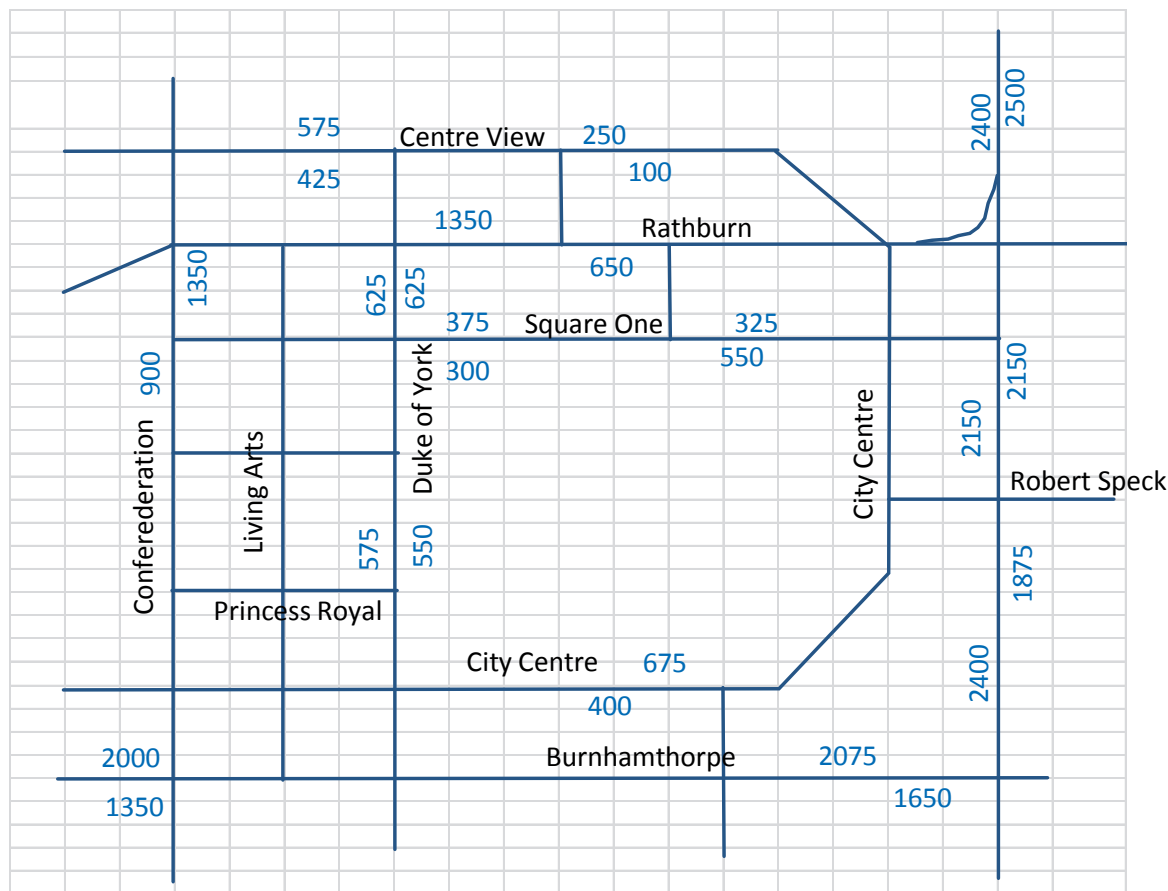
Heritage Review

- A Cultural Heritage Resource Assessment was completed by ASI in September 2014. The Square One Shopping Centre has been identified as a Built Heritage Resource (BHR) since this complex is historically and contextually associated with mid-twentieth-century settlement patterns, commercial processes, and suburban planning in the City of Mississauga. However, no negative impacts are anticipated to this BHR.



2014 Existing Traffic Volumes

Weekday PM peak hour traffic volumes by direction



Study Background

Downtown 21 Master Plan – Main Street (renamed to “The Exchange”)

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.

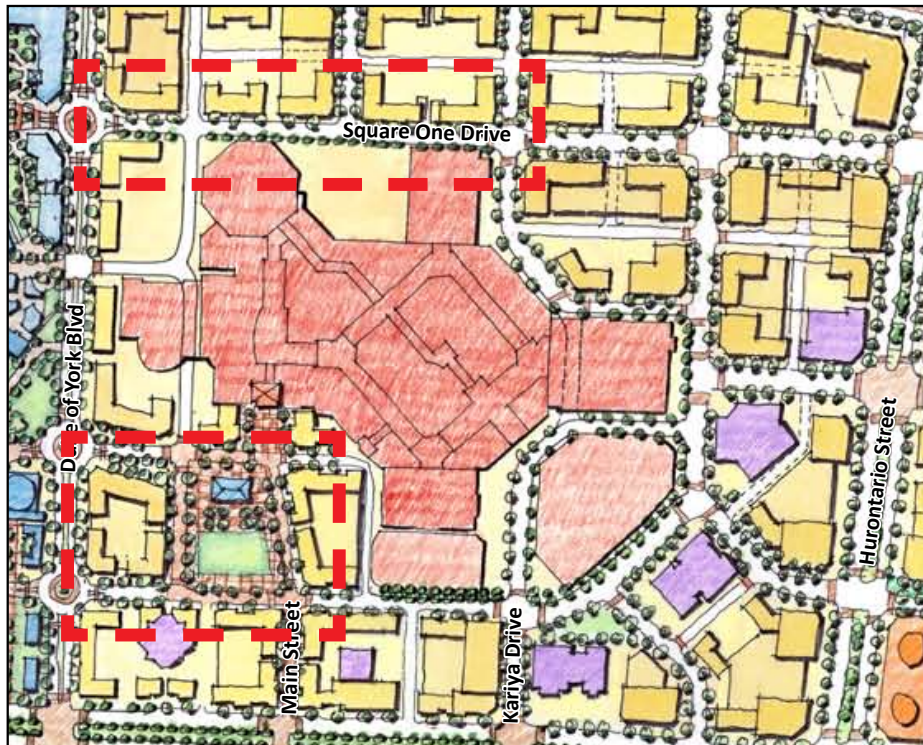
Downtown 21 Master Plan – Framework Plan

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 conventional and higher order transit.

Downtown Mississauga is already a central hub for local and inter-regional transit services 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 Transitway and the Hurontario-Main Light Rail Transit will provide east-west and north-south higher order transit services connecting between the region and Downtown Mississauga.

The Hurontario-Main Light Rail Transit (LRT) Project

The Hurontario-Main LRT Project is a new 23.2 kilometer dedicated Light Rail Transit system from Port Credit GO Station in Mississauga to the GO Station in downtown Brampton. Subject to funding, the objective would be to have the system built and operational by 2021.

The LRT alignment in downtown Mississauga includes segments of Burnhamthorpe Road West, Duke of York Boulevard, Rathburn Road and Hurontario Street. The Master Plan Class EA study has considered the LRT along with future traffic conditions and roadway design already completed under the approved LRT project.

Mississauga Transitway

The Mississauga Transitway is currently being constructed by the City of Mississauga and GO Transit (a division of Metrolinx). When fully complete in 2016/2017, the 18 kilometre transitway will have 12 stations beginning at Winston Churchill Boulevard in the west and ending at Renforth Drive in the east. In the downtown, The Mississauga Transitway will run along Rathburn Road West providing connections to the existing City Centre Transit Terminal (CCTT), Go Bus Terminal and Brampton Transit.

MiWay Transit Service

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 CCTT 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.

Mississauga Cycling Master 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.

Needs and Opportunity

- 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.

The **Preferred Solution** to meet the anticipated needs and opportunities in the study area is to complete road improvements for all four project area while providing improvements to transit (e.g. LRT) and transportation demand management. This recommendation was presented at PIC#1 and has formed the basis for the alternative design concepts presented at PIC#2.



PIC#1 Feedback

Category	Comments	Study Team Response
Development Plans	Why is Main Street South not included in EA study area?	We have a very aggressive timeline on this EA to accommodate the current expansion of Square One Shopping Mall. EA approvals and design for Main Street South could take more time. However, since this EA is being completed as a Master Plan approach, which is inclusive of all project areas, the City could issue an addendum to this EA to cover other road improvement projects in the study area, which could include Main Street South.
	Is the Main Street North alignment as shown on drawing coordinated with the future Main Street South alignment?	The study team is aware of Main Street South alignment and this alignment has been coordinated with Main Street North ("The Exchange").
	Region of Peel will be undertaking a twinning of the watermain along Burnhamthorpe (construction 2016). Region will be commencing the EA shortly. Region would like to keep in touch with the City to understand what information sharing could be made between projects. Agreement to send plan illustrating the proposed upgrades.	Study team will stay in contact with the Region regarding the watermain project.
	What level of development is being assumed and land use assumptions?	Appropriate future development plan to determine traffic conditions has been considered.
Project Schedule	When is the EA planned to be complete?	We are aiming for filing the ESR by end of 2014, so a 6-month schedule.

PIC#1 Feedback

Category	Comments	Study Team Response
Cycling/ Multi-Use Path	In support of on-board bike lines compared to MUTs, in general.	Comment noted.
	Generally happy to see the proposed road improvements. Will the multi-use path would continue east along Rathburn from Station Gate? Pleased to hear that it would be extended.	The design of Rathburne Road is not part of this project. Study team advised that the multi-use trail would be extended along Rathburn Road, subject to further review.
Suggested Design and Operational Improvements	Concern that stone retaining wall along Cooksville Creek is being undermined due to damage caused by rats. Section of the wall is falling into the creek. Concern that there has not been adequate resolution to this issue.	Study team encouraged respondent to provide more details of concerns on the comment form so that the issue can be appropriately responded to. City staff will follow regarding the status of this investigation.
	Public transit service along Hurontario, especially during the weekends, should be improved. More buses at less frequency. Difficulty boarding the bus due to bus capacity maxed out.	City Transit staff will review written stakeholder comments to understand which bus route needs operational improvements.
Access Issues	Reference was made to Morguard's recent letter, which was sent to the LRT project team concerning an access issue to 201 City Centre Drive.	The study team is aware of this issue raised by Morguard; however this is outside the scope of this Master Plan Class EA Study.
	Concerns of truck access to the area and limitation of turn along LRT corridor and effects on access to Square One and concerns regarding Morguard's access.	We are in the early stages of the study and we will be looking at land use and traffic projections. Truck access will be addressed along the four projects. A traffic report is being compiled addressing these issues, which will be included with the final Master Plan EA Report.

Alternative Design Concepts

Project # 1 – Square One Drive

Option A: 2 Lanes.

Option B: 2 Lanes and Parking Lanes.

Option C: 2 Lanes, Bus Bays and Modified Parking Lanes.

Project # 2 – Princess Royal Drive

Option A: 3 Lanes with Parking Lay-bys.

Option B: 4 Lanes.

Option C: 4 Lanes with dedicated left turn lane at Duke of York.

Option D: 5 Lanes at Duke of York and 4 Lanes at Mercer Street.

Project # 3 – "The Exchange"

Option A: 2 Lanes.

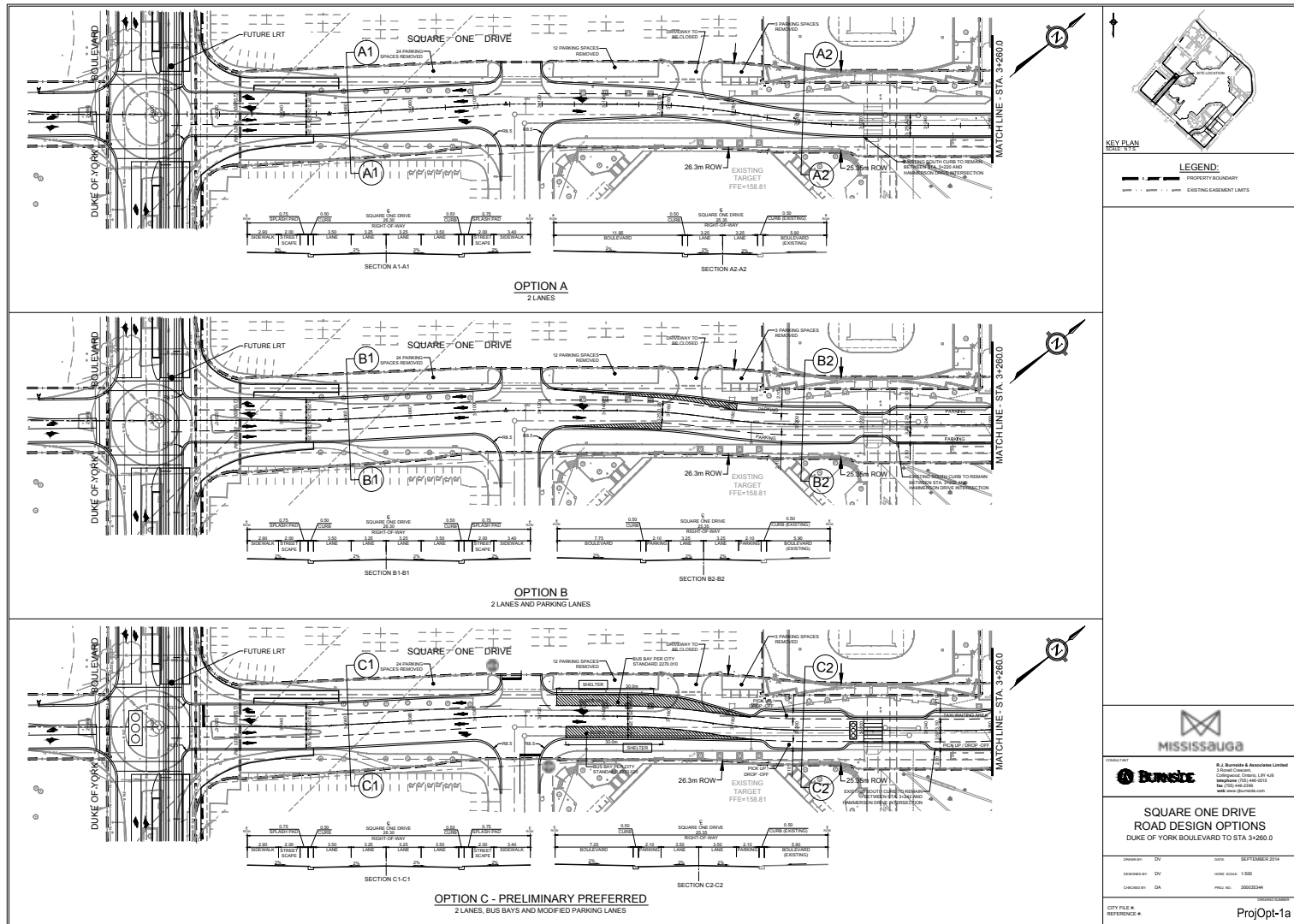
Option B: 2 Lanes with Parking Lay-bys.

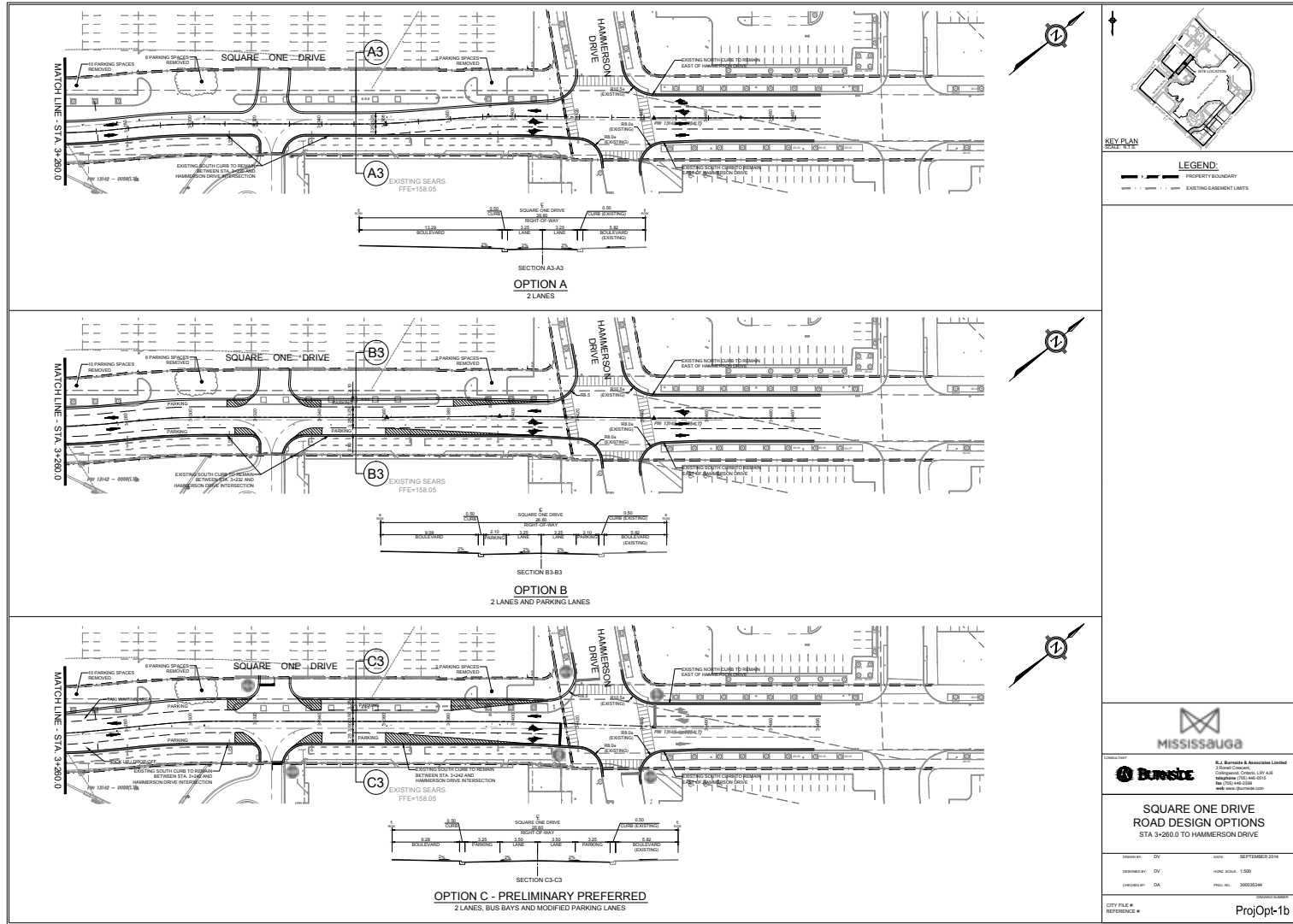
Project # 4 – "Mercer Street"

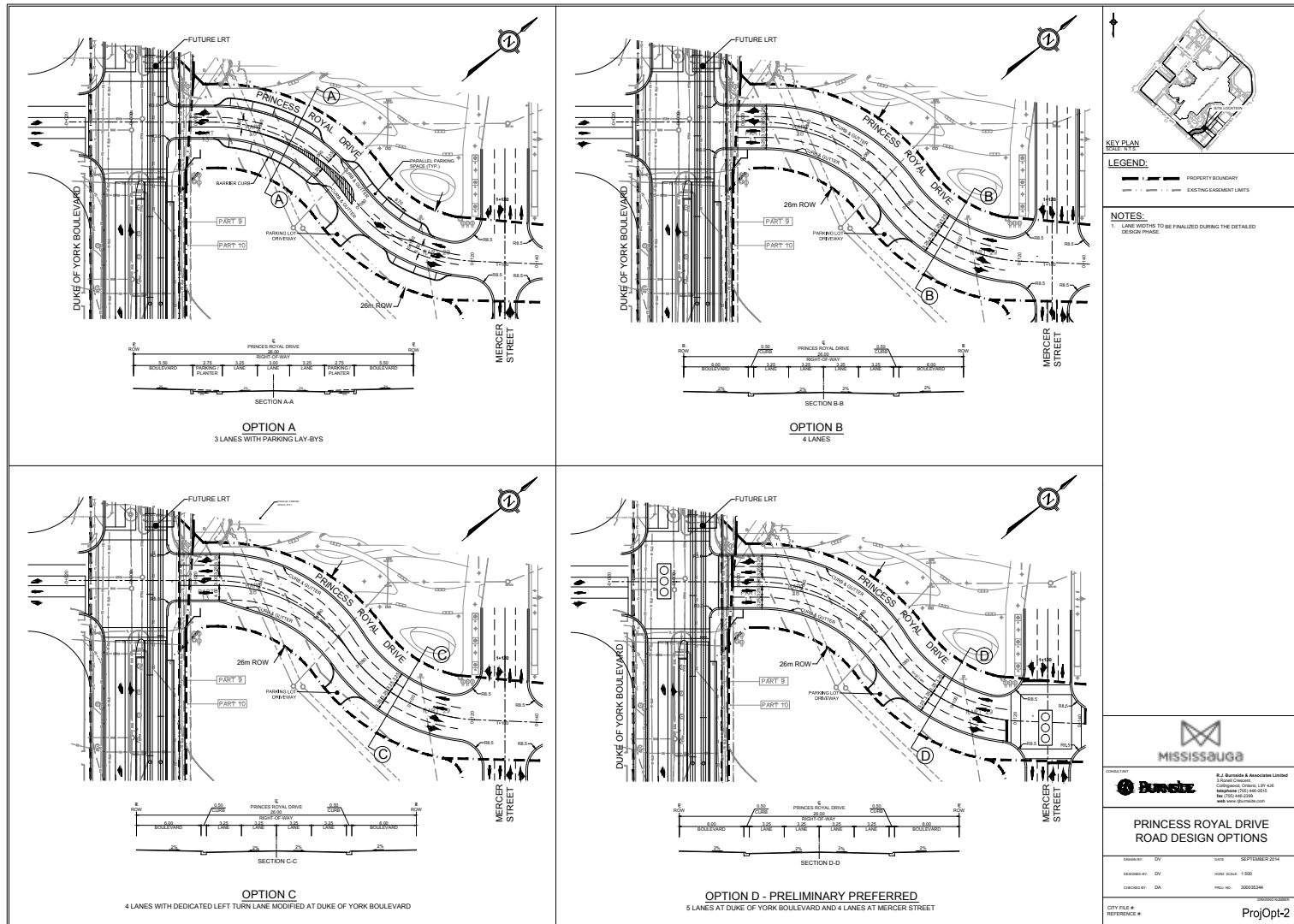
Option A: 2 Lanes with Parking Lay-bys.

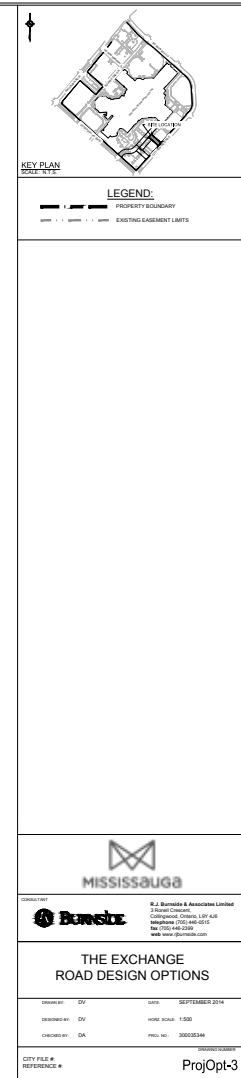
Option B: 3 Lanes with Parking Lay-bys.

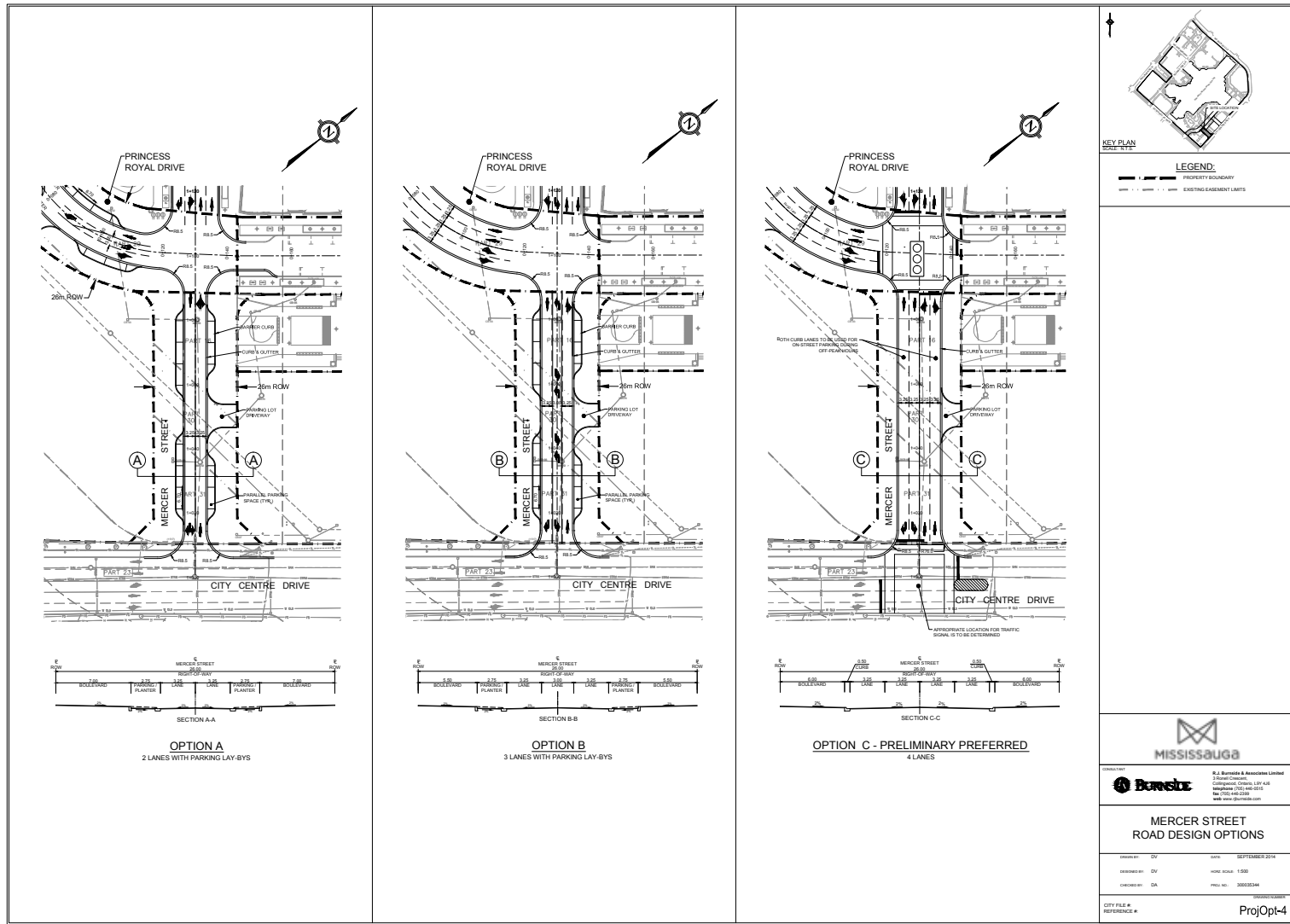
Option C: 4 Lanes with on-street parking.





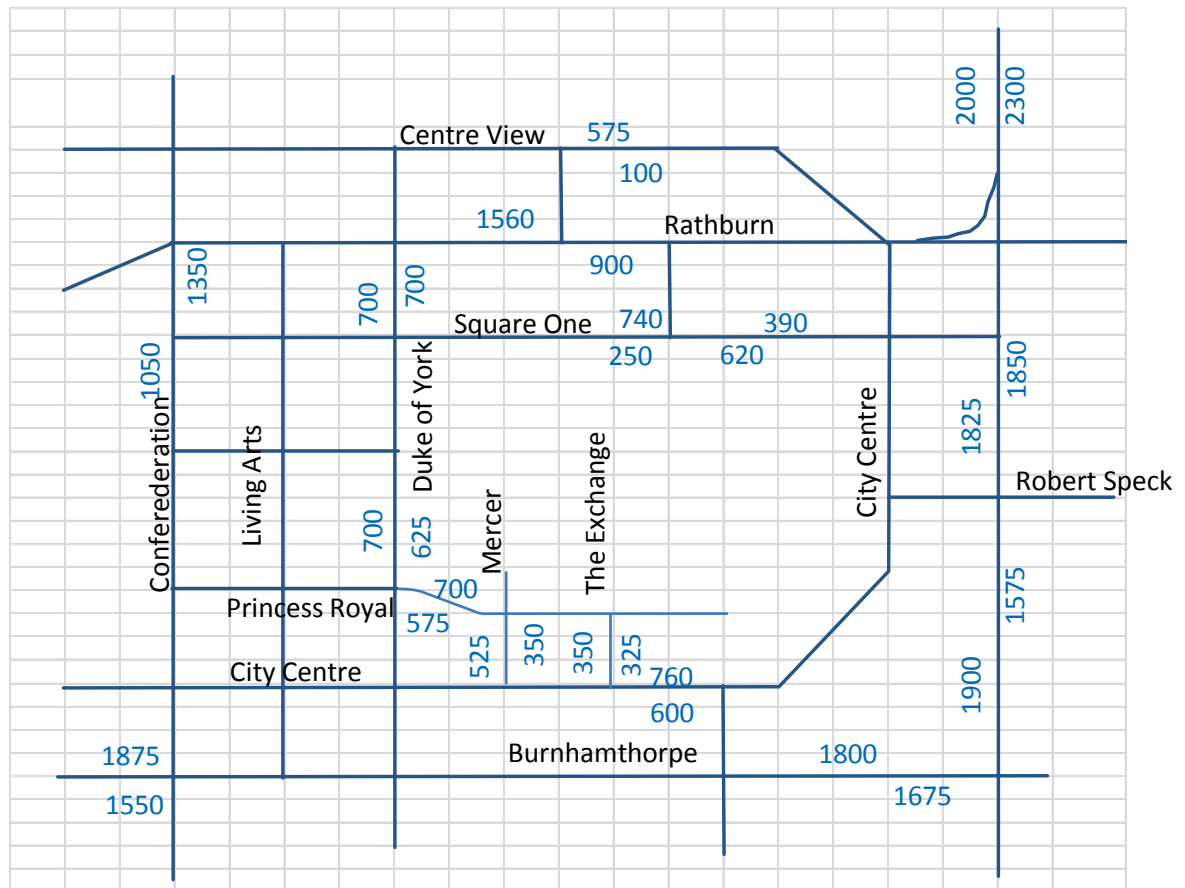






2031 Traffic Volumes

Weekday PM peak hour traffic volumes by direction



- Traffic forecasts generated using Hurontario LRT model.
- The model considers future population/employment growth both in the City and the GTHA.
- The model considers future planned transportation network improvements in the GTHA including LRT along Hurontario Street and Downtown Mississauga.

Evaluation Criteria

Transportation and Transit Management

- Balancing of all travel modes
- Facilitating active transportation
- Traffic management
- Existing and future transit routing
- Impacts to vehicular level of service
- Impacts and reliability of transit
- Impacts on modal choice
- 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

Socio – Economic 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
- Promoting development of downtown as envisioned
- Impacts to existing and planned development
- Interface with streets to support adjacent land use
- Commercial land use

Cultural Environment

- Impacts to archaeological and heritage features

City Building

- Strategic Priorities
 - Promoting balanced mobility
 - Multi-purpose public right-of-way
- Supports Downtown Local Area Plan
 - Downtown 21 Master Plan Objectives
 - Light Rail Transit (LRT) and Transitway
 - Downtown Parks Provision Strategy

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
- Property acquisition

























































Implementation

- Impacts to existing utilities
- Street tree conflicts with utilities
- Ability to phase implementation of works
- Construction timing

Financial

- Cost of construction and implementation
- Ongoing maintenance (roads and streetscape costs)
- Cost of utility (relocation of existing and new utilities)
- Property acquisition cost

Evaluation of Alternative Design Concepts









































	Project #1 – Square One Drive			Project #2 – Princess Royal Drive			
Criteria	Option A 2 Lanes	Option B 2 Lanes and Parking Lanes	Option C 2 Lanes, Bus Bays and Modified Parking Lanes	Option A 3 Lanes with Parking Lay-bys	Option B 4 Lanes	Option C 4 Lanes with Dedicated Left Turn Lane Modified at Duke of York Blvd.	Option D 5 Lanes at Duke of York Blvd. and 4 Lanes at Mercer St.
Transportation & Transit Management							
Natural Environment							
Socio-Economic Environment							
Cultural Environment							
City Building							
Land Use							
Implementation							
Financial							
Recommendation	Not Preferred	Not Preferred	Preferred	Not Preferred	Not Preferred	Not Preferred	Preferred

Least Preferred



Most Preferred

Evaluation of Alternative Design Concepts

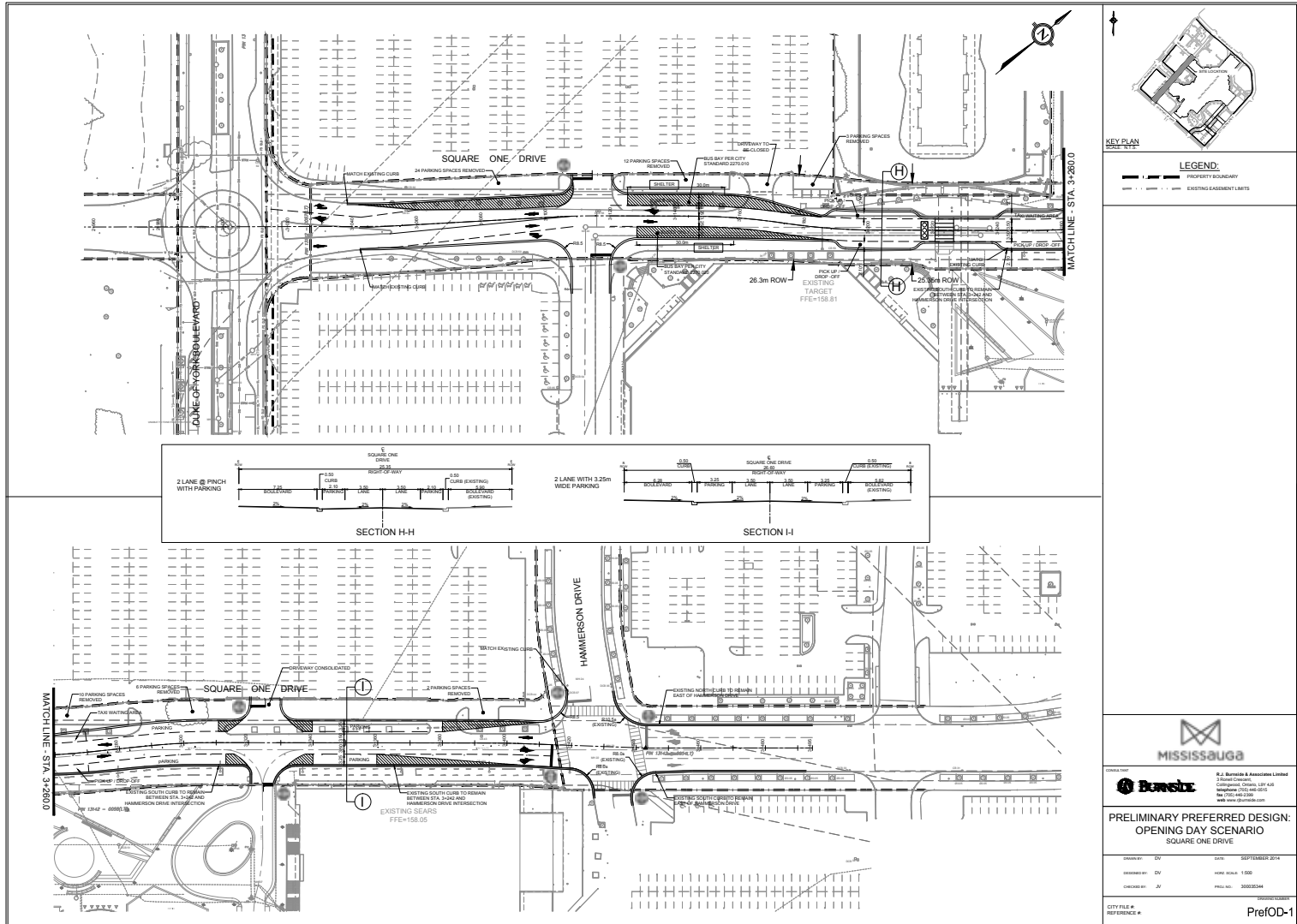
	Project #3 – The Exchange		Project #4 – Mercer Street		
Criteria	Option A 2 Lanes	Option B 2 Lanes with Parking Lay-bys	Option A 2 Lanes with Parking Lay-bys	Option B 3 Lanes with Parking Lay-bys	Option C 4 Lanes with on-street parking
Transportation & Transit Management					
Natural Environment					
Socio-Economic Environment					
Cultural Environment					
City Building					
Land Use					
Implementation					
Financial					
Recommendation	Not Preferred	Preferred	Not Preferred	Not Preferred	Preferred

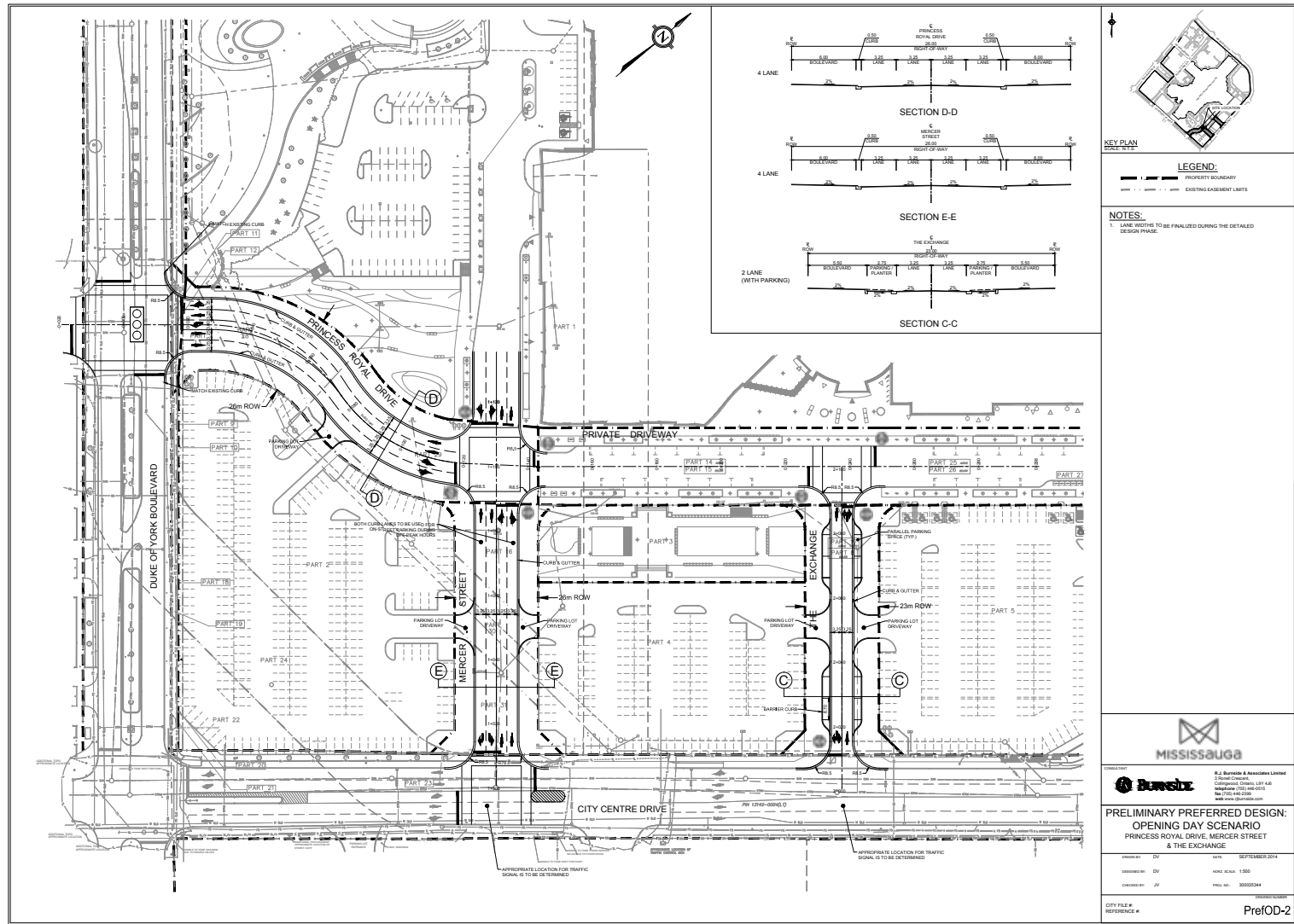
Impact and Mitigation of the Preliminary Preferred Design

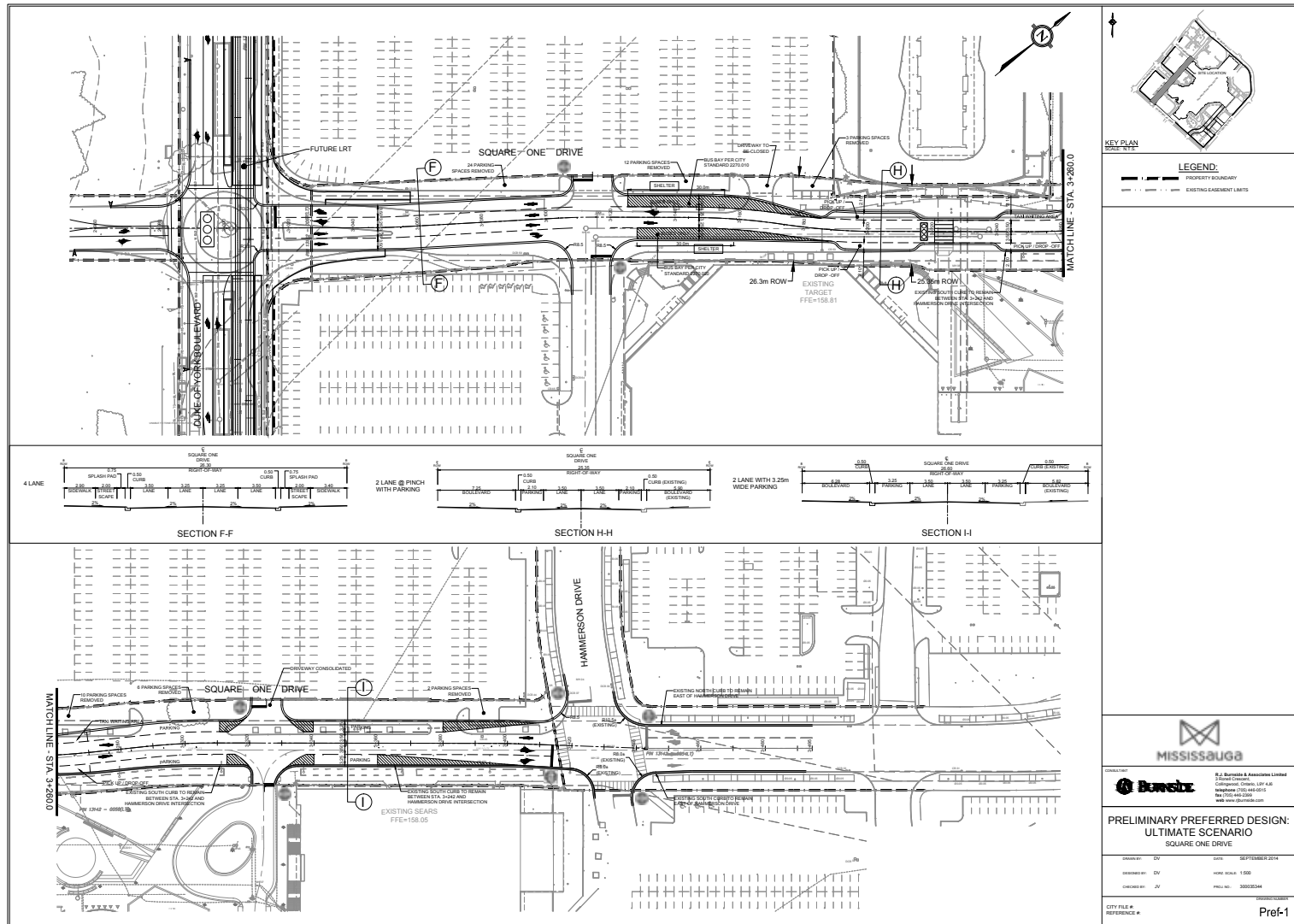
Area of Impact	Potential Impact	Mitigation Measures
Terrestrial Environment	<ul style="list-style-type: none"> • Loss of trees. • Construction impacts (e.g. damage to rootzone). • No significant species or Species at Risk present. 	<ul style="list-style-type: none"> • Transplant trees where feasible. • Replace trees to replace lost benefits of trees (shade, air pollution reduction, etc.) . • Greater variety of tree species and provision conditions to encourage tree vitality (i.e. adequate soil volume and drainage). • Preservation of retained trees using tree protection measures. • Restore vegetation as soon as possible. • Provide restorative landscape plan.
Construction: Dust / Noise / Traffic	<ul style="list-style-type: none"> • Increased dust and noise during construction period. • Increased traffic resulting from contractor vehicles and reduced access to area. 	<ul style="list-style-type: none"> • Dust suppression measures (e.g. water truck) to be implemented as needed. • Noise to be limited by Noise Control By-law (360-79) restrictions and hours. • Implement traffic control plan during construction. • Stage construction activities to minimize periods of disruption in proximity of adjacent land uses. • Prepare emergency program to ensure quick resolution of servicing problems.

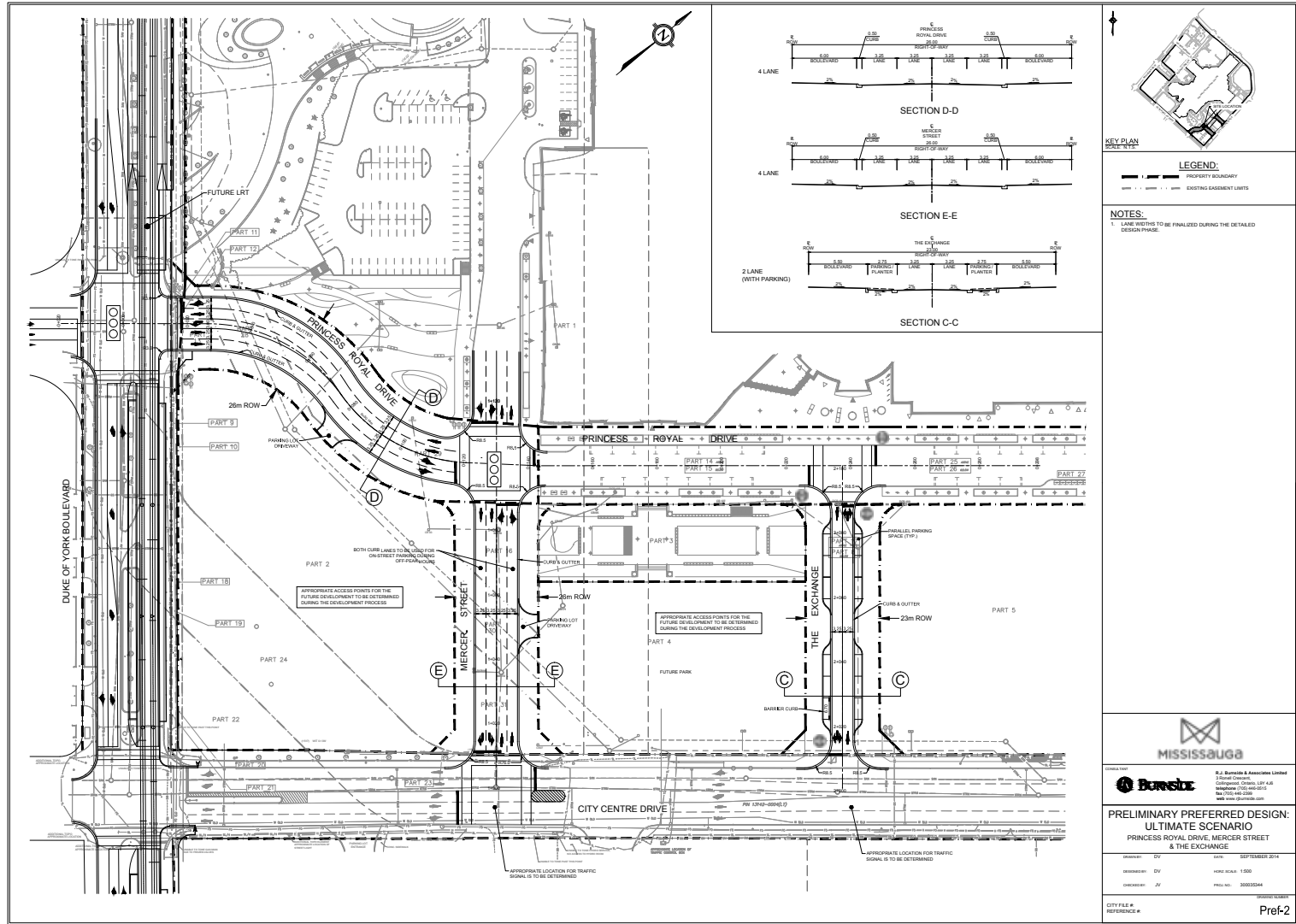
Impact and Mitigation of the Preliminary Preferred Design

Area of Impact	Potential Impact	Mitigation Measures
Pedestrian and Cyclist Safety	<ul style="list-style-type: none"> • Use of certain sidewalks to be eliminated or restricted during the construction process. • No existing bicycle lanes and none planned. 	<ul style="list-style-type: none"> • Signage identifying pedestrian safe passage will be provided. • Cyclists to be subject to same road restrictions as vehicles; however, Square One Drive will have wider lanes between Transit Terminal and Hammerson Drive for improved cyclist comfort. • Maintain continuity of pedestrian walkway system as much as possible.
Property / Land Use	<ul style="list-style-type: none"> • Traffic flow / access disruptions. 	<ul style="list-style-type: none"> • Additional easement beyond road right-of-way to be determined through development process. • Signage to provide advance notice of disruption and detours during the construction period. • Preserve existing amenities as much as possible. • Consult with public agency and/or adjacent land owners / tenants regarding temporary access routes.
Surface Water Quality	<ul style="list-style-type: none"> • Increased possibility of sedimentation of stormwater during the construction period. 	<ul style="list-style-type: none"> • Maintain and monitor Erosion & Sediment Control (ESC) measures.









Streetscape Renderings

Square One Drive



Streetscape Renderings

Princess Royal Drive



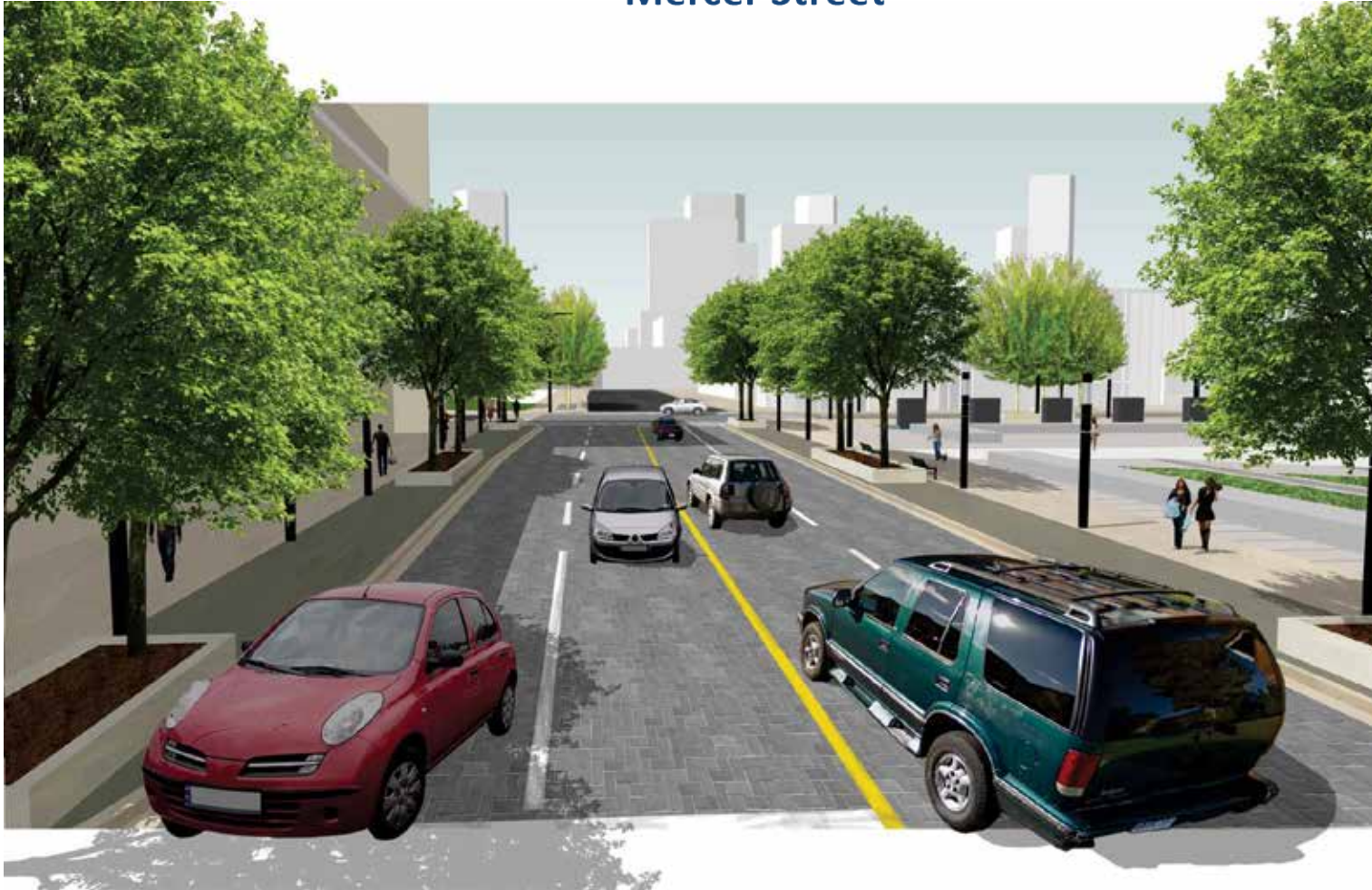
Streetscape Renderings

"The Exchange"



Streetscape Renderings

"Mercer Street"



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 **October 9, 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 design.
- Prepare Master Plan Environmental Report.
- Place Report on public record for 30-day review period.
- Filing of EA tentatively scheduled for December 2014.

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THANK-YOU FOR ATTENDING