



Welcome to Public Information Centre No. 2

Ninth Line Improvements Eglinton Avenue West to Derry Road West

Welcome to the second Public Information Centre (PIC No.2) for the Ninth Line Environmental Assessment (EA) Study.

The commenting period for PIC No. 2 will be open from **January 13th to February 3rd, 2021**. Comments can also be emailed to Jeffrey.Reid@mississauga.ca.

We look forward to hearing from you and receiving your input on this study.



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

How to Navigate

- Click on the arrows on the right side of your screen
- Use the navigation bar on the left of your screen to revisit any part of the meeting

How to Participate

- Click **NEXT** to get started to learn about the project. Some slides will have areas where you can leave feedback on the information shared on the slide.
- Provide a comment at any point by clicking the "Comment" button at the top right of your screen. Once finished, hit "Submit" to send your comments to the project team.

Contact Information

Name:

Your Address:

Postal Code:

Email Address:

Yes, I would like to join the mailing list

SUBMIT

Privacy Statement: Please note that your personal information will not be shared, re-used or sold without your consent. Your comments and feedback will be reported anonymously.

Information will be collected in accordance with the Freedom of Information and Protection of Privacy Act. With the exception of personal information, all comments will become part of the public record.

Project Objectives



Study Purpose

The City of Mississauga is undertaking a **Schedule "C" Municipal Class Environmental Assessment (EA) Study** to investigate transportation improvements along Ninth Line from Eglinton Avenue West to Derry Road West.



EA Study Process

An **Environmental Assessment (EA)** is a planning and approval process for municipal infrastructure projects, following Ontario's Environmental Assessment Act. There are five phases and we are currently in Phase 3 – Alternative Design Concepts for the Preferred Solution. Public Consultation is a key component of the EA process.

PHASE 1	PHASE 2	PHASE 3	PHASE 4	PHASE 5
EA Process				
Problem or opportunity	Alternative Solutions	Alternative Design Concepts for Preferred Solution	Environmental Study Report	Implementation
Technical Work				
Document Existing Conditions	Inventory Natural, Social, Economic Environment	Identify and Evaluate Design Concepts for Preferred Solution	Document EA process and findings in Environmental Study Report (ESR)	Complete Contract Drawings and Tender Documents
Develop Problem and Opportunity Statement	Identify and Evaluate Alternative Solutions Select Preferred Solution	Identify Impacts and Mitigation Measures Select and Develop Preferred Design	Place ESR on Public Record for Review and Comment	Construction and Operation Monitor for Environmental Provisions and Commitments
Public Consultation				
Notice of Study Commencement	Public Information Centre #1	Public Information Centre #2	Notice of Study Completion	

WE ARE HERE
END OF STUDY

Why Are We Here?

This purpose of PIC No. 2 is to:

- Share key feedback received on the project
- Present the design approach, alternatives considered, evaluations and preliminary recommendations for Ninth Line Improvements
- Present the Recommended Preferred Preliminary Design
- Obtain your input about the project and recommendations
- Discuss next steps

What we heard at Public Information Centre No. 1

Top areas of interest we heard at PIC No. 1 include:



Congestion and Queuing

Increase road capacity and reduce travel times



Active Transportation

Improve walking and cycling by providing facilities (separated and off-road)



Flooding Potential

Additional pavement width will increase runoff



Streetscaping & Landscaping

Consider public realm enhancements as part of transportation improvements



Intersections Operations

Improve efficiency and safety at intersections



Natural Heritage

Preserve the natural environment and wildlife



Noise & Disruption

Concerns due to future growth and associated construction



Timing of Improvements

Infrastructure is not supporting the growth and should be completed before development occurs

Engagement Strategies

Some ways we reached out to obtain input throughout the study include:



Direct Mail Notices



Project Website

(Mississauga.ca/NinthLineEA)



Technical Agency Group Meetings



Newspaper Notices



City of Mississauga Social Media Channels



One-on-One Meetings with Stakeholders



Virtual Public Information Centres

Question: How did you hear about PIC No. 2? Please list all that apply (for example: mailed postcard, City Social Media, newspaper advertisement, project team email, word of mouth, etc.)

Comments:

SUBMIT

Preferred Solution

Following PIC No. 1 the Preferred Solution for the Ninth Line Improvements between Eglinton Avenue West and Derry Road West was confirmed. The Preferred Solution is consistent with Mississauga's Transportation Master Plan and Shaping Ninth Line Study and includes:



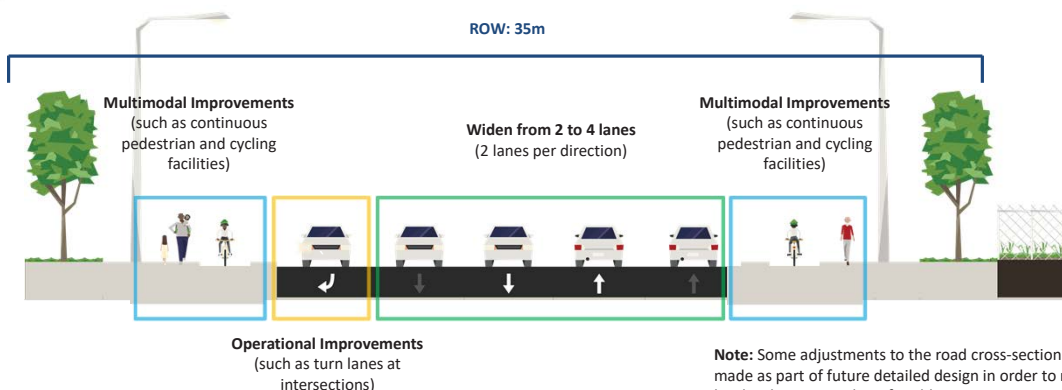
Widening Ninth Line from 2 to 4 lanes



Improving pedestrian and cycling facilities



Operational improvements at intersections



Note: Some adjustments to the road cross-section may be made as part of future detailed design in order to reduce localized impacts, where feasible.

Evaluation Criteria for Alternative Design Concepts

The Alternative Design Concepts were evaluated based on the following criteria.

Transportation



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

Natural Heritage



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

Socio-Economic



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

Cultural Heritage



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

City Building



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

Engineering, Construction Complexity and Implementation



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

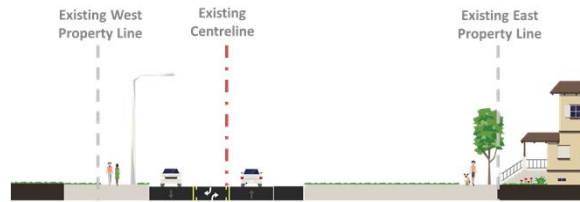
Alternative Design Concepts – Road Widening

The following alternative design concepts were considered to widen Ninth Line from two lanes to four lanes to obtain City of Mississauga’s Official Plan of 35.0m Right-of-Way.

Road Widening Alternatives

Current Condition

Two (2) lanes (one in each direction) with a continuous centre left-turn lane



Alternative 1 – Widen to West

Widen from two (2) to four (4) lanes from the existing east property line so associated impacts occur on the west side

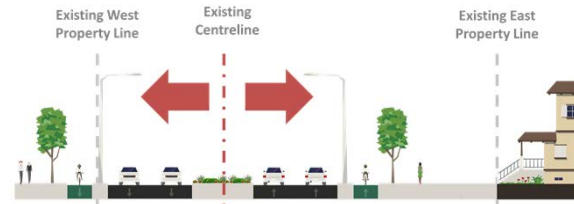
- Obtain 35m Right-of-Way from the west
- Moderate shift of the Ninth Line ROW to the east side



Alternative 2 – Widen about the Centreline

Widen from two (2) to four (4) lanes from the existing centerline

- Obtain 35m Right-of-Way from the west side
- Minor shift of the Ninth Line ROW to the east side



Alternative 3 – Widen to East

Widen from two (2) to four (4) lanes from the existing west property line so associated impacts occur on the east side

- Obtain 35m Right-of-Way from the east side
- Significant shift of the Ninth Line ROW to the east side



Evaluation and Recommendations

	Alternative 1 Widen to West	Alternative 2 Widen about the Centreline	Alternative 3 Widen to East
Transportation and Transit, Accessibility	Preferred	Preferred	Preferred
City Building	Preferred	Less Preferred	Not Preferred
Natural Heritage	Less Preferred	Less Preferred	Preferred
Socio-Economic Environment	Preferred	Less Preferred	Not Preferred
Cultural Heritage	Less Preferred	Not Preferred	Preferred
Engineering Considerations, Construction Complexity, and Implementation	Less Preferred	Preferred	Not Preferred
Overall Evaluation	Recommended		

Alternative 1 - Widen to West is the preferred alternative as:

- It minimizes impacts to existing properties on the east side
- Planned developments on the west can accommodate property impacts through development applications

Question: Do you generally agree with the recommendation to widen Ninth Line to the west to accommodate improvements?

Comments:

YES or NO

SUBMIT

Alternative Design Concepts – Active Transportation

The following alternative design concepts were considered to determine how to best accommodate pedestrians and cyclists along Ninth Line.

Active Transportation Alternatives

Alternative 1

- **On-Street Bike Lanes with buffer** on both sides; cyclists travel in one direction (in the same direction as vehicle traffic)
- **Sidewalk** on both sides
- Opportunities for **landscaping** in the boulevard



Alternative 2

- **Separated Boulevard Cycle Tracks** on both sides; cyclists travel in one direction (in the same direction as vehicle traffic)
- **Sidewalk** on both sides
- Opportunities for **landscaping** in the boulevard



Alternative 3

- **Multi-use Paths (MUP)** on both sides provide shared space for pedestrians and cyclists to travel in both directions
- Opportunities for **landscaping** in the boulevard



Evaluation and Recommendations

	Alternative 1 On-Street Bike Lanes and Sidewalks	Alternative 2 Boulevard Cycle Tracks and Sidewalks	Alternative 3 Multi-use Paths
Transportation and Transit, Accessibility	Not Preferred	Preferred	Not Preferred
City Building	Preferred	Preferred	Preferred
Natural Heritage	Preferred	Preferred	Preferred
Socio-Economic Environment	Less Preferred	Less Preferred	Preferred
Cultural Heritage	Preferred	Preferred	Preferred
Engineering Considerations, Construction Complexity, and Implementation	Less Preferred	Less Preferred	Preferred
Overall Evaluation		Recommended	

Alternative 2 - Boulevard Cycle Tracks and Sidewalks is the preferred alternative as:

- It separates pedestrians from cyclists within the boulevard to minimize conflicts
- Boulevard cycle tracks are provided in one direction on both sides and are separated from vehicles/trucks
- It provides continuous and separated facilities throughout the corridor
- It provides landscaping opportunities between cycle tracks and sidewalks

Question: Do you generally agree with the recommendation to provide separated boulevard cycle tracks and sidewalks on both sides of Ninth Line?

YES OR NO

Comments:

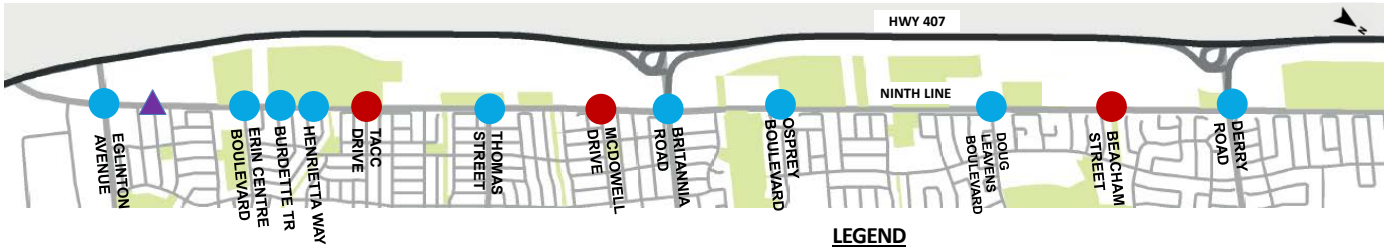
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Intersection Control

Traffic Signals



A review of existing and future traffic operations identified the need for new traffic signals. Three new traffic signals are warranted in the corridor and are proposed at the Ninth Line intersections of Tacc Drive, McDowell Drive and Beacham Street.



LEGEND

- Existing Intersection with Traffic Signal
- Proposed Intersection with Traffic Signal
- ▲ Potential Traffic Signal due to Future Development (to be confirmed through development review process)

Roundabouts

All existing and proposed signalized intersections along the Ninth Line corridor were considered for roundabouts.

What is a Roundabout?

- Circular Intersection Control
- Drivers travel around a centre island
- No traffic signals

Why consider a Roundabout?

Several safety benefits:

- Speed Management
- Elimination of “Beating the Light”
- One-way travel and reduction of angle collisions



An assessment was completed and concluded that roundabouts are **not recommended** along the Ninth Line Corridor for the following reasons:



Requires a Large Physical Footprint for the Roundabout, resulting in property impacts



Requires more than 2-Lanes within the Multi-lane Roundabout



Intersection Spacing (with and without traffic signals) are too close to each other



Future Traffic Queue Spilling Back from Hwy 407 ramps onto roundabouts (at Britannia Road and Derry Road)



Community is unfamiliar with Multi-lane Roundabouts and Complex Environment for Pedestrians and Cyclists Crossing Multi-lane Roundabouts

Question: Do you generally agree with the recommended intersection improvements?

Comments:

YES or NO

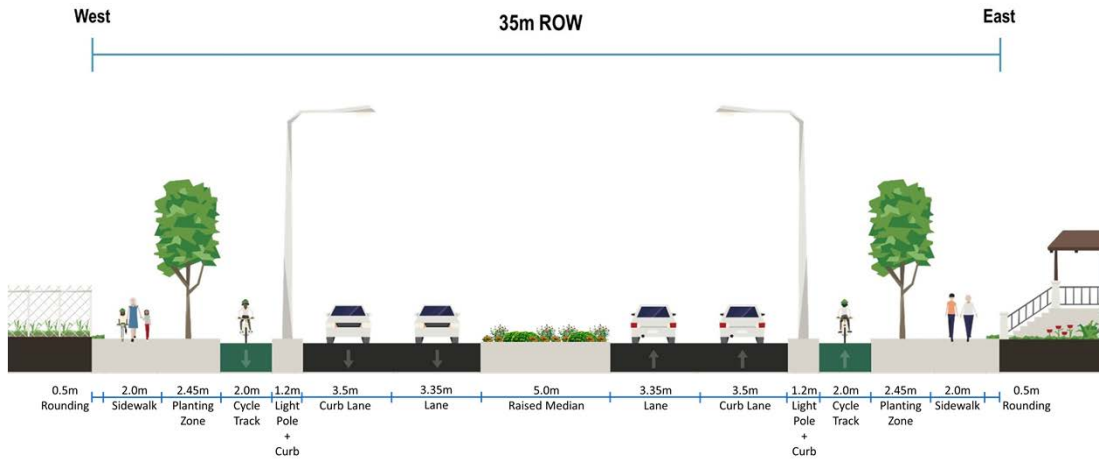
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Preferred Preliminary Design Concept

Preferred Design Concept Typical Section

Key Features of the Ninth Line Preferred Preliminary Design include:

- Widen from two lanes to four lanes
- Boulevard Cycle Tracks and Sidewalks on both sides
- New Traffic Signals, Crossrides at intersections for pedestrians and cyclists
- Urbanization, Streetscaping and Landscaping Opportunities
- Structural Modification(s) / Replacement at Watercourse Crossings



3D Renderings

Below are three (3) 3D renderings based on the preferred preliminary design concepts at three different locations along Ninth Line.

Rendering A – South of Brinwood Gate (Looking North)



- Four lanes (two lanes in each direction)
- Raised centre median with low-lying shrubs and/or grass
- Separated boulevard cycle tracks and sidewalks on both sides
- Landscaping between cycle tracks and sidewalks on both sides

Rendering B – Between Manatee Way and Freeman Terrace (Looking North)



- Four lanes (two lanes in each direction)
- Centre left-turn lane to maintain access to side streets and driveways
- Separated boulevard cycle tracks and sidewalks on both sides
- Landscaping between vehicular lane and boulevard cycle tracks on the east side
- Landscaping between cycle tracks and sidewalks on the west side

Rendering C – North of Osprey Boulevard (Looking North)



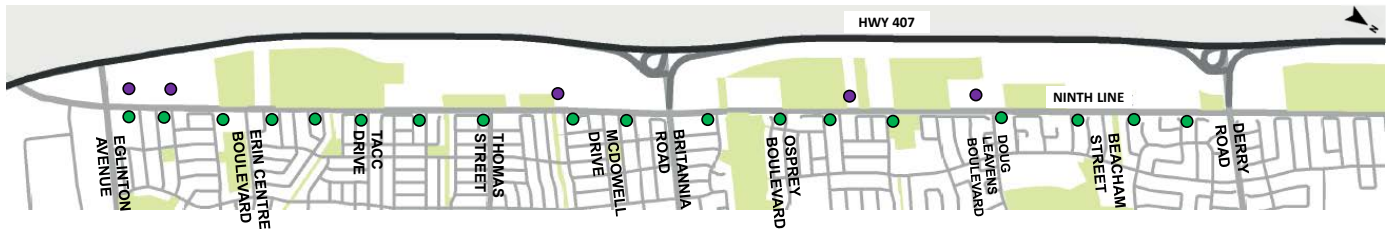
- Four lanes (two lanes in each direction) and a dedicated left-turn lane
- Raised concrete median beside the left-turn lane transitioning into a raised centre median with low-lying shrubs and/or grass
- Separated boulevard cycle tracks and sidewalks on both sides
- Landscaping between cycle tracks and sidewalks on both sides

Preferred Preliminary Design Concept (continued)

Noise Impacts and Mitigation



A Noise Assessment was conducted to determine the noise levels from future traffic along Ninth Line between Eglinton Avenue West and Derry Road West



Results

- As a result of Ninth Line widening and decreased posted speed from 70km/h to 60km/h, the threshold for future noise is met on the east side of Ninth Line
- Future noise levels are highest on the west side of Ninth Line, due to Highway 407. Future noise levels to be address through development review process

LEGEND

- Noise Sensitive Receptor (less than 60 dBA)
- Noise Sensitive Receptor (between 60-62 dBA)

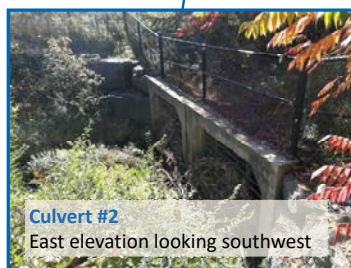
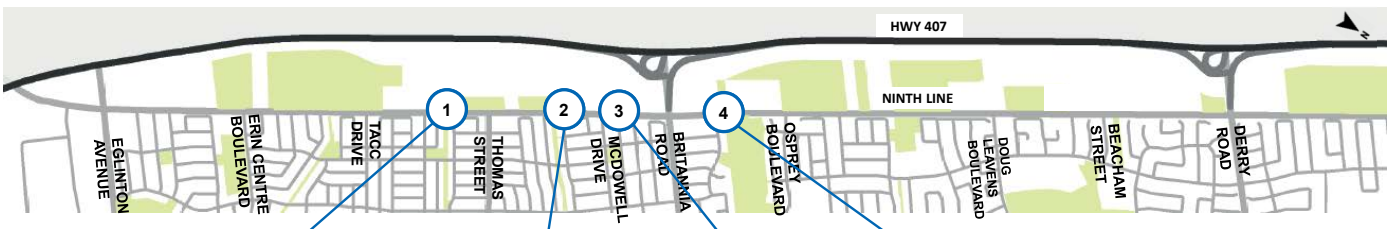
Note: dBA represents decibels to measure noise.

Noise mitigation (new or replacement noise barriers) is not recommended

Watercourse Crossings




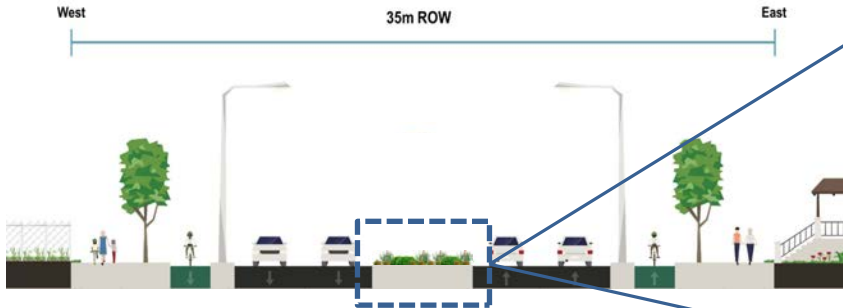
There are four (4) watercourse crossings with culverts on Ninth Line and they are all in generally good condition with minor to no rehabilitation work required. To accommodate the proposed road widening and active transportation facilities, structural modifications / replacement will be identified at these locations



Preferred Preliminary Design Concept (continued)

Centre Median Treatments


 Centre median planting areas are identified at select locations where a 5.0m raised median is proposed along Ninth Line.

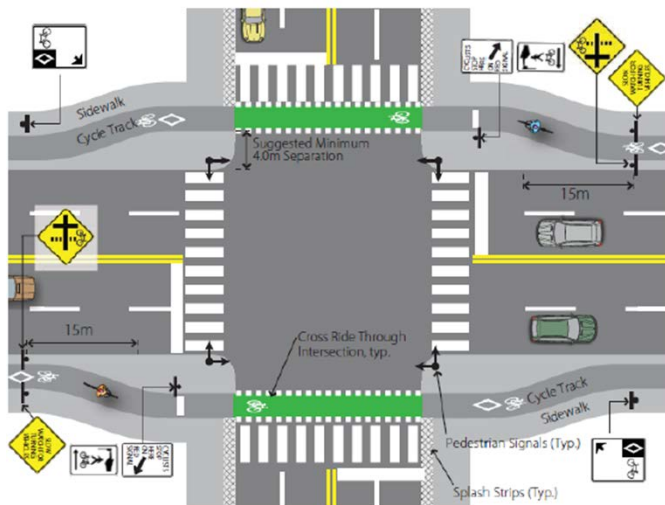


Opportunity for centre median plantings (i.e. **grasses, shrubs, flowers**), will be confirmed during detailed design.

Examples

Intersection Crossing Treatments

 Crossroad Treatments to provide increased visibility and dedicated space to accommodate pedestrians and cyclists are proposed at **Signalized and Unsignalized Intersections**.



Source: OTM Book 18

Examples

Preferred Preliminary Design Concept

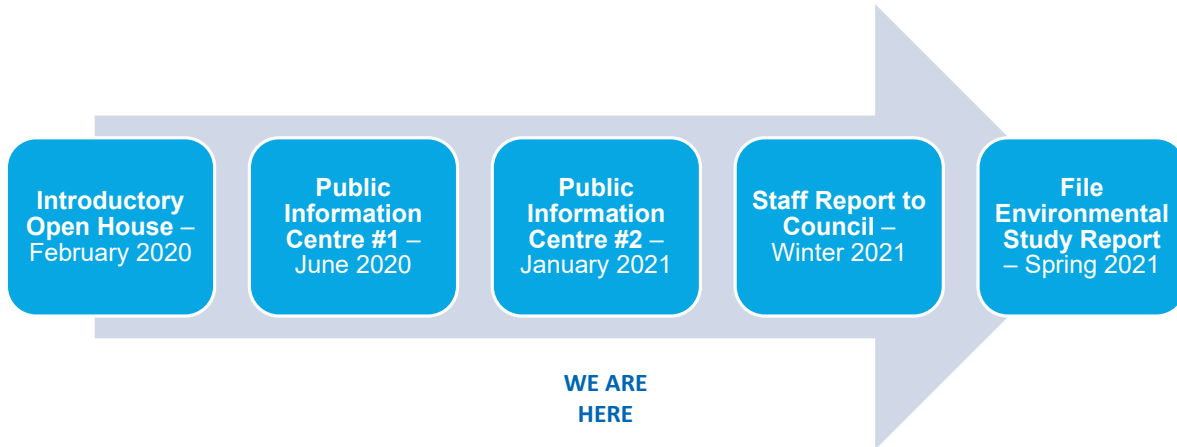
Click [HERE](#) to view the proposed design roll plan for the project corridor

Question: Do you generally agree with the preferred design?

or

Comments:

Project Timeline and Next Steps



Next Steps



Review feedback from the public



Document Study Findings



Refine and Confirm Preferred Design Concept



File Environmental Study Report

Question: Is there anything else that you'd like to share with the project team regarding the Ninth Line corridor?

Comments:

SUBMIT

Thank You for Participating in the Public Information Centre No. 2 On-Demand Meeting

Your input is very valuable to us!



Please provide any additional comments to the project team between **January 13th to February 3rd, 2021**

Comments:

SUBMIT



Check our study website for project updates: Mississauga.ca/NinthLineEA

Any project related questions or comments can be directed to:

Jeffrey Reid, LET, C.E.T.

Project Manager

City of Mississauga

Transportation & Works Department

201 City Centre Drive, Mississauga



Jeffrey.Reid@mississauga.ca



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