

APPENDIX B

**Public Correspondence, Public Information Centre/Session
Presentation Boards**



CITY OF MISSISSAUGA

NOTICE OF STUDY COMMENCEMENT

Municipal Class Environmental Assessment Study for Courtneypark Drive East

THE STUDY:

The City of Mississauga has initiated a Class Environmental Assessment (Class EA) Study, including Preliminary Design, for the section of Courtneypark Drive East, from Kennedy Road to Dixie Road (see map). In light of current roadway conditions, the intent of this study is to address network demand challenges, identify/address safety concerns, accommodate active transportation measures, and rehabilitate the roadway surface. The alternative solutions may include (but are not limited to) the potential widening of Courtneypark Drive East, the examination of the transportation benefits of a full movement interchange at Highway 410 (per the MTO's approved 2010 TESR), as well as various improvements to selected intersections, traffic operations, transit, and/or active transportation. The overall impact of such improvements on the social, cultural, and natural environments will also be analyzed.

THE PROCESS:

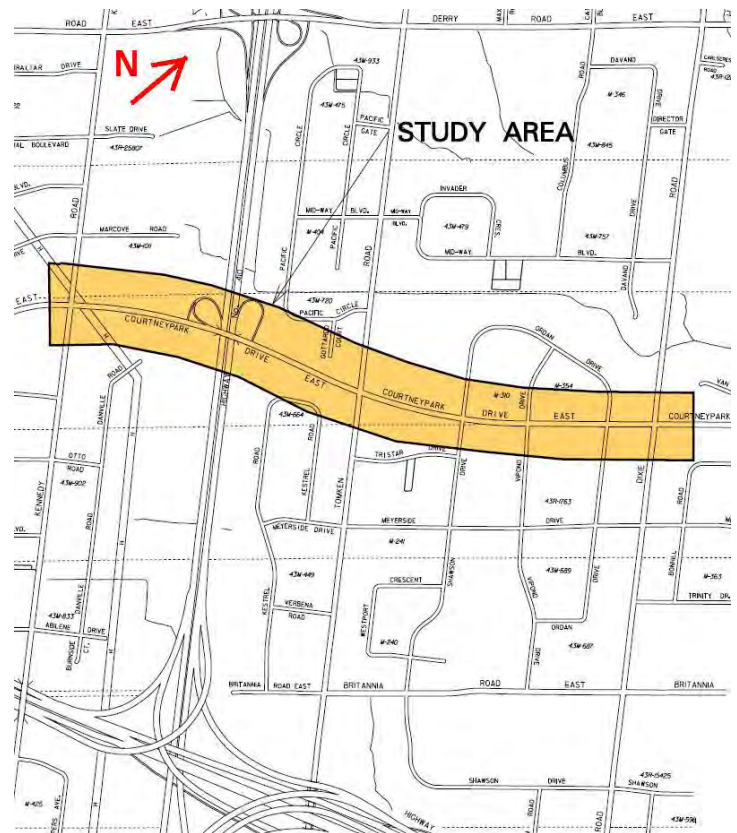
This notice signals the commencement of the Class EA, a study which will define the problem, identify/evaluate alternative solutions, and determine a preferred design in consultation with regulatory agencies and the public. The study is being undertaken in accordance with the planning and design process for Schedule 'C' projects, as outlined in the "Municipal Class Environmental Assessment" document (October 2000, amended in 2011), which is approved under the Ontario *Environmental Assessment Act*.

PUBLIC CONSULTATION:

A key component of the study will be consultation with interested stakeholders (public and agencies). Two Public Information Centres (PICs) will be held to present the project, review the study scope, and discuss issues related to the project, including alternative solutions and evaluation criteria, as well as environmental impacts and mitigation measures. Details regarding forthcoming PICs will be advertised as the study progresses. Upon completion of the study, an Environmental Study Report (ESR) will be prepared and made available for public review and comment. If you have any questions or comments regarding the study, or wish to be added to the study mailing list, please contact either of the following team members:

Farhad Shahla, M.Eng., P.Eng
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201 City Centre Dr, Suite 800
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farhad.shahla@mississauga.ca

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Consultant Project Manager
Stantec Consulting Ltd.
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Markham, ON L3R 0B8
(905) 944-7786
gordon.murray@stantec.com



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.

This notice was first issued on November 13th, 2013.

CITY OF MISSISSAUGA

NOTICE OF PUBLIC INFORMATION CENTRE #1

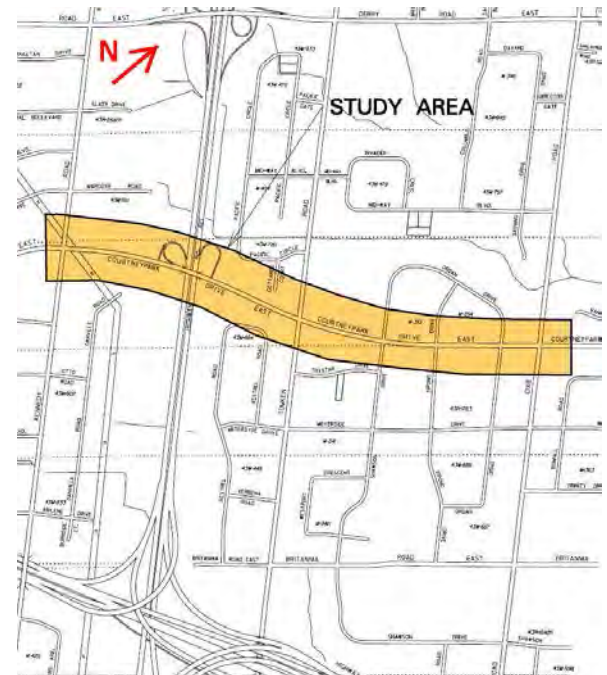
Municipal Class Environmental Assessment Study for Courtneypark Drive East

THE STUDY:

The City of Mississauga has initiated a Class Environmental Assessment (Class EA) Study, including Preliminary Design, for the section of Courtneypark Drive East, from Kennedy Road to Dixie Road (see map). In light of current roadway conditions, the intent of this study is to address network demand challenges, identify/address safety concerns, accommodate active transportation measures, and rehabilitate the roadway surface. The overall impact of such improvements on the social, cultural, and natural environments will also be analyzed.

THE PROCESS:

The study is being undertaken in accordance with the planning and design process for Schedule 'C' projects, as outlined in the "*Municipal Class Environmental Assessment*" document (October 2000, amended in 2011), which is approved under the Ontario *Environmental Assessment Act*. The Class EA process includes public and 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. The alternative solutions may include (but are not limited to) the potential widening of Courtneypark Drive East, the examination of the transportation benefits of a full movement interchange at Highway 410 (per the MTO's approved 2010 TESR), as well as various improvements to traffic operations, transit, and/or active transportation. Upon completion of the study, an Environmental Study Report (ESR) will be prepared and made available for public review and comment.



PUBLIC CONSULTATION:

Public consultation is a vital component of this study. Public Information Centre (PIC) #1 is being held to receive your input, comments and concerns on the Class EA, existing and future traffic conditions, environmental constraints, improvement needs and opportunities, and the alternative solutions being considered. At this PIC, the City of Mississauga will display information in an open house format on these and other subjects being addressed in the Class EA, including the preliminary preferred planning alternatives. Representatives from the City and the consulting team will be present to answer questions and discuss next steps. A second PIC is tentatively scheduled for the fall of 2014.

The PIC will be held as follows:

Date/Time: Thursday, June 26, 2014, 2:30pm to 5:00pm

Location: Frank McKechnie Community Centre, Auditorium 1 & 2
310 Bristol Rd. E., Mississauga, ON, L4Z 3V5

If you have any questions or comments regarding the study, or wish to be added to the study mailing list, please contact either of the following team members:

Project Manager

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This notice was first posted: June 11, 2014.

Welcome

Public Information Centre #1

COURTNEYPARK DRIVE EAST

from Kennedy Road to Dixie Road

CLASS ENVIRONMENTAL ASSESSMENT STUDY

AND PRELIMINARY DESIGN



Thursday, June 26, 2014

Frank McKechnie Community Centre, Auditorium 1 & 2

2:30 PM to 5:00PM



PLEASE SIGN IN
to stay updated on this study

What is a Public Information Centre?

The purposes of this Public Information Centre (PIC) meeting are:

- ✓ To provide an opportunity for the public to meet with Project Team members to discuss project issues;
- ✓ To provide an overview of the Class EA Study process;
- ✓ To provide background information and a summary of the Study findings to date;



- ✓ To present needs and justifications;
- ✓ To present the Alternative Solutions, systematic evaluation of the Alternatives, and the Preliminary Preferred Solution;

- ✓ To obtain public comments; and
- ✓ To identify the next steps in the process.

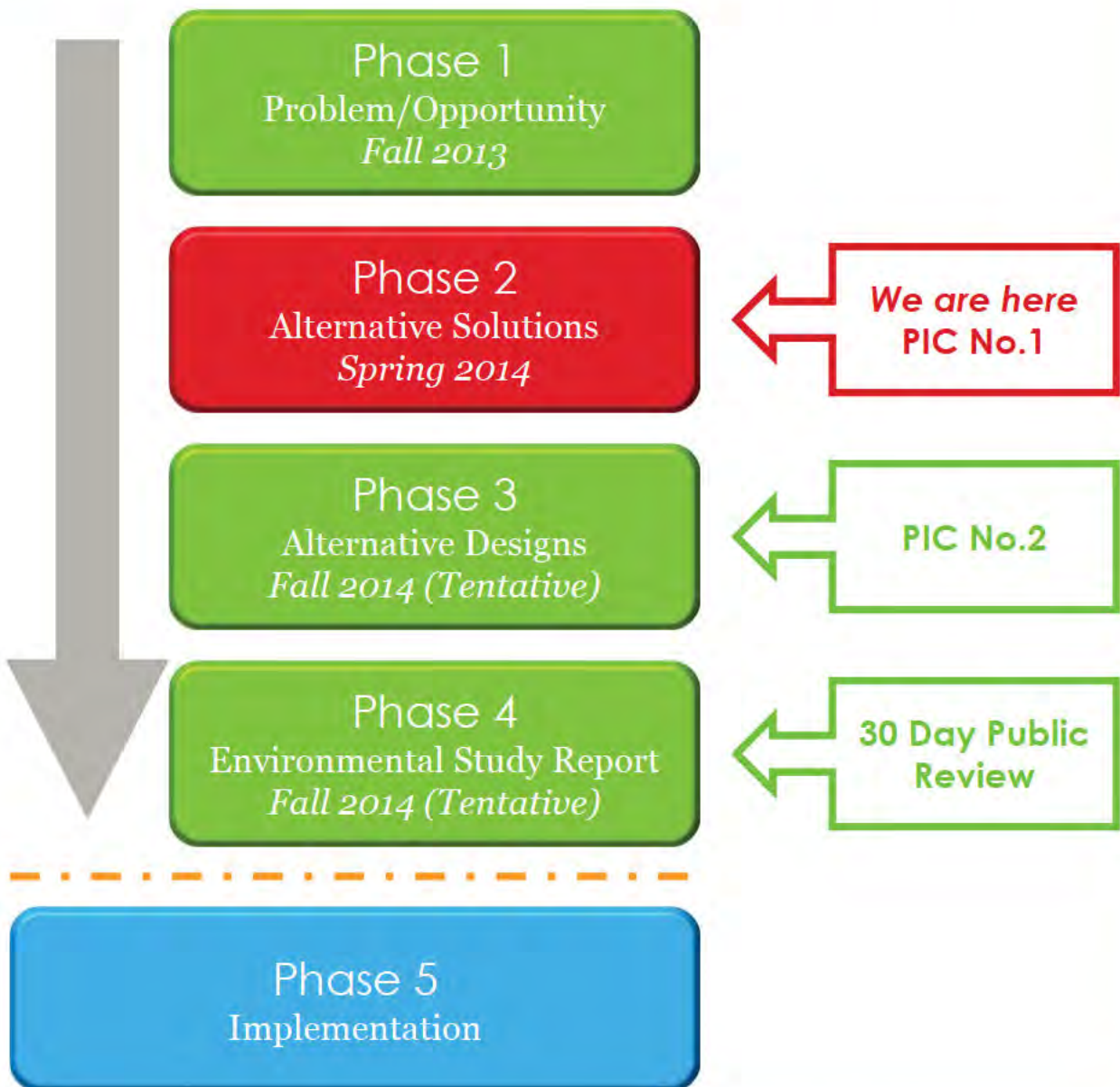


COURTNEYPARK DRIVE EAST Public Information Centre #1

What is a Class EA?

The Municipal Class Environmental Assessment (Class EA) is a planning process approved under the *Ontario Environmental Assessment Act*. It provides the framework for municipalities to plan, design, and construct municipal infrastructure projects.

This study is following the process for a **Schedule 'C' Class EA**, to complete Phases 1 to 4:



COURTNEYPARK DRIVE EAST Public Information Centre #1

Why are we here?

The City of Mississauga and its co-proponent, the Region of Peel, have undertaken a Class EA for Courtney Park Drive East to:

- ✓ Address current and future operational deficiencies;
- ✓ Address current and future needs for additional east-west traffic capacity in the area;
- ✓ Identify and address safety concerns;
- ✓ Address the need for infrastructure improvements in the study area;



- ✓ Conduct a systematic evaluation of alternatives considering the effects on the natural, socio-economic, and cultural environments; and
- ✓ Develop a preliminary preferred design for the recommended alternative solution.

This EA will also review opportunities for:

- ✓ Improving corridor and intersection operations;
- ✓ Improving the efficiency of both goods movements and access to, from, and/or through the study area;
- ✓ Improving pedestrian and bicycle facilities;
- ✓ Improving transit services; and
- ✓ Improving and protecting streetscaping/landscaping.

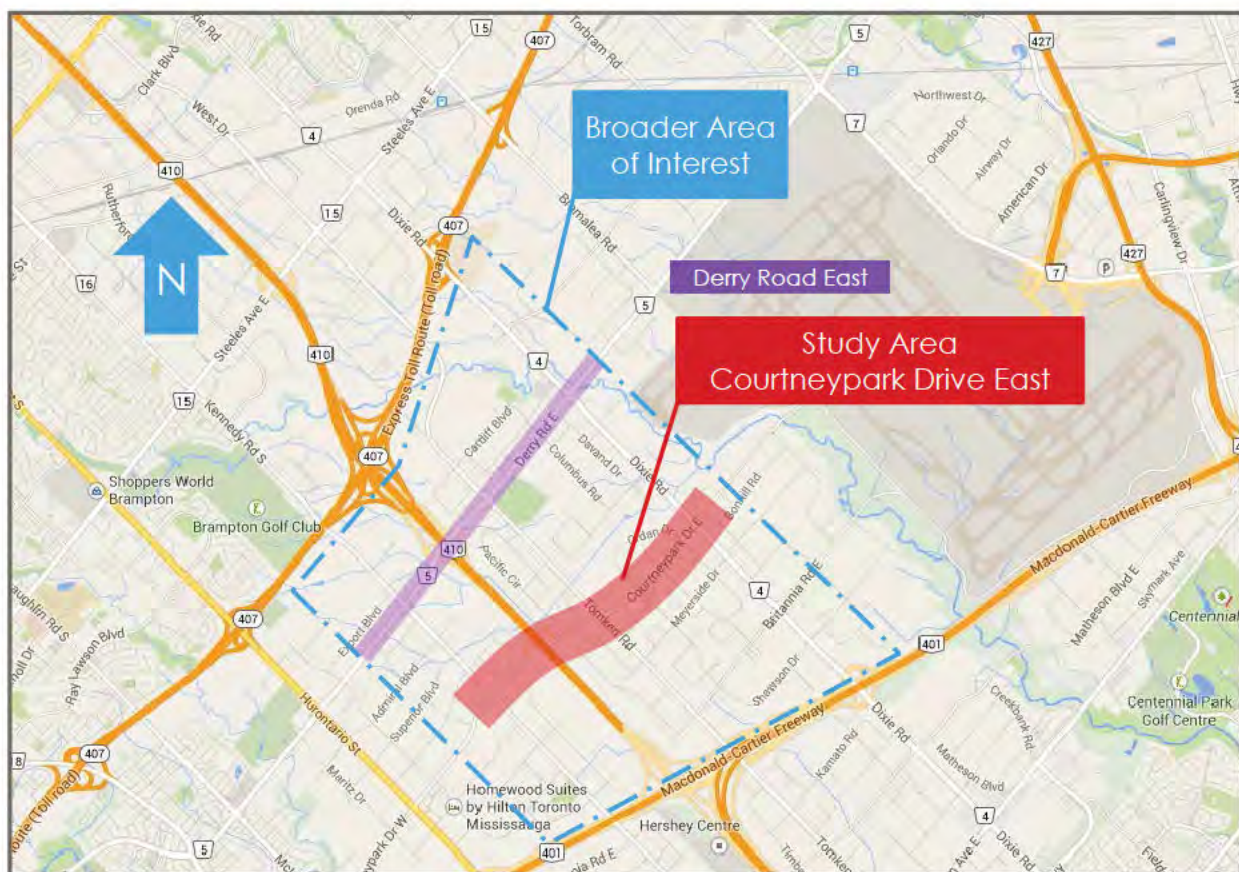


COURTNEYPARK DRIVE EAST Public Information Centre #1

Study Area

The Courtney Park Drive East Class Environmental Assessment (EA) Study Area extends 2.8km, from Kennedy Road to Dixie Road.

This study will also consider the traffic operations on other major east-west roadways within a broader area of interest. Specifically, this study will examine how the capacity of Derry Road East is affected by improvements on Courtney Park Drive East.



COURTNEYPARK DRIVE EAST Public Information Centre #1

Study Background

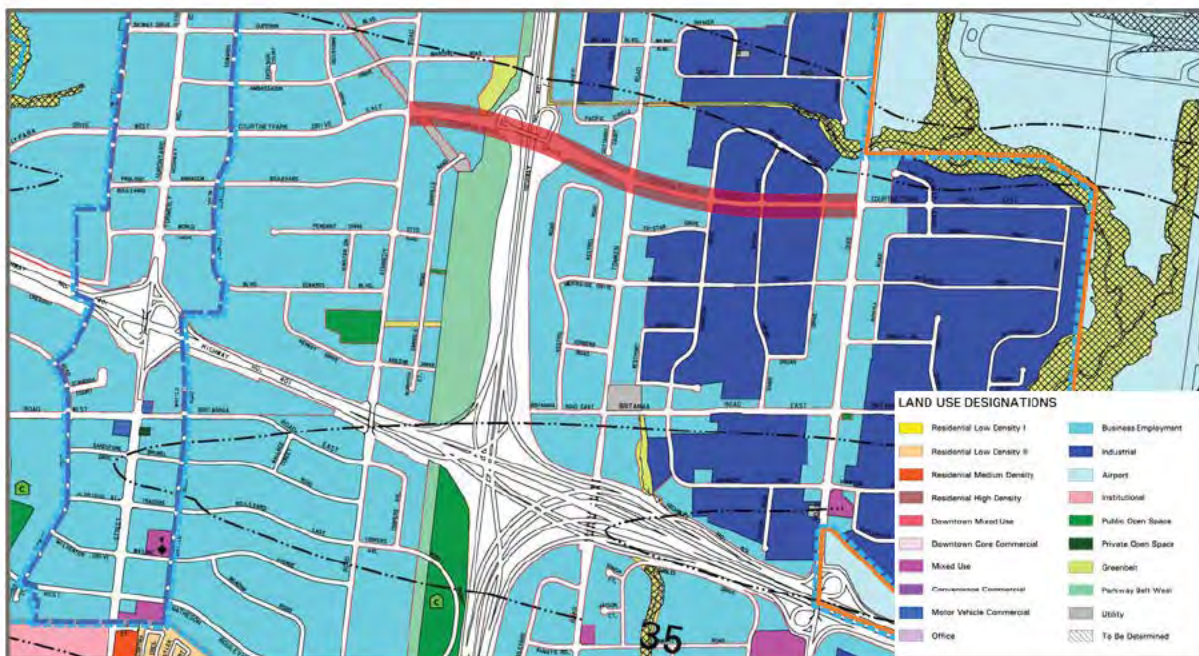
Mississauga Official Plan (OP)

Mississauga's population and employment growth prospects are expected to remain strong through the year 2031.

Year	Population	Employment
2009	730,000	453,000
2011	738,000	455,000
2021	768,000	500,000
2031	805,000	510,000

Source: Mississauga Official Plan, March 2013

Employment Areas are stable areas with diverse industrial and business employment operations. The study area (below in red) falls within the Gateway and Northeast Employment Areas.



Source: Mississauga Official Plan, March 2013

Goods movement within Employment Areas is important to the economic health of the city. In general, the OP suggests roads within Employment Areas may be improved if deemed essential to goods movement; it has specifically prioritized such improvements in the Northeast Employment Area.

COURTNEYPARK DRIVE EAST Public Information Centre #1

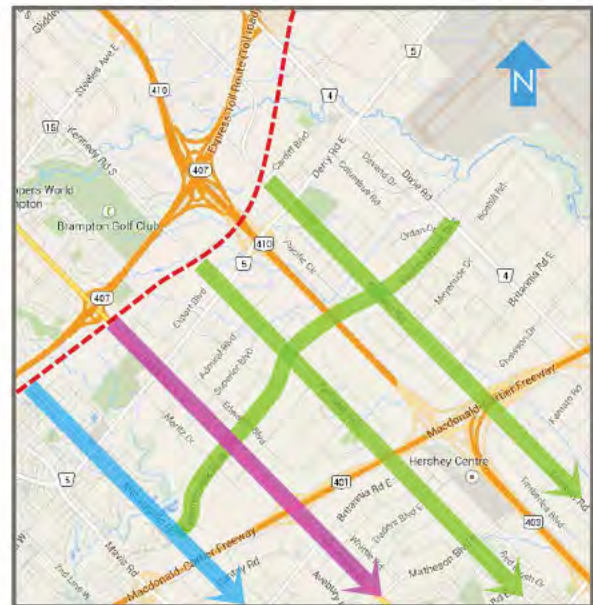
Study Background

Mississauga Cycling Master Plan (2010)

The development of a city-wide cycling network includes the establishment of primary and secondary bicycle route networks and supportive infrastructure, such as bicycle parking and other trip-end facilities.

Several improvements to cycling facilities within the study area are identified by the *Cycling Master Plan*.

- Municipal Boundary
- Primary On-Road Facilities
- Primary Boulevard Facilities
- Special Study Area
(Hurontario Main LRT Study underway)



Source: Mississauga Cycling Master Plan, March 2010
map via google.com

MiWay and Brampton Transit

Courtneypark Drive East is served by MiWay Route 51A, 57, and 59 as well as Brampton Transit Routes 18/18A. Additionally, MiWay routes 5, 51, and 53 intersect the study area and offer transfer opportunities. Passenger demand is currently strong and is expected to continue to grow.

Region of Peel's Strategic Goods Movement Network Study

The *Strategic Goods Movement Network Study* (SGMNS) was completed by the Region of Peel to identify a comprehensive system of truck routes that enable the efficient movement of goods between freight terminals and major logistics activity centres, including Toronto Pearson International Airport.

The SGMNS has identified Courtneypark Drive, Kennedy Road, Tomken Road, and Dixie Road as Primary Truck Routes within the study area.

COURTNEYPARK DRIVE EAST Public Information Centre #1

Study Background

Ministry of Transportation (MTO) Highway 410 Improvements

The MTO is improving Highway 410, from south of Highway 401 in Mississauga to south of Queen Street in Brampton. This work will widen Highway 410 into the median to add 1 new general purpose lane and 1 high-occupancy vehicle lane in each direction. This would also include rehabilitation of existing Highway 410 lanes, shoulders, and ramps, as well as improvements to several interchanges.

These improvements were studied in the Highway 410 Improvements Class EA. As a result of this previous study, MTO received approval to construct a **Full Interchange** at Courtneypark Drive East. However, MTO has chosen to reconfigure the existing **Partial Interchange** only, in order to improve both ramp geometry and traffic operations.

Existing Partial Interchange

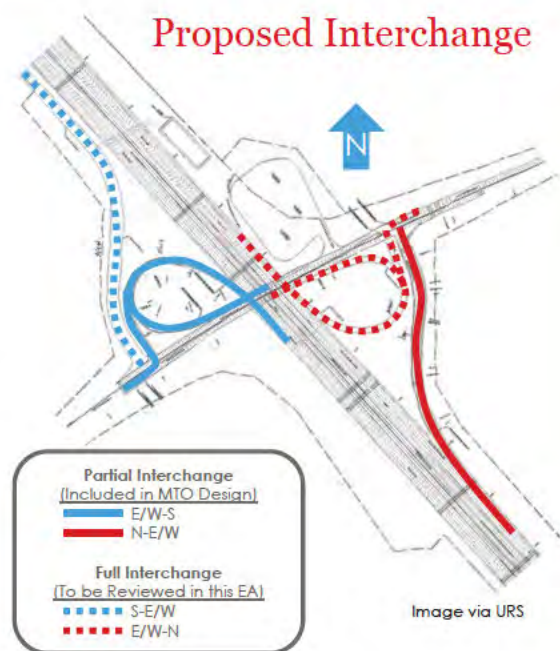


This will maintain existing traffic patterns – traffic can only enter southbound Highway 410 from Courtneypark Drive and exit northbound Highway 410 to Courtneypark Drive.

As part of this study, the City of Mississauga and its co-proponent, the Region of Peel, will review the need for a **Full Interchange** and determine when it should be constructed.

This will allow traffic to exit from southbound Highway 410 to Courtneypark Drive and enter northbound Highway 410 from Courtneypark Drive.

Proposed Interchange



COURTNEYPARK DRIVE EAST Public Information Centre #1

Existing Conditions

Courtneypark Drive East is an arterial roadway with a 70km/h speed limit. The condition of the existing pavement ranges from fair to poor, (repaving or reconstruction will likely be required in the near future).



map via google.com

A 230kV electrical transmission line owned by Hydro One Networks crosses the study area, just east of Kennedy Road.

The City of Mississauga's "Parkway Belt West" crosses the study area on the west side of Highway 410.

Traffic can enter southbound Highway 410 from Courtneypark Drive East or exit from northbound Highway 410 to Courtneypark Drive East using the existing partial interchange. Courtneypark Drive East crosses over Highway 410 on a five-lane bridge, with pedestrian walkways on both sides.

Kennedy Road to Tomken Road

4 lanes with turn lanes at each intersection;

Existing right-of-way is approximately 50m wide (the *Official Plan* defines the roadway right-of-way width as 35m);

Raised median;

Asphalt pathway on south side of roadway; and

Stormwater is carried by open ditches on either side of the roadway.

Tomken Road to Dixie Road

4 lanes with a continuous two-way left turn lane;

Existing right-of-way is approximately 30m wide (the *Official Plan* defines the roadway right-of-way width as 35m);

Painted median;

Concrete sidewalk on north side of roadway; and

Stormwater is carried by a storm sewer beneath the roadway.

Legend

● Signalized Intersection

● Unsignalized Intersection

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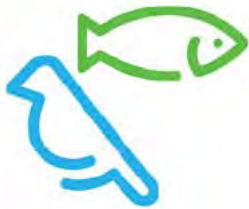
Existing Conditions

Natural Environment



The Study Area is located within a highly-developed, urbanized environment; however, several naturalized areas are present.

These include a small meadow and an unevaluated wetland community (regulated by the Toronto & Region Conservation Authority), located northwest of the Highway 410 & Courtneypark Drive East interchange.



The Ministry of Natural Resources has indicated that they have no concerns with this project in relation to Species At Risk, or provincially-significant natural heritage features.

Upcoming field investigations will include surveys for breeding birds, wildlife, and wildlife habitat to confirm their presence or absence, especially with regard to any Ontario Species At Risk.

Wildlife species in the area are likely those typical to urban environments and their presence will be taken into consideration when evaluating potential improvements to Courtneypark Drive East as part of this study. Mitigation recommendations will be formed based on results of the field investigations.



500 trees within the study area have been inventoried – approximately 82 are located on City of Mississauga property, 353 are privately-owned, and 65 are located on the property boundary. These trees belong to a variety of different species and a qualified arborist has determined that most are in good or fair condition. The City of Mississauga Official Plan requires that the protection and preservation of existing trees must be considered when evaluating improvements for Courtneypark Drive East.

Needs Assessment

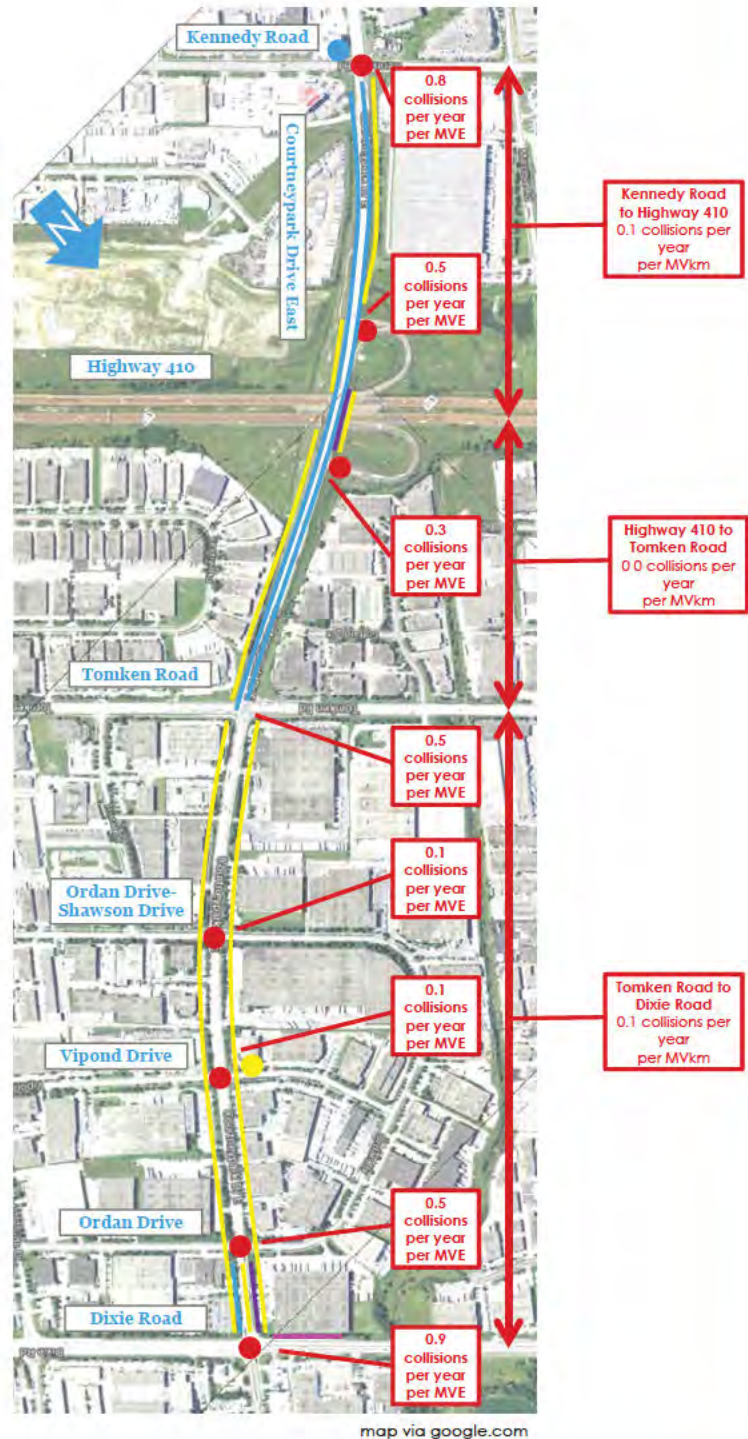
Potential Safety Improvements

- Intersections, ramps, and/or private approaches do not meet geometric requirements and/or accommodate heavy vehicles
- No pedestrian facilities (i.e. sidewalk, multi-use pathways)
- Vegetation/trees impeding sight lines to pedestrians
- Roadside hazards (i.e. inadequate guiderail, pole line in clear zone)
- Inadequate signage/pavement markings

MVE Million Vehicles Entering*

MVkm Million Vehicle Kilometres*

*MVE and/or MVkm of less than 1.0 is considered to be within the "expected" or "normal" range for a typical roadway



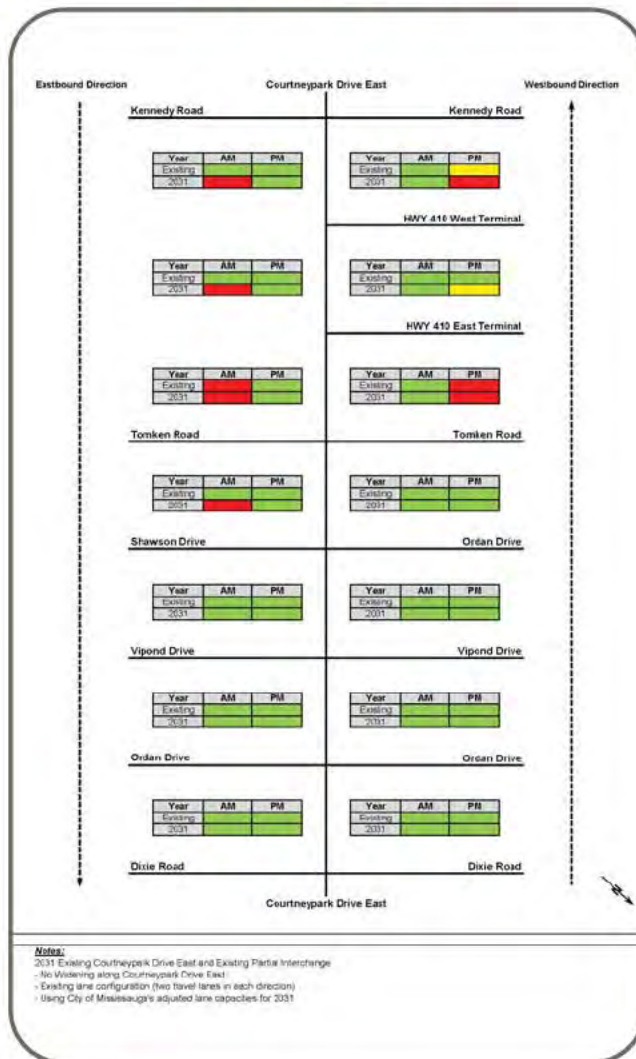
COURTNEYPARK DRIVE EAST Public Information Centre #1

Needs Assessment

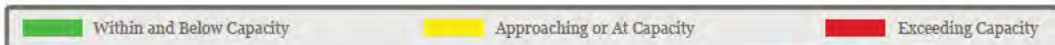
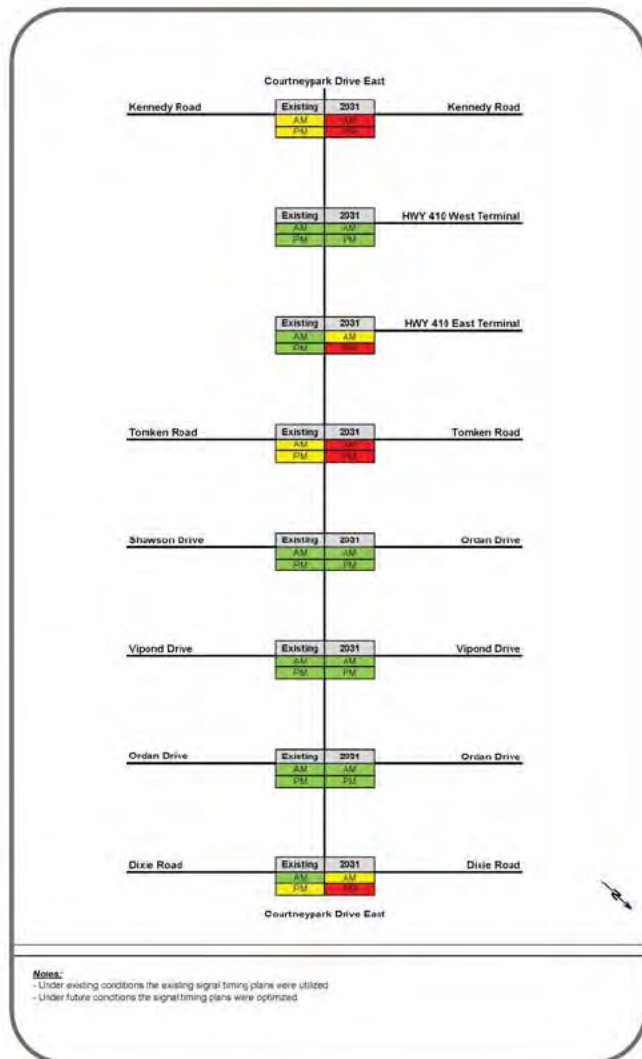
Existing / "Do Nothing" (2031)

- ⇒ There are existing capacity issues on Courtneypark Drive East, between Kennedy Road and Shawson Drive, as well as at the Kennedy Road, Tomken Road, and Dixie Road intersections.
- ⇒ Without improvements to Courtneypark Drive East, congestion at these locations will continue to increase by 2031.

Mid-Block Capacity



Intersection Conditions



COURTNEY PARK DRIVE EAST Public Information Centre #1

Needs Assessment

High population and employment growth expected through 2031

Traffic analysis indicates that the current 4-lane Courtneypark Drive will experience increased delays; additional travel lanes and intersection capacity will be required.

Limited east-west roadway capacity

- ⇒ Courtneypark Drive and the already-widened Derry Road are the only major east-west roadways across Highway 410 within the study area.
- ⇒ The limitations of the existing partial interchange at Courtneypark Drive and Highway 410 force motorists to use the full interchange at Derry Road.
- ⇒ Congestion on Courtneypark Drive, Derry Road, and the Derry Road interchange will continue to increase; this consumes available east-west roadway capacity and impacts north-south connecting routes.
- ⇒ Without network improvements, increased congestion will: reduce the safety of motorized and non-motorized roadway users; inconvenience motorists; increase emergency vehicle response times; create unnecessary vehicle emissions; limit the city's ability to provide effective transit service; and hinder the efficient movement of goods.

Improved facilities for active transportation

Existing pedestrian facilities require improvements to promote walkability within the study area. New sidewalks and/or multi-use pathways will safely accommodate users of various modes of active transportation and further establish the route network laid out by the *Mississauga Cycling Master Plan*.

Problem/Opportunity Statement

Additional capacity and improved facilities are required within the Courtneypark Drive East study area to accommodate the existing traffic volumes and the anticipated growth in the study area by 2031; to facilitate safe and efficient east-west travel in northeast Mississauga; to enable efficient movement of goods and improve access both within Mississauga and the Region of Peel; and to provide safe routes for users of various modes of active transportation.

Alternative Solutions

Alternative Solutions		Description
Alternative 1	Do Nothing	Maintain the status quo. ⇨ Courtneypark Drive East will remain a 4-lane roadway ⇨ MTO will reconfigure the existing Partial Interchange at Highway 410 during upcoming improvements
Alternative 2	Transportation Demand Management / Transit Improvements	Improve operation of the transportation system in the study area by discouraging single-occupant vehicles and encouraging transit. ⇨ Shift demand to alternative modes of transportation ⇨ Encourage carpooling ⇨ Attempt to “spread” both AM/PM peak hours
Alternative 3	Improve Alternative East-West Routes	Widen adjacent parallel roadways. ⇨ Britannia Road ⇨ Derry Road
Alternative 4	Widen Courtneypark Drive East (between Kennedy Road and Dixie Road)	Provide 3 through-lanes in both directions along Courtneypark Drive East, between Kennedy Road and Dixie Road. ⇨ Widening may take place in stages, as warranted by traffic demand. ⇨ MTO will reconfigure the existing Partial Interchange at Highway 410 during upcoming improvements
Alternative 5	Widen Courtneypark Drive East (between Kennedy Road and Dixie Road) + Construct a Full Interchange at Highway 410	Provide 3 through-lanes in either direction along Courtneypark Drive East, between Kennedy Road and Dixie Road; construct a Full Interchange with Highway 410. ⇨ Widening may take place in stages, as warranted by traffic demand. ⇨ MTO will reconfigure the existing Partial Interchange at Highway 410 during upcoming improvements, which will then be upgraded to a Full Interchange when warranted/depending upon available funding approval.

Preliminary Preferred Alternative Solutions

Alternative 4 – Widen Courtneypark Drive East
(between Kennedy Road and Dixie Road)

Alternative 5 – Widen Courtneypark Drive East
(between Kennedy Road and Dixie Road)
+ Construct a Full Interchange at Highway 410

Both **Alternative 4** and **Alternative 5** address the Problem/Opportunity Statement. However, further analysis will be conducted to determine which alternative results in a more beneficial solution for the Broader Area of Interest.

COURTNEYPARK DRIVE EAST Public Information Centre #1

Evaluation Criteria



Socio-Economic Environment

- ✓ Property Access;
- ✓ Property Acquisition Requirements;
- ✓ Impacts to Emergency Response Times; and
- ✓ Streetscaping and Aesthetics.

Transportation/Technical

- ✓ Corridor Capacity & Level of Service;
- ✓ Planning Objectives & Network Connectivity;
- ✓ Overall Safety;
- ✓ Pedestrian & Cycling Accommodation; and
- ✓ Transit Services.



Cultural Environment

- ✓ Archaeological; and
- ✓ Built Heritage / Cultural Landscape.

Natural Environment

- ✓ Impacts to Existing Vegetation; and
- ✓ Terrestrial Resources.



Cost

- ✓ Capital Costs; and
- ✓ Operation & Maintenance Costs.

COURTNEYPARK DRIVE EAST Public Information Centre #1

Evaluation Matrix

Factor	Criteria	Criteria Measure	Alternative 1 Do Nothing	Alternative 2 Transportation Demand Management/ Transit Improvements	Alternative 3 Improve Alternative East-West Route	Alternative 4 Widen Courtneypark Drive East (between Kennedy Rd and Dixie Rd)	Alternative 5 Widen Courtneypark Drive East (between Kennedy Rd and Dixie Rd) + Construct a Full Interchange at Highway 410
Socio-Economic Environment	Property Access	Ability to maintain and/or maximize opportunities for improved access into adjacent industrial and commercial properties.	Least Preferred No opportunities to improve access to adjacent properties.	Least Preferred No opportunities to improve access to adjacent properties.	Least Preferred No opportunities to improve access to property along Courtneypark Drive East.	Preferred Presents opportunities to improve access to most adjacent properties.	Preferred Presents opportunities to improve access to most adjacent properties.
	Property Required	Amount of additional property that must be acquired in order to construct the proposed alternative.	Preferred No additional property is required.	Preferred No additional property is required.	Least Preferred Property acquisition may be required adjacent to alternative roadways.	Partially Preferred Property acquisition may be required along Courtneypark Drive East.	Partially Preferred Property acquisition may be required along Courtneypark Drive East.
	Emergency Response	Access for emergency vehicles.	Least Preferred Adverse impacts due to increased in traffic volumes.	Partially Preferred Potential minor improvements due to decreased traffic volumes resulting from modal shift.	Partially Preferred Potential for minor improvements along Courtneypark Drive East due to decreased traffic volumes resulting from the diversion of traffic to alternative routes.	Partially Preferred Potential for improvements along Courtneypark Drive East due to decreased traffic congestion.	Preferred Potential for improvements both along Courtneypark Drive East and within the greater east-west corridor as a result of decreased congestion and new connections via the full interchange at Highway 410.
	Streetscaping	Impacts in existing streetscaping and/or landscaping and ability to provide opportunities to improve streetscaping and landscaping, as well as enhance the public realm.	Partially Preferred No impact on existing streetscaping or landscaping. No opportunity to improve existing streetscaping or landscaping.	Partially Preferred No impact on existing streetscaping or landscaping. No opportunity to improve existing streetscaping or landscaping.	Partially Preferred Potential impacts to existing streetscaping and/or landscaping along alternative routes. No opportunity to improve existing streetscaping or landscaping along Courtneypark Drive East.	Preferred Impacts to existing streetscaping and landscaping. Opportunity to improve the landscaping along Courtneypark Drive East.	Preferred Impacts to existing streetscaping and landscaping. Opportunity to improve the landscaping along Courtneypark Drive East.
Cultural Environment	Archaeological	Potential for disruption of archaeological resources.	Preferred No impact on archaeological resources.	Preferred No impact on archaeological resources.	Least Preferred Potential for impact to archaeological resources along alternative roadway corridors.	Partially Preferred Minimal potential for impact to archaeological resources along Courtneypark Drive East.	Partially Preferred Minimal potential for impact to archaeological resources along Courtneypark Drive East.
	Built Heritage/Cultural Landscape	Potential for disruption of built heritage and cultural landscape features.	Preferred No impact on built heritage and cultural landscape features.	Preferred No impact on built heritage and cultural landscape features.	Least Preferred Potential for impact to built heritage and cultural landscape features along alternative roadway corridors.	Partially Preferred Minimal potential for impact to built heritage and cultural landscape features along Courtneypark Drive East.	Partially Preferred Minimal potential for impact to built heritage and cultural landscape features along Courtneypark Drive East.
Transportation/Technical	Corridor Capacity & Level of Service	Improves traffic congestion and level of service. Enhances capacity within the greater east-west corridor in northeast Mississauga.	Least Preferred Adverse impacts on Courtneypark Drive East due to increasing traffic volumes between Kennedy Road and Shawson Drive; no impacts between Shawson Drive and Dixie Road.	Partially Preferred Congestion and level of service is marginally improved, both on Courtneypark Drive East and within the greater east-west corridor, by diverting road users to alternative modes of transportation.	Partially Preferred Limited improvements to level of service and congestion, both on Courtneypark Drive East and within the greater east-west corridor, as a result of the diversion of traffic to alternative routes with added capacity.	Partially Preferred Improved level of service on Courtneypark Drive East, resulting in decreased congestion. Minor improvement to overall east-west corridor capacity.	Preferred Limited improvements to level of service and capacity along the Courtneypark Drive East due to the presence of additional traffic resulting from the full interchange at Highway 410. Improvements to overall east-west corridor capacity due to equalization in traffic between parallel routes resulting from the addition of the full interchange at Highway 410.
	Planning Objectives	Meets the goals/objectives of the City of Mississauga's Official Plan (OP), the Mississauga Cycling Master Plan (CMP), and the Region of Peel's Strategic Goods Movement Network Study (SGMNS).	Least Preferred Does not meet the goals and objectives of the OP, CMP, and/or SGMNS.	Partially Preferred Meets the goals and objectives of the OP and CMP by promoting alternative modes of transportation. May meet goals and objectives of SGMNS by reducing traffic volume on Courtneypark Drive East, thereby facilitating improved goods movement.	Partially Preferred Meets the goals and objectives of the OP, but not the CMP or SGMNS.	Partially Preferred Meets the goals and objectives of the OP and CMP. May meet goals and objectives of SGMNS by increasing capacity on Courtneypark Drive East, thereby facilitating improved goods movement.	Preferred Meets the goals and objectives of the OP, CMP, and SGMNS by increasing capacity on both Courtneypark Drive East and within the greater east-west corridor, facilitating efficient goods movement and improves access within both the study area and the broader area of interest, especially to important destinations (such as Toronto Pearson International Airport).
	Overall Safety	Improves roadway safety within the study area.	Least Preferred Does not address existing or potential safety concerns.	Partially Preferred Potential for safety improvements as a result of decreased traffic congestion, improvements to transit stops, and optimized traffic signal timing.	Least Preferred No opportunity for safety improvements along Courtneypark Drive East.	Preferred Potential for safety improvements along Courtneypark Drive East.	Preferred Potential for safety improvements along Courtneypark Drive East.
	Pedestrian & Cycling Accommodation	Ability to improve from existing and/or better-integrate non-motorized modes of transportation into the overall transportation system.	Least Preferred No improvement over existing.	Partially Preferred Encourages and promotes active transportation. Requires improvements to roadway cross-section and/or new facilities.	Least Preferred No improvement over existing.	Preferred Provides opportunities to improve facilities for non-motorized roadway users.	Preferred Provides opportunities to improve facilities for non-motorized roadway users.
	Transit Services	Ability to improve from existing and/or better-integrate transit services into the overall transportation system.	Least Preferred No improvement to transit service/accessibility.	Preferred Transit delays decrease as a result of the modal shift to transit and optimized traffic signal timing. Provides opportunities for improvements to transit infrastructure, service, and/or accessibility.	Least Preferred No improvement to transit service/accessibility along Courtneypark Drive East.	Preferred Potential to improve transit service/accessibility along Courtneypark Drive East.	Preferred Potential to improve transit service/accessibility along Courtneypark Drive East.
Natural Environment	Impacts to existing vegetation	Impacts on vegetation and/or the Green System (as defined by the City of Mississauga Official Plan)	Preferred No impacts to existing vegetation.	Preferred No impacts to existing vegetation.	Least Preferred Potential impacts to existing vegetation along alternative roadway corridors.	Least Preferred Potential impacts to existing vegetation along Courtneypark Drive East.	Least Preferred Potential impacts to existing vegetation along Courtneypark Drive East.
	Terrestrial resources	Impacts on terrestrial species and their habitats	Preferred No impacts to terrestrial resources.	Preferred No impacts to terrestrial resources.	Least Preferred Potential impacts to terrestrial resources along alternative roadway corridors.	Partially Preferred Limited potential for impact to terrestrial resources along Courtneypark Drive East (i.e. TRCA-regulated wetland).	Least Preferred Potential impact to terrestrial resources along Courtneypark Drive East (i.e. TRCA-regulated wetland).
Cost	Capital Costs	Cost of Construction	Preferred No capital cost.	Partially Preferred Low capital costs.	Least Preferred Potential for high capital costs.	Partially Preferred Moderate capital costs.	Least Preferred High capital costs.
	Operation & Maintenance Costs	Cost to maintain and continue the effective operation of alternative.	Least Preferred Higher maintenance costs as existing pavement continues to deteriorate.	Least Preferred Higher maintenance costs as existing pavement continues to deteriorate.	Least Preferred Higher maintenance costs as existing pavement continues to deteriorate on Courtneypark Drive East.	Preferred Potential reduction in operation and maintenance costs due to rehabilitated pavement.	Preferred Potential reduction in operation and maintenance costs due to rehabilitated pavement.
Ability to Address Problem/Opportunity Statement			No	Partially	No	Partially	Preferred
Recommendation			Not carried forward, as it does not address the Problem/Opportunity Statement.	Not carried forward, as it is unable to fully address the Problem/Opportunity Statement.	Not carried forward, as it is unable to fully address the Problem/Opportunity Statement.	Addresses Problem/Opportunity Statement. Not carried forward due to reduced opportunity to improve corridor capacity/level of service, and meet planning objectives.	Addresses Problem/Opportunity Statement. Increases opportunity to improve both corridor capacity and traffic operations, as well as meet planning objectives. Recommended.

COURTNEYPARK DRIVE EAST Public Information Centre #1

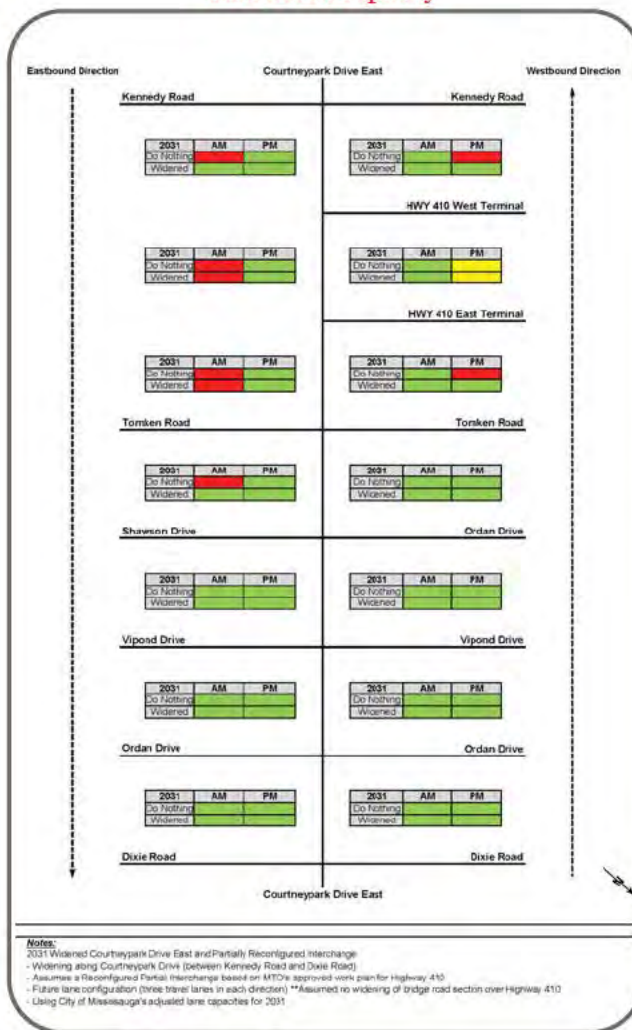
Preliminary Preferred Solutions

Alternative 4

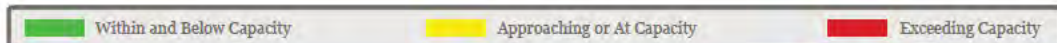
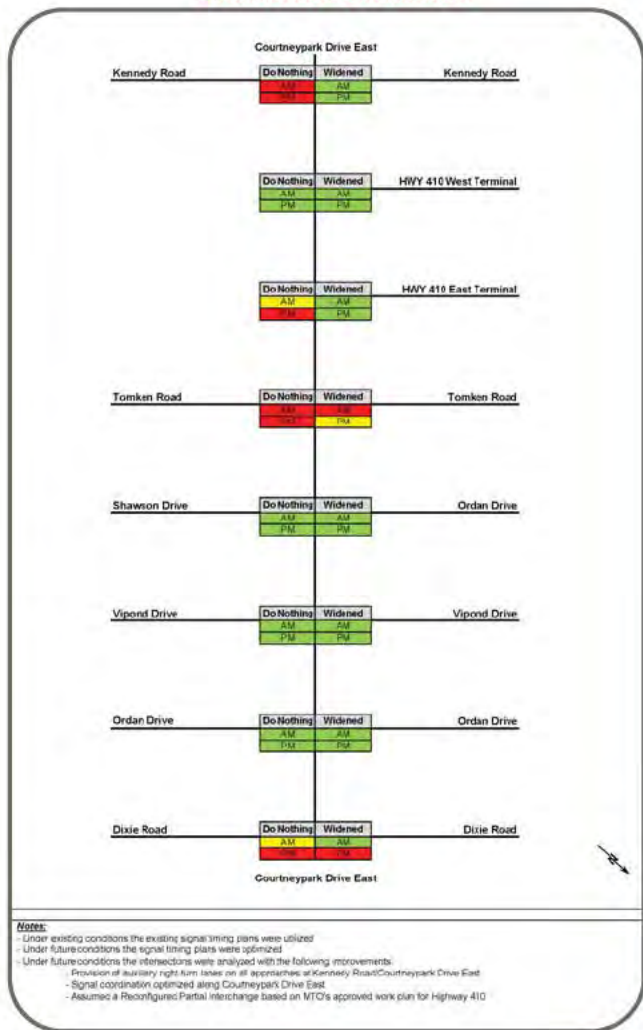
2031 – Widened Courtneypark Drive East (from Kennedy Road to Dixie Road)

- ➔ Without improvements, Courtneypark Drive East will experience congestion between Kennedy Road and Shawson Drive, and at the Kennedy Road, Highway 401 East Ramp Terminal, Tomken Road, and Dixie Road intersections.
- ➔ After widening to 6 lanes from Kennedy Road to Dixie Road, congestion is improved at most of these locations.

“Do Nothing” v. Widened Mid-Block Capacity



“Do Nothing” v. Widened Intersection Conditions



COURTNEYPARK DRIVE EAST Public Information Centre #1

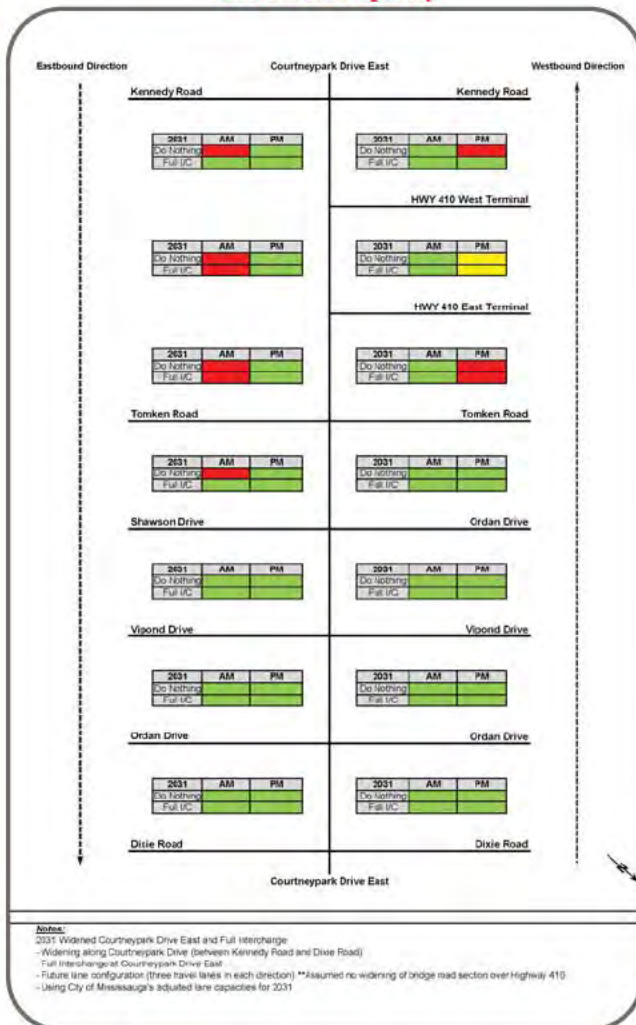
Preliminary Preferred Solutions

Alternative 5

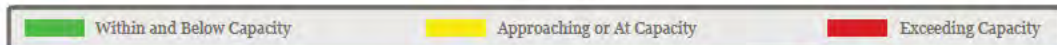
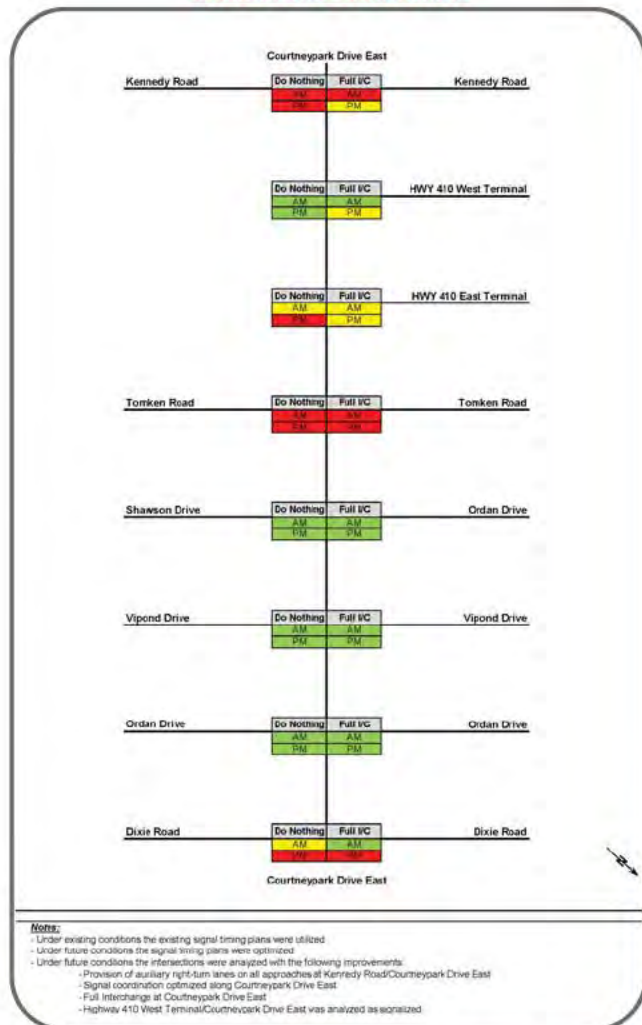
2031 – Widened Courtneypark Drive East (from Kennedy Rd to Dixie Rd) + Full Interchange

- ➔ Without improvements, Courtneypark Drive East will experience congestion between Kennedy Road and Shawson Drive, and at the Kennedy Road, Highway 401 East Ramp Terminal, Tomken Road, and Dixie Road intersections.
- ➔ After widening to 6 lanes and constructing a full interchange, congestion is improved at some of these locations; however, there is also additional benefit to the Broader Area of Interest (i.e. Derry Road East).
- ➔ Specific alternatives and methods of mitigating roadway/intersection congestion will be developed during the next phase of the study.

“Do Nothing” v. Widened + Full Interchange Mid-Block Capacity



“Do Nothing” v. Widened + Full Interchange Intersection Conditions



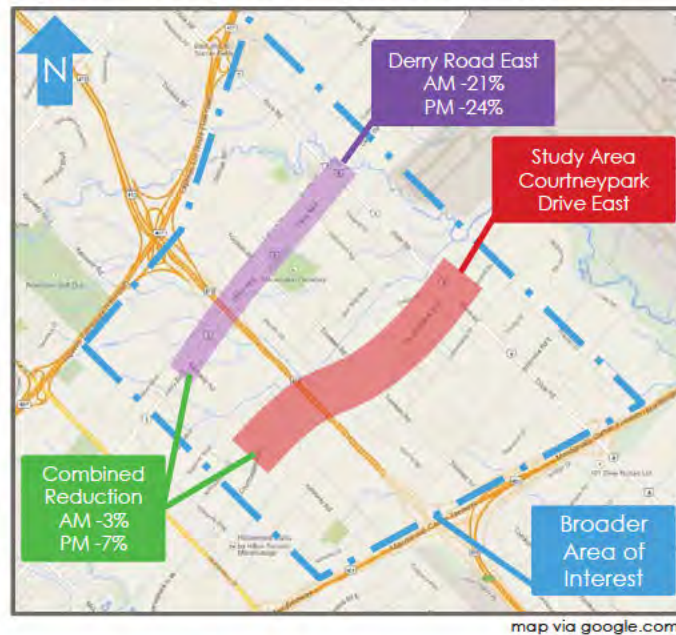
COURTNEYPARK DRIVE EAST Public Information Centre #1

Preliminary Preferred Solutions

Alternative 4 (Widening) v. Alternative 5 (Widening + Full Interchange)

Compared to **Alternative 4**, adding a **Full Interchange** at Highway 410 & Courtneypark Drive East under **Alternative 5** would:

- ✓ Reduce delay by **21%** during the AM peak period and **24%** during the PM peak period, or almost **137,500 person-hours per year**, on **Derry Road East** specifically;
- ✓ Reduce delay by **3%** during the AM peak period and **7%** during the PM peak period, or almost **20,000 person-hours per year**, on **both Courtneypark Drive East and Derry Road East**;
- ✓ Allow **over 400 trucks per day** to travel through the Study Area more efficiently (i.e. take a more-direct route or make fewer turns); and,
- ✓ Improve goods movement, access, and connectivity throughout the City of Mississauga, the Region of Peel, and the province of Ontario.



The selected **Preliminary Preferred Solution** is:



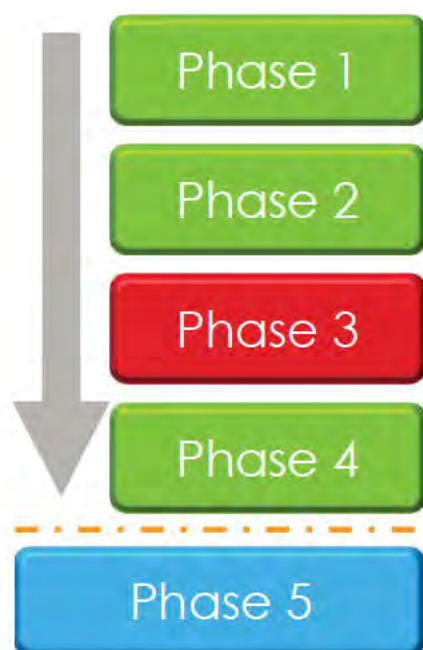
Alternative 5 – Widen Courtneypark Drive East (between Kennedy Rd and Dixie Rd) + Construct a Full Interchange at Highway 410

In the next phase of the study, Phase 3, we will further develop specific design alternatives for this solution which will include methods of mitigating roadway/intersection congestion.

Note: This solution may be constructed in stages depending on available funding and area traffic volume forecasts.

COURTNEY PARK DRIVE EAST Public Information Centre #1

What's Next?



The next phase of this study is Phase 3:

- ✓ Review & Respond to questions & comments received from the public, agencies, utilities, etc.
- ✓ Review & Confirm the Preferred Solution
- ✓ Generate & Evaluate alternative design concepts
- ✓ PIC No. 2 scheduled for Fall 2014 (tentative)

Thank you for attending Public Information Centre No.1

Public input is an essential component of the decision-making process. There will be opportunities to provide input throughout the EA process, including PIC No. 2.

Please provide us with comments by completing a comment sheet this evening, or by July 10, 2014.

Please feel free to contact us with any questions or comments:

Farhad Shahla, M.Eng., P.Eng.

Project Manager
City of Mississauga
201 City Centre Dr, Suite 800
Mississauga, ON L5B 2T4
(905) 615-3200, ext. 3377
farhad.shahla@mississauga.ca

Gord Murray, P.Eng.

Consultant Project Manager
Stantec Consulting Ltd.
300 – 675 Cochrane Dr, West Tower
Markham, ON L3R 0B8
(905) 944-7786
gordon.murray@stantec.com

COURTNEYPARK DRIVE EAST Public Information Centre #1

Comment Sheet

Courtneypark Drive East (from Kennedy Rd to Dixie Rd) Class EA Study and Preliminary Design

Public Information Centre No.1 – June 26, 2014 – 2:30pm to 5:00pm
Frank McKechnie Community Centre, Auditorium 1 & 2

Name and Email Address (Optional): _____

Are you in agreement with the **Problem/Opportunity Statement** defined for this study?
YES / NO (Please Explain) _____

Are you in agreement with the **Alternative Solutions** proposed for this study?
YES / NO (Please Explain) _____

Do you have any additional comments to add for consideration in this study?
(Please Print) _____

Please leave your completed Comment Sheet in the drop box provided, or mail to (by July 10, 2014):

Gord Murray, P.Eng.
Consultant Project Manager
Stantec Consulting Ltd.
300 – 675 Cochrane Dr, West Tower
Markham, ON L3R 0B8
(905) 944-7786
gordon.murray@stantec.com



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.

By completing this form, you are consenting to the collection and use of that personal information, for this project only, for the following purposes:

- Recording and reporting your attendance at a public meeting or comments received via telephone, fax, mail, or email;
- Contacting you to provide updates regarding this project; and
- If requested by you, contacting you to request further comments or discussion of the project.



Stantec Consulting Ltd.

300 - 675 Cochrane Drive West Tower, Markham ON L3R 0B8

[Stakeholder Contact Name & Address]

September 12, 2014

File: 165010564/38

Dear [Stakeholder Contact Name],

**Reference: Invitation to Public Information Sessions
Courtneypark Drive East, from Kennedy Road to Dixie Road
Municipal Class Environmental Assessment Study & Preliminary Design**

Stantec Consulting, on behalf of the City of Mississauga, has initiated a Class Environmental (Class EA) Study, including Preliminary Design, for the section of Courtneypark Drive East, from Kennedy Road to Dixie Road (see Figure 1 and the attached notice). The intent of this study is to address network demand challenges, identify/address safety concerns, accommodate active transportation measures, and rehabilitate the roadway surface. The overall impact of such improvements on the social, cultural, and natural environments will also be analyzed, **including potential impacts to adjacent properties along the road.**

Public consultation is a vital component of this study. A public information centre (PIC) was held on June 26, 2014. That PIC presented existing conditions, needs and opportunities, and alternative solutions. The City has since developed the preferred design solution to a further level of detail, and will be presenting alternative design concepts to agencies, the public, and other stakeholders who express interest in this project. In addition to the proposed Highway 410 full interchange construction and the widening of Courtneypark Drive to six through lanes, the alternative designs examine the widening of the existing bridge over Highway 410 to accommodate as many as eight lanes, and the possible staging of these works over the next 20 years. **Preliminary information will be also available regarding potential impacts to some of the adjacent properties.**

If you wish to examine the alternative design concepts, evaluation criteria/matrix, or provide comments on the environmental impacts and mitigation measures, you are invited to call 905-615-3200, Ext. 3377 or e-mail: farhad.shahla@mississauga.ca at the City **no later than September 26, 2014** to set up an appointment for viewing the various materials and documents connected with this study. Appointments will be scheduled at 201 City Centre Drive, 8th Floor, Mississauga **between September 29 and October 3, 2014** for all interested agency/utility representatives. A copy of all of the materials and documents can also be accessed through <http://www.mississauga.ca/portal/residents/courtneyparkdriveeastassessment>.

If you have any questions or require additional information, please contact the undersigned by phone at (905) 944-7786 or by email to gordon.murray@stantec.com.



September 12, 2014
Page 2 of 3

Reference: Invitation to Public Information Sessions
Courtneypark Drive East, from Kennedy Road to Dixie Road
Municipal Class Environmental Assessment Study & Preliminary Design

STANTEC CONSULTING LTD.

Gord Murray, P.Eng., PTOE
Senior Project Manager

Attachment: Notice of Public Information Sessions
cc. Farhad Shahla, City of Mississauga

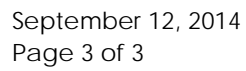
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Figure 1: Study Area

CITY OF MISSISSAUGA

NOTICE OF PUBLIC INFORMATION SESSIONS

Municipal Class Environmental Assessment Study for Courtneypark Drive East

THE STUDY:

The City of Mississauga has initiated a Class Environmental Assessment (Class EA) Study, including Preliminary Design, for the section of Courtneypark Drive East, from Kennedy Road to Dixie Road (see map). In light of current roadway conditions, the intent of this study is to address network demand challenges, identify/address safety concerns, accommodate active transportation measures, and rehabilitate the roadway surface. The overall impact of such improvements on the social, cultural, and natural environments will also be analyzed, **including potential impacts to adjacent properties along the road.**

THE PROCESS:

The study is being undertaken in accordance with the planning and design process for Schedule 'C' projects, as outlined in the "*Municipal Class Environmental Assessment*" document (October 2000, amended in 2011), which is approved under the Ontario *Environmental Assessment Act*. The Class EA process includes public and 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. The alternative design concepts include the widening of Courtneypark Drive East to three through lanes in each direction, the examination of a full movement interchange at Highway 410 (per the MTO's approved 2010 TESR), as well as various improvements to traffic operations, transit, and/or active transportation. Upon completion of the study, an Environmental Study Report (ESR) will be prepared and made available for public review and comment.



PUBLIC CONSULTATION:

Public consultation is a vital component of this study. A public information centre (PIC) was held on June 26, 2014. That PIC presented existing conditions, needs and opportunities, and alternative solutions. The City has since developed the preferred design solution to a further level of detail, and will be presenting alternative design concepts to members of the public and other stakeholders who express interest in this project. In addition to the proposed Hwy 410 full interchange construction and the widening of Courtneypark Drive to six through lanes, the alternative designs examine the widening of the existing bridge over Highway 410 to accommodate as many as eight lanes, and the possible staging of these works over the next 20 years. **High level information will be also available regarding potential impacts to some of the adjacent properties.**

COMMENTS INVITED:

If you wish to examine the alternative design concepts, evaluation criteria/matrix, or provide comments on the environmental impacts and mitigation measures, you are invited to call 905-615-3200, Ext. 3377 or e-mail: farhad.shahla@mississauga.ca at the City **no later than September 26, 2014** to set up a personal appointment for viewing of the various materials and documents connected with this study. Appointments will be scheduled at 201 City Centre Drive, 8th Floor, Mississauga **between September 29 and October 3, 2014** for all interested members of the public. A copy of all the material and documents can be accessed through <http://www.mississauga.ca/portal/residents/courtneyparkdriveeastassessment>.

For further information, or to be placed on the contact list, please contact one of the following:

Project Manager

Farhad Shahla, M.Eng., P.Eng
City of Mississauga
201 City Centre Dr, Suite 800
Mississauga, ON L5B 2T4
(905) 615-3200, ext. 3377
farhad.shahla@mississauga.ca

Consultant Project Manager

Gord Murray, P. Eng.
Stantec Consulting Ltd.
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(905) 944-7786
gordon.murray@stantec.com

Comments and 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.

This notice was first posted: September 11, 2014.

Welcome

Public Information Sessions

COURTNEYPARK DRIVE EAST

from Kennedy Road to Dixie Road

CLASS ENVIRONMENTAL ASSESSMENT STUDY

AND PRELIMINARY DESIGN



Monday, September 29, 2014 – Friday, October 3, 2014
201 City Centre Drive, 8th Floor
by appointment

What is a Public Information Session?

The purposes of this Public Information Session are:

- ✓ To provide an opportunity for the public to meet with Project Team members to discuss project issues;
- ✓ To provide an overview of the Class EA Study process;
- ✓ To provide background information and a summary of the Study findings to date;



- ✓ To present needs and justifications;
- ✓ To present the Alternative Designs, systematic evaluation of the Alternatives, and the Preliminary Preferred Design;

- ✓ To obtain public comments; and
- ✓ To identify the next steps in the process.

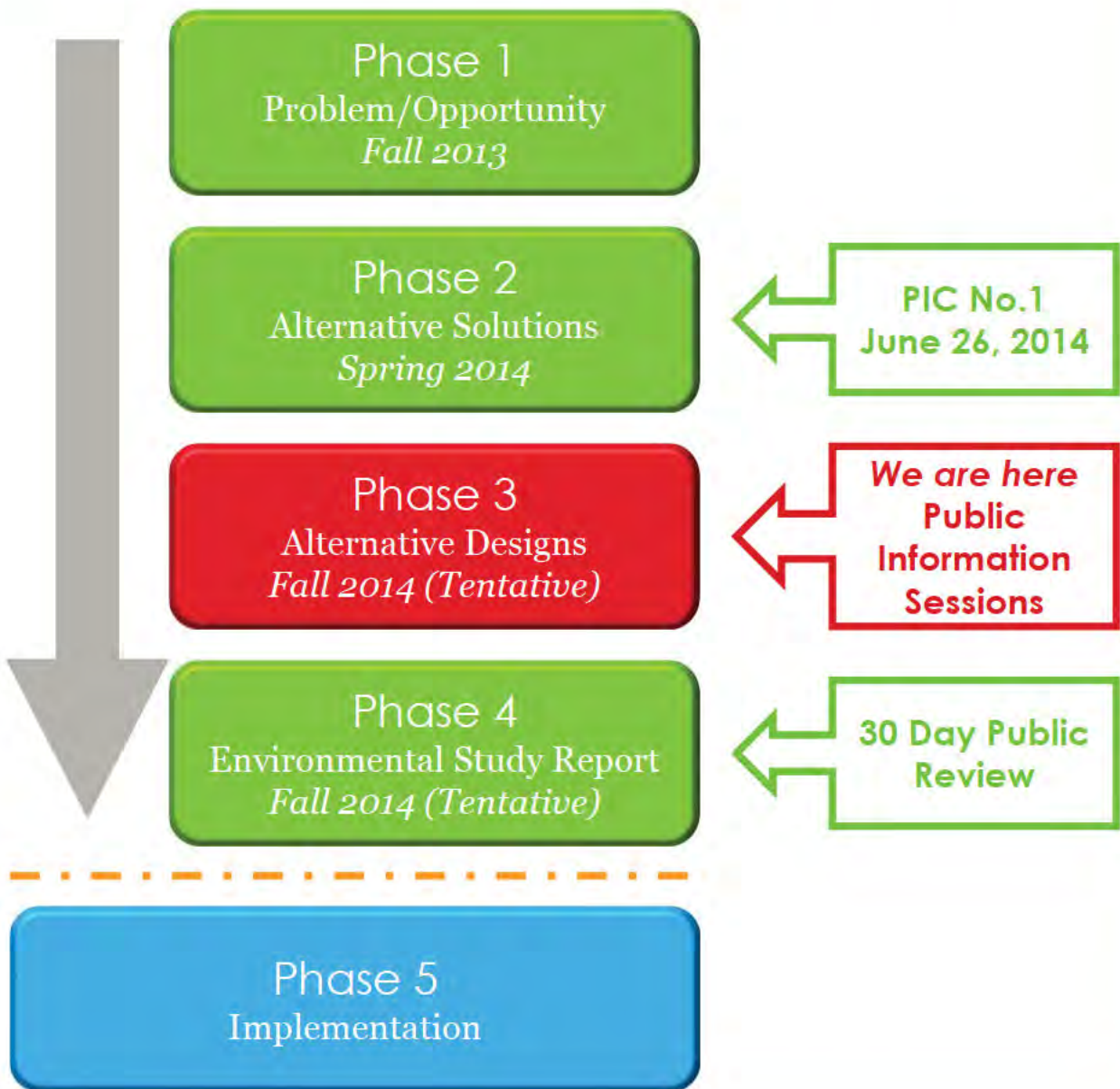


COURTNEYPARK DRIVE EAST Public Information Sessions

What is a Class EA?

The Municipal Class Environmental Assessment (Class EA) is a planning process approved under the *Ontario Environmental Assessment Act*. It provides the framework for municipalities to plan, design, and construct municipal infrastructure projects.

This study is following the process for a **Schedule 'C' Class EA**, to complete Phases 1 to 4:



COURTNEYPARK DRIVE EAST Public Information Sessions

Why are we here?

The City of Mississauga and its co-proponent, the Region of Peel, have undertaken a Class EA for Courtney Park Drive East to:

- ✓ Address current and future operational deficiencies;
- ✓ Address current and future needs for additional east-west traffic capacity in the area;
- ✓ Identify and address safety concerns;
- ✓ Address the need for infrastructure improvements in the study area;



- ✓ Conduct a systematic evaluation of alternatives considering the effects on the natural, socio-economic, and cultural environments; and
- ✓ Develop a preliminary preferred design for the recommended alternative solution.

This EA will also review opportunities for:

- ✓ Improving corridor and intersection operations;
- ✓ Improving the efficiency of both goods movements and access to, from, and/or through the study area;
- ✓ Improving pedestrian and bicycle facilities;
- ✓ Improving transit services; and
- ✓ Improving, protecting, and enhancing streetscaping/landscaping where possible.

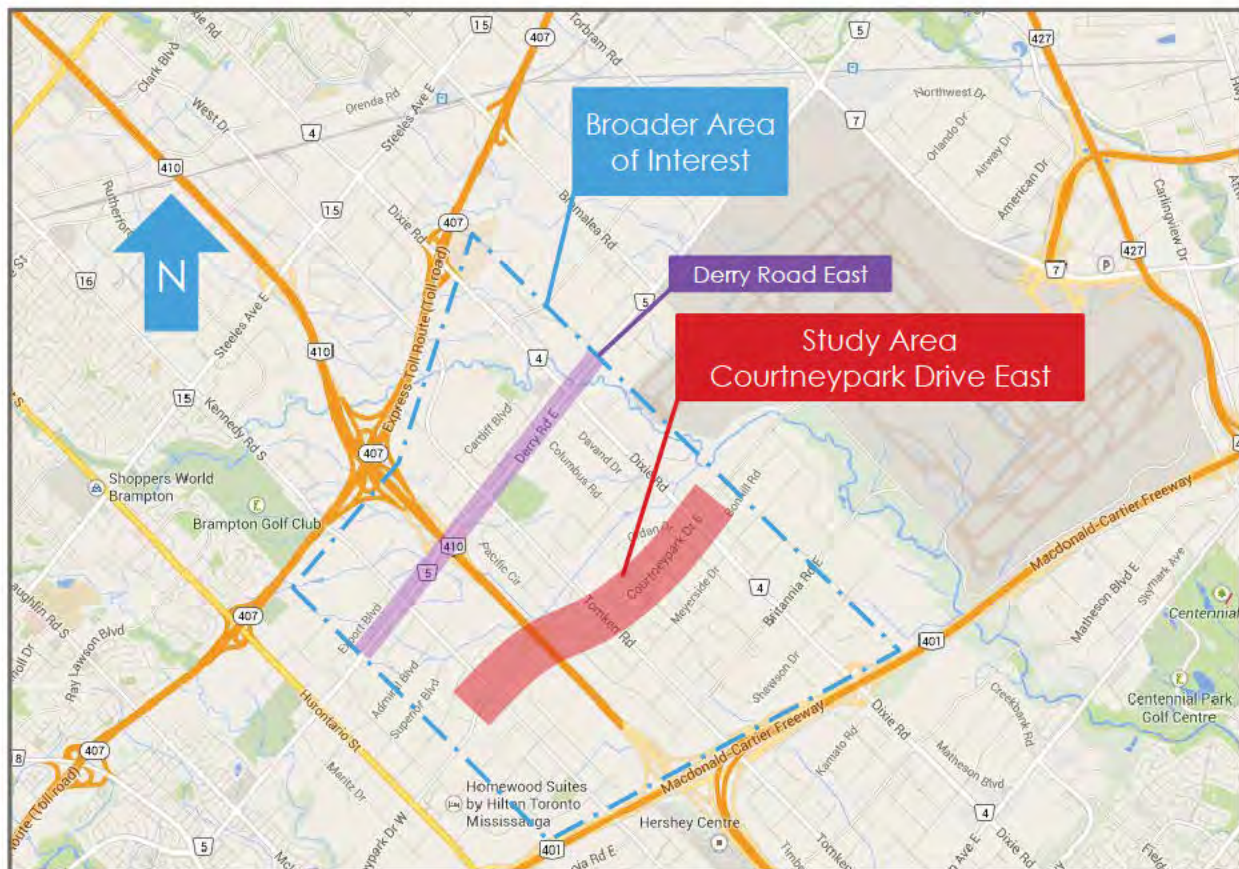


COURTNEYPARK DRIVE EAST Public Information Sessions

Study Area

The Courtneypark Drive East Class Environmental Assessment (EA) Study Area extends 2.8km, from Kennedy Road to Dixie Road.

This study will also consider the traffic operations on other major east-west roadways within a broader area of interest. Specifically, this study will examine how the capacity of Derry Road East is affected by improvements on Courtneypark Drive East.



COURTNEYPARK DRIVE EAST Public Information Sessions

Study Background

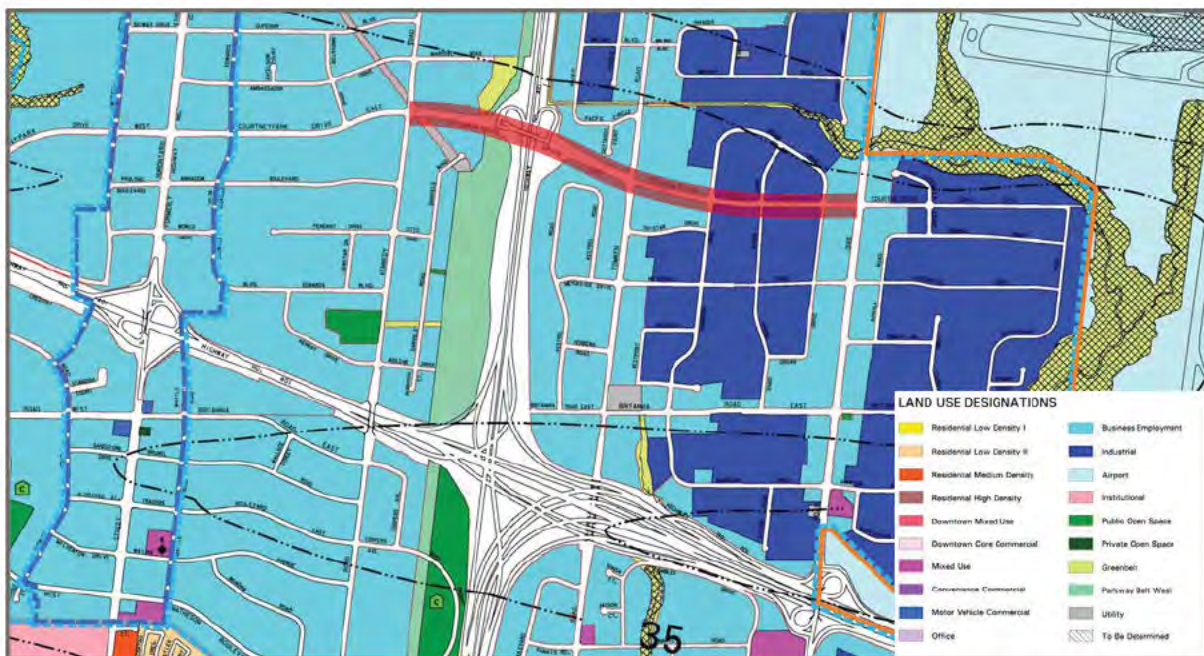
Mississauga Official Plan (OP)

Mississauga's population and employment growth prospects are expected to remain strong through the year 2031.

Year	Population	Employment
2009	730,000	453,000
2011	738,000	455,000
2021	768,000	500,000
2031	805,000	510,000

Source: Mississauga Official Plan, March 2013

Employment Areas are stable areas with diverse industrial and business employment operations. The study area (below in red) falls within the Gateway and Northeast Employment Areas.



Source: Mississauga Official Plan, March 2013

Goods movement within Employment Areas is important to the economic health of the city. In general, the OP suggests roads within Employment Areas may be improved if deemed essential to goods movement; it has specifically prioritized such improvements in the Northeast Employment Area.

COURTNEYPARK DRIVE EAST Public Information Sessions

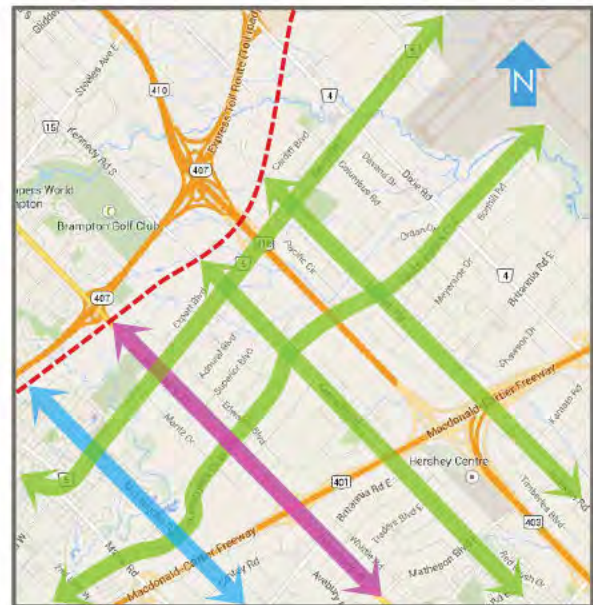
Study Background

Mississauga Cycling Master Plan (2010)

The development of a city-wide cycling network includes the establishment of primary and secondary bicycle route networks and supportive infrastructure, such as bicycle parking and other trip-end facilities.

Several improvements to cycling facilities within the study area are identified by the *Cycling Master Plan*.

- Municipal Boundary
- Primary On-Road Facilities
- Primary Boulevard Facilities
- Special Study Area
(Hurontario Main LRT Study underway)



Source: Mississauga Cycling Master Plan, March 2010
map via google.com

MiWay and Brampton Transit

Courtneypark Drive East is served by MiWay Route 51A, 57, and 59 as well as Brampton Transit Routes 18/18A. Additionally, MiWay routes 5, 51, and 53 intersect the study area and offer transfer opportunities. Passenger demand is currently strong and is expected to continue to grow.

Region of Peel's Strategic Goods Movement Network Study

The *Strategic Goods Movement Network Study* (SGMNS) was completed by the Region of Peel to identify a comprehensive system of truck routes that enable the efficient movement of goods between freight terminals and major logistics activity centres, including Toronto Pearson International Airport.

The SGMNS has identified Courtneypark Drive, Kennedy Road, Tomken Road, and Dixie Road as Primary Truck Routes within the study area.

COURTNEYPARK DRIVE EAST Public Information Sessions

Study Background

Ministry of Transportation (MTO) Highway 410 Improvements

The MTO is improving Highway 410, from south of Highway 401 in Mississauga to south of Queen Street in Brampton. This work will widen Highway 410 into the median to add 1 new general purpose lane and 1 high-occupancy vehicle lane in each direction. This would also include rehabilitation of existing Highway 410 lanes, shoulders, and ramps, as well as improvements to several interchanges.

These improvements were studied in the Highway 410 Improvements Class EA. As a result of this previous study, MTO received approval to construct a **Full Interchange** at Courtneypark Drive East. However, MTO has chosen to reconfigure the existing **Partial Interchange** only, in order to improve both ramp geometry and traffic operations.

Existing Partial Interchange

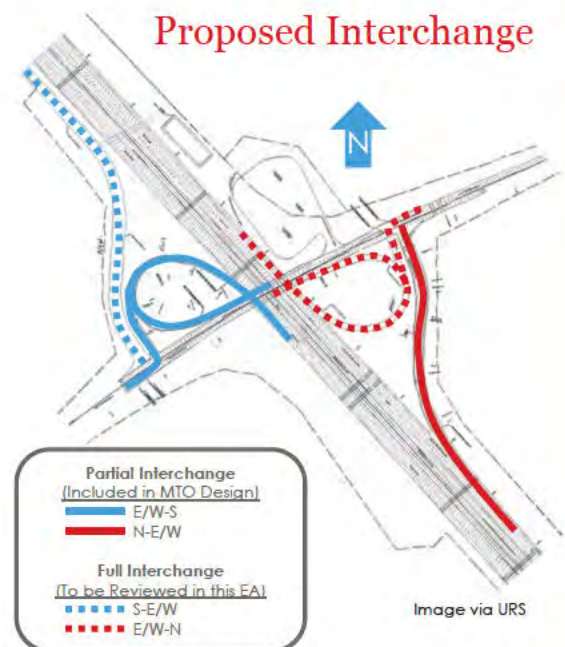


This will maintain existing traffic patterns – traffic can only enter southbound Highway 410 from Courtneypark Drive and exit northbound Highway 410 to Courtneypark Drive.

As part of this study, the City of Mississauga and its co-proponent, the Region of Peel, will review the need for a **Full Interchange** and determine when it should be constructed.

This will allow traffic to exit from southbound Highway 410 to Courtneypark Drive and enter northbound Highway 410 from Courtneypark Drive.

Proposed Interchange



COURTNEY PARK DRIVE EAST Public Information Sessions

Existing Conditions

Courtneypark Drive East is an arterial roadway with a 70km/h speed limit. The condition of the existing pavement ranges from fair to poor (repaving or reconstruction will likely be required in the near future).



map via google.com

A 230kV electrical transmission line owned by Hydro One Networks crosses the study area, just east of Kennedy Road.

The City of Mississauga's "Parkway Belt West" crosses the study area on the west side of Highway 410.

Traffic can enter southbound Highway 410 from Courtneypark Drive East or exit from northbound Highway 410 to Courtneypark Drive East using the existing partial interchange. Courtneypark Drive East crosses over Highway 410 on a five-lane bridge, with pedestrian walkways on both sides.

Kennedy Road to Tomken Road

4 lanes with turn lanes at each intersection;

Existing right-of-way is approximately 50m wide (the *Official Plan* defines the roadway right-of-way width as 35m*);

Raised median;

Asphalt pathway on south side of roadway; and

Stormwater is carried by open ditches on either side of the roadway.

Tomken Road to Dixie Road

4 lanes with a continuous two-way left turn lane;

Existing right-of-way is approximately 30m wide (the *Official Plan* defines the roadway right-of-way width as 35m*);

Painted median;

Concrete sidewalk on north side of roadway; and

Stormwater is carried by a storm sewer beneath the roadway.

Legend

● Signalized Intersection

● Unsignalized Intersection

* 35m is considered a basic right-of-way. At intersections, grade separations, or major physical topographical constraints, wider rights-of-way may be required to accommodate necessary features such as embankments and/or auxiliary lanes or to provide for necessary improvements for safety in certain locations.

COURTNEYPARK DRIVE EAST Public Information Sessions

Existing Conditions

Natural Environment



The Study Area is located within a highly-developed, urbanized environment; however, several naturalized areas are present.

These include a small meadow and an unevaluated wetland community (regulated by the Toronto & Region Conservation Authority), located northwest of the Highway 410 & Courtneypark Drive East interchange.



The Ministry of Natural Resources has indicated that they have no concerns with this project in relation to Species At Risk, or provincially-significant natural heritage features.

Field investigations conducted during completion of the future detailed design will include surveys for breeding birds, wildlife, and wildlife habitat to confirm their presence or absence, especially with regard to any Ontario Species At Risk.

Wildlife species in the area are those typical to urban environments and their presence will be taken into consideration when evaluating potential improvements to Courtneypark Drive East as part of this study. Mitigation recommendations will be formed based on results of future field investigations.



500 trees within the study area have been inventoried – approximately 82 are located on City of Mississauga property, 353 are privately-owned, and 65 are located on the property boundary (which are being evaluated for appropriate ownership). These trees are a variety of different species and a qualified arborist has determined that most are in good or fair condition. The City's Official Plan requires that the protection and preservation of existing trees must be considered when evaluating improvements for Courtneypark Drive East. The City will replace any trees that may be removed during construction.

COURTNEYPARK DRIVE EAST Public Information Sessions

Needs Assessment

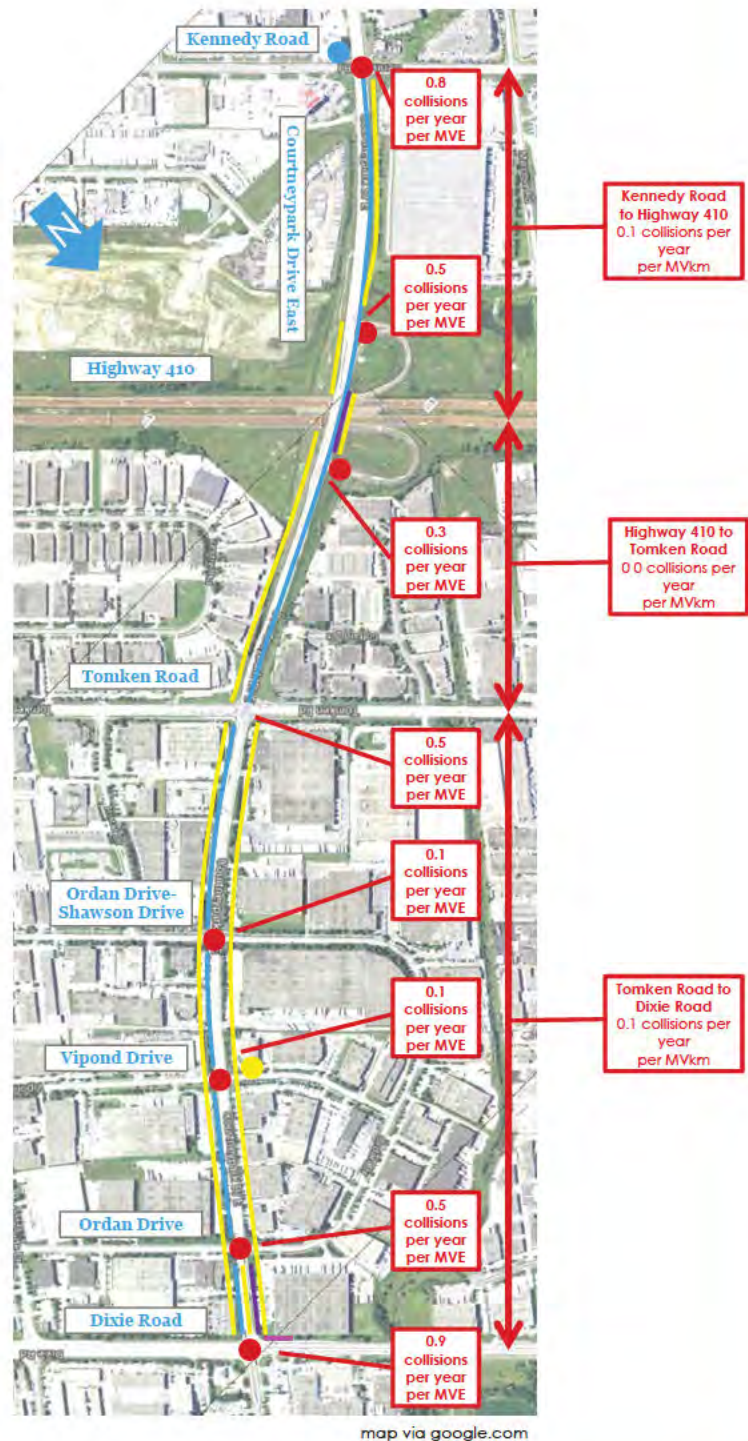
Potential Safety Improvements

- Intersections, ramps, and/or private approaches do not meet geometric requirements and/or accommodate heavy vehicles
- No pedestrian facilities (i.e. sidewalk, multi-use pathways)
- Vegetation/trees impeding sight lines to pedestrians
- Roadside hazards (i.e. inadequate guiderail, pole line in clear zone)
- Inadequate signage/pavement markings

MVE Million Vehicles Entering*

MVkm Million Vehicle Kilometres*

*MVE and/or MVkm of less than 1.0 is considered to be within the "expected" or "normal" range for a typical roadway



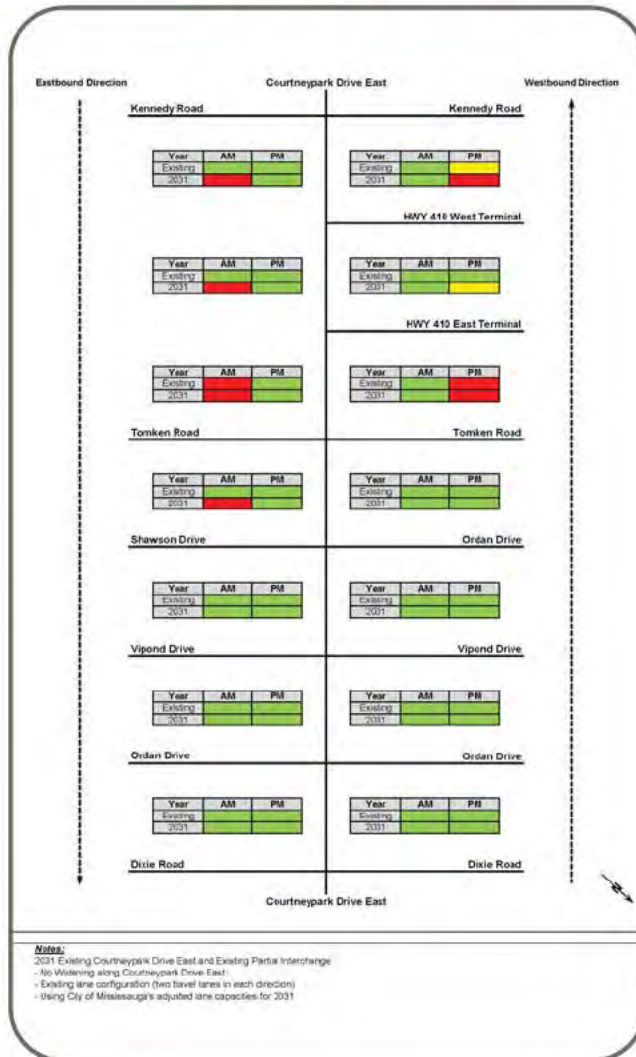
COURTNEYPARK DRIVE EAST Public Information Sessions

Needs Assessment

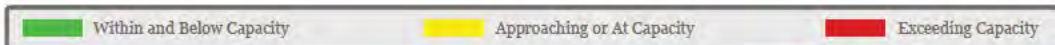
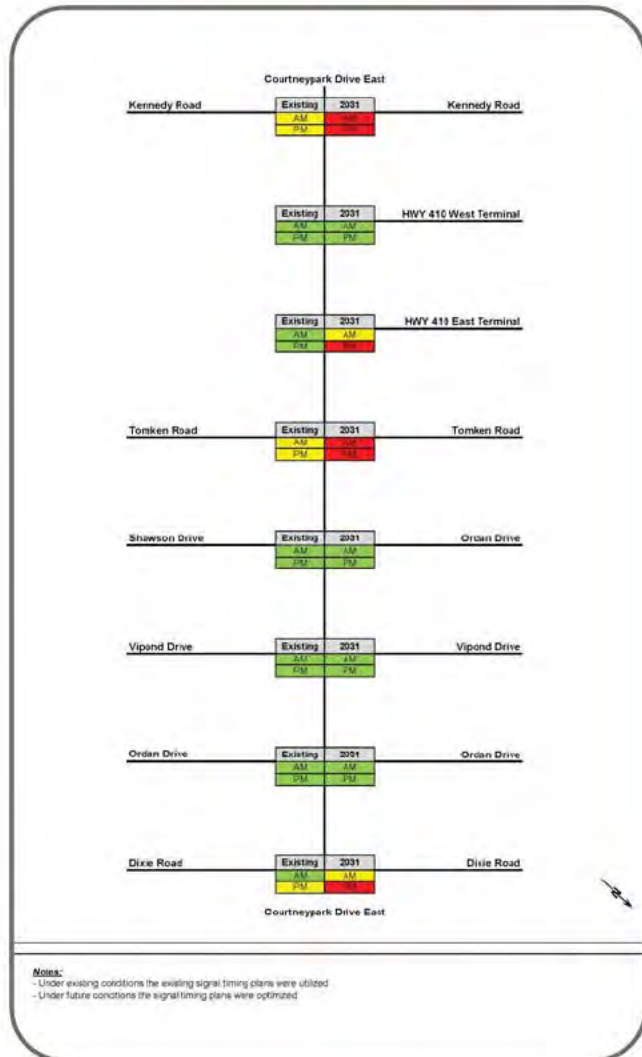
Existing / "Do Nothing" (2031)

- ➡ There are existing capacity issues on Courtneypark Drive East, between Kennedy Road and Shawson Drive, as well as at the Kennedy Road, Tomken Road, and Dixie Road intersections.
- ➡ Without improvements to Courtneypark Drive East, congestion at these locations will continue to increase by 2031.

Mid-Block Capacity



Intersection Conditions



COURTNEYPARK DRIVE EAST Public Information Sessions

Needs Assessment

High population and employment growth expected through 2031

Traffic analysis indicates that the current 4-lane Courtneypark Drive East will experience increased delays; additional travel lanes and intersection capacity will be required.

Limited east-west roadway capacity

- ⇒ Courtneypark Drive East and the already-widened Derry Road are the only major east-west roadways across Highway 410 within the study area.
- ⇒ The limitations of the existing partial interchange at Courtneypark Drive East and Highway 410 force motorists to use the full interchange at Derry Road.
- ⇒ Congestion on Courtneypark Drive East, Derry Road, and the Derry Road interchange will continue to increase; this consumes available east-west roadway capacity and impacts north-south connecting routes.
- ⇒ Without network improvements, increased congestion will: reduce the safety of motorized and non-motorized roadway users; inconvenience motorists; increase emergency vehicle response times; create unnecessary vehicle emissions; limit the provision of effective transit service; and hinder the efficient movement of goods.

Improved facilities for active transportation

Existing pedestrian facilities require improvements to promote walkability within the study area. New sidewalks and/or multi-use pathways will safely accommodate users of various modes of active transportation and further establish the route network laid out by the *Mississauga Cycling Master Plan*.

Problem/Opportunity Statement

Additional capacity and improved facilities are required within the Courtneypark Drive East study area to accommodate the existing traffic volumes and the anticipated growth in the study area by 2031; to facilitate safe and efficient east-west travel in northeast Mississauga; to enable efficient movement of goods and improve access both within Mississauga and the Region of Peel; and to provide safe routes for users of various modes of active transportation.

Alternative Design Concepts



map via google.com

As presented at PIC #1, the **Preliminary Preferred Solution** is to:

- ➞ Widen Courtney Park Drive East to **6 travel lanes** between Kennedy Road and Dixie Road
- ➞ Construct a **Full Interchange** at Highway 410.

Construction of the full interchange requires the existing bridge over Highway 410 to be widened. This study is considering 2 different alternatives to complete this widening.

Design Alternatives Under Consideration for the bridge over Highway 410:

Alternative 2A

Widen existing bridge to include **6 through lanes** and **2 dedicated deceleration lanes** for the Highway 410 on-ramps.

Alternative 2B

Widen existing bridge to include **6 through lanes**, with **direct exits** to the Highway 410 on-ramps from the curb lanes.

Common Advantages of both Design Alternatives Under Consideration include:

- ➞ better access to Highway 410 for all motorists
- ➞ enables efficient movement of goods
- ➞ safe accommodation of pedestrians and cyclists

Kennedy Road to Dixie Road

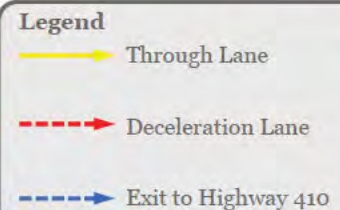
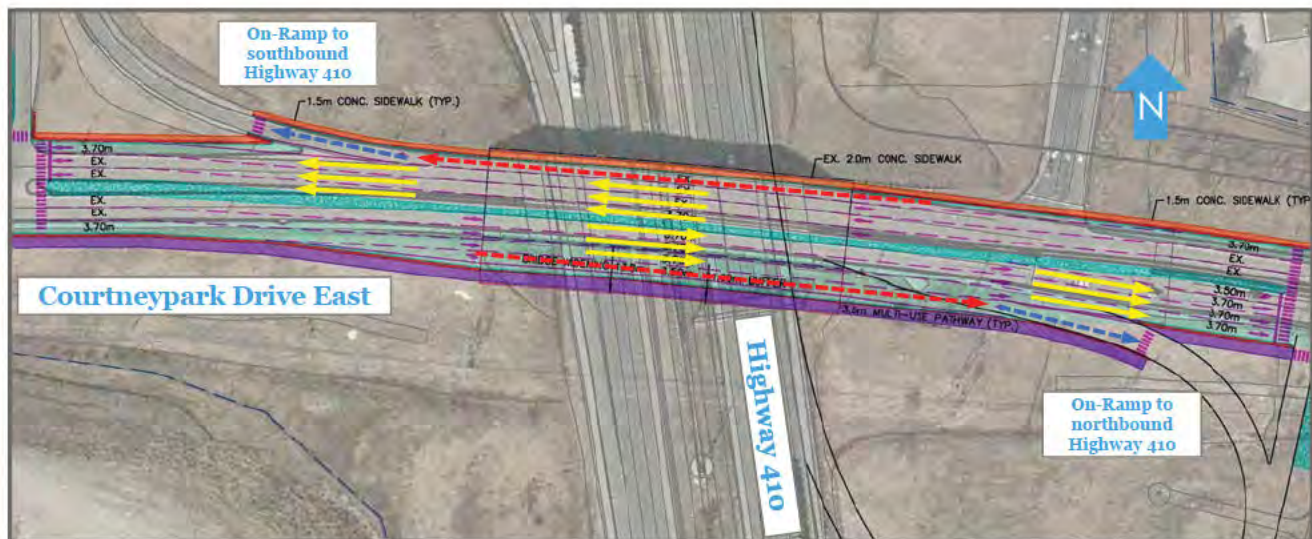
Widen to 6 travel lanes

COURTNEYPARK DRIVE EAST Public Information Sessions

Alternative Design Concepts

Alternative 2A

Widen the existing bridge to include **6 through lanes** and **2 dedicated deceleration lanes** for the Highway 410 on-ramps.



Advantages of Alternative 2A include:

- ⇒ accommodates additional traffic growth beyond 2031
- ⇒ improved traffic operations at interchange
- ⇒ safer pedestrian and cyclist crossings of interchange on-ramps
- ⇒ improved emergency vehicle response times at interchange
- ⇒ more efficient transit operations over the Highway 410 bridge

Disadvantages of Alternative 2A include:

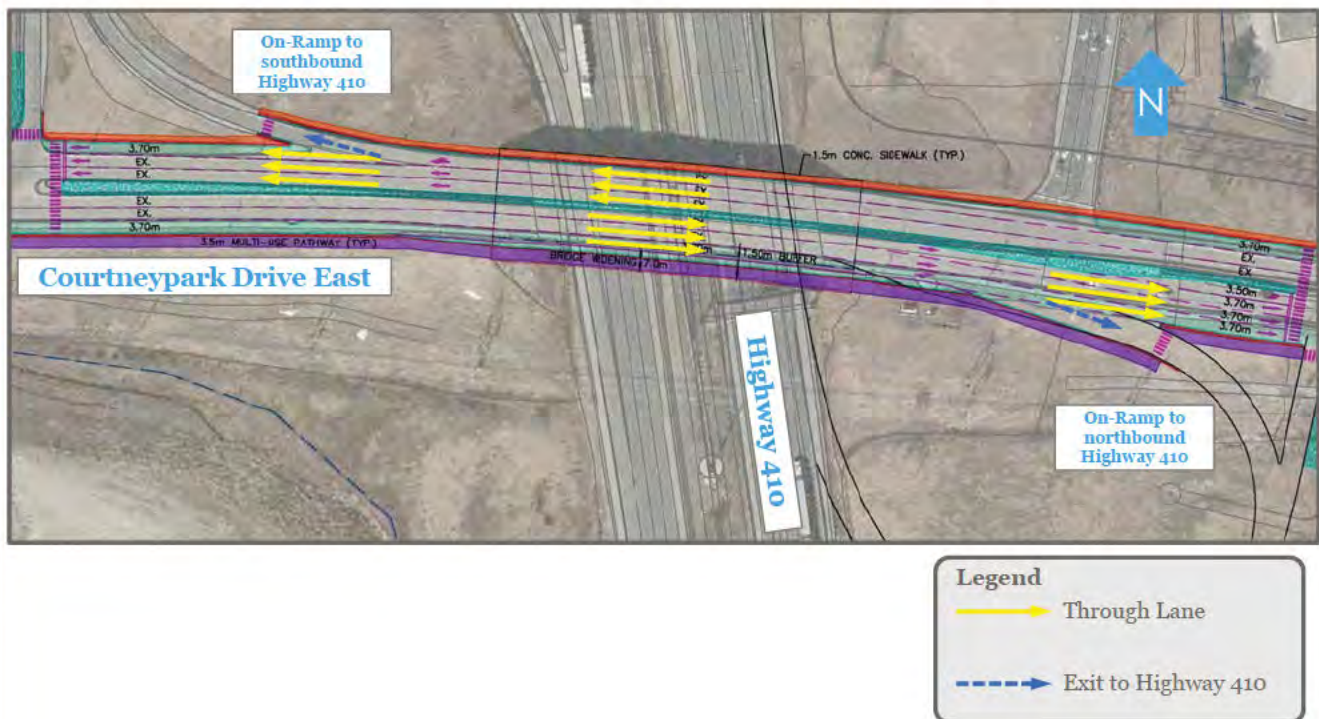
- ⇒ higher construction cost

COURTNEYPARK DRIVE EAST Public Information Sessions

Alternative Design Concepts

Alternative 2B

Widen the existing bridge to include **6 through lanes**, with **direct exits** to the Highway 410 on-ramps from the curb lanes.



Advantages of Alternative 2B include:

- ⇒ lower construction cost

Disadvantages of Alternative 2B include:

- ⇒ potential for queued traffic to block entrances to loop on-ramps at interchange

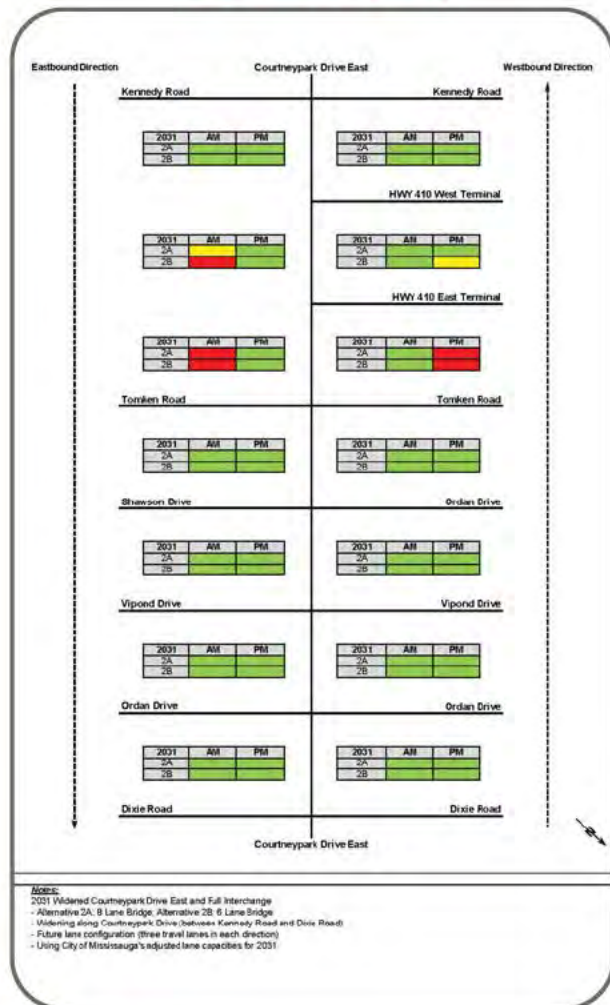
COURTNEYPARK DRIVE EAST Public Information Sessions

Alternative Design Concepts

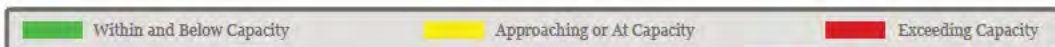
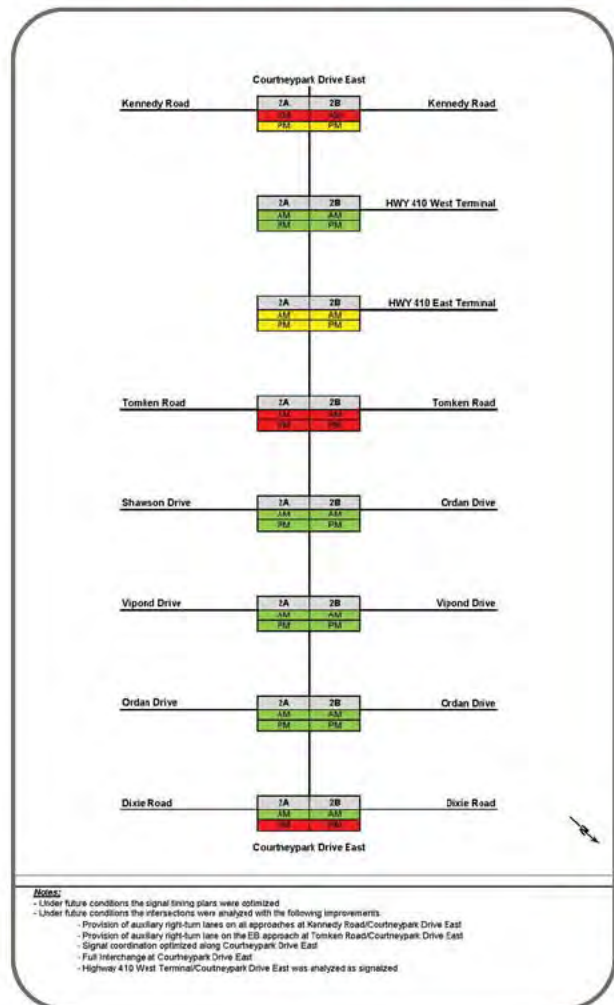
Alternative 2A vs. Alternative 2B

- ⇒ Both Alternatives 2A and 2B improve traffic operations on Courtneypark Drive East in 2031 when compared to the Existing/"Do Nothing" scenario.
- ⇒ Under either Alternative 2A or 2B, Courtneypark Drive East will experience some congestion between Kennedy Road and Tomken Road, as well as at the Dixie Road intersection, during the AM and/or PM peak periods
- ⇒ Traffic operations at the full interchange with Highway 410 are improved under Alternative 2A

Mid-Block Capacity



Intersection Conditions



COURTNEYPARK DRIVE EAST Public Information Sessions

Evaluation Matrix

Factor	Criteria	Criteria Measure	Alternative 2A <i>Widen Courtneypark Drive East (between Kennedy Rd and Dixie Rd)</i> + Construct a Full Interchange at Highway 410 (within existing bridge to include 6 through lanes and 2 dedicated deceleration lanes for Highway 410 on-ramps)	Alternative 2B <i>Widen Courtneypark Drive East (between Kennedy Rd and Dixie Rd)</i> + Construct a Full Interchange at Highway 410 (within existing bridge to include 6 through lanes with direct exits to Highway 410 on-ramps from the curb lanes)
Socio-Economic Environment	Property Access	Maintains and/or maximizes opportunities for improved access into adjacent industrial and commercial properties.	Preferred Presents opportunities to improve access to most adjacent properties.	Preferred Presents opportunities to improve access to most adjacent properties.
	Property Required	Amount of additional property that must be acquired in order to construct the proposed alternative.	Partially Preferred Minor property acquisition required along Courtneypark Drive East.	Partially Preferred Minor property acquisition required along Courtneypark Drive East.
	Emergency Response	Improves access for emergency vehicles.	Preferred Potential for improvements both along Courtneypark Drive East and within the greater east-west corridor as a result of decreased congestion. Improved access to Highway 410 via new connections at full interchange.	Partially Preferred Potential for improvements both along Courtneypark Drive East and within the greater east-west corridor as a result of decreased congestion. Improved access to Highway 410 via new connections at full interchange; however, improvement may be limited by through movement queues at ramp terminal intersections blocking loop on-ramp entrances due to the lack of deceleration lanes.
	Streetscaping	Impacts to existing streetscaping and/or landscaping and ability to provide opportunities to improve streetscaping and landscaping, as well as enhance the public realm.	Partially Preferred Substantial impacts to existing streetscaping/landscaping along Courtneypark Drive East. Potential to improve the streetscaping/landscaping along Courtneypark Drive East.	Partially Preferred Substantial impacts to existing streetscaping/landscaping along Courtneypark Drive East. Potential to improve the streetscaping/landscaping along Courtneypark Drive East.
Cultural Environment	Archaeological	Potential for disruption of archaeological resources.	Partially Preferred Minimal potential for impact to archaeological resources along Courtneypark Drive East.	Partially Preferred Minimal potential for impact to archaeological resources along Courtneypark Drive East.
	Built Heritage/Cultural Landscape	Potential for disruption of built heritage and cultural landscape features.	Partially Preferred Minimal potential for impact to built heritage and cultural landscape features along Courtneypark Drive East.	Partially Preferred Minimal potential for impact to built heritage and cultural landscape features along Courtneypark Drive East.
Transportation/Technical	Corridor Capacity & Level of Service *	Reduces traffic congestion and improves level of service. Increases capacity for east-west travel in northeast Mississauga.	Preferred Modest improvements to capacity and level of service along the Courtneypark Drive East due to the presence of additional traffic resulting from the full interchange at Highway 410. Improvements to overall east-west corridor capacity due to greater equalization in traffic between Courtneypark Drive East and Derry Road resulting from the addition of the full interchange at Highway 410. Improved traffic operations up to and including the horizon year for this study (i.e. 2031). Additional capacity available to accommodate potential traffic volume growth beyond this horizon year due to the presence of dedicated deceleration lanes for both loop on-ramps. Improved traffic operations on Courtneypark Drive East, between Kennedy Road and Temken Road, due to the presence of dedicated deceleration lanes for both loop on-ramps at the full interchange with Highway 410.	Partially Preferred Modest improvements to capacity and level of service along the Courtneypark Drive East due to the presence of additional traffic resulting from the full interchange at Highway 410. Improvements to overall east-west corridor capacity due to greater equalization in traffic between Courtneypark Drive East and Derry Road resulting from the addition of the full interchange at Highway 410. Acceptable traffic operations up to and including the horizon year for this study (i.e. 2031). Limited capacity to accommodate potential traffic volume growth beyond this horizon year due to the lack of dedicated deceleration lanes for both loop on-ramps. Potential for through movement queues at ramp terminal intersections to block loop on-ramps entrances at full interchange with Highway 410.
	Planning Objectives *	Meets the goals and objectives of the City of Mississauga's Official Plan (OP), the Region of Peel's Strategic Goods Movement Network Study (SGMNS), and the Mississauga Cycling Master Plan (CMP).	Preferred Meets the goals and objectives of the OP and SGMNS by increasing capacity on both Courtneypark Drive East and within the greater east-west corridor, as well as improving access to Highway 410 via new connections at full interchange. Meets the goals and objectives of the CMP by improving pedestrian/cyclist accommodation.	Partially Preferred Meets the goals and objectives of the OP and SGMNS by increasing capacity on both Courtneypark Drive East and within the greater east-west corridor, as well as improving access to Highway 410 via new connections at full interchange; however, improvement may be limited by through movement queues at ramp terminal intersections blocking loop on-ramp entrances due to the lack of deceleration lanes. Meets the goals and objectives of the CMP by improving pedestrian/cyclist accommodation.
	Goods Movement *	Enables efficient movement of goods to/from the study area, the broader area of interest, and other major destinations.	Preferred Facilitates efficient goods movement and improves access within the study area, the broader area of interest, and to destinations such as Toronto Pearson International Airport and the Cities of Toronto and Brampton.	Preferred Facilitates efficient goods movement and improves access within the study area, the broader area of interest, and to destinations such as Toronto Pearson International Airport and the Cities of Toronto and Brampton.
	Overall Safety	Improves roadway safety within the study area.	Preferred Potential for safety improvements along Courtneypark Drive East. Potential for improved roadway safety at the full interchange with Highway 410 due to the presence of dedicated deceleration lanes for both loop on-ramps.	Partially Preferred Potential for safety improvements along Courtneypark Drive East.
	Pedestrian & Cycling Accommodation	Ability to improve existing and/or better-integrate non-motorized modes of transportation into the overall transportation system.	Preferred Provides opportunities to improve facilities for pedestrians and cyclists. Potential for improved pedestrian/cyclist safety at full interchange with Highway 410 due to decreased traffic speeds at crossing of deceleration lanes for both loop on-ramps.	Partially Preferred Provides opportunities to improve facilities for pedestrians and cyclists.
	Transit Services	Ability to improve existing and/or better-integrate transit services into the overall transportation system.	Preferred Potential to improve transit service/accessibility along Courtneypark Drive East. Potential for improved transit operations at the full interchange with Highway 410 as a result of decreased congestion for eastbound/westbound through traffic on Courtneypark Drive East (due to the presence of dedicated deceleration lanes for both loop on-ramps).	Partially Preferred Potential to improve transit service/accessibility along Courtneypark Drive East.
	Impacts to existing vegetation	Impacts on vegetation and/or the Green System (as defined by the City of Mississauga Official Plan).	Least Preferred Substantial impacts to existing vegetation along Courtneypark Drive East.	Least Preferred Substantial impacts to existing vegetation along Courtneypark Drive East.
	Terrestrial resources	Impacts on terrestrial species and their habitats.	Partially Preferred Potential impacts to terrestrial resources along Courtneypark Drive East (i.e. TRCA-regulated wetland).	Partially Preferred Potential impacts to terrestrial resources along Courtneypark Drive East (i.e. TRCA-regulated wetland).
Cost	Capital Costs *	Cost of Construction.	Least Preferred Estimated \$7.4 million capital cost for 43.8m widening of the existing bridge across Highway 410 to accommodate a full interchange with dedicated deceleration lanes for both loop on-ramps (i.e. 8-lane ultimate configuration).	Preferred Estimated \$5.0 million capital cost (i.e. \$2.4 million lower than Alternative 2A) for 7.2m widening of the existing bridge across Highway 410 to accommodate a full interchange (i.e. 6-lane ultimate configuration).
	Operation & Maintenance Costs	Cost to maintain and continue the effective operation of alternative.	Partially Preferred Increased operation and maintenance costs due to larger structure across Highway 410.	Partially Preferred Increased operation and maintenance costs due to larger structure across Highway 410.
Ability to Address Problem / Opportunity Statement			Yes Recommended	Yes Not recommended
Recommendation			Increases opportunity to improve both corridor and interchange capacity/level of service, as well as meet planning objectives and facilitate efficient goods movement, despite higher capital costs.	Not carried forward due to reduced opportunity to both improve corridor and interchange capacity/level of service and meet planning objectives, despite lower capital cost and ability to facilitate efficient movement of goods.

All impacts resulting from implementation of the recommended Alternative Design Concept will be mitigated.
* Key criterion

COURTNEYPARK DRIVE EAST Public Information Sessions

Preliminary Preferred Design Alternative



Bridge over Highway 410

Widen existing bridge to include **6 through lanes** and **2 dedicated deceleration lanes** for Highway 410 on-ramps (Alternative 2A).

Kennedy Road to Dixie Road

Widen to 6 travel lanes;

3.70m lane width for all new through lanes;

3.50m lane width for all new turn lanes;

Raised median between Kennedy Road and Tomken Road;

Centre left-turn lane between Tomken Road and Ordan Drive;

New auxiliary turn lanes/islands at Kennedy, Tomken, and Dixie Road intersections;

North/south MiWay queue-jump lanes at Dixie Road intersection;

New traffic signals at West Ramp Terminal intersections;

Relocated/reconfigured East Ramp Terminal intersection;

1.5m sidewalk on north side (2.0m on Highway 410 bridge);

3.5m multi-use trail on south side;

0.5m splash pad (except on Highway 410 bridge); and

New street tree corridor on both north and south side, where possible.

COURTNEYPARK DRIVE EAST Public Information Sessions

Design Impacts

Property & Access



- ⇒ the City of Mississauga will likely need to acquire some property from a number of adjacent landowners to construct the Preferred Design Alternative
- ⇒ retaining walls will be used to minimize property requirements, where feasible
- ⇒ 2 private accesses are proposed to be closed and 2 are proposed to be converted to right-in/right-out only. Alternate access points are present at all locations.
- ⇒ property requirements & access modifications will be confirmed during the future preliminary design
- ⇒ City representatives will be contacting affected property owners again during future phases of the design

Landscaping & Streetscaping

- ⇒ there will likely be substantial impacts to both existing landscaping/streetscaping and vegetation on both public (i.e. boulevards, open spaces, etc.) and private properties located adjacent to Courtneypark Drive East
- ⇒ landscaping impacts will be confirmed during the future preliminary design.
- ⇒ the City will replace trees removed as a result of construction at either a 1:1 or 2:1 ratio, depending on size.



Utilities

- ⇒ several municipal services and third-party utilities are currently located within the proposed Courtneypark Drive East right-of-way and the Hydro One corridor east of Kennedy Road
- ⇒ utility impacts will be confirmed during the future preliminary design
- ⇒ currently, it is anticipated that some overhead utility poles (i.e. hydro, streetlighting), as well as some underground utilities, will need to be relocated

During the future preliminary design, impacts to the natural and socio-economic environments, including stormwater management and noise, will also be studied and documented. However, no significant impacts to these environments are anticipated at this time.

COURTNEYPARK DRIVE EAST Public Information Sessions

Staged Construction

The **Preliminary Preferred Design Alternative** may need to be implemented in stages. This interim design, which uses the existing bridge across Highway 410, can be maintained until **2021** or until required by traffic volumes. At that time, construction of the Preliminary Preferred Design Alternative will be considered.



map via google.com

Kennedy Road to East Ramp Terminal

- Widen to 3 lanes in westbound direction;
- Maintain existing eastbound lanes;
- Additional turn lanes at Kennedy Road intersection;
- 1.5m sidewalk on north side;
- 3.5m multi-use trail on south side; and
- 0.5m splash pad.

East Ramp Terminal to West Ramp Terminal

- Maintain existing bridge and sidewalks (cyclists required to dismount on bridge);
- Construct full interchange with Highway 410.

West Ramp Terminal to Tomken Road

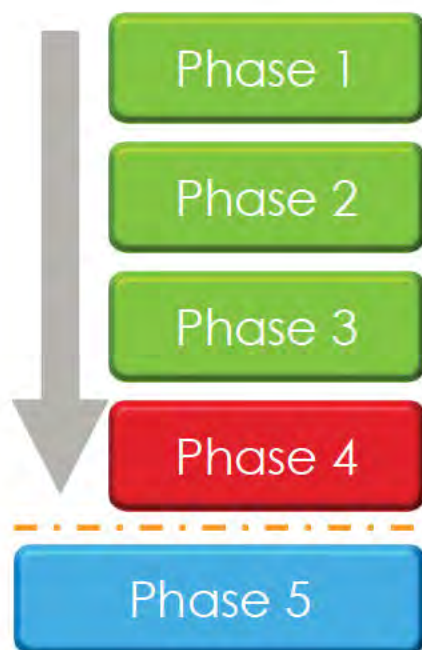
- Widen to 6-lane cross section;
- Additional turn lanes at Tomken Road intersection;
- 1.5m sidewalk on north side;
- 3.5m multi-use trail on south side; and
- 0.5m splash pad.

Tomken Road to Dixie Road

- Maintain existing roadway

COURTNEYPARK DRIVE EAST Public Information Sessions

What's Next?



The next phase of this study is Phase 4:

- ✓ Review & respond to questions & comments received from the public, agencies, utilities, etc.
- ✓ Review & confirm the Preferred Design Alternative
- ✓ Complete the Environmental Study Report

Thank you for attending the Public Information Session

Public input is an essential component of the decision-making process. There will be opportunities to provide input throughout the EA process.

Please provide us with comments by completing a comment sheet at this session, or by **Friday, October 10, 2014**.

Please feel free to contact us with any questions or comments:

Farhad Shahla, M.Eng., P.Eng.

Project Manager
City of Mississauga
201 City Centre Dr, Suite 800
Mississauga, ON L5B 2T4
(905) 615-3200, ext. 3377
farhad.shahla@mississauga.ca

Gord Murray, P.Eng.

Consultant Project Manager
Stantec Consulting Ltd.
300 – 675 Cochrane Dr, West Tower
Markham, ON L3R 0B8
(905) 944-7786
gordon.murray@stantec.com

COURTNEYPARK DRIVE EAST Public Information Sessions

Comment Sheet

Courtneypark Drive East (from Kennedy Road to Dixie Road)
Class EA Study and Preliminary Design
Public Information Sessions
Monday, September 29, 2014 – Friday, October 3, 2014

Name and Email Address (optional): _____

My property/interest is (please check all that apply):

☐ Direct access to Courtneypark Drive East ☐ User of Courtneypark Drive East

☐ Business/commercial/industrial property ☐ General interest

☐ Other: _____

Property address (optional): _____

Are you in agreement with the **Preliminary Preferred Design Alternative** (i.e. widen Courtneypark Drive East to 6 travel lanes, construct a full interchange at Highway 410, widen existing bridge over Highway 410 to include **6 through lanes** and **2 dedicated deceleration lanes** for on-ramps) proposed for this study? YES / NO (please explain) _____

Do you have any other comments to add for consideration in this study? (please print) _____

Please leave your completed Comment Sheet with the Project Manager, or mail to (by **Friday, October 10, 2014**):

Gord Murray, P.Eng.
Consultant Project Manager
Stantec Consulting Ltd.
300 – 675 Cochrane Dr, West Tower
Markham, ON L3R 0B8
(905) 944-7786
gordon.murray@stantec.com



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.

By completing this form, you are consenting to the collection and use of that personal information, for this project only, for the following purposes:

- ✓ Recording and reporting your attendance at a public meeting or comments received via telephone, fax, mail, or email;
- ✓ Contacting you to provide updates regarding this project; and
- ✓ If requested by you, contacting you to request further comments or discussion of the project.

From: [Farhad Shahla](#)
To: [Bradley, Michael](#)
Cc: [Dela Cruz, Gino \(Gino.DelaCruz@peelregion.ca\)](#); [Murray, Gordon](#)
Subject: [REDACTED] Courtnetypark Drive E -
Date: Thursday, September 25, 2014 5:02:07 PM
Attachments: [image001.png](#)

Good morning Mike –

A person contacted me from [REDACTED] Courtnetypark Drive E, on behalf of [REDACTED], and raised concerns regarding missing sidewalk infrastructure across the building. I returned the call and indicated that there is a plan to include a MUT on the side, running across this property which would then help with their concern. Contact number [REDACTED] was provided.

Please keep this for our records.

Thanks – Farhad.



Farhad Shahla, M.Eng., P.Eng., PTOE

Transportation Project Engineer, Transportation Infrastructure Management
T 905-615-3200 ext.3377

[City of Mississauga](#) | Transportation and Works Department,
Transportation & Infrastructure Planning Division

Please consider the environment before printing.

Bradley, Michael

From: [REDACTED]
Sent: Thursday, September 25, 2014 6:23 AM
To: Farhad Shahla
Cc: [REDACTED]; Dela Cruz, Gino (Gino.DelaCruz@peelregion.ca)
Subject: RE: Notice Of Public Information Sessions

Hi Farhad yes a call on October 2 for 3pm will work. Please call me on my cell [REDACTED].

Thanks and Kind Regards;

[REDACTED] | [REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

From: Farhad Shahla [<mailto:Farhad.Shahla@mississauga.ca>]
Sent: September-24-14 2:49 PM
To: [REDACTED]
Cc: [REDACTED]; Dela Cruz, Gino (Gino.DelaCruz@peelregion.ca)
Subject: RE: Notice Of Public Information Sessions

Good afternoon [REDACTED] and thanks for your interest in this project.

We could make an arrangement to hold a phone conversation with you on Thursday, October 2 in the afternoon. Please confirm if a call at 3pm would work for you.

Please let me know if you have any questions.

Thanks – Farhad.



Farhad Shahla, M.Eng., P.Eng., PTOE

Transportation Project Engineer, Transportation Infrastructure Management
T 905-615-3200 ext.3377

[City of Mississauga](#) | Transportation and Works Department,
Transportation & Infrastructure Planning Division

Please consider the environment before printing.

From: [REDACTED]
Sent: 2014/09/18 7:48 AM
To: Farhad Shahla
Subject: Notice Of Public Information Sessions

Hi Farhad I received a notice in the mail regarding the potential expansion of Courtneypark Drive East. I own a property located adjacent to Courtneypark [REDACTED]. I would like to confirm if my property line will be encroached as we have shipping and receiving in this area for large transport trucks.

I do not need to setup a meeting but would prefer a telephone conversation. I'm available anytime on my cell at [REDACTED].

Thanks and Kind Regards;

[REDACTED] | [REDACTED]

[REDACTED]
[REDACTED]
[REDACTED]

[REDACTED]

[REDACTED]

From: [REDACTED]
To: [Farhad Shahla](#)
Cc: [Leslie Green](#); ["Dela Cruz, Gino"](#)
Subject: RE: Municipal class environmental assessment study
Date: Thursday, September 25, 2014 2:35:24 PM
Attachments: [image001.png](#)

Thank you for getting back to me. Yes Oct 2nd would work fine for me. I would like to bring along my general manager as well if you do not mind.

Thank you,

[REDACTED]

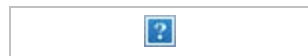
From: Farhad Shahla [mailto:Farhad.Shahla@mississauga.ca]
Sent: September-24-14 2:47 PM
To: [REDACTED]
Cc: [REDACTED]; Dela Cruz, Gino (Gino.DelaCruz@peelregion.ca)
Subject: RE: Municipal class environmental assessment study

Good afternoon [REDACTED] and thanks for your interest in this project.

We could make an arrangement to meet with you on Thursday, October 2 in the afternoon. Please confirm if a meeting between 2 and 3pm would work for you. The meeting will happen at 201 City Centre Drive, 8th Fl. – the meeting room to be confirmed.

Please let me know if you have any questions. I will be in touch with you to facilitate your arrival.

Thanks – Farhad.



Farhad Shahla, M.Eng., P.Eng., PTOE

Transportation Project Engineer, Transportation Infrastructure Management
T 905-615-3200 ext.3377

[City of Mississauga](#) | Transportation and Works Department,
Transportation & Infrastructure Planning Division

Please consider the environment before printing.

From: [REDACTED]
Sent: 2014/09/22 6:54 PM
To: Farhad Shahla
Subject: Municipal class environmental assessment study

Hi there,

I have received a letter from Stantec Consulting regarding the Municipal Class Environmental Assessment Study and Preliminary Design for Courtneypark Drive East, from Kennedy Rd- Dixie Rd. I own [REDACTED] at the corner of Courtneypark Dr E and Kennedy Rd and am very interested in setting up an appointment to view the various documents and materials available. The only day that I am not available in the time frame given is Tuesday Sept 30th.

Kind regards,

From: [Farhad Shahla](#)
To: [Bradley, Michael](#)
Cc: [Dela Cruz, Gino \(Gino.DelaCruz@peelregion.ca\)](#); [Leslie Green](#)
Subject: Courtnepark Drive E public consultation II - public comments -
Date: Tuesday, October 21, 2014 3:00:30 PM
Attachments: [image001.png](#)

Good afternoon Mike –

I trust you have a log of those who contacted us through emails or phone calls during the second round of public consultation. Below please find a summary of comments received during this period:

- Intersection of Kennedy/CPD:
 - o Issues with trucks travelling SB on the south leg, trying to access the lands on the SE corner of the intersection. Truck traffic queue built up waiting to make the turn to access the lands and therefore blocking the receiving traffic either from WB LT or SB through movements. (particularly in the PM)
 - o Explore solutions how this movement can be facilitated i.e. central back to back lane
 - o Confirm if the first access is a right out only. Restrict any illegal movements into the first access by possibly extending the median or improved signage.
 - o Improve access to the second access further south on the south leg on the east side
 - o Bus stop to shift far side of the intersection from south leg to the north leg for the NB approach
 - o Bus stop to shift far side of the intersection from north leg to the south leg for the SB approach
 - o Challenges with hydro utilities on the NW of the intersection
- Other inquiries from [REDACTED] [REDACTED] [REDACTED] located on the NW of the intersection was about impacts to the parking spaces in their party. Overall very supportive of the project – attracting more traffic into the area.
- [REDACTED] from [REDACTED], Mississauga was concerned about property impacts. Based on high level inspection of the design, available property is very generous backing this property and I explained to this that impacts to his property is very minimal.

Thanks - Farhad.



Stantec Consulting Ltd.
300W-675 Cochrane Drive, Markham ON L3R 0B8

July 28, 2015
File: 165010564 / 38

Attention: [REDACTED]

Dear [REDACTED],

**Reference: Courtneypark Drive East Class Environmental Assessment & Preliminary Design
Kennedy Road to Dixie Road**

Thank you for providing your comments regarding the above-noted project following your meeting on October 3, 2014 with Farhad Shahla, the City of Mississauga's Project Manager. We appreciate you taking the time to provide input into this process. Please note that the City of Mississauga's Project Manager is now Dana Glofcheskie. Her contact information is as follows:

Dana Glofcheskie, P.Eng.
Project Manager
City of Mississauga
800-201 City Centre Dr
Mississauga, ON L5B 2T4
(905) 615-3200, ext. 8243
dana.glofcheskie@mississauga.ca

As the City of Mississauga's design consultant for this project, please find our responses to your comments below:

Comment 1: You noted issues with trucks travelling southbound on the south leg of the Courtneypark Drive East & Kennedy Road intersection, trying to access the lands on the southeast corner. Queued truck traffic waiting to turn left blocks the receiving traffic from either the westbound left-turn or southbound through movements (particularly during the PM peak period). You suggested that solutions as to how this movement could be better facilitated should be investigated as part of this project.

Response 1: There are limited opportunities to improve traffic operations at the third access south of Courtneypark Drive East on the east side of Kennedy Road.

The Transportation Association of Canada Geometric Design Guide recommends a minimum spacing of 200m for signalized intersections on arterial roadways such as Kennedy Road, so this access is too close to the Courtneypark Drive East & Kennedy Road intersection to install new traffic signals and they would likely result in a lower level-of-service for the intersection.

Design with community in mind



July 28, 2015

Page 2 of 3

Reference: Courtneypark Drive East Class Environmental Assessment & Preliminary Design
Kennedy Road to Dixie Road

Southbound vehicles that are completing a southbound left-turn movement to access the property on the southeast corner of the intersection are currently provided with a two-way centre left-turn lane on Kennedy Road. The northernmost section of this two-way left-turn lane (i.e. immediately south of the centre median on Kennedy Road) has been proposed to be re-painted as a dedicated southbound left-turn lane (i.e. back-to-back with the existing northbound left-turn lane) at this access to provide a dedicated area for vehicle queuing.

Comment 2: You requested confirmation of whether the first access south of Courtneypark Drive East to the property on the southeast corner of the Courtneypark Drive East & Kennedy Road intersection is right-out only, and suggested restricting any illegal movements into this access by possibly extending the median or improving signage.

Response 2: Currently, this access is a right-out only.

Unfortunately, there are limited opportunities for physical modifications to the access in order to restrict illegal inbound movements. The existing median on Kennedy Road already prevents southbound traffic from entering, while the angle of the access relative to Kennedy Road discourages northbound vehicles from completing a northbound right-turn movement.

Opportunities for improved signage at this access will be considered during the detailed design phase of this project.

Comment 3: You suggested improving access to the second access south of Courtneypark Drive East to the property at the southwest corner of the Courtneypark Drive East & Kennedy Road intersection.

Response 3: This access currently permits right-in/right-out operations only. Therefore, the existing raised median on Kennedy Road already prohibits southbound traffic from illegally making a left-turn into the property on the southeast corner of the intersection. It is not recommended to modify this access to allow inbound/outbound left-turns, as this would likely exacerbate the truck queuing issue noted in your earlier comment.

Comment 4: You suggested shifting the existing near-side transit stop on the southeast corner of the Courtneypark Drive East & Kennedy Road intersection to a far-side stop on the northeast corner of the intersection.

Response 4: Opportunities to relocate/improve transit stops will be considered by MiWay during the detailed design phase of this project.

Design with community in mind



July 28, 2015

Page 3 of 3

**Reference: Courtneypark Drive East Class Environmental Assessment & Preliminary Design
Kennedy Road to Dixie Road**

Comment 5: You suggested shifting the existing near-side transit stop on the northwest corner of the Courtneypark Drive East & Kennedy Road intersection to a far-side stop on the southwest corner of the intersection.

Response 5: Opportunities to relocate/improve transit stops will be considered by MiWay during the detailed design phase of this project.

Comment 6: You noted that there may be challenges with hydro utilities on the northwest corner of the Courtneypark Drive East & Kennedy Road intersection.

Response 6: Both Hydro One and Enersource have existing physical plant located on the northeast corner of the Courtneypark Drive East & Kennedy Road intersection.

The proposed widening of Courtneypark Drive East will not conflict with the Hydro One physical plant, as no towers are located on the northeast corner of the intersection. Enersource poles are proposed to be relocated as part of the widening.

I trust this provides clarification on your issues of concern. If you wish, we would be pleased to discuss these issues in further detail at your convenience. If so, please contact the undersigned. Once again, thank you for your comments.

Regards,

STANTEC CONSULTING LTD.

Gordon Murray, P.Eng.
Senior Project Manager
Phone: (905) 944-7786
Fax: (905) 474-9889
gordon.murray@stantec.com

c. Dana Glofcheskie, City of Mississauga
Leslie Green, City of Mississauga
Mike Bradley, Stantec

jc \\cd1215-f01\work_group\01650\active\165010564 - courtneypark drive east class
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Design with community in mind



Stantec Consulting Ltd.
300W-675 Cochrane Drive, Markham ON L3R 0B8

July 28, 2015
File: 165010564 / 38

Attention: [REDACTED]
[REDACTED]
[REDACTED]

Dear [REDACTED],

**Reference: Courtnepark Drive East Class Environmental Assessment & Preliminary Design
Kennedy Road to Dixie Road**

Thank you for providing your comment regarding the above-noted project following your telephone discussion on October 2, 2014 with Farhad Shahla, the City of Mississauga's Project Manager. We appreciate you taking the time to provide input into this process. Please note that the City of Mississauga's Project Manager is now Dana Glofcheskie. Her contact information is as follows:

Dana Glofcheskie, P.Eng.
Project Manager
City of Mississauga
800-201 City Centre Dr
Mississauga, ON L5B 2T4
(905) 615-3200, ext. 8243
dana.glofcheskie@mississauga.ca

As the City of Mississauga's design consultant for this project, please find our response to your comment below:

Comment: You questioned whether the proposed widening of Courtnepark Drive East would encroach on the rear of the property at [REDACTED], and noted that your business conducts shipping and receiving operations with large trucks in that area.

Response: There is sufficient undeveloped property available within the existing Courtnepark Drive East right-of-way adjacent to the rear (i.e. south) boundary of the property at [REDACTED] such that we do not anticipate any property impacts based on the proposed preliminary design.

I trust this provides clarification on your issue of concern. If you wish, we would be pleased to discuss this issue in further detail at your convenience. If so, please contact the undersigned. Once again, thank you for your comment.

Design with community in mind



July 28, 2015

Page 2 of 2

Reference: Courtneypark Drive East Class Environmental Assessment & Preliminary Design
Kennedy Road to Dixie Road

Regards,

STANTEC CONSULTING LTD.

Gordon Murray, P.Eng.
Senior Project Manager
Phone: (905) 944-7786
Fax: (905) 474-9889
gordon.murray@stantec.com

c. Dana Glofcheskie, City of Mississauga
Leslie Green, City of Mississauga
Mike Bradley, Stantec

jc \\cd1215-f01\work_group\01650\active\165010564 - courtneypark drive east class
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Stantec Consulting Ltd.
300W-675 Cochrane Drive, Markham ON L3R 0B8

July 28, 2015
File: 165010564 / 38

Attention: [REDACTED]

Dear [REDACTED],

**Reference: Courtneypark Drive East Class Environmental Assessment & Preliminary Design
Kennedy Road to Dixie Road**

Thank you for providing your comment regarding the above-noted project following your telephone discussion with Farhad Shahla, the City of Mississauga's Project Manager. We appreciate you taking the time to provide input into this process. Please note that the City of Mississauga's Project Manager is now Dana Glofcheskie. Her contact information is as follows:

Dana Glofcheskie, P.Eng.
Project Manager
City of Mississauga
800-201 City Centre Dr
Mississauga, ON L5B 2T4
(905) 615-3200, ext. 8243
dana.glofcheskie@mississauga.ca

As the City of Mississauga's design consultant for this project, please find our response to your comment below:

Comment: You expressed concerned about the missing sidewalk infrastructure in front of [REDACTED] Courtneypark Drive East.

Response: A 3.5 metre-wide asphalt multi-use trail along the south side of Courtneypark Drive East has been included in the proposed preliminary design.

I trust this provides clarification on your issue of concern. If you wish, we would be pleased to discuss this issue in further detail at your convenience. If so, please contact the undersigned. Once again, thank you for your comment.



July 28, 2015

Page 2 of 2

Reference: Courtneypark Drive East Class Environmental Assessment & Preliminary Design
Kennedy Road to Dixie Road

Regards,

STANTEC CONSULTING LTD.

Gordon Murray, P.Eng.
Senior Project Manager
Phone: (905) 944-7786
Fax: (905) 474-9889
gordon.murray@stantec.com

c. Dana Glofcheskie, City of Mississauga
Leslie Green, City of Mississauga
Mike Bradley, Stantec

jc \\cd1215-f01\work_group\01650\active\165010564 - courtneypark drive east class
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Stantec Consulting Ltd.
300W-675 Cochrane Drive, Markham ON L3R 0B8

July 28, 2015
File: 165010564 / 38

Attention: [REDACTED]
[REDACTED]
[REDACTED]

Dear [REDACTED],

**Reference: Courtnepark Drive East Class Environmental Assessment & Preliminary Design
Kennedy Road to Dixie Road**

Thank you for providing your comment regarding the above-noted project following your meeting on October 2, 2014 with Farhad Shahla, the City of Mississauga's Project Manager. We appreciate you taking the time to provide input into this process. Please note that the City of Mississauga's Project Manager is now Dana Glofcheskie. Her contact information is as follows:

Dana Glofcheskie, P.Eng.
Project Manager
City of Mississauga
800-201 City Centre Dr
Mississauga, ON L5B 2T4
(905) 615-3200, ext. 8243
dana.glofcheskie@mississauga.ca

As the City of Mississauga's design consultant for this project, please find our response to your comment below:

Comment: You noted that you are very supportive of this project and its potential to enhance your business, but expressed concern about whether the proposed widening will impact the existing parking area of your business, located at [REDACTED] Courtnepark Drive East.

Response: There is sufficient undeveloped property available within the existing right-of-way of both Courtnepark Drive East and Kennedy Road that we do not anticipate any property impacts to the parking area of [REDACTED] Courtnepark Drive East based on the proposed preliminary design.

I trust this provides clarification on your issue of concern. If you wish, we would be pleased to discuss this issue in further detail at your convenience. If so, please contact the undersigned. Once again, thank you for your comment.

Design with community in mind



July 28, 2015

Page 2 of 2

Reference: Courtneypark Drive East Class Environmental Assessment & Preliminary Design
Kennedy Road to Dixie Road

Regards,

STANTEC CONSULTING LTD.

Gordon Murray, P.Eng.
Senior Project Manager
Phone: (905) 944-7786
Fax: (905) 474-9889
gordon.murray@stantec.com

c. Dana Glofcheskie, City of Mississauga
Leslie Green, City of Mississauga
Mike Bradley, Stantec

jc \\cd1215-f01\work_group\01650\active\165010564 - courtneypark drive east class
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Stantec Consulting Ltd.
300W - 675 Cochrane Drive, Markham ON L3R 0B8

September 25, 2015
File: 165010564

Attention: [Affected Stakeholder Contact Name & Address]

Dear [Affected Stakeholder Contact Name],

**Reference: Courtneypark Drive East, from Kennedy Road to Dixie Road
Municipal Class Environmental Assessment Study & Preliminary Design
Potential Impact to [Affected Property Address and/or PIN number]**

Stantec Consulting, on behalf of the City of Mississauga (the City) and the Region of Peel (the Region), has initiated a Class Environmental Assessment (Class EA) study, including preliminary design, for the section of Courtneypark Drive East between Kennedy Road and to Dixie Road (see Figure 1 below). The intent of this study is to address congestion, address safety concerns, better accommodate users of transit and active transportation facilities, and rehabilitate the roadway pavement surface. The overall impact of these improvements on the social, cultural, and natural environments is also being analyzed, including potential impacts to adjacent properties adjacent to Courtneypark Drive East.

Public consultation is a vital component of this study. When this study began, you were identified as a potential stakeholder, since you are either an owner or a tenant of a property within the study area. As a result, you received a **Notice of Commencement** when the study was started, and invitations to 2 formal public consultation events.

Public Information Centre #1 (PIC #1) was held on June 26, 2014. Information on both existing conditions and needs and opportunities for the study area, as well as the various Alternative Design Solutions developed to address those needs and opportunities, was presented to attendees. After considering the feedback received at PIC #1, Stantec, the City, and the Region identified that the Preferred Alternative Solution involves widening Courtneypark Drive East to six through lanes between Kennedy Road and Dixie Road, and constructing a full interchange with Highway 410.

As the study progressed, designs (called Alternative Design Concepts) were developed to implement the Preferred Alternative Solution. In early September 2014, all agencies and public stakeholders of the project were invited to attend a **Public Information Session** (PIC #2). Invitees could arrange an appointment with a representative of the City to review the Alternative Design Concepts and provide their comments. Preliminary information regarding potential impacts to some of the adjacent properties was also available.

Following the Public Information Sessions, held between September 29 and October 3, 2014, Stantec, the City, and the Region recommended that the Preferred Design would be to widen Courtneypark Drive East to six through lanes between Kennedy Road and Dixie Road. Stantec

Design with community in mind



September 25, 2015

Page 2 of 3

**Reference: Courtneypark Drive East, from Kennedy Road to Dixie Road
Municipal Class Environmental Assessment Study & Preliminary Design**

then developed a Preliminary Design based on this Preferred Design. As the Preliminary Design has been refined, Stantec has identified the potential need for frontage property from the property noted above on which you are either an owner or a tenant in order to accommodate the proposed roadway improvements.

The City and Region intend to finalize this study in the fall of 2015 by filing the Environmental Study Report on the public record. Subject to approval of the study, the property requirements will be confirmed during the subsequent design phase.

Should you wish to review the Preliminary Design, discuss any potential impacts to your property, or if you have any questions or comments regarding this study, please contact the undersigned via email at gordon.murray@stantec.com or phone at (905) 944-7786.

Regards,

STANTEC CONSULTING LTD.

Gordon Murray
Senior Project Manager
Phone: (905) 944-7786
gordon.murray@stantec.com

c. Dana Glofcheskie, City of Mississauga
Leslie Green, City of Mississauga
Mike Bradley, Stantec Consulting Ltd.



September 25, 2015

Page 3 of 3

**Reference: Courtneypark Drive East, from Kennedy Road to Dixie Road
Municipal Class Environmental Assessment Study & Preliminary Design**

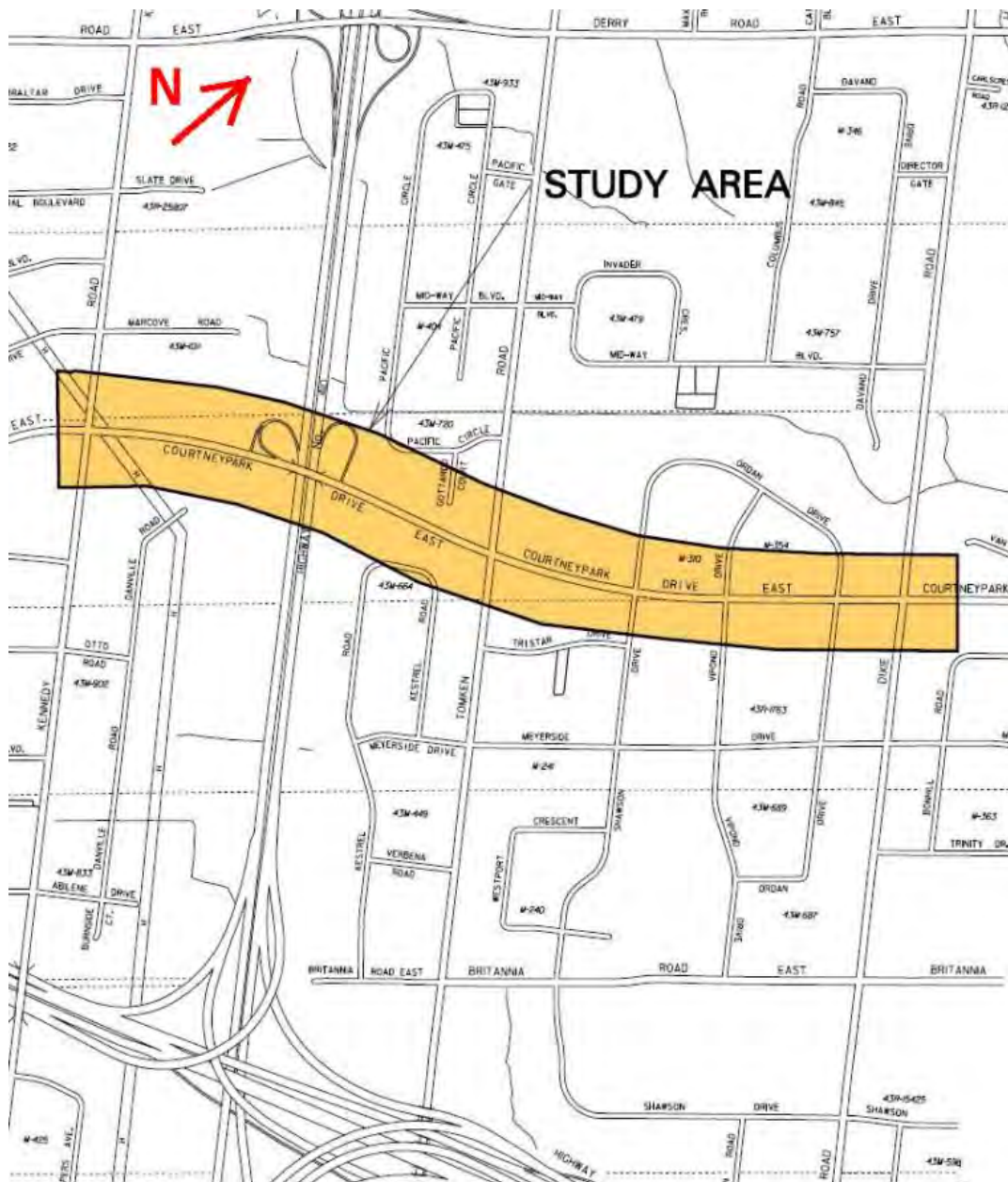


Figure 1: Study Area

From: Bradley, Michael
To: [REDACTED]
Cc: [Murray, Gordon \(gordon.murray@stantec.com\)](mailto:gordon.murray@stantec.com)
Subject: RE: potential changes to Courtneypark Dr. east
Date: Monday, October 19, 2015 12:52:00 PM

Hi [REDACTED],

Thank you for contacting us regarding the Courtneypark Drive East Class EA & Preliminary Design.

You're right – the roadway improvements proposed as part of this study affect Courtneypark Drive East and Ordan Drive (to a lesser extent), not Meyerside Drive. The reason you received this letter is because the property on which your business is located is bounded by Courtneypark Drive East, Ordan Drive, Meyerside Drive, and Vipond Drive, and all stakeholders associated with the property were notified even if there are no improvements directly adjacent to their business.

In any case, if you're looking for more information about this project, please visit the City of Mississauga website via the address below:

<http://www.mississauga.ca/portal/residents/courtneyparkdriveeastassessment>

Please let us know if you have any further questions or comments about the study.

Thanks,
- Mike

Mike Bradley, BSc, EIT
Engineering Intern
Transportation
Stantec
Phone: (905) 944-7763
mike.bradley@stantec.com

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 Please consider the environment before printing this email.

From: [REDACTED]
Sent: Tuesday, October 06, 2015 2:25 PM
To: Murray, Gordon
Subject: potential changes to Courtneypark Dr. east

Hi Gordon,

I must have missed other communications on the changes or someone else in the office has gotten them and not passed them on, so I haven't had the opportunity to attend any information sessions to date. I did however receive your letter dated Sept. 25th, 2015 and I was wondering what the potential impact would be to our property at [REDACTED]. From looking at the drawing that was enclosed with the letter, it appears that the changes would happen on Courtneypark Dr. and not Meyerside Dr. Could you clarify what the impact would be on Meyerside please?

Regards,

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

From: Bradley, Michael
To: [REDACTED]
Cc: [Murray, Gordon \(gordon.murray@stantec.com\)](mailto:gordon.murray@stantec.com)
Subject: RE: land
Date: Wednesday, November 04, 2015 11:41:00 AM
Attachments: [REDACTED]

Hi [REDACTED],

Thanks for contacting us regarding the Courtneypark Drive East Class EA & Preliminary Design.

Attached is a copy of the Preliminary Design drawing that shows your property [REDACTED] located at [REDACTED]. The limits of your property are highlighted in yellow, while the property the City of Mississauga is proposing to acquire is highlighted in red. The City requires this additional property to provide both a new right-turn lane on the west side of Kennedy Road and proper sight distance for motorists at the northwest corner of Courtneypark Drive East & Kennedy Road. The additional property would also be used to accommodate a 1.5m sidewalk, a transit stop, a landscaped boulevard, as well as streetlighting and other utilities.

If you're looking for more information about this project, please visit the City of Mississauga website via the address below:

<http://www.mississauga.ca/portal/residents/courtneyparkdriveeastassessment>

The City of Mississauga intends to finalize this study in the fall of 2015 by filing the Environmental Study Report on the public record. Please let us know if you have any further questions or comments about the study or the impacts to your property.

Thanks,
- Mike

Mike Bradley, BSc, EIT
Engineering Intern
Transportation
Stantec
Phone: (905) 944-7763
mike.bradley@stantec.com

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 Please consider the environment before printing this email.

From: [REDACTED]
Sent: Monday, October 26, 2015 12:12 PM
To: Murray, Gordon
Subject: land

Reference: Courtneypark Drive East, from Kennedy Road to Dixie Road Municipal Class Environmental Assessment Study and Preliminary Design

[REDACTED]

Gordon

[REDACTED] is the landlord/owner of the building at the above mentioned property. On review of your letter we are interested as to what potential impact this would have to our property which is [REDACTED]. Await your response. Thanking you in advance.

[REDACTED]

[REDACTED]

From: Bradley, Michael
To: [REDACTED]
Cc: [Murray, Gordon](#)
Subject: RE [REDACTED]
Date: Monday, October 19, 2015 1:27:00 PM
Attachments: [REDACTED]

Hi [REDACTED],

Thanks again for contacting us regarding the Courtneypark Drive East Class EA & Preliminary Design.

Attached is a copy of the Preliminary Design drawing that shows the property you lease from [REDACTED] located at [REDACTED]. The limits of your property are highlighted in yellow, while the property the City of Mississauga is proposing to acquire is highlighted in red. The City requires this additional property to accommodate an additional travel lane on the north side of Courtneypark Drive East, a 1.5m sidewalk, a transit stop, streetlighting, and a landscaped boulevard.

If you're looking for more information about this project, please visit the City of Mississauga website via the address below:

<http://www.mississauga.ca/portal/residents/courtneyparkdriveeastassessment>

The City of Mississauga intends to finalize this study in the fall of 2015 by filing the Environmental Study Report on the public record. Please let us know if you have any further questions or comments about the study or the impacts to your property.

Thanks,
- Mike

Mike Bradley, BSc, EIT
Engineering Intern
Transportation
Stantec
Phone: (905) 944-7763
mike.bradley@stantec.com

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 Please consider the environment before printing this email.

From: [REDACTED]
Sent: Friday, October 16, 2015 8:26 AM
To: Bradley, Michael
Cc: Murray, Gordon
Subject: RE: [REDACTED]

Thanks for your reply

[REDACTED]

[REDACTED]

[REDACTED]
[REDACTED]
[REDACTED]

[REDACTED]
[REDACTED]



Note: This e-mail transmission, including any attachments, is intended only for the named recipient(s) and may contain information that is privileged, confidential and/or exempt from disclosure under applicable law. If you have received this transmission in error, or are not the named recipient(s), please notify your representative immediately by return e-mail and permanently delete this transmission, including any attachments.

From: Bradley, Michael [<mailto:Mike.Bradley@stantec.com>]

Sent: Thursday, October 15, 2015 5:39 PM

To: [REDACTED]

Cc: Murray, Gordon

Subject: RE: [REDACTED] [REDACTED]

Hi [REDACTED],

Thanks for contacting us regarding the Courneypark Drive East Class EA & Preliminary Design. We're currently in the process of putting together a response to your question, and we'll be in touch soon.

Please let us know if you have any other questions in the meantime.

Thanks,
- Mike

Mike Bradley, BSc, EIT
Engineering Intern
Transportation
Stantec
Phone: (905) 944-7763
mike.bradley@stantec.com

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Please consider the environment before printing this email.

From: [REDACTED]

Sent: Thursday, October 15, 2015 4:04 PM

To: Murray, Gordon

Subject: RE: [REDACTED] [REDACTED]

Hi Gordon,

Is there a website or file you can send me with the details?

Thanks,

Note: This e-mail transmission, including any attachments, is intended only for the named recipient(s) and may contain information that is privileged, confidential and/or exempt from disclosure under applicable law. If you have received this transmission in error, or are not the named recipient(s), please notify your representative immediately by return e-mail and permanently delete this transmission, including any attachments.

From: [REDACTED]
Sent: Tuesday, October 06, 2015 9:55 AM
To: 'gordon.murray@stantec.com'
Subject: [REDACTED]

Good morning Gordon,

I'm sending this email in response to the letter I received on the potential impact of the road widening project on Courtnepark Drive between Dixie and Kennedy.
I would like to better understand the changes to the property we lease from [REDACTED]. Are you able to send me the preliminary design?

Thanks for your help

From: Bradley, Michael
To: [REDACTED]
Cc: [Murray, Gordon \(gordon.murray@stantec.com\)](mailto:gordon.murray@stantec.com)
Subject: RE: Courtneypark Drive East, from Kennedy Road to Dixie Road-Class EA Study
Date: Monday, October 19, 2015 12:50:00 PM
Attachments: [REDACTED]

Hi [REDACTED],

Thank you for contacting us regarding the Courtneypark Drive East Class EA & Preliminary Design.

Attached is a copy of the Preliminary Design drawing that shows your property [REDACTED] located at [REDACTED]. The limits of your property are highlighted in yellow, while the property the City of Mississauga is proposing to acquire is highlighted in red. The City requires this additional property to accommodate additional travel/turning lanes on the south side of Courtneypark Drive East, a 1.5m sidewalk, a transit stop, streetlighting, relocated utilities, and a landscaped boulevard.

If you're looking for more information about this project, please visit the City of Mississauga website via the address below:

<http://www.mississauga.ca/portal/residents/courtneyparkdriveeastassessment>

The City of Mississauga intends to finalize this study in the fall of 2015 by filing the Environmental Study Report on the public record. Please let us know if you have any further questions or comments about the study or the impacts to your property.

Thanks,
- Mike

Mike Bradley, BSc, EIT
Engineering Intern
Transportation
Stantec
Phone: (905) 944-7763
mike.bradley@stantec.com

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 Please consider the environment before printing this email.

From: [REDACTED]
Sent: Tuesday, October 06, 2015 12:55 PM
To: Murray, Gordon
Subject: Courtneypark Drive East, from Kennedy Road to Dixie Road-Class EA Study

Good afternoon Gordon, further to [REDACTED] voice mail of earlier today, we would appreciate receiving all background information related to the above matter, and in particular:

- The Preliminary Design based on the preferred design
- Notices of future meetings

Thank you.

Regards,

[REDACTED]

[REDACTED]

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

[REDACTED]
[REDACTED]
[REDACTED]

From: Bradley, Michael
To: [REDACTED]
Cc: [Murray, Gordon \(gordon.murray@stantec.com\)](mailto:gordon.murray@stantec.com)
Subject: RE: Courtneypark Drive East, from Kennedy Road to Dixie Road, Municipal Class Environmental Assessment Study & Preliminary Design, Potential Impact to [REDACTED]
Date: Monday, October 19, 2015 12:52:00 PM
Attachments: [REDACTED]

Hi [REDACTED],

Thank you for contacting us regarding the Courtneypark Drive East Class EA & Preliminary Design.

Attached is a copy of the Preliminary Design drawing that shows your property [REDACTED] located at [REDACTED]. The limits of your property are highlighted in yellow, while the property the City of Mississauga is proposing to acquire is highlighted in red. The City requires this additional property to accommodate an extension of the existing turning lane, streetlighting, and a landscaped boulevard on the east side of Kennedy Road. A dedicated southbound left-turn lane into one of the accesses to your property has also been proposed, though no frontage property is required for this improvement.

If you're looking for more information about this project, please visit the City of Mississauga website via the address below:

<http://www.mississauga.ca/portal/residents/courtneyparkdriveeastassessment>

The City of Mississauga intends to finalize this study in the fall of 2015 by filing the Environmental Study Report on the public record. Please let us know if you have any further questions or comments about the study or the impacts to your property.

Thanks,
- Mike

Mike Bradley, BSc, EIT
Engineering Intern
Transportation
Stantec
Phone: (905) 944-7763
mike.bradley@stantec.com

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 Please consider the environment before printing this email.

From: [REDACTED]
Sent: Wednesday, October 07, 2015 8:17 AM
To: Murray, Gordon
Subject: Courtneypark Drive East, from Kennedy Road to Dixie Road, Municipal Class Environmental Assessment Study & Preliminary Design, Potential Impact to [REDACTED]
[REDACTED]

Good morning Gordon, we received your letter dated September 25, 2015 on the captioned matter. We are the owner of the property [REDACTED]. Please forward us information and/or drawings on the Preliminary design for six through lanes and a full interchange with Highway 410 that you are working to finalize with the City and Region by fall of 2015 and the potential need for

frontage property from us.

Thanks, [REDACTED].

From: Bradley, Michael
To: [REDACTED]
Cc: [Murray, Gordon \(gordon.murray@stantec.com\)](mailto:gordon.murray@stantec.com)
Subject: RE: PIN [REDACTED]
Date: Monday, October 19, 2015 12:51:00 PM
Attachments: [REDACTED]

Hi [REDACTED]

Thank you for contacting us regarding the Courtnepark Drive East Class EA & Preliminary Design.

Attached is a copy of the Preliminary Design drawing that shows your property [REDACTED], located at [REDACTED]. The limits of your property are highlighted in yellow, while the property the City of Mississauga is proposing to acquire is highlighted in red. The City requires this additional property to accommodate an additional travel lane on the south side of Courtnepark Drive East, a new 3.5m multi-use pathway, a transit stop, streetlighting, relocated utilities, and a landscaped boulevard. It should be noted that the proposed improvements adjacent to your property are confined to Courtnepark Drive East and Ordan Drive (extending just south of Courtnepark Drive East). Because the legal parcel on which your business is located is bounded by Courtnepark Drive East, Ordan Drive, Meyerside Drive, and Vipond Drive, you may have been notified even if there are no improvements proposed directly adjacent to your business.

If you're looking for more information about this project, please visit the City of Mississauga website via the address below:

<http://www.mississauga.ca/portal/residents/courtneyparkdriveeastassessment>

The City of Mississauga intends to finalize this study in the fall of 2015 by filing the Environmental Study Report on the public record. Please let us know if you have any further questions or comments about the study or the impacts to your property.

Thanks,
- Mike

Mike Bradley, BSc, EIT
Engineering Intern
Transportation
Stantec
Phone: (905) 944-7763
mike.bradley@stantec.com

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 Please consider the environment before printing this email.

From: [REDACTED]
Sent: Tuesday, October 06, 2015 11:43 AM
To: Murray, Gordon
Subject: FW: PIN [REDACTED]

Hi Gordon

I received your letter dated September 25, 2015. Would you be able to send me a copy of the above noted plan and how it affects [REDACTED]?

Thank you in advance

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

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CITY OF MISSISSAUGA

NOTICE OF STUDY COMPLETION

Municipal Class Environmental Assessment Study for Courtneypark Drive East

THE STUDY:

In partnership with the Region of Peel, the City of Mississauga has completed a Class Environmental Assessment (Class EA) study, including Preliminary Design, for Courtneypark Drive East, between Kennedy Road and Dixie Road (see map). In light of current roadway conditions, the intent of this study was to address network demand challenges, identify/address safety concerns, accommodate active transportation measures, and rehabilitate the pavement surface. The overall impact of such improvements on the social, cultural, and natural environments was also analyzed, including potential impacts to adjacent properties along the road.

THE PROCESS:

The study was carried out in accordance with the planning and design process for Schedule 'C' projects, as outlined in the "Municipal Class Environmental Assessment" document (October 2000, amended in 2011), which is approved under the Ontario *Environmental Assessment Act*. The Class EA process includes public and 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.

A Notice of Study Commencement was issued on November 13, 2013, Public Information Centre #1 was held on June 26, 2014, and Public Information Sessions (in lieu of Public Information Centre #2) were held between September 29 and October 3, 2014. Following the Public Information Sessions, the Preferred Alternative Design was reviewed in light of the comments received and modified as required. The resulting Preferred Alternative Design for Courtneypark Drive East, between Kennedy Road and Dixie Road, generally consists of the following:

- widening from 4 to 6 through lanes, by adding 1 lane in each direction;
- construction of a new 1.5 m sidewalk and 3.5 m multi-use trail;
- improvements at various intersections, including new turning and transit lanes;
- upgrading the partial interchange with Highway 410 to a full movement interchange (per MTO's approved 2010 Transportation Environmental Study Report).

A copy of all study materials and documents can be accessed via: <http://www.mississauga.ca/portal/residents/courtneyparkdriveeastassessment>

ENVIRONMENTAL STUDY REPORT:

The Environmental Study Report (ESR) has been prepared to document the planning and decision-making process that was followed during this study. By this notice, the ESR is being placed on the public record for a 30-day review period beginning on November 16, 2015, in accordance with the Municipal Class EA requirements. The ESR is available for review at the following locations:

**The City of Mississauga
City Clerk's Office**
300 City Centre Dr
Mississauga, ON L5B 3C1
Monday-Friday, 8:30am-4:30pm

**The Region of Peel
Clerk's Division**
10 Peel Centre Dr
Brampton, ON L6T 4B9
Monday-Friday, 8:30am-4:30pm

Courtneypark Library
730 Courtneypark Dr W
Mississauga, ON L5W 1L9
Monday-Friday, 8:00am-9:00pm

If you have questions or comments regarding the study and/or the ESR, please contact the City of Mississauga's Project Manager, Dana Glofcheskie, P.Eng. (see contact information below). If concerns regarding this study cannot be resolved in discussion with the City of Mississauga, a person or party may request that the Minister of the Environment and Climate Change make an order for the project to comply with Part II of the Environmental Assessment Act (referred to as a Part II Order). Requests for a Part II Order must be received by the Minister, at the address below, by December 15, 2015. A copy of the request must also be sent to the City of Mississauga's Project Manager. If no requests are received by December 15, 2015, the City of Mississauga intends to proceed with detailed design and construction as outlined in the ESR.

City of Mississauga Project Manager
Dana Glofcheskie, P.Eng., Transportation Project Engineer
City of Mississauga
201 City Centre Dr, Suite 800
Mississauga, ON L5B 2T4
dana.glofcheskie@mississauga.ca

Minister of the Environment and Climate Change
The Honourable Glen Murray
Ministry of the Environment and Climate Change
77 Wellesley St W
11th floor, Ferguson Block
Toronto, ON M7A 2T5

Personal information is collected under the authority of the Environmental Assessment Act and will be used in the assessment process. With exception of personal information, all comments shall become part of the public record. Questions about this collection should be directed to the City of Mississauga Project Manager listed in this notice. This notice was first issued on November 12, 2015.

