

Welcome

Public Information Centre No. 1

for the

Burnhamthorpe Road East From Arista Way to Dixie Road Class Environmental Assessment (EA) Study

May 14, 2008

You can participate in this study by:

- Signing the attendance register,
- Reviewing the display panels,
- Asking questions and discussing your idea with us,
- Submitting your completed questionnaire / comment sheet by May 28, 2008, and
- Indicating whether you would like to be added to the study mailing list on your questionnaire / comment sheet.

Purpose of Public Information Centre No. 1

The purpose of the Public Information Centre (PIC) is to introduce the Study to the public and to provide interested and/or potentially affected stakeholders with an opportunity to participate in the planning and decision-making processes.

This PIC is being held to present and receive public/agency input on the following:

- Need and justification (i.e., problem or opportunity identification) for considering improvements to Burnhamthorpe Road East,
- Background information,
- Existing conditions within the Study Area,
- Growth consideration,
- Future traffic conditions,
- Alternative Solutions being considered,
- Recommended Evaluation Criteria for assessing the Alternative Solutions, and
- Future EA activities for this study.



Study Area Corridor



Class Environmental Assessment Process



- The Study is being conducted in accordance with the planning and design process for 'Schedule C' projects as outlined in the Municipal Engineers Association "Municipal Class Environmental Assessment," (October 2000, as amended in 2007).
- The Class EA process enables the planning and implementation of municipal infrastructure projects to be undertaken in accordance with an approved procedure designed to protect the environment.
- The Class EA process includes public/external agency consultation, an evaluation of alternative solutions and alternative design concepts, an assessment of potential impacts associated with the proposed improvements, and development of measures to mitigate identified impacts.

Introduction

- The City of Mississauga initiated a Class Environmental Assessment (Class EA) Study, 'Schedule C.'
- The study limits on Burnhamthorpe Road East are from Arista Way (just east of Hurontario Street) to Dixie Road.
- Within the study area, Burnhamthorpe Road East generally consists of a four lane urban cross section with a posted speed limit of 60 km/hr, within the Study area.
- A multi-use recreational trail exists on the north side of Burnhamthorpe Road East, between Little Etobicoke Creek and Dixie Road.
- Burnhamthorpe Road East crosses over Cooksville Creek (East and West Branches) and Little Etobicoke Creek.
- The Study will determine future road needs to:
 - Fulfill the street's role and function, and
 - Accommodate anticipated growth in the City Centre and future employment development around the Lester B. Pearson Airport (north of Burnhamthorpe Road East) and in the South Dixie Road area (south of Burnhamthorpe Road East).



Official Plan Policies

- Burnhamthorpe Road East classified as an arterial road with 50 m right-of-way.
- The following districts and their respective sections in the official plan apply to this project:
 - Section 4.3 - Applewood District,
 - Section 4.25 - Mississauga Valleys District, and
 - Section 4.28 - Rathwood District.

Planning:

- Mix of low to high density housing and various commercial facilities.
- Wide variety of residential uses served by commercial facilities (Section 4.3).
- Detached and semi-detached residential zoning near east end of study limits (Section 4.25)
- High density residential zoning will be west along major roads.
- Medium and high density development clustered around commercial facilities at Dixie Road, Tomken Road and Central Parkway East in Rathwood District (Section 4.28).
- Applewood District includes two natural areas following Etobicoke Creek and Little Etobicoke Creek watercourse (Section 4.3).
- Mississauga Valleys District has the Community Park, which includes a community centre and a library, located in the northwest quadrant of the District in proximity to the City Centre (Section 4.25).
- Rathburn District is within the subwatersheds of Cooksville Creek, Little Etobicoke Creek and Etobicoke Creek (Section 4.28).

Development:

- Preserve and enhance the character of existing community on Burnhamthorpe Road East.
- Facilitate infill and redevelopment consistent with the existing character of the community.
- Improve:
 - Nature and appearance of commercial development
 - Maintain and enhance environmental features; and processes; and
 - Improve transportation system.

Urban design:

- Supplementary plantings and upgraded landscape features where feasible for existing noise attenuation walls or rear yard privacy fences exposed to public streets.
- Burnhamthorpe Road East, Cawthra Road, Bloor Street and Cliff Road North were identified as locations that require special consideration (Section 4.25).

City Strategic Directions

City Strategic Priorities:

- Building Mississauga for the 21st Century
 - Taking the City to the next stage of its development
- Building a Sustainable Business Plan
 - Continuing the reputation and legacy of a fiscally prudent and financially well managed City for the past 30 years
- Continue to be an Employer of Choice
- Focus on Leadership
 - “Leading Today for Tomorrow” as Council approved tag line for culture in City
 - Continue to maintain and develop this reputation
- Mississauga as a model for other municipalities



2009-2010 Business Planning Directions:

- Relieve congestion
 - Walkable City
 - Transit improvements
 - Improve the movement of people
 - Improve winter maintenance, particularly for sidewalks and bus stops
- Greening the environment
- State of good repair for infrastructure
 - Ensure that adequate funding is provided to maintain our existing infrastructure
- Continuous improvement and Tax Rate Management

Strategic Plan for the New Millennium:

- Mississauga will have a transportation system which allows for safe and efficient movement within and beyond the City.
- To design the road network with regard for the importance of urban design, land use considerations and the needs of all road users, including pedestrian, cyclists, buses, trucks and automobiles.

Existing Land Use Conditions

- Limited urban design features
- Existing land uses include:
 - Residential
 - Commercial
 - Religious assembly



Residential

- Medium density residential (i.e., with reverse frontage) for most of the study area with the exception of the westerly limits of the study area by Arista Way

Retail commercial situated at:

- Rockwood Mall (northeast corner of Burnhamthorpe Road East & Dixie Road)
- Golden Plaza (northwest corner of Burnhamthorpe Road East & Dixie Road)
- Tomken Road Plaza (southeast corner of Burnhamthorpe Road East & Tomken Road)
- Cawthra Road Village Square (southeast corner of Burnhamthorpe Road East & Cawthra Road)
- Central Parkway East Mall (northeast corner of Burnhamthorpe Road East & Central Parkway East)
- Plaza (southwest corner of Burnhamthorpe Road East & Central Parkway East)



Places of Religious Assembly situated at:

- Risen Christ Lutheran Church (north of Burnhamthorpe Road East & Dixie Road)
- Church of the Holy Spirit (northwest corner of Burnhamthorpe Road East & Golden Orchard Drive)
- Applewood Gospel Hall (northwest corner of Burnhamthorpe Road East & Tomken Road)
- Mississauga Chinese United Church Ministry / Westminster United Church (south of Rathburn Road East & Tomken Road)
- St. Mary's Ukrainian Catholic Church (south of Burnhamthorpe Road East & Cawthra Road)
- St. Peter & Paul Parish (northwest of Burnhamthorpe Road East & Central Parkway East on Central Parkway East)



Existing Traffic Conditions

AM PEAK



Legend

Intersection that is over capacity	Link that is over capacity	Left / through / right movements that are over capacity
Intersection that is approaching capacity	Link that is approaching capacity	Left / through / right movements that are approaching capacity
Intersection with sufficient capacity	Link with sufficient capacity	Left / through / right movements with sufficient capacity
Intersection with reserve capacity	Link with reserve capacity	Left / through / right movements with reserve capacity

PM PEAK

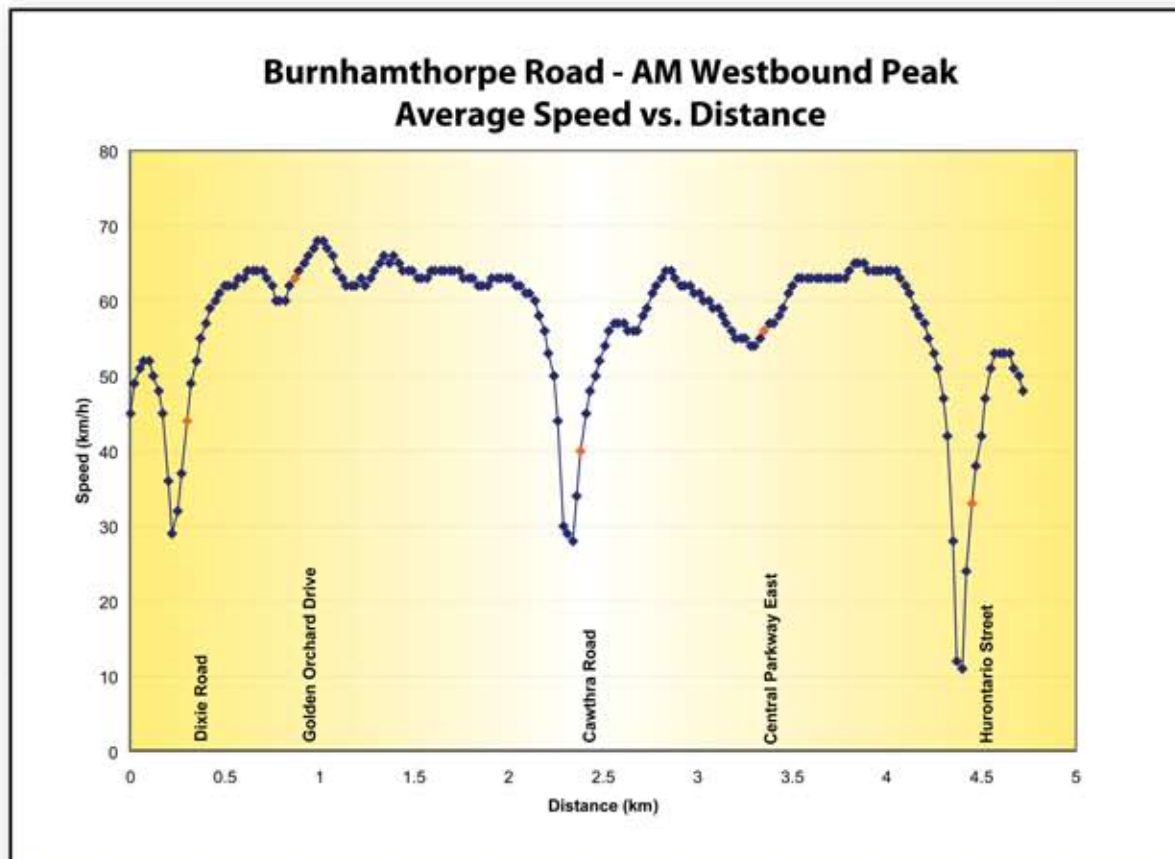
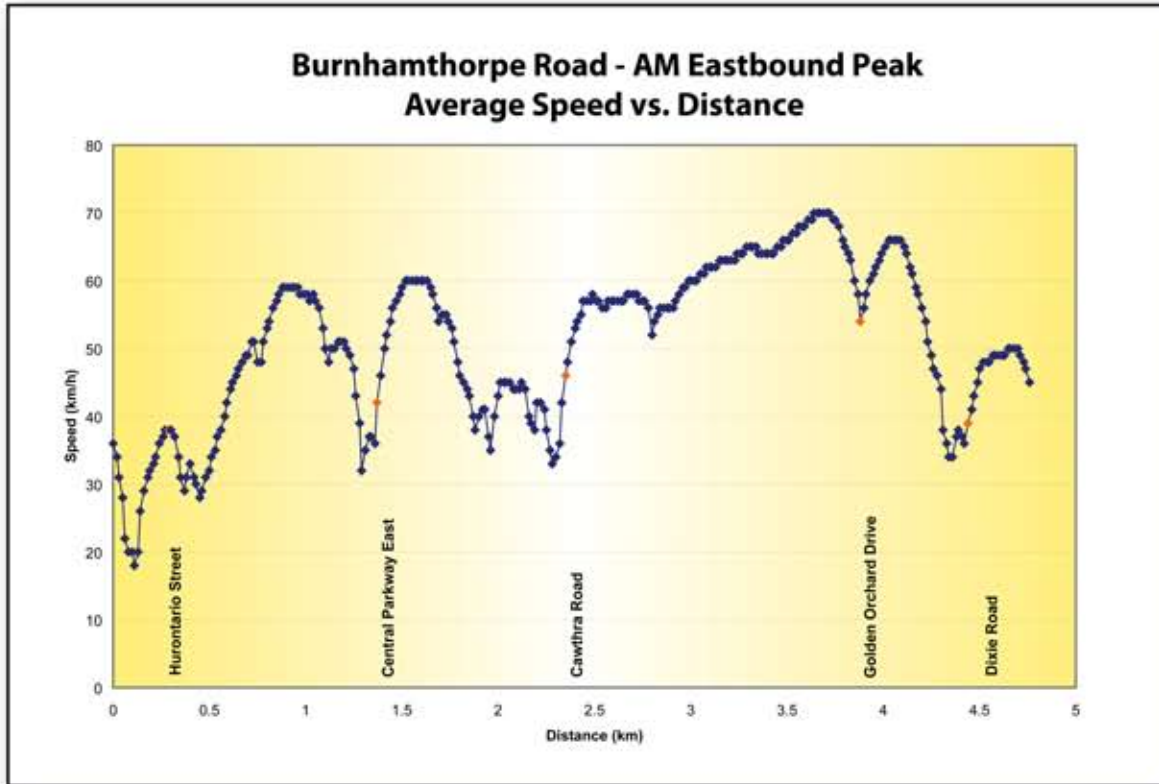


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Observed Traffic Speed

- Traffic operating speed is close to posted speed
- Observed speeds are lower at significant intersections



Existing Transit Conditions

Existing transit routes that run on Burnhamthorpe Road East

Mississauga Transit
weekday
service map



- Route 26 – Burnhamthorpe Road East
- South Common to City Centre to Islington Subway
- 13 minutes (peak periods)
- 15 - 16 minutes (off-peak)
- Route 76 – Square One-Subway
- City Centre Terminal to Islington Subway
- 13 minutes (peak periods)

Existing locations of transit stops



- Farside bus stops are located in right-turn receiving lane
- Some bus stops are not situated in proximity to traffic signals



Existing Cycling and Pedestrian Conditions



Existing Conditions

North Side

- Between Dixie Road and the Little Etobicoke Creek there is both a 3.5m wide asphalt trail and a 1.5m wide concrete sidewalk.
 - Both of these entities make up the Burnhamthorpe Trail
 - Burnhamthorpe Trail is classified as a multi use recreational trail which is suitable for both pedestrians and cyclists.
- Between the Little Etobicoke Creek and Arista Way there is only a 1.5m wide sidewalk.

South Side

- There is currently a 1.5m wide sidewalk between Dixie Road and Arista Way.

On Road Cycling

- There is no existing cycling facilities between Dixie Road and Arista Way.
- Cyclists have been observed riding on-street.

Growth Considerations

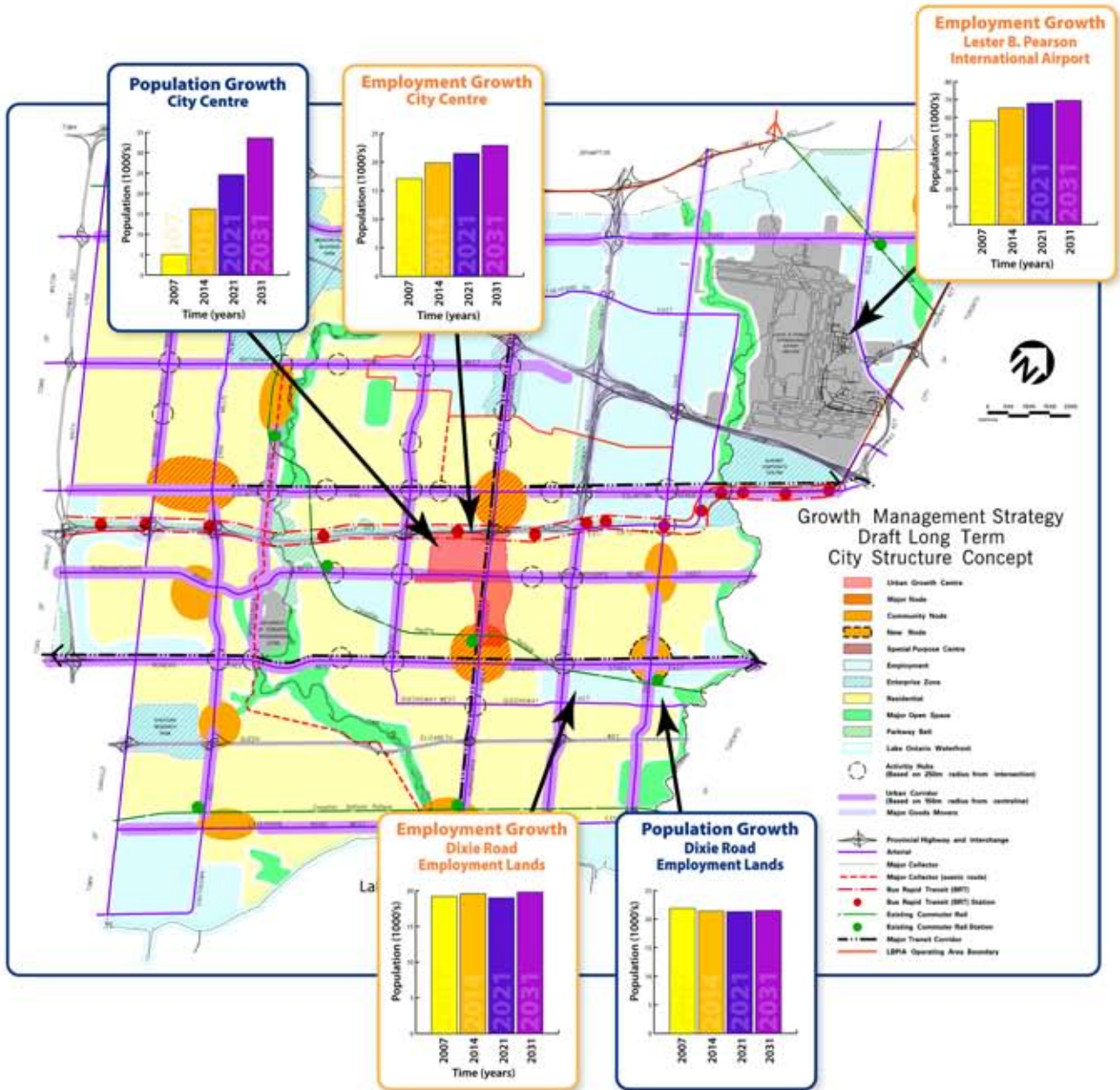
Growth anticipated:

- 2% for through traffic at 2014 (1% for turning traffic in 2014).
- 1% for overall traffic from 2014 to 2021.
- Traffic growth typically tends to level off in mature areas such as the study corridor.
- Traffic through the study area will level off as the City Centre approaches a mature state:
 - Applewood and Mississauga Valley communities are mature.
 - City Centre growth will displace longer distance travel.
 - Employment development will occur within the City specifically around Lester B. Pearson Airport and South Dixie Road area.

Impacts to Traffic Growth

- **Higher Order Transit on Hurontario and Transitway**
 - Higher Order Transit along Hurontario Street and the Bus Rapid Transit (BRT) is expected to result in 4% reduction of traffic (or 100 vehicles) along Burnhamthorpe Road East.
 - The BRT is expected to:
 - *Encourage a higher degree of transit use for east-west travel,*
 - *Temper auto growth,*
 - *Free up capacity by allowing diversion to Eglinton Avenue East, and*
 - *Reduce mainline transit on Eglinton Avenue East, which should free up capacity on Eglinton Avenue East and potentially divert east-west vehicle trips from Burnhamthorpe Road East to Eglinton Avenue*
- **Effects on Parallel East-West Routes**
 - Reserve capacity on Rathburn Road East and Central Parkway East-Bloor Street.
 - Burnhamthorpe Road East is expected to operate at capacity
 - Traffic may use reserve capacity along parallel routes to avoid Burnhamthorpe Road East at capacity.
 - Rathburn Road East provides access to the City Centre from Creditview Road to the west and Dixie Road to the east.
 - Trips from the west destined to employment development on Dixie between Dundas Street East and Queensway East may use Central Parkway East-Bloor Street.

Population/Employment Forecasts



2014 Future Conditions

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PM PEAK



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| Intersection that is over capacity | Link that is over capacity | Left / through / right movements that are over capacity |
| Intersection that is approaching capacity | Link that is approaching capacity | Left / through / right movements that are approaching capacity |
| Intersection with sufficient capacity | Link with sufficient capacity | Left / through / right movements with sufficient capacity |
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2021 Future Conditions

AM PEAK



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| Intersection that is approaching capacity | Link that is approaching capacity | Left / through / right movements that are approaching capacity |
| Intersection with sufficient capacity | Link with sufficient capacity | Left / through / right movements with sufficient capacity |
| Intersection with reserve capacity | Link with reserve capacity | Left / through / right movements with reserve capacity |

PM PEAK



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| Intersection that is over capacity | Link that is over capacity | Left / through / right movements that are over capacity |
| Intersection that is approaching capacity | Link that is approaching capacity | Left / through / right movements that are approaching capacity |
| Intersection with sufficient capacity | Link with sufficient capacity | Left / through / right movements with sufficient capacity |
| Intersection with reserve capacity | Link with reserve capacity | Left / through / right movements with reserve capacity |

2031 Future Conditions

- The number of additional trips on Burnhamthorpe Road East from 2021 to 2031 was estimated based on population and employment growth.
- The City of Mississauga has projected population and employment growth by traffic zones for the 2021 and 2031 horizon years.
- Approximately 1% growth is expected from 2021 to 2031 which reflects the mature characteristics of the surrounding area:
 - This translates into a total of 189 trips during the AM peak hour and 236 trips during the PM peak hour from 2021 to 2031.
 - The increase in traffic from 2021 to 2031 represents a 6.3 and 7.6 percent increase of 2021 link volumes for the AM and PM peaks respectively.

Traffic Impacts

- All of the links along Burnhamthorpe Road East would worsen in their level of congestion and delay experienced.

Intersection Operations

- The level of congestion and delay experienced on Burnhamthorpe Road East would worsen.
- The intersection operations would operate with slightly worse conditions than that in 2021:
 - Intersections with traffic demand that exceed capacity (both in AM and PM peak) include:
 - *Central Parkway East,*
 - *Cawthra Road,*
 - *Tomken Road, and*
 - *Dixie Road*
 - Intersections with sufficient capacity include:
 - *Arista Way (AM and PM peaks), and*
 - *Molly Avenue (AM peak only)*
 - Intersections with reserve capacity include:
 - *Robert Speck Parkway (AM and PM peaks),*
 - *Molly Avenue (PM peak only), and*
 - *Golden Orchard Drive (AM and PM peaks)*

Problem / Opportunity Statement

The City is studying opportunities to improve Burnhamthorpe Road East with a strategy that will:

1. Establish this section of Burnhamthorpe Road East as an important public place that is an access to the City Centre.
2. Implement a transportation improvement strategy that allows for effective access and traffic operations, and balances the needs of all users of Burnhamthorpe Road East.
3. Preserve and enhance the character of existing community on Burnhamthorpe Road East, and enhance the urban and the pedestrian environment.
4. Enhance the urban and pedestrian environment, and provide a continuous City Trail system.
5. Provide a plan for supplementary planting and upgrade landscape features where feasible.



Needs and Opportunities

Traffic

Traffic Operations Needs:

- Vehicle traffic is approaching capacity on Burnhamthorpe Road East and is anticipated to exceed capacity.
- Improve safety at Cawthra Road and Dixie Road.

Traffic Operations Opportunities:

- Widen Burnhamthorpe Road East to six lanes
- Use reserve capacities on parallel streets (Eastgate Parkway, Eglinton Avenue East)
- Improve intersection on Burnhamthorpe Road East
- Improve capacity on cross-streets

Transit

Current Transit Plans:

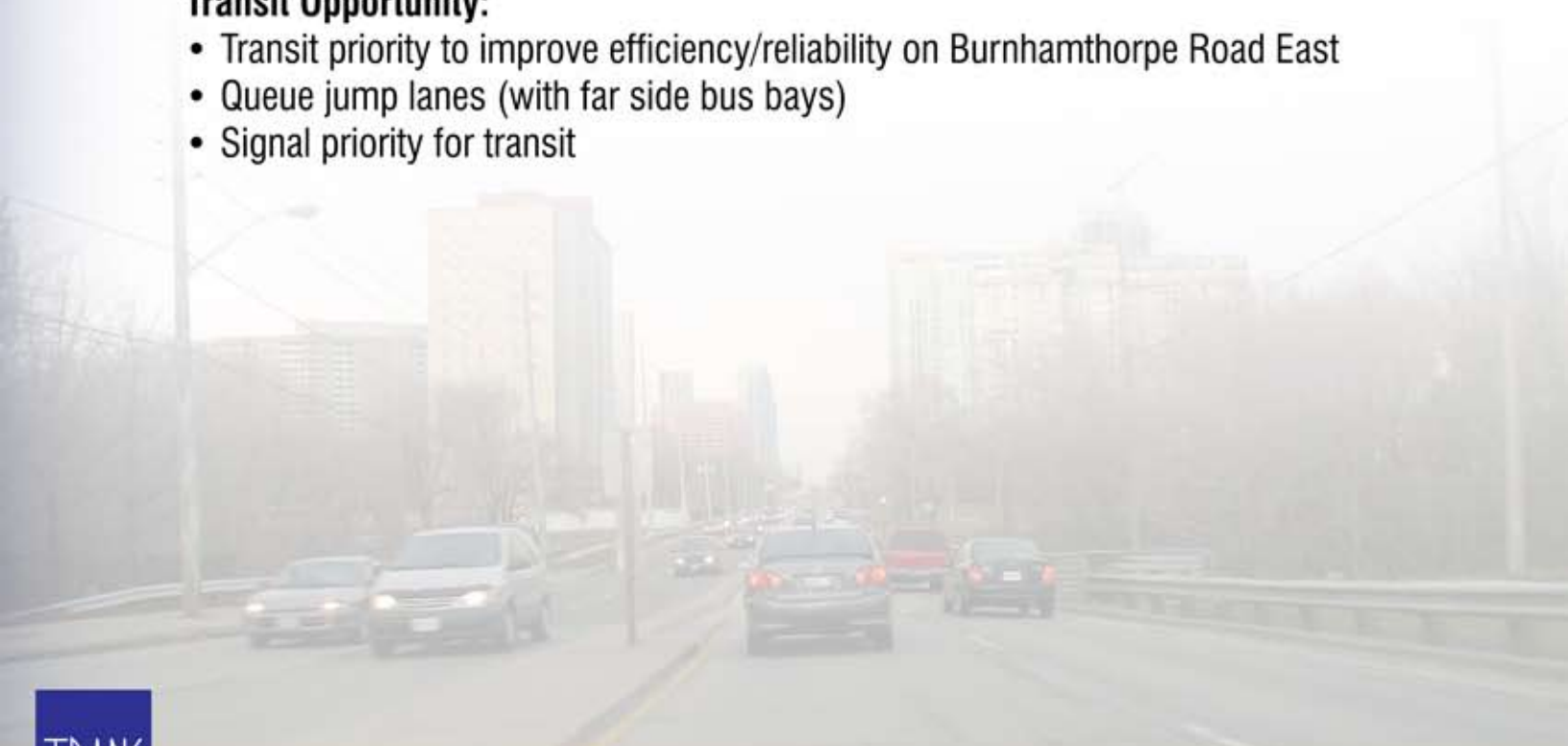
- Bus Rapid Transit (BRT) along Highway 403 – Eglinton Avenue East by 2011-2012
- Transit demand on Burnhamthorpe Road East to decrease over short-term
- Future transit frequency on Burnhamthorpe Road East is similar to present transit frequency

Transit Needs:

- Intersection capacity is a concern during the AM and PM peaks

Transit Opportunity:

- Transit priority to improve efficiency/reliability on Burnhamthorpe Road East
- Queue jump lanes (with far side bus bays)
- Signal priority for transit



Needs and Opportunities (cont.)

Cycling

Cycling Needs

- Recreational Cycling
 - Extend existing trail
 - Resolve discontinuities on Burnhamthorpe Trail
- Commuter Cycling
 - Accommodate cyclists observed on-street



Cycling Opportunities

- Burnhamthorpe Road East on-road cycling route to City Centre
- Alternative on-road cycling routes to City Centre (Rathburn Road East and Bloor Street-Central Parkway East)

Streetscape

Streetscape Needs

- Create an urban environment and infrastructure that encourages and supports walking, cycling and transit.
- Noise attenuation walls or rear yard privacy fences for houses that back onto Burnhamthorpe Road East.

Streetscape Opportunities

- Improve nature and appearance of commercial development.
- Maintain and enhance environmental features along Burnhamthorpe Road East.
- Supplementary planting and upgrade landscape features where feasible.
- Develop a consistent streetscape design along Burnhamthorpe Road East leading to the City Centre.
- Buffer pedestrians and cyclists from vehicular traffic.
- Balance the functional requirement of Burnhamthorpe Road East for pedestrians, cyclists, transit and vehicles

Burnhamthorpe Road East: Role and Function

The following are alternative roles and functions for Burnhamthorpe Road East. These roles and functions represent alternative solutions to Burnhamthorpe Road East.

1. Do Nothing

- No change from the existing conditions on Burnhamthorpe Road East

2. Amenity oriented corridor (trail completion, greenspace)

- Median treatment
- Opportunities for more greenspace within the boulevard
- Maintain mature trees
- No road widening

3. Gateway to City Centre

- Burnhamthorpe Road East corridor can provide for key entrance features for the City Centre

4. Major Arterial – increased road capacity

- Increase road capacity - widen to 6 lanes

5. On-Road Cycling Corridor

- Maintain four vehicle lane, instead of widening to six lanes
 - Rationalize channelized right turn lanes to reduce cycling conflicts
 - Maintain four vehicle lanes
- Recognize suitability of commuter bike lanes on Burnhamthorpe Road East
 - Burnhamthorpe Road East as a continuous commuter cycling corridor
 - Parallel routes that may be more bicycle friendly (Rathburn Road East, Bloor Street)

6. Boulevard Trail Corridor

- Dedicated cycling pedestrian bridges for boulevard trail
- Separate bicycle signals

7. Transit priority – queue jump

- No plans for express bus connections from Burnhamthorpe Road East to the Bus Rapid Transit (BRT)
- Mid-block transit stops (without signals) – potential pedestrian signals
- Solutions may include consideration of bus bays and transit queue jumps
- Designated transit lanes are not warranted on Burnhamthorpe Road East

Evaluation Criteria

Transportation

- Community traffic infiltration
- Capacity and arterial efficiency
- Promotion of active transportation (pedestrian, bikes)
- Transit accommodation
- Safety

Socio-economic, Culture and Urban Design

- Opportunities for place-making
- Impact to land uses (property, driveways)
- Noise impacts
- Business Impacts

Natural Environment

- Impact to creek crossings and aquatic habitat
- Impact to woodlots
- Stormwater management
- Impact to wildlife and wildlife habitat

Cost

- Capital cost
- Maintenance costs
- Utility impacts and costs

Cultural Environment

- Archaeological resources
- Built heritage

Next Steps

We will review all comments and suggestions received from the public and agencies.

Based on stakeholders input, we will:

- Reassess the Alternative Solutions and Evaluation Criteria,
- Identify a Preliminary Preferred Alternative Solution.

The next Public Information Centre is tentatively scheduled for June 2008 to present a preliminary preferred alternative solution. It will be advertised in the Mississauga News and announce a specific date and location.

Your comments are important. They will be reviewed as part of the Study. Please indicate your interest to remain involved with the Study by submitting your completed Questionnaire / Comment Sheet or by contacting either of the following Project Team Members:

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Thank You!